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ZZV - 1997

INSTRUMENT APPROACH PROCEDURE CHARTS

AIFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ALTON/ST.LOUIS, IL	
ST. LOUIS RGNL	**ILS or LOC Rwy 29[1]**
	LOC BC Rwy 11[1]
	NDB Rwy 17[2]
	RNAV (GPS) Rwy 11
	RNAV (GPS) Rwy 17
	RNAV (GPS) Rwy 29
	RNAV (GPS) Rwy 35
	VOR-A

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

ANTIGO, WI	
LANGLADE COUNTY	**NDB Rwy 16[1]**
	RNAV (GPS) Rwy 16
	RNAV (GPS) Rwy 34

NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

APPLETON, WI	
OUTAGAMIE COUNTY RGNL	**ILS or LOC Rwy 3[12]**
	ILS Rwy 29[13]
	RNAV (GPS) Rwy 3[2]
	RNAV (GPS) Rwy 21[2]
	VOR/DME Rwy 21[2]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]LOC, NA.

ASHLAND, WI	
JOHN F. KENNEDY MEMORIAL	**RNAV (GPS) Rwy 2**
	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 20
	RNAV (GPS) Rwy 31
	VOR Rwy 2[1]
	VOR Rwy 31

NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

NAME	ALTERNATE MINIMUMS
BARABOO, WI	
BARABOO WISCONSIN DELLS	**RNAV (GPS) Rwy 1**
	RNAV (GPS) Rwy 19
	VOR-A

NA when local weather not available.

BELLEVILLE, IL	
SCOTT AFB/ MIDAMERICA	**ILS or LOC/DME Rwy 14L[1]**
	ILS or LOC Rwy 14R[12]
	ILS Rwy 32L[23]
	ILS or LOC Rwy 32R[1]

[1]ILS,Category C, 700-2; Category D, 800-2½; Category E, 800-2¾. LOC, Category D, 800-2½; Category E, 800-2¾.
[2]NA when control tower closed.
[3]ILS, Category D, 800-2¼; Category E, 800-2¾. LOC, Category E, 800-2¾.

BLOOMINGTON, IL	
CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL	**ILS or LOC Rwy 20[12]**
	ILS or LOC Rwy 29[1]
	ILS or LOC/DME Rwy 2[12]
	LOC BC Rwy 11
	RNAV (GPS) Rwy 2
	RNAV (GPS) Rwy 11
	RNAV (GPS) Rwy 20
	RNAV (GPS) Rwy 29

NA when local weather not available.
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.

BOSCOBEL, WI	
BOSCOBEL	**RNAV (GPS) Rwy 7[1]**
	RNAV (GPS) Rwy 25[1]
	VOR/DME Rwy 25[2]

NA when local weather not available.
[1]Categories A,B, 900-2; Category C, 1000-2¾.
[2]Categories A,B,1000-2; Category C, 1000-2¾.

NAME ALTERNATE MINIMUMS

BURLINGTON, WI

BURLINGTON MUNI ..... **RNAV (GPS) Rwy 29**
VOR Rwy 29[1]
NA when local weather not available.
[1]Category D, 800-2¼.

CAHOKIA/ST. LOUIS, IL

ST. LOUIS
DOWNTOWN ..... **ILS or LOC Rwy 30L[123]**
RNAV (GPS) Rwy 12R[34]
[1]NA when control tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]Category D, 800-2¼.

CARBONDALE-MURPHYSBORO, IL

SOUTHERN ILLINOIS ..... **ILS Rwy 18L**
NDB or GPS Rwy 18L
NA when control tower closed.

CHAMPAIGN-URBANA, IL

UNIVERSITY OF ILLINOIS-
WILLARD ..... **ILS or LOC Rwy 32R[12]**
LOC BC Rwy 14L[1]
RADAR-1[1]
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 32R[2]
VOR Rwy 4[2]
VOR/DME Rwy 14L[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

CHICAGO, IL

CHICAGO O'HARE INTL ... **ILS or LOC Rwy 9L**
ILS or LOC Rwy 9R
ILS,LOC,Categories A, B, 1100-2; Categories C, D, 1100-3.

LANSING MUNI ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 36
NA when local weather not available.

CHICAGO(WEST CHICAGO), IL

DUPAGE ..... **RNAV (GPS) Rwy 20R**
NA when local weather not available.

CHICAGO/AURORA,IL

AURORA MUNI ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 33[12]
RNAV (GPS) Rwy 9[1]
RNAV (GPS) Rwy 33[2]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Categories A,B,C,D, 700-2.

NAME ALTERNATE MINIMUMS

CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL

CHICAGO EXECUTIVE ..... **ILS or LOC Rwy 16**
RNAV (GPS) Rwy 16
NA when local weather not available.

CHICAGO/ROMEOVILLE, IL

LEWIS UNIVERSITY ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 27
VOR Rwy 9
NA when local weather not available.
Category D, 800-2½.

CHICAGO/WAUKEGAN, IL

WAUKEGAN RGNL ..... **ILS Rwy 23**
NA when control tower closed.

CLINTONVILLE, WI

CLINTONVILLE MUNI ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 32
NA when local weather not available.

DANVILLE, IL

VERMILION RGNL ..... **ILS or LOC Rwy 21**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 34
VOR/DME Rwy 3
VOR Rwy 21
NA when local weather not available.

DE KALB, IL

DE KALB TAYLOR MUNI .. **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 27
NA when local weather not available.
[1]Categories C,D, 700-2.

DECATUR, IL

DECATUR ..... **ILS Rwy 6[1]**
LOC BC Rwy 24[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 36[2]
VOR Rwy 36[1]
[1]NA when control tower closed.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

EAGLE RIVER, WI
EAGLE RIVER UNION ..... **NDB Rwy 22[1]**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.
[1]Category C, 800-2¼,Category D, 800-2½.

EAU CLAIRE, WI
CHIPPEWA VALLEY
RGNL ..... **ILS or LOC Rwy 22[12]**
RNAV (GPS) Rwy 22[12]
VOR-A[23]
[1]Category D, 800-2½.
[2]NA when local weather not available.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.

EFFINGHAM, IL
EFFINGHAM COUNTY
MEMORIAL ..... **VOR or GPS Rwy 1**
Category D, 800-2¼.

FAIRFIELD, IL
FAIRFIELD MUNI ..... **RNAV (GPS) Rwy 9**
NA when local weather not available.

FLORA, IL
FLORA MUNI ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

FOND DU LAC, WI
FOND DU LAC
COUNTY ..... **RNAV (GPS) Rwy 36**
NA when local weather not available.

FREEPORT, IL
ALBERTUS ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR Rwy 24
NA when local weather not available.

GREEN BAY, WI
AUSTIN STRAUBEL INTL .... **ILS or LOC Rwy 6**
LOC BC Rwy 24
RADAR-1
NA when control tower closed.

HARRISBURG, IL
HARRISBURG-RALEIGH ... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.

NAME ALTERNATE MINIMUMS

HAYWARD, WI
SAWYER COUNTY ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.
Category C, 800-2¼; Category D, 1000-3.

JACKSONVILLE, IL
JACKSONVILLE MUNI ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR Rwy 13
NA when local weather not available.

JANESVILLE, WI
SOUTHERN WISCONSIN
RGNL ..... **ILS or LOC Rwy 4[1]**
ILS or LOC Rwy 32[23]
NA when control tower closed.
[1]ILS,Category D, 700-2.
[2]ILS, LOC, Categories A,B, 1100-2; Categories C,D, 1100-3.
[3]NA when local weather not available.

JUNEAU, WI
DODGE COUNTY ..... **LOC Rwy 26**
NDB Rwy 2
NDB Rwy 20
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 8
RANV (GPS) Rwy 20
RNAV (GPS) Rwy 26
NA when local weather not available.

KANKAKEE, IL
GREATER KANKAKEE ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 34
VOR Rwy 4
VOR Rwy 22
NA when local weather not available.

KENOSHA, WI
KENOSHA RGNL ..... **ILS or LOC Rwy 7L[1]**
RNAV (GPS) Rwy 7L
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 25R
RNAV (GPS) Rwy 33
VOR Rwy 15
VOR Rwy 25R
NA when local weather not available.
[1]NA when control tower closed.

NAME ALTERNATE MINIMUMS

LA CROSSE, WI

LA CROSSE MUNI ..... **ILS or LOC Rwy 18[14]**
NDB Rwy 18[35]
RNAV (GPS) Rwy 3[23]
RNAV (GPS) Rwy 13[34]
RNAV (GPS) Rwy 18[34]
RNAV (GPS) Rwy 21[35]
RNAV (GPS) Rwy 31[36]
RNAV (GPS) Rwy 36[34]
VOR Rwy 13[34]
VOR Rwy 36[14]

[1]NA when control tower closed.
[2]Categories A,B, 1100-2; Category C, 1100-3; Category D, 1200-3.
[3]NA when local weather not available.
[4]Category C, 800-2¼; Category D, 1200-3.
[5]Categories A,B, 1200-2; Categories C,D, 1200-3.
[6]Categories A,B, 1000-2; Category C, 1000-3; Category D, 1200-3.

LAND O'LAKES, WI

KING'S LAND O'LAKES .... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

LAWRENCEVILLE, IL

LAWRENCEVILLE-VINCENNES INTL ..... **VOR Rwy 36**

Category D, 800-2¼.

LINCOLN, IL

LOGAN COUNTY ..... **NDB Rwy 21[1]**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 3

NA when local weather not available.
[1]Category C, 800-2¼, Category D, 800-2½.

LITCHFIELD, IL

LITCHFIELD MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

LONE ROCK, WI

TRI-COUNTY RGNL ..... **RNAV (GPS) Rwy 9[1]**
RNAV (GPS) Rwy 27[1]
VOR-A[2]

NA when local weather not available.
[1]Categories A,B, 900-2; Category C, 900-2¼.
[2]Categories A,B, 1000-2; Category C 1000-2¾.

MACOMB, IL

MACOMB MUNI ..... **LOC Rwy 27[1]**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR/DME-A

NA when local weather not available.

NAME ALTERNATE MINIMUMS

MADISON, WI

DANE COUNTY RGNL-TRUAX FIELD ..... **ILS or LOC Rwy 21[1]**
ILS or LOC/DME Rwy 18[12]
ILS or LOC/DME Rwy 36[12]
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VOR Rwy 21[5]

[1]NA when control tower closed.
[2]ILS, LOC, Category E, 900-3.
[3]Category E, 800-2¾.
[4]Category E, 800-3.
[5]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

MANITOWOC, WI

MANITOWOC COUNTY ... **ILS or LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[1]
RNAV (GPS) Rwy 35[1]
VOR Rwy 17
VOR/DME Rwy 35[1]

Category D, 800-2½.
[1]NA when local weather not available.

MARION, IL

WILLIAMSON COUNTY RGNL ..... **ILS or LOC Rwy 20[1]**
NDB Rwy 20
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2
VOR Rwy 20[2]

NA when local weather not available.
[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

MARSHFIELD, WI

MARSHFIELD MUNI ..... **NDB or GPS Rwy 4[1]**
NDB Rwy 16[1]
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 34[2]

[1]NA except for operators with approved weather reporting service.
[2]NA when local weather not available.

MATTOON/CHARLESTON, IL

COLES COUNTY MEMORIAL ..... **ILS or LOC Rwy 29**
NDB Rwy 29
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 29
VOR Rwy 6
VOR Rwy 24

NA when local weather not available.

NAME ALTERNATE MINIMUMS

MEDFORD, WI
TAYLOR COUNTY ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

MENOMONIE, WI
MENOMONIE MUNI-SCORE FIELD ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
VOR/DME Rwy 27
NA when local weather not available.

MERRILL, WI
MERRILL MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.

MILWAUKEE, WI
LAWRENCE J. TIMMERMAN ..... **LOC Rwy 15L**
VOR or GPS Rwy 4L
VOR or GPS Rwy 15L
NA when control tower closed.

MINOCQUA-WOODRUFF, WI
LAKELAND/NOBLE F. LEE MEMORIAL FIELD ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 28
RNAV (GPS) Rwy 36
NA when local weather not available.

MOLINE, IL
QUAD-CITY INTL ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 27[123]
RNAV (GPS) Rwy 13[3]
RNAV (GPS) Rwy 31[3]
[1]NA when control tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.

MONROE, WI
MONROE MUNI ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
VOR/DME Rwy 30
NA when local weather not available.

MORRIS, IL
MORRIS MUNI-JAMES R WASHBURN FIELD ..... **RNAV (GPS) Rwy 36**
NA when local weather not available.

MOSINEE, WI
CENTRAL WISCONSIN ..... **ILS or LOC Rwy 8[1]**
ILS or LOC Rwy 35
NA when control tower closed.
[1]NA when local weather not available.

NAME ALTERNATE MINIMUMS

MOUNT VERNON, IL
MOUNT VERNON ..... **ILS Rwy 23[12]**
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 23[3]
[1]NA between 2000-0630 local time.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.

NEW RICHMOND, WI
NEW RICHMOND RGNL . **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

OSCEOLA, WI
L O SIMENSTAD MUNI .... **RNAV (GPS) Rwy 28**
NA when local weather not available.

OSHKOSH, WI
WITTMAN RGNL ..... **ILS or LOC Rwy 36[1]**
LOC/DME BC Rwy 18[1]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 27[2]
RNAV (GPS) RWY 36[1]
VOR Rwy 9[2]
VOR Rwy 18[23]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

PARIS, IL
EDGAR COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

PEORIA, IL
GREATER PEORIA RGNL ..... **ILS or LOC Rwy 4**
ILS or LOC Rwy 31
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR or TACAN Rwy 31
NA when local weather not available.

PERU, IL
ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

PHILLIPS, WI
PRICE COUNTY ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

NAME ALTERNATE MINIMUMS

PLATTEVILLE, WI
PLATTEVILLE MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 33
NA when local weather not available.

PONTIAC, IL
PONTIAC MUNI ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR Rwy 24
NA when local weather not available.

PRAIRIE DU CHIEN, WI
PRAIRIE DU CHIEN MUNI .. **VOR/DME Rwy 29**
Category A/B 1000-2, Category C/D 1200-3.

QUINCY, IL
QUINCY RGNL-
BALDWIN FIELD ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36
VOR Rwy 4
VOR/DME Rwy 22
NA when local weather not available.

RANTOUL, IL
RANTOUL NATL AVN CNTR/
FRANK ELLIOTT FLD ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

RICE LAKE, WI
RICE LAKE REGIONAL-
CARL'S FIELD ..... **ILS or LOC Rwy 1[1]**
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19
VOR Rwy 1
VOR/DME Rwy 19
NA when local weather not available.
[1]ILS, Category D, 700-2.

SHEBOYGAN, WI
SHEBOYGAN COUNTY
MEMORIAL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 31
VOR Rwy 3[1]
VOR Rwy 21
NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

SPARTA, IL
SPARTA COMMUNITY-
HUNTER FIELD ..... **RNAV (GPS) Rwy 36**
NA when local weather not available.

SPRINGFIELD, IL
ABRAHAM LINCOLN
CAPITAL ..... **ILS or LOC Rwy 4[12]**
ILS or LOC Rwy 22[12]
RADAR-1[23]
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR/DME Rwy 22
NA when local weather n ot available.
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]Category E, 800-2¾.

STERLING-ROCKFALLS, IL
WHITESIDE CO-
JOS H BITTORF FIELD ..... **NDB Rwy 7**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
NA when local weather not available.

STEVENS POINT, WI
STEVENS POINT
MUNI ..... **RNAV (GPS) Rwy 3[1]**
RNAV (GPS) Rwy 21[1]
VOR/DME Rwy 3[1]
VOR/DME Rwy 21[1]
VOR or GPS Rwy 30
Category D, 800-2¼.
[1]NA when local weather not available.

STURGEON BAY, WI
DOOR COUNTY
CHERRYLAND ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

TAYLORVILLE, IL
TAYLORVILLE MUNI ..... **NDB Rwy 18**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
NA when local weather not available.

TOMAHAWK, WI
TOMAHAWK RGNL ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

NAME ALTERNATE MINIMUMS

WATERTOWN, WI

WATERTOWN MUNI ..... **RNAV (GPS) Rwy 5[12]**
RNAV (GPS) Rwy 11[13]
RNAV (GPS) Rwy 23[12]
RNAV (GPS) Rwy 29[12]
VOR/DME Rwy 29[2]

[1]NA when local weather not available.
[2]Category D, 900-3.
[3]Categories A, B, 900-2; Category C, 900-2¼; Category D, 900-3.

WAUKESHA, WI

WAUKESHA COUNTY .... **ILS or LOC Rwy 10[12]**
RNAV (GPS) Rwy 10[13]
RNAV (GPS) Rwy 28[13]
VOR-A[13]

[1]NA when local weather not available.
[2]ILS, Category C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

WAUPACA, WI

WAUPACA MUNI ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28

NA when local weather not available.

WAUSAU, WI

WAUSAU DOWNTOWN ... **RNAV (GPS) Rwy 12**

NA when local weather not available.

CHAMPAIGN/URBANA, IL Amdt. 6A, OCT 28, 2002 (FAA) ELEV 754

UNIVERSITY OF ILLINOIS-WILLARD

RADAR - 316°-135° 121.35 285.65 136°-315° 132.85 291.0 A

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	14L		ABC	**1100**-1	346	(400-1)	D	**1100**-1¼	346	(400-1¼)
	32R		ABC	**1100**/24	351	(400-½)	D	**1100**/50	351	(400-1)
CIRCLING			A	**1160**-1	406	(500-1)	B	**1220**-1	466	(500-1)
			C	**1220**-1½	466	(500-1½)	D	**1320**-2	566	(600-2)

When control tower closed, ASR not authorized.
Category D S-32R visibility increased to RVR 6000 for inoperative MALSR.

CHICAGO/ROCKFORD, IL Amdt. 10A, DEC 21,2006 (FAA) ELEV 742

CHICAGO/ ROCKFORD INTL

RADAR - 121.0 327.0

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1		AB	**1160**/24	431	(500-½)	C	**1160**/40	431	(500-¾)
			D	**1160**/50	431	(500-1)				
	7		AB	**1180**/24	438	(500-½)	C	**1180**/40	438	(500-¾)
			D	**1180**/50	438	(500-1)				
	25		AB	**1220**-1	485	(500-1)	C	**1220**-1¼	485	(500-1¼)
			D	**1220**-1½	485	(500-1½)				
CIRCLING			A	**1220**-1	478	(500-1)	b	**1240**-1	498	(500-1)
			C	**1240**-1½	498	(500-1½)	D	**1320**-2	578	(600-2)

GREEN BAY, WI Amdt. 9C, JUL 6, 2006 (FAA) ELEV 695

AUSTIN STRAUBEL INTL

RADAR - 119.4 338.2 V A

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	36		AB	**1100**/24	418	(500-½)	C	**1100**/40	418	(500-¾)
			D	**1100**/50	418	(500-1)				
	24		AB	**1120**-1	438	(500-1)	C	**1120**-1¼	438	(500-1¼)
			D	**1120**-1½	438	(500-1½)				
	18		AB	**1220**-1	525	(600-1)	C	**1220**-1½	525	(600-1½)
			D	**1220**-1¾	525	(600-1¾)				
	6		AB	**1220**/24	528	(600-½)	C	**1220**/50	528	(600-1)
			D	**1220**/60	528	(600-1¼)				
CIRCLING			AB	**1220**-1	525	(600-1)	C	**1220**-1½	525	(600-1½)
			D	**1260**-2	565	(600-2)				

For inoperative MALSR, increase ASR S-36 Category D visibility to RVR 6000.
When control tower closed, ASR not authorized.

MADISON, WI

Amdt. 17, MAR 17, 2005 (FAA) ELEV **887**

DANE COUNTY RGNL-TRUAX FIELD

RADAR - 135.45 343.7

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	21		AB	**1360**-½	473	(500-½)	C	**1360**-¾	473	(500-¾)
			D	**1360**-1	473	(500-1)	E	**1360**-1¼	473	(500-1¼)
	36		AB	**1360**/24	498	(500-½)	C	**1360**/50	498	(500-1)
			D	**1360**/60	498	(500-1¼)	E	**1360**/1½	498	(500-1½)
	14		AB	**1360**-1	499	(500-1)	C	**1360**-1¼	499	(500-1¼)
			D	**1360**-1½	499	(500-1½)	E	**1360**-1¾	499	(500-1¾)
	18		AB	**1360**/24	500	(600-½)	C	**1360**/40	500	(600-¾)
			D	**1360**/50	500	(600-1)	E	**1360**/60	500	(600-1¼)
	32		AB	**1440**-1	579	(600-1)	C	**1440**-1½	579	(600-1½)
			D	**1440**-1¾	579	(600-1¾)	E	**1440**-2	579	(600-2)
CIRCLING			A	**1440**-1	553	(600-1)	B	**1460**-1	573	(600-1)
			C	**1460**-1½	573	(600-1½)	D	**1460**-2	573	(600-2)
			E	**1680**-2¾	793	(800-2¾)				

When control tower closed, ASR procedures not authorized.

SPRINGFIELD, IL

Amdt. 9, OCT 27,2005 (FAA) ELEV **597**

ABRAHAM LINCOLN CAPITAL

RADAR - 118.6 323.0

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		ABC	**960**-½	363	(400-½)	DE	**960**-1	363	(400-1)
	31		AB	**1240**-½	650	(700-1)	C	**1240**-1¼	650	(700-1¼)
			D	**1240**-1½	650	(700-1½)	E	**1240**-1¾	650	(700-1¾)
	4		ABC	**960**/24	368	(400-½)	DE	**960**/50	368	(400-1)
CIRCLING			AB	**1240**-1	643	(700-1)	C	**1240**-1¾	643	(700-1¾)
			D	**1240**-2	643	(700-2)	E	**1380**-2¾	783	(800-2¾)

If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 60 feet.
For inoperative MALSR; increase S-4 categories D and E visibility to 6000; increase S-22 categories D and E visibility to 1¼; increase S-31 category E visibilty to 2¼.
When control tower closed, ASR not authorized.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ALTON/ST. LOUIS, IL

ST. LOUIS RGNL (ALN)

ORIG 05300 (FAA)

NOTE: **Rwy 11,** tree 1876' from departure end of runway, 834' left of centerline, 65' AGL/ 575' MSL, light pole 1067' from departure end of runway, 667' left of centerline, 25' AGL/554' MSL. **Rwy 17,** multiple trees beginning 1520' from departure end of runway, 859' right of centerline, 82' AGL/621' MSL, tree 1794' from departure end of runway, 410' left of centerline, 59' AGL/ 598' MSL. **Rwy 29,** multiple trees beginning 1318' from departure end of runway, 494' left of centerline, 59' AGL/ 579' MSL, light pole 663' from departure end of runway, 528' left of centerline, 10' AGL/559' MSL, tree 1481' from departure end of runway, 501' right of centerline, 66' AGL/578' MSL. **Rwy 35,** multiple trees and light pole beginning 980' from departure end of runway, 574' left of centelrine, 67' AGL/596' MSL.

AMERY, WI

AMERY MUNI (AHH)

AMDT 1 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-1 or std. with a min. climb of 335' per NM to 1600

NOTE: **Rwy 18,** towers 6684' from departure end of runway, 2072' left of centerline, 140' AGL/1340' MSL.

NAME	TAKE-OFF MINIMUMS

ANTIGO, WI

LANGLADE COUNTY (AIG)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 400-2 or std. w/ min. climb of 221' per NM to 1900, or alternatively, with std. takeoff min. and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 8,** Trees beginning 3692' from departure end of runway, 538' right of centerline, up to 100' AGL/1799' MSL. Vehicle and road 796' from departure end of runway, 27' right of centerline, 15' AGL/1544' MSL. **Rwy 16,** Vehicle and road beginning 150' from departure end of runway, 212' left of centerline, 15' AGL/1539' MSL. **Rwy 26,** Trees beginning 2447' from departure end of runway, on centerline, up to 100' AGL/1614' MSL.

ASHLAND, WI

JOHN F. KENNEDY MEMORIAL (ASX)
AMDT 1 08157 (FAA)

NOTE: **Rwy 2,** trees beginning 52' from departure end of runway, 209' right of centerline, up to 100'AGL/939' MSL. Trees beginning 119' from departure end of runway, 110' left of centerline, up to 100' AGL/929' MSL. Antenna 2411' from departure end of runway, 920' left of centerline, 117' AGL/926' MSL. **Rwy 13,** trees beginning 44' from departure end of runway, 161' right of centerline, up to 100' AGL/878' MSL. Trees beginning 831' from departure end of runway, 241' left of centerline, up to 100' AGL/868' MSL. **Rwy 20,** truck on road 329' from departure end of runway, 576' right of centerline, 15' AGL/844' MSL. Trees beginning 206' from departure end of runway, 229' right of centerline, up to 100' AGL/893' MSL. Trees beginning 1152' from departure end of runway, 295' left of centerline, up to 100' AGL/893' MSL. **Rwy 31,** truck on road 65' from departure end of runway, 325' right and 331' left of centerline, 15' AGL/844' MSL. Trees beginning 90' from departure end of runway, 172' right of centerline, up to 100' AGL/919' MSL. Trees beginning 34' from departure end of runway, 222' left of centerline, up to 100' AGL/838' MSL

BARABOO, WI

BARABOO WISCONSIN DELLS (DLL)
ORIG 85017 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1.

DEPARTURE PROCEDURE: **Rwy 14,** southeastbound departures, climbing left turn to heading 070° intercept DLL R-090, climb to 3200 before proceeding southeastbound. **Rwys 19, 32,** southeastbound departures (090° CW 180°) climb on runway heading to 3200 before proceeding on course.

BLACK RIVER FALLS, WI

BLACK RIVER FALLS AREA (BCK)
AMDT 1 (FAA)

DEPARTURE PROCEDURE: **Rwys 8, 26,** climb runway heading to 1400 before proceeding on course.

BLOOMINGTON-NORMAL, IL

CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)
ORIG 07074 (FAA)

DEPARTURE PROCEDURE: **Rwy 20,** climb heading 198° to 1400 before turning left.

NOTE: **Rwy 2,** pole 1638' from departure end of runway, 908' right of centerline, 78' AGL/922' MSL. **Rwy 11,** tree 2069' from departure end of runway, 1031' right of centerline, 60' AGL/933' MSL.

BOSCOBEL, WI

BOSCOBEL (OVS)
AMDT 1 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 600-3 or std. w/ min. climb of 447' per NM to 1300. **Rwy 7,** std. w/ min. climb of 548' per NM to 1500, or 1200-2½ for climb in visual conditions. **Rwy 20,** std. w/ min. climb of 672' per NM to 1400 or 1200-2½ for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 381' per NM to 1300 or 1200-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 017° to 1300 before turning south. **Rwy 7,** climb heading 067° to 1500 before turning south, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course. **Rwy 20,** climb heading 197° to 1500 before turning east, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course. **Rwy 25,** climb heading 247° to 1500 before proceeding on course, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course.

NOTE: **Rwy 2,** trees 1.3 NM from departure end of runway, 2536' left of centerline, 100' AGL/1118' MSL. Trees 1.6 NM from departure end of runway, 1276' left of centerline, 100' AGL/1127' MSL. Trees 1750' from departure end of runway, 470' left of centerline, 100' AGL/835' MSL. **Rwy 7,** trees 1.2 NM from departure end of runway, 2270' right of centerline, 100' AGL/1167' MSL. Trees 1290' from departure end of runway, 580' left of centerline, 100' AGL/726' MSL. Tree 13' from departure end of runway, 489' left of centerline, 10' AGL/690' MSL. Trees 1988' from departure end of runway, 250' left of centerline, 40' AGL/738' MSL. **Rwy 20,** tower 1.7 NM from departure end of runway, 640' right of centerline, 205' AGL/1196' MSL. Tower 3070' from departure end of runway, 865' left of centerline, 100' AGL/790' MSL. **Rwy 25,** tree 1.6 NM from departure end of runway, 2290' right of centerline, 100' AGL/1137' MSL. Tree 2.1 NM from departure end of runway, 1110' right of centerline, 100' AGL/1066' MSL. Trees 958' from departure end of runway, 478' right of centerline, 40' AGL/737' MSL. Trees 1165' from departure end of runway, 701' left of centerline, 40' AGL/731' MSL. Tree 1.6 NM from departure end of runway, 2290' right of centerline, 100' AGL/1137' MSL.

BOYCEVILLE, WI

BOYCEVILLE MUNI (3T3)
ORIG 02332 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 1300-2 or std. with a min. climb of 340' per NM to 2700.

NOTE: **Rwy 8,** tower 6.44NM from departure end of runway,3378'right of centerline,1200'AGL/2180'MSL.

BURLINGTON, WI

BURLINGTON MUNI (BUU)
AMDT 2 86128 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 300-1 or std. with a min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 11,** climb runway heading to 1400 before turning.

CABLE, WI

CABLE UNION (3CU)
AMDT 4 99308 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** west departures, climb runway heading to 1900 before turning westbound.

CAHOKIA/ST. LOUIS, IL

ST. LOUIS DOWNTOWN (CPS)

AMDT 7 05300 (FAA)

TAKEOFF MINIMUMS: **Rwy 5,** 200-1 ¼ or std. with a min. climb of 343' per NM to 800. **Rwy 30L,** 400-2½ or std. with a min. climb of 220' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 5,** climb via heading 047° to 900 before turning left. **Rwy 12L/12R,** climb via heading 122° to 1000 before turning left. **Rwy 23,** climb via heading 227° to 2000 before turning. **Rwy 30L/30R,** climb via heading 302° to 1700 before turning.

NOTE: **Rwy 5,** antenna 476' from departure end of runway, 326' right of centerline, 37' AGL/448' MSL, pole 630' from departure end of runway, 540' right of centerline, 62' AGL/473' MSL, multiple towers beginning 1649' from departure end of runway, 19' left of centerline, up to 76' AGL/487' MSL. **Rwy 12L,** tree 1633' from departure end of runway, 144' left of centerline, 44' AGL/453' MSL. **Rwy 12R,** tree 2279' from departure end of runway 927' right of centerline, 77' AGL/486' MSL. Tree 3823' from departure end of runway, 20' left of centerline, 92' AGL/509' MSL. **Rwy 23,** pole 763' from departure end of runway, 182' right of centerline, 44' AGL/453' MSL, multiple trees beginning 812' from departure end of runway, 4' right of centerline, up to 81' AGL/492' MSL. **Rwy 30L,** multiple trees beginning 889' from departure end of runway, 516' right of centerline, up to 114' AGL/521' MSL.

CANTON, IL

INGERSOLL (CTK)

ORIG 08213 (FAA)

NOTE: **Rwy 9,** tree 1335' from departure end of runway, 772' right of centerline, 100' AGL/749' MSL. **Rwy 36,** tree 1162' from departure end of runway, 486' right of centerline, 100' AGL/739' MSL.

CARMI, IL

CARMI MUNI (CUL)

AMDT 1 83356 (FAA)

DEPARTURE PROCEDURE: **Rwy 36,** climb runway heading to 1000 before turning westbound.

CASEY, IL

CASEY MUNI (1H8)

AMDT 3 83258 (FAA)

DEPARTURE PROCEDURE: **Rwys 4, 22, 36,** climb runway heading to 1900 before turning southbound. **Rwy 18,** climb runway heading to 1900 before turning left.

CENTRALIA, IL

CENTRALIA MUNI (ENL)

AMDT 1 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.

CHAMPAIGN/URBANA, IL

UNIVERSITY OF ILLINOIS-WILLARD (CMI)

ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 041° to 1300 before turning left.

NOTE: **Rwy 4,** trees beginning 56' from departure end of runway, 23' left of centerline, up to 63' AGL/808' MSL. Trees beginning 56' from departure end of runway, 89' right of centerline, up to 98' AGL/843' MSL. **Rwy 14R,** rod on obstruction light 520' from departure end of runway, 383' left of centerline, 17' AGL/760' MSL. Glide slope 541' from departure end of runway, 439' left of centerline, 36' AGL/779' MSL. Rod on obstruction light 543' from departure end of runway, 439' left of centerline, 37' AGL/780' MSL. **Rwy 18,** Terrain beginning 2' from departure end of runway, from left to right of centerline, up to 0' AGL/749' MSL. **Rwy 32L,** terrain 20' from departure end of runway, 152' right of centerline, 0' AGL/752' MSL. Antenna on ASR 1920' from departure end of runway, 331' left of centerline, 82' AGL/831' MSL.

CHICAGO, IL

CHICAGO MIDWAY INTL (MDW)

AMDT 10 08101 (FAA)

DEPARTURE PROCEDURE: **Rwys 4L,4R,** Climbing right turn to 2400 heading 100° before proceding on course. **Rwys 13C, 13L, 13R,** Climb heading 135° to 1400 before turning. **Rwys 22L, 22R,** Climb heading 224° to 1300 before turning. **Rwys 31C, 31L, 31R,** Climb heading 315° to 1500 before turning.

NOTE: **Rwy 4L,** fence 18' from departure end of runway, 257' left of centerline, 12' AGL/616' MSL. Vehicle plus road 143' from departure end of runway, 163' left of centerline, 16' AGL/620' MSL. Building 251' from departure end of runway, 217' left of centerline, 26' AGL/630' MSL. Sign 1912' from departure end of runway, 330' left of centerline, 88' AGL/692' MSL. Multiple light poles and trees beginning 375' from departure end of runway, 98' right of centerline, up to 75' AGL/679' MSL.

Rwy 4R, LOC 300' from departure end of runway, on centerline, 10' AGL/614' MSL. Light pole and multiple trees beginning 40' from departure end of runway, 369' left of centerline, up to 75' AGL/679' MSL. Blast fence 277' from departure end of runway, 45' left of centerline, 9' AGL/613' MSL. Tower 3983' from departure end of runway, 1142' left of centerline, 109' AGL/708' MSL. Multiple light poles and trees beginning 96' from departure end of runway, 21' right of centerline, up to 53' AGL/657' MSL. Train beginning 1483' from departure end of runway, 570' right of centerline, 48' AGL/654' MSL. **Rwy 13C**, LOC 248' from departure end of runway, on centerline, 8' AGL/619' MSL. Building 101' from departure end of runway, 254' left of centerline, 14' AGL/625' MSL. Trees beginning 288' from departure end of runway, 459' left of centerline, up to 76' AGL/680' MSL. Trees beginning 109' from departure end of runway, 402' right of centerline, up to 86' AGL/700' MSL. **Rwy 13L,** multiple poles and trees beginning 362' from departure end of runway, 215' left of centerline, up to 71' AGL/675' MSL. Trees beginning 1136' from departure end of runway, 54' right of centerline, up to 76' AGL/680' MSL. **Rwy 13R,** wind sock 263' from departure end of runway, 256' left of centerline, 9' AGL/621' MSL. Tree 1852' from departure end of runway, 960' left of centerline, 75' AGL/661' MSL. Building 459' from departure end of runway, 594' right of centerline, 50' AGL/660' MSL. Hangar 661' from departure end of runway, 291' right of centerline, 52' AGL/661' MSL. **Rwy 22L,** multiple poles and trees beginning 74' from departure end of runway, 375' left of centerline, up to 70' AGL/689' MSL. Multiple poles and trees beginning 465' from departure end of runway, 49' right of centerline, up to 60' AGL/679' MSL. Tank 4100' from departure end of runway, 161' right of centerline, 109' AGL/728' MSL. **Rwy 22R,** multiple poles and trees beginning 575' from departure end of runway, 168' left of centerline, up to 58' AGL/677' MSL. Tank 4100' from departure end of runway, 161' left of centerline, 109' AGL/728' MSL. Fence 198' from departure end of runway, 3' right of centerline, 12' AGL/630' MSL. Trees beginning 183' from departure end of runway, 65' right of centerline, up to 72' AGL/686' MSL.

CHICAGO MIDWAY INTL (CON'T)

Rwy 31C, LOC 239' from departure end of runway, on centerline, 10' AGL/617' MSL. Trees beginning 452' from departure end of runway, 454' left of centerline, up to 63' AGL/667' MSL. Spire 2207' from departure end of runway, 699' left of centerline, 78' AGL/684' MSL. Multiple poles and trees beginning 142' from departure end of runway, 28' right of centerline, up to 73' AGL/672' MSL. DME 183' from departure end of runway, 309' right of centerline, 17' AGL/624' MSL. Sign 1528' from departure end of runway, 270' right of centerline, 52' AGL/652' MSL. Tank 5576' from departure end of runway, 1430' right of centerline, 162' AGL/756' MSL. **Rwy 31L,** trees beginning 1299' from departure end of runway, 85' left of centerline, up to 53' AGL/662' MSL. Trees beginning 1779' from departure end of runway, 26' right of centerline, up to 68' AGL/667' MSL. **Rwy 31R,** multiple poles and trees beginning 379' from departure end of runway, 49' left of centerline, up to 65' AGL/664' MSL. Pole and trees beginning 70' from departure end of runway, 50' right of centerline, up to 68' AGL/667' MSL.

CHICAGO-O'HARE INTL (ORD)

AMDT 16A 09099 (FAA)

TAKEOFF MINIMUMS: **Rwy 27L,** std. w/ min. climb of 214' per NM to 1700, or 300-1¼ with min. climb of 203' per NM to 1700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway. **Rwy 27R,** std. w/ min. climb of 228' per NM to 1800. **Rwy 28,** std. w/ min. climb of 222' per NM to 1700. **Rwy 32L**, std. w/ min. climb of 231' per NM to 1800.

NOTE: **Rwy 4L**, multiple buildings beginning 3325' from DER, 1198' right of centerline, up to 101' AGL/750' MSL. **Rwy 4R,** multiple trees beginning 793' from DER, 568' right of centerline, up to 77' AGL/716' MSL. Multiple trees beginning 2266' from DER, 756' left of centerline, up to 84' AGL/723' MSL. Parked aircraft on ramp 153' from DER, 329' left of centerline, 80' AGL/735' MSL. **Rwy 9L,** building 2771' from DER, 1194' right of centerline, 94' AGL/745' MSL. **Rwy 9R,** street light 877' from DER, 686' right of centerline, 40' AGL/684' MSL. **Rwy 10,** multiple towers beginning 2522' from DER, 983' right of centerline, up to 127' AGL/771' MSL. Parked aircraft on ramp 33' from DER, 440' left of centerline, 80' AGL/735' MSL. **Rwy 14L,** multiple lights beginning 982' from DER, 745' left of centerline, up to 40' AGL/684' MSL. Parked aircraft on ramp and sign beginning 100' from DER, 363' right of centerline, up to 80' AGL/729' MSL. **Rwy 14R,** parked aircraft on ramp 1104' from DER, 766' right of centerline, 80' AGL/730' MSL. **Rwy 22L,** tree 972' from DER, 354' left of centerline, 31' AGL/690' MSL. **Rwy 22R,** parked aircraft on ramp 34' from DER, 430' left of centerline, 80' AGL/736' MSL. **Rwy 27L,** multiple poles, towers, and aircraft on ramp beginning 70' from DER, 408' left of centerline, 147' AGL/812' MSL. **Rwy 27R,** elevator 2778' from DER, 1021' left of centerline, 111' AGL/776' MSL. Tank 1489' from DER, 892' left of centerline, 55' AGL/723' MSL. **Rwy 32L,** flag pole 2036' from DER, 791' left of centerline, 58' AGL/732' MSL. **Rwy 32R,** multiple trees beginning 1438' from DER, 851' right of centerline, up to 71' AGL/715' MSL.

CHICAGO, IL (CON'T)

LANSING MUNI (IGQ)
AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. w/ min. climb of 322' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 002° to 1200 before proceeding on course.

NOTE: **Rwy 9,** poles beginning 1203' from DER, from left to right of centerline, up to 32' AGL/647' MSL. Building 1882' from DER, 964' left of centerline, 50' AGL/668' MSL. Tower 4314' from DER, 664' left of centerline, 149' AGL/764' MSL. **Rwy 18,** trees beginning 381' from DER, 440' right of centerline, up to 42' AGL/661' MSL. **Rwy 27,** hangar and building beginning 254' from DER, 69' right of centerline, up to 26' AGL/641' MSL. Trees, antennas, antennas on buildings, signs, light poles, and road with vehicles beginning 326' from DER, from left to right of centerline, up to 68' AGL/683' MSL. Tank 575' from DER, 65' left of centerline, 16' AGL/630' MSL. **Rwy 36,** pole 5546' from DER, 1932' right of centerline, 164' AGL/777' MSL.

CHICAGO/AURORA, IL

AURORA MUNI (ARR)
AMDT 1 07298 (FAA)

NOTE: **Rwy 9,** vehicle on road 794' from departure end of runway, right and left of centerline, 15' AGL/734' MSL. Multiple trees beginning 4126' from departure end of runway, on centerline, 100' AGL/819' MSL. **Rwy 15,** multiple trees, power poles and road beginning 900' from departure end of runway, 47' right of centerline, up to 100' AGL/809' MSL. Power pole 1313' from departure end of runway, 47' left of centerline, 34' AGL/733' MSL. **Rwy 18,** multiple power poles beginning 1218' from departure end of runway, 190' right of centerline, up to 35' AGL/734' MSL. Multiple trees beginning 3646' from departure end of runway, on centerline up to 100' AGL/809' MSL. **Rwy 27,** vehicle on road 1020' from departure end of runway, right and left of centerline, 15' AGL/734' MSL. **Rwy 33,** multiple trees and road beginning 788' from departure end of runway, 238' right of centerline, up to 79' AGL/788' MSL. Road and power pole beginning 577' from departure end of runway, 137' left of centerline, up to 38' AGL/747' MSL. **Rwy 36,** tree, pole and fence beginning 31' from departure end of runway, 169' left of centerline, up to 35' AGL/734' MSL. Vehicle on road beginning 1099' from departure end of runway, right and left of centerline, 15' AGL/734' MSL.

CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL

CHICAGO EXECUTIVE (PWK)
AMDT 2 04330 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1 or std. with min. climb of 286' per NM to 900.

NOTE: **Rwy 6,** tree 226' from departure end of runway, 226' right of centerline, 51' AGL/691' MSL. **Rwy 12,** antenna 4287' from departure end of runway, 1191' right of centerline, 129' AGL/769' MSL. **Rwy 16,** tree 1572' from departure end of runway, 423' left of centerline, 62' AGL/702' MSL. Obstruction light, 393' from departure end of runway, 383' right of centerline, 14' AGL/658' MSL. **Rwy 24,** tower 2955' from departure end of runway, 990' left of centerline, 133' AGL/783' MSL. **Rwy 30,** antenna 5171' from departure end of runway, 758' right of centerline, 152' AGL/802' MSL. Tower 4865' from departure end of runway 1002' right of centerline, 131' AGL/778' MSL. **Rwy 34,** tree 479' from departure end of runway, 465' left of centerline, 79' AGL/723' MSL.

CHICAGO/ROMEOVILLE, IL

LEWIS UNIVERSITY (LOT)
ORIG 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 330' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1100 before turning right.

NOTE: **Rwy 2,** multiple towers beginning 1.1 NM from departure end of runway, 361' left of centerline, up to 210' AGL/875' MSL. **Rwy 9,** multiple trees beginning 857' from departure end of runway, 359' left of centerline, up to 66' AGL/735' MSL. Building 244' from departure end of runway, 379' left of centerline, 10' AGL/679' MSL. Multiple trees and pole beginning 278' from departure end of runway, 174' right of centerline, up to 62' AGL/721' MSL. Sign 113' from departure end of runway, 355' right of centerline, 4' AGL/668' MSL. **Rwy 27,** multiple trees beginning 1144' from departure end of runway, 635' right of centerline, up to 54' AGL/723' MSL.

CHICAGO/WAUKEGAN, IL

WAUKEGAN RGNL (UGN)
ORIG 91122 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1.

CHICAGO/WEST CHICAGO, IL

DU PAGE (DPA)
ORIG 07354 (FAA)

NOTE: **Rwy 2L,** tree 2249' from departure end of runway, 1065' left of centerline, 15' AGL/831' MSL. **Rwy 2R,** tower 4561' from departure end of runway, 1540' right of centerline, 140' AGL/899' MSL. **Rwy 10,** building 631' from departure end of runway, 611' left of centerline, 15' AGL/777' MSL, tree 872' from departure end of runway, 336' left of centerline, 15' AGL/815' MSL, tree 1437' from departure end of runway, 367' left of centerline, 15' AGL/827' MSL, stack 1639' from departure end of runway, 184' left of centerline, 50' AGL/810' MSL. **Rwy 15,** road 267' from departure end of runway, 130' left of centerline, 15' AGL/815' MSL, road 467' from departure end of runway, 8' left of centerline, 15' AGL/815' MSL. Signal pole 804' from departure end of runway, 235' right of centerline, 15' AGL/800' MSL, trees beginning 1075' from departure end of runway, 133' right of centerline, 15' AGL/832' MSL. **Rwy 33,** multiple trees starting 332' from departure end of runway, 356' left and right of centerline, 15' AGL/836' MSL, obstruction light on pole 887' from departure end of runway, 149' left of centerline, 10' AGL/796' MSL, obstruction light on pole 927' from departure end of runway, 120' right of centerline, 10' AGL/793' MSL.

CLINTONVILLE, WI

CLINTONVILLE MUNI (CLI)
AMDT 1 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-environmental.

NOTE: **Rwy 4,** trees beginning 382' from departure end of runway, 485' right of centerline, up to 100' AGL/914' MSL, elevator 1199' from departure end of runway, 300' right of centerline, up to 100' AGL/930' MSL. **Rwy 14,** trees beginning 379' from departure end of runway, 424' right of centerline, up to 100' AGL/909' MSL. **Rwy 22,** trees beginning 729' from departure end of runway, 471' right of centerline, up to 100' AGL/929' MSL. **Rwy 32,** trees beginning 1215' from departure end of runway, 426' left of centerline, up to 100' AGL/934' MSL.

DANVILLE, IL

VERMILION RGNL (DNV)
ORIG 09183 (FAA)

NOTE: **Rwy 3,** tree 2298' from departure end of runway, 725' right of centerline, 50' AGL/761' MSL. **Rwy 16,** tree 4101' from departure end of runway, 378' left of centerline, 50' AGL/789' MSL. **Rwy 21,** tree 1982' from departure end of runway, 802' left of centerline, 50' AGL/728' MSL. **Rwy 34,** tree 3460' from departure end of runway, 2' right of centerline, 50' AGL/812' MSL.

DE KALB, IL

DE KALB TAYLOR MUNI (DKB)
AMDT 4 99140 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1.
DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 1400 before proceeding on course.

DECATUR, IL

DECATUR (DEC)
AMDT 2 84131 (FAA)

DEPARTURE PROCEDURE: Northbound departures: **Rwys 6,12,24,** climb runway heading to 1600 before turning north. **Rwy 18,** climb runway heading to 1200 before turning north. **Rwy 30,** right turn, climb to 3000 via DEC R-340 before proceeding north. **Rwy 36,** left turn, climb to 3000 via DEC R-340 before proceeding north.

DELAVAN, WI

LAKE LAWN (C59)
AMDT 1 03247 (FAA)

NOTE: **Rwy 18,** trees 150' from departure end of runway, 200' right of centerline, 56' AGL/1023' MSL. Trees 300' from departure end of runway, 200' right of centerline, 50' AGL/1017' MSL. **Rwy 36,** trees 90' from departure end of runway, 175' left of centerline, 66' AGL/1045' MSL. Poles 251' from departure end of runway, 86' right of centerline, 66' AGL/1045' MSL. Pole 90' from departure end of runway, 240' right of centerline, 60' AGL/1039' MSL. Pole 85' from departure end of runway, 170' left of centerline, 60' AGL/1039' MSL.

DIXON, IL

DIXON MUNI - CHARLES R WALGREEN FIELD (C73)
AMDT 2 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 600-1½ or std. w/ min. climb of 410' per NM to 1400.
DEPARTURE PROCEDURE: **Rwy 12,** climb heading 123° to 1300 before turning right.
NOTE: **Rwy 12,** T-L towers beginning 1.20 NM from DER, left and right of centerline, up to 180' AGL/1139' MSL. **Rwy 8,** vehicle on road 336' from DER, 184' right of centerline, 15' AGL/812' MSL. Road 359' from DER on centerline, 796' MSL. **Rwy 26,** trees beginning 386' from DER, 182' right and left of centerline, up to 52' AGL/833' MSL. Multiple roof tops and poles beginning 164' from DER, 360' right of centerline, up to 25' AGL/806' MSL. Stack and railroad tracks beginning 570' from DER, 304' right of centerline, up to 60' AGL/843' MSL.

EAGLE RIVER, WI

EAGLE RIVER UNION (EGV)
ORIG 06271 (FAA)

NOTE: **Rwy 4,** road 240' from departure end of runway, 559' right of centerline, 15' AGL/1654' MSL. Terrain 51' from departure end of runway, 288' right of centerline, 0' AGL/1639' MSL. **Rwy 13,** road 268' from departure end of runway, 572' left of centerline, 15' AGL/1654' MSL. **Rwy 22,** road 246' from departure end of runway ,566' right of centerline, 15' AGL/1654' MSL. Multiple trees 476' from departure end of runway,430' right of centerline, 83' AGL/1722' MSL. Multiple trees 761' from departure end of runway, 147' left of centerline, 96' AGL/1735' MSL.

EAU CLAIRE, WI

CHIPPEWA VALLEY RGNL (EAU)
AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 500-2¾ or std. w/ min. climb of 295' per NM to 1500. **Rwy 32,** 200-1½ or std. w/ min. climb of 270' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 138° to 2000 before proceeding on course. **Rwy 22,** climb heading 224° to 1700 before proceeding on course. **Rwy 32,** climb heading 304° to 1700 before proceeding on course.
NOTE: **Rwy 4,** terrain 25' from departure end of runway, 98' left of centerline, 0' AGL/942' MSL. **Rwy 14,** trees beginning 336' from departure end of runway, 73' right of centerline, up to 62' AGL/1110' MSL. Trees beginning 999' from departure end of runway, 29' left of centerline up to 60' AGL/1159' MSL. Radio tower 2.2 NM from departure end of runway, 18' left of centerline, 455' AGL/1349' MSL. **Rwy 22,** vehicle on road and obstruction light on pole beginning 116' from departure end of runway, 426' right of centerline, up to 17' AGL/892' MSL. Trees 639' from departure end of runway, 509' left of centerline, 30' AGL/909' MSL. **Rwy 32,** trees beginning 184' from departure end of runway, 502' left of centerline, up to 67' AGL/1069' MSL. Trees beginning 562' from departure end of runway, 224' right of centerline, up to 74' AGL/933' MSL.

EFFINGHAM, IL

EFFINGHAM COUNTY MEMORIAL (1H2)
AMDT 4 98001 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 600-1.
DEPARTURE PROCEDURE: **Rwy 29,** climb runway heading to 2100 before proceeding on course.

FAIRFIELD, IL

FAIRFIELD MUNI (FWC)
AMDT 2 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 400-1 or std. with a min. climb of 310' per NM to 800. **Rwy 27,** 300-1 or std. with a min. climb of 320' per NM to 600.

FLORA, IL

FLORA MUNI (FOA)
AMDT 1 84047 (FAA)

DEPARTURE PROCEDURE: **Rwys 3, 33,** climb runway heading to 1100 before turning left. **Rwy 21,** climb runway heading to 1100 before turning right.

FOND DU LAC, WI
FOND DU LAC COUNTY (FLD)
AMDT 1 84327 (FAA)
DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 2000 before turning north. **Rwy 36,** climb runway heading to 2000 before turning east.

FREEPORT, IL
ALBERTUS (FEP)
ORIG 07130 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36,** NA-Environmental.
NOTE: **Rwy 24,** multiple trees beginning 446' from departure end of runway, 450' right of centerline, up to 67' AGL/903' MSL.

FRIENDSHIP (ADAMS), WI
ADAMS CO. LEGION FIELD (63C)
AMDT 1 02164 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA - unsurveyed turf runways. **Rwy 33,** 500-2 or std. with a min. climb of 400' per NM to 1600.
NOTE: **Rwy 15,** powerline 1210' from departure end of runway, 130' left of centerline, 60' AGL/1090' MSL. **Rwy 33,** trees 200' from departure end of runway, 200' left of centerline, 57' AGL/1032' MSL. Trees 1.43 NM from departure end of runway, 2653' left of centerline, 100' AGL/1399' MSL. Watch tower 1.69 NM from departure end of runway, 2271' left of centerline, 150' AGL/1400' MSL.

GRANTSBURG, WI
GRANTSBURG MUNI (GTG)
ORIG 94230 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23,** 300-1.

GRAYSLAKE, IL
CAMPBELL (C81)
AMDT 1 82063 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** 300-1.
DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 1200 before turning.

GREEN BAY, WI
AUSTIN STRAUBEL INTL (GRB)
AMDT 2 07354 (FAA)
DEPARTURE PROCEDURE: **Rwy 6,** climb heading 062° to 1300 before turning right. **Rwy 18,** climb heading 182° to 1600 before turning left.
NOTE: **Rwy 18,** tree 3022' from departure end of runway, 680' left of centerline, 100' AGL/779' MSL. **Rwy 24,** trees beginning 1556' from departure end of runway, 893' left of centerline, up to 100' AGL/779' MSL. Pole 1114' from departure end of runway, 665' left of centerline, 38' AGL/722' MSL.

HARRISBURG, IL
HARRISBURG-RALEIGH (HSB)
ORIG 08101 (FAA)
NOTE: **Rwy 6,** Trees and a PVC pipe, beginning 62' from departure end of runway, 230' left of centerline, up to 100' AGL/519' MSL. Trees 895' from departure end of runway 523' right of centerline, 61' AGL/454' MSL. **Rwy 24,** Trees beginning 252' from departure end of runway, 420' right of centerline, up to 100' AGL/479' MSL. **Rwy 32,** Trees beginning 4182' from Departure end of runway, 615' left of centerline, up to 100' AGL/499' MSL. Trees beginning 1744' from departure end of runway, 299' right of centerline, up to 100' AGL/509' MSL.

HAYWARD, WI
SAWYER COUNTY (HYR)
AMDT 4 99308
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 300' per NM to 1300. **Rwy 20,** 300-1 or std. with a min. climb of 270' per NM to 1300. **Rwy 34,** 300-1 or std. with a min. climb of 250' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1900 before turning eastbound.

JANESVILLE, WI
SOUTHERN WISCONSIN RGNL (JVL)
ORIG 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-2¼ or std. w/ a min. climb of 203' per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway.
NOTE: **Rwy 4,** Road 342' from departure end of runway, 520' right of centerline, 17' AGL/846' MSL. Trees beginning 624' from departure end of runway, 366' left of centerline, up to 60' AGL/889' MSL. Light on pole 1290' from departure end of runway, 595' left of centerline, 21' AGL/840' MSL. Antenna 804' from departure end of runway, 190' left of centerline, 16' AGL/825' MSL. **Rwy 32,** Tree 1524' from departure end of runway 857' left of centerline, 100' AGL/869' MSL. **Rwy 36,** tree 1427' from departure end of runway, 108' left of centerline, 42' AGL/851' MSL. Road 385' from departure end of runway, 20' left of centerline, 15' AGL/824' MSL. Tower 1.92 NM from departure end of runway, 1427' left of centerline, 258' AGL/1101' MSL.

JOLIET, IL
JOLIET RGNL
TAKE-OFF MINIMUMS: **Rwy 12,** 500-1. **Rwy 22,** 300-1.
DEPARTURE PROCEDURE: **Rwy 4,** climb to 1000 before turning right. **Rwy 30,** climb to 1000 before turning left. **Rwy 22,** when ceiling is below 500, climb to 1100 before turning left.

JUNEAU, WI
DODGE COUNTY (UNU)
ORIG 94286 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 300-1.

KANKAKEE, IL

GREATER KANKAKEE (IKK)
ORIG 07074 (FAA)

NOTE: **Rwy 4,** vehicle on road 532' from departure end of runway, 546' left of centerline, 15' AGL/652' MSL. **Rwy 16,** vehicle on road 729' from departure end of runway, 181' right of centerline, 15' AGL/645' MSL. **Rwy 22,** vehicle on road 1069' from departure end of runway, 622' left of centerline, 15' AGL/653' MSL. **Rwy 34,** vehicle on road 831' from departure end of runway, 189' left of centerline, 15' AGL/650' MSL. Tree 623' from departure end of runway, 203' right of centerline, 25' AGL/650' MSL. Tree 164' from departure end of runway, 541' right of centerline, 60' AGL/630' MSL. Tree 505' from departure end of runway, 122' left of centerline, 65' AGL/635' MSL.

KENOSHA, WI

KENOSHA RGNL (ENW)
ORIG 09239 (FAA)

NOTE: **Rwy 7R,** multiple light poles beginning 560' from DER, 342' right of centerline, up to 26' AGL/729' MSL. Multiple trees and pole beginning 569' from DER, 248' left of centerline, up to 54' AGL/760' MSL. **Rwy 7L,** muliple trees beginning 156' from DER, 324' left of centerline up to 52' AGL/761' MSL. **Rwy 25L,** multiple trees and hangars beginning 10' from DER, 209' right' of centerline up to 11' AGL/760' MSL. Tree 22' from DER, 378' left of centerline 24' AGL/763' MSL. Fence, 200' from DER, 456' left of centerline, 8' AGL, 737' MSL. Vehicle on road 889' from DER, 187' left of centerline, 14' AGL/753' MSL. **Rwy 33,** multiple trees beginning 808' from DER, 39' right of centerline up to 81' AGL/811' MSL. Multiple trees beginning 1171' from DER, 78' left of centerline, up to 84' AGL/810' MSL. **Rwy 25R,** trees 2800' from DER, 603' left to right of centerline, 100' AGL/819' MSL.

KEWANEE, IL

KEWANEE MUNI (EZI)
ORIG-A 09351(FAA)

NOTE: **Rwy 27,** powerlines and utility pole beginning 1424' from DER, 100' right of centerline, up to 79' AGL/925' MSL. Powerlines 2215' from DER, 432' left of centerline, 79' AGL/916' MSL. Tree 2212' from DER, 972' left of centerline, 100' AGL/933' MSL.

LA CROSSE, WI

LA CROSSE MUNI (LSE)
AMDT 5 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min climb of 460' per NM to 1600, or 1400-2½ for climb in visual conditions. **Rwy 13,** std. w/ min. climb of 420' per NM to 2000, or 1400-2½ for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 290' per NM to 1800, or 1400-2½ for climb in visual conditions. **Rwy 21,** std. w/ min climb of 430' per NM to 2000, or 1400-2½ for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 300' per NM to 2500, or 1400-2½ for climb in visual conditions.**Rwy 36,** std. w/ min. climb of 325' per NM to 1800, or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 13, 18, 21, 31, 36,** for climb in visual conditions cross La Crosse Muni airport at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 3,** trees 964' from DER, 333' right of centerline, 80' AGL/730' MSL. Multiple trees beginning 499' from DER, 222' left of centerline, 56' AGL/706' MSL. Multiple trees beginning 4327' from DER, 263' right of centerline, up to 89' AGL/809' MSL. Pole 4371' from DER, 203' left of centerline, 84' AGL/784' MSL. Multiple trees 1.89 NM from DER, 2726' right of centerline, 100' AGL/1339' MSL. **Rwy 13,** trees 423' from DER, 446' left of centerline, 46' AGL/696' MSL. Trees 2666' from DER, 503' left of centerline, 97' AGL/747' MSL. **Rwy 18,** vehicle and road 685' from DER, 589' left of centerline, 15' AGL/694' MSL. Multiple trees beginning 1809' from DER, 10' left of centerline, up to 63' AGL/723' MSL. Multiple trees beginning 1630' from DER, 23' right of centerline, up to 67' AGL/727' MSL. **Rwy 21,** multiple tress beginning 1521' from DER, 586' left of centerline, up to 75' AGL/735' MSL. Light poles 1406' from DER, 174' right of centerline 35' AGL/695' MSL. Trees 2706' from DER, 285' right of centerline, 67' AGL/727' MSL. **Rwy 31,** multiple trees beginning 1992' from DER, 289' left of centerline, up to 80' AGL/730' MSL. Multiple trees beginning 2499' from DER, 92' right of centerline, up to 139' AGL/789' MSL.

LA POINTE, WI

MADELINE ISLAND (4R5)
ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. w/ min. climb of 213' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 22,** Climb heading 220° to 1200 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 69' from departure end of runway, 5' left of centerline, up to 100' AGL/759' MSL. Trees beginning 340' from departure end of runway, 52' right of centerline, up to 100' AGL/759' MSL. **Rwy 22,** trees beginning 1867' from departure end of runway, 187' left of centerline, up to 100' AGL/710' MSL. Trees beginning 167' from departure end of runway, 23' right of centerline, up to 100' AGL/729' MSL.

LACON, IL

MARSHALL COUNTY (C75)
AMDT 2 89236 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 18, 36,** 300-1.

DEPARTURE PROCEDURE: **Rwy 31,** climb runway heading to 1800 before turning.

LADYSMITH, WI
RUSK COUNTY (RCX)
ORIG 01193 (FAA)
TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. with a min. climb of 430' per NM to 1500.

LAKE GENEVA, WI
GRAND GENEVA RESORT (C02)
ORIG 03079 (FAA)
DEPARTURE PROCEDURE: **Rwy 23,** climb runway heading to 1500 before turning westbound.

LAND O'LAKES, WI
KINGS LAND O'LAKES (LNL)
AMDT 4 05132 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-obstacles.
NOTE: **Rwy 14,** road and vehicle 195' from departure end of runway, 245' left of centerline, 33' AGL/1737' MSL. **Rwy 32,** trees 50' from departure end of runway, 296' right of centerline, up to 100' AGL/1820' MSL. Trees 820' from departure end of runway, 220' right of centerline, 66' AGL/1770' MSL. Multiple trees beginning 480' from departure end of runway, 200' left of centerline, 60' AGL/1764' MSL. Tank 1144' from departure end of runway, 615' right of centerline, 125' AGL/1833' MSL.

LINCOLN, IL
LOGAN COUNTY (AAA)
AMDT 1 05300 (FAA)
TAKE-OFF MINIMUMS: **Rwy 21,** 300-½ or std. with a min. climb of 341' per NM to 800.
NOTE: **Rwy 21,** spire 2193' from departure end of runway, 208' left of centerline, 96' AGL/686' MSL.

LITCHFIELD, IL
LITCHFIELD MUNI (3LF)
AMDT 3 05300 (FAA)
NOTE: **Rwy 9,** tower 1058' left of departure end of runway, 132' AGL/822' MSL.

LONE ROCK, WI
TRI COUNTY RGNL (LNR)
AMDT 4 08185 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 600-1¾, or 1000-2½ for climb in visual conditions. **Rwys 18, 36,** NA-Environmental.
DEPARTURE PROCEDURE: **Rwys 9, 27,** for climb in visual conditions: cross Tri-County Rgnl Airport at or above 1600 before proceeding on course.
NOTE: **Rwy 9,** terrain and trees beginning 23' from departure end of runway, 238' left of centerline, up to 100' AGL/1129' MSL. Road beginning 244' from departure end of runway, 330' left of centerline, up to 17' AGL/733' MSL. Terrain and trees beginning 18' from departure end of runway, 235' right of centerline, up to 100' AGL/722' MSL. **Rwy 27,** building 764' from departure end of runway, 386' left of centerline, up to 25' AGL/744' MSL. Tree 1381' from departure end of runway, 590' left of centerline, up to 70' AGL/785' MSL. Road beginning 245' from departure end of runway, on centerline, up to 12' AGL/731' MSL. Antennas and poles beginning 920' from departure end of runway, 372' right of centerline, up to 33' AGL/752' MSL. Trees and terrain beginning 2 NM from departure end of runway, 2658' right of centerline, up to 100' AGL/1199' MSL.

MACOMB, IL
MACOMB MUNI (MQB)
AMDT 1 89236 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 1700 before turning right. **Rwy 27,** climb runway heading to 1700 before turning left.

MADISON, WI
BLACKHAWK AIRFIELD (87Y)
ORIG 97338 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-2 or std. with a min. climb of 220' per NM to 1300.

DANE COUNTY RGNL-TRUAX FIELD (MSN)
AMDT 7 03219 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** (Southwest departures 200° CW 260°) climb via heading 182° to 3200 before proceeding on course. **Rwy 21,** (Southwest departures 200° CW 260°) climb via heading 209° to 3200 before proceeding on course.
NOTE: **Rwy 36,** tree 2700' from departure end of runway, 1097' right of centerline, 100' AGL/987' MSL.

MANITO, IL
MANITO MITCHELL (C45)
AMDT 2 82105 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 36,** 300-1.

MANITOWOC, WI

MANITOWOC COUNTY (MTW)
AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1½ or std. with a min. climb of 254' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 072° to 1200 before proceeding on course. **Rwy 25,** climb heading 252° to 1200 before proceeding on course.

NOTE: **Rwy 7,** tree 520' from DER, 279' left of centerline, 27' AGL/666' MSL. **Rwy 17,** stack 1.24 NM from DER, 1915' left of centerline, 310' AGL/893' MSL. Trees beginning 23' from DER, 16' left of centerline, up to 94' AGL/743' MSL. Trees beginning 1802' from DER, 76' right of centerline, up to 98' AGL/747' MSL. Flagpole 1234' from DER, 512' right of centerline, 36' AGL/695' MSL. Antenna 989' from DER, 511' right of centerline, 39' AGL/688' MSL. **Rwy 25,** tree 734' from DER, 321' right of centerline, 48' AGL/697' MSL. Tree 1870' from DER, 223' left of centerline, 63' AGL/722' MSL. Train on railroad, 744' from DER, on centerline, 23' AGL/676' MSL. **Rwy 35,** trees beginning 167' from DER, 477' right of centerline, up to 66' AGL/710' MSL. Tree 2012' from DER, 863' left of centerline, 67' AGL/716' MSL.

MARION, IL

WILLIAMSON COUNTY RGNL (MWA)
ORIG 05132 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 600-3 or std. with a min. climb of 222' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 11,** Climb via heading 107° to 1100 before turning left.

NOTE: **Rwy 2,** multiple trees beginning 291' from departure end of runway, 265' left of centerline, up to 106' AGL/543' MSL. **Rwy 11,** multiple poles beginning 802' from departure end of runway, 496' right of centerline, up to 75' AGL/518' MSL. Tree 1427' from departure end of runway, 594' right of centerline, 81' AGL/528' MSL. Tank 5216' from departure end of runway, 800' right of centerline, 164' AGL/601' MSL. Tower 3.16 NM from departure end of runway, 1.32 NM left of centerline, 490' AGL/980' MSL. **Rwy 20,** multiple trees beginning 1744' from departure end of runway, 823' right of centerline, up to 68' AGL/521' MSL. **Rwy 29,** wind sock 341' from departure end of runway, 291' left of centerline, 11' AGL/461' MSL. Multiple trees beginning 559' from departure end of runway, 360' right of centerline, up to 77' AGL/534' MSL. Theater screen 1488' from departure end of runway, 1346' right of centerline, 77' AGL/530' MSL.

MARSHFIELD, WI

MARSHFIELD MUNI (MFI)
ORIG 06271 (FAA)

NOTE: **Rwy 34,** multiple trees beginning 1412' from departure end of runway, 532' left of centerline, up to 60' AGL/1359' MSL.

MATTOON-CHARLESTON, IL

COLES COUNTY MEMORIAL (MTO)
AMDT 4 09351(FAA)

NOTE: **Rwy 11,** trees beginning 1842' from DER, 869' left of centelrine, up to 100' AGL/803' MSL.

MEDFORD, WI

TAYLOR COUNTY (MDZ)
AMDT 2 09071 (FAA)

NOTE: **Rwy 9,** trees beginning 1123' from DER, 561' left of centerline, up to 61' AGL/1540' MSL. Tree 2555' from DER, 592' right of centerline, 75' AGL/1544' MSL. **Rwy 16,** trees beginning 7' from DER, 248' left of centerline, up to 75' AGL/1524' MSL. Vehicle plus road beginning 33' from DER, 8' left of centerline, up to 15' AGL/1466' MSL. Vehicle plus road beginning 27' from DER, 93' right of centerline, up to 15' AGL/1462' MSL. **Rwy 27,** tower 2839' from DER, 1111' left of centerline, 150' AGL/1580' MSL. Trees beginning 1040' from DER, 49' left of centerline, up to 75' AGL/1526' MSL. Silo 1593' from DER, 789' right of centerline, 30' AGL/1499' MSL. Trees beginning 2008' from DER, 147' right of centerline, up to 68' AGL/1527' MSL. **Rwy 34,** terrain, trees and poles beginning 37' from DER, 187' right of centerline, up to 41' AGL/1510' MSL. Vehicle plus road beginning 490' from DER, 485' right of centerline, up to 15' AGL/1476' MSL.

MENOMONIE, WI

MENOMONIE MUNI-SCORE FIELD (LUM)
ORIG 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9,18,27,36,** 300-1.

MERRILL, WI

MERRILL MUNI (RRL)
ORIG 07242 (FAA)

NOTE: **Rwy 7,** bush 55' from departure end of runway, 468' left of centerline, 5' AGL/1311' MSL. Pole 392' from departure end of runway, 512' right of centerline, 23' AGL/1329' MSL. Building 358' from departure end of runway, 451' right of centerline, 21' AGL/1327' MSL. Multiple trees beginning 905' from departure end of runway, from 727' right to 552' left of centerline, up to 91' AGL/1400' MSL. Multiple trees beginning 2597' from departure end of runway, from 22' right to 86' left of centerline, up to 82' AGL/1401' MSL. **Rwy 16,** multiple trees beginning 1587' from departure end of runway, on centerline, up to 100' AGL/1439' MSL. **Rwy 25,** bush 132' from departure end of runway, 494' right of centerline, 13' AGL/1331' MSL. Pole 1240' from departure end of runway, 778' left of centerline, 37' AGL/1356' MSL. Multiple trees beginning 1085' from departure end of runway, from 554' right to 359' left of centerline, up to 69' AGL/1388' MSL. **Rwy 34,** multiple trees beginning 49' from departure end of runway, from 33' right to 139' left of centerline, up to 100' AGL/1439' MSL.

MIDDLETON, WI

MIDDLETON MUNI-MOREY FIELD (C29)
AMDT 1 05356 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 468' per NM to 1300. **Rwys 1, 19,** NA-turf.

DEPARTURE PROCEDURE: **Rwy 10,** climb via heading 101° to 2600 before proceeding on course. **Rwy 28,** climb via heading 281° to 2600 before proceeding on course.

NOTE: **Rwy 28,** multiple trees beginning 2067' from departure end of runway, 583' left of centerline, up to 60' AGL/1032' MSL.

MILWAUKEE, WI

GENERAL MITCHELL INTL (MKE)

AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7R,** 300-1½ or std. with a min. climb of 300' per NM to 1100. **Rwy 31,** 300-1½ or std. w/ a min. climb of 257' per NM to 1000.

NOTE: **Rwy 1R,** antenna, 581' from DER, 600' left of centerline, 46' AGL/719' MSL. Trees beginning 3210' from DER, 462' right of centerline, up to 100' AGL/795' MSL. **Rwy 1L,** fence beginning 148' from DER, 391' left of centerline, up to 4' AGL/679' MSL. Vehicle on road, 459' from DER, 577' left of centerline, 17' AGL/696' MSL. Pole, 575' from DER, 593' left of centerline, 6' AGL/689' MSL. Pole, 1859' from DER, 912' right of centerline, 18' AGL/734' MSL. Antenna, 1928' from DER, 1' right of centerline, 15' AGL/727' MSL. Pole, 2291' from DER, 937' right of centerline, 28' AGL/750' MSL. Tower, 2284' from DER, 463' right of centerline, 17' AGL/739' MSL. Pole, 2393' from DER, 683' right of centerline, 14' AGL/736' MSL. Trees, beginning 2492' from DER, 971' left of centerline, up to 54' AGL/780' MSL. Trees, beginning 2816' from DER, 154' right of centerline, up to 100' AGL/799' MSL. **Rwy 7R,** multiple poles beginning 457' from DER, 456' right of centerline, up to 36' AGL/709' MSL. Train on track, 566' from DER, 12' right of centerline, up to 23' AGL/734' MSL. Multiple poles beginning 801' from DER, 199' left of centerline, up to 38' AGL/711' MSL. Trees, beginning 1211' from DER, 186' right of centerline, up to 100' AGL/779' MSL. Tree, 2192' from DER, 456' left of centerline, 66' AGL/742' MSL. Stack, 1.12 NM from DER, 2171' right of centerline, 210' AGL/926' MSL. Stack, 1.21 NM from DER, 1164' left of centerline, 180' AGL/891' MSL. **Rwy 7L,** hanger, 319' from DER, 456' right of centerline, 13' AGL/696' MSL. Tree, 730' from DER, 675' left of centerline, 100' AGL/779' MSL. Pole, 1727' from DER, 194' left of centerline, 55' AGL/751' MSL. Tower, 1864' from DER, 48' left of centerline, 30' AGL/742' MSL. **Rwy 13,** multiple light poles, beginning 379' from DER, 156' left of centerline, up to 36' AGL/709' MSL. Multiple light poles beginning 858' from DER, 144' right of centerline, up to 36' AGL/709' MSL. Train on track, 556' from DER, 405' left of centerline, 23' AGL/734' MSL. Multiple trees beginning 1222' from DER, 206' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1067' from DER, 406' right of centerline, up to 100' AGL/770' MSL. **Rwy 19L,** tree, 1785' from DER, 863' left of centerline, 100' AGL/779' MSL. Rod on glide slope antenna, 1837' from DER, 559' right of centerline, 63' AGL/749' MSL. **Rwy 19R,** tree, 778' from DER, 647' right of centerline, 100' AGL/809' MSL. Vehicle on road, 398' from DER, 588' left of centerline, 17' AGL/726' MSL. **Rwy 25L,** tree, 1072' from DER, 757' left of centerline, 100' AGL/829' MSL. Tower, 3330' from DER, 1222' right of centerline, 57' AGL/812' MSL. **Rwy 25R**, flag pole, 603' from DER, 336' left of centerline, 36' AGL/709' MSL. Hangar, 625' from DER, 363' right of centerline, 26' AGL/702' MSL. Tree, 855' from DER, 401' right of centerline, 100' AGL/779' MSL. Tree, 1297' from DER, 187' left of centerline, 30' AGL/716' MSL. Pole, 1605' from DER, 301' right of centerline, 47' AGL/720' MSL.

GENERAL MITCHELL INTL (CON'T)

Rwy 31, fence, 197' from DER, 244' right of centerline, 7' AGL/681' MSL. Sign, 219' from DER, 449' right of centerline, 50' AGL/730' MSL. Multiple light poles beginning 265' from DER, 69' right of centerline, up to 30' AGL/706' MSL. Multiple light poles beginning 687' from DER, 112' left of centerline, up to 30' AGL/703' MSL. Hangar, 438' from DER, 564' left of centerline, 50' AGL/722' MSL. Pole, 1351' from DER, 340' right of centerline, 46' AGL/735' MSL. Multiple trees, beginning 1504' from DER, 258' right of centerline, up to 100' AGL/775' MSL. Multiple trees, beginning 1122' from DER, 391' left of centerline, up to 100' AGL/768' MSL. Pole, 2629' from DER, 344' right of centerline, 165' AGL/758' MSL. Tank, 1.10 NM from DER, 742' right of centerline, 165' AGL/885' MSL.

LAWRENCE J. TIMMERMAN (MWC)

ORIG 93035 (FAA)

DEPARTURE PROCEDURE: **Rwys 4L, 4R, 15L/R,** climb to 2100 before turning east.

MINOCQUA-WOODRUFF, WI

LAKELAND/NOBLE F. LEE MEMORIAL FIELD (ARV)

ORIG 09351 (FAA)

NOTE: **Rwy 10,** trees beginning 239' from DER, 545' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 424' from DER, 576' left of centerline, up to 100' AGL/1729' MSL. **Rwy 18,** trees beginning 785' from DER, 482' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 825' from DER, 506' left of centerline, up to 100' AGL/1729' MSL. **Rwy 28,** trees beginning 659' from DER, 564' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 474' from DER, 432' left of centerline, up to 100' AGL/1729' MSL. **Rwy 36,** trees and windsock beginning 157' from DER, 5' right of centerline, up to 96' AGL/1725' MSL. Trees beginning 1280' from DER, 29' left of centerline, up to 100' AGL/1749' MSL.

MOLINE, IL

QUAD-CITY INTL (MLI)

AMDT 9 04330 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. with a min. climb of 220' per NM to 800. **Rwy 13,** 300-1¼ or std. with a min. climb of 250' per NM to 900. **Rwy 23,** 300-1 or std. with a min. climb of 285' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 5,** climb via heading 048° to 3000 before turning left. **Rwy 9,** climb via heading 090° to 1600 before turning. **Rwy 13,** climb via heading 126° to 1600 before turning. **Rwy 23,** climb via heading 228° to 1600 before turning. **Rwy 27,** climb via heading 270° to 1600 before turning. **Rwy 31,** climb via heading 306° to 3000 before turning right.

NOTE: **Rwy 9,** trees 4800' from departure end of runway, 1472' right of centerline, 30' AGL/740' MSL. **Rwy 13,** trees beginning 5117' from departure end of runway, 1351' right of centerline, up to 50' AGL/775' MSL. **Rwy 23,** numerous trees beginning 3423' from departure end of runway, 292' left of centerline, up to 50' AGL/757' MSL.

MONEE, IL
BULT FIELD (C56)
ORIG 09071 (FAA)
NOTE: **Rwy 9,** vehicle on road 145' from DER, on centerline, 15' AGL/785' MSL. **Rwy 27,** vehicle on road 150' from DER, on centerline, 15' AGL/797' MSL. Metal chimney 305' from DER, 210' left of centerline, 29' AGL/812' MSL. Tree 367' from DER, 161' left of centerline, 40' AGL/819' MSL. Pole barn 421' from DER, 202' left of centerline, 22' AGL/801' MSL. Trees beginning 1484' from DER, 223' right of centerline, up to 100' AGL/859' MSL.

MONMOUTH, IL
MONMOUTH MUNI (C66)
AMDT 2 93231 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 400-2.

MONROE, WI
MONROE MUNI (EFT)
AMDT 2 09127 (FAA)
NOTE: **Rwy 2,** vehicle on road 926' from DER, left and right of centerline, up to 17' AGL/1116' MSL. Trees beginning 182' from DER, 175' right of centerline, up to 100' AGL/1169' MSL. **Rwy 12,** trees beginning 1234' from DER, 655' right of centerline, up to 100' AGL/1189' MSL. **Rwy 20,** trees beginning 712' from DER, 288' right of centerline, up to 100' AGL/1129' MSL. **Rwy 30,** trees beginning 1918' from DER, 87' right of centerline, up to 100' AGL/1209' MSL. Vehicle on road 1166' from DER, 157' right of centerline, up to 17' AGL/1126' MSL.

MORRIS, IL
MORRIS MUNI - JAMES R. WASHBURN FIELD (C09)
ORIG 08325 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. w/ min. climb of 320' per NM to 1000.
NOTE: **Rwy 18,** tree 511' from departure end of runway, 607' right of centerline, 100' AGL/659' MSL. Tower 8810' from departure end of runway, 647' right of centerline, 290' AGL/840' MSL. **Rwy 36,** trees beginning 1562' from departure end of runway, 758' right of centerline extending to 722' left of centerline, 100' AGL/679' MSL.

MOSINEE, WI
CENTRAL WISCONSIN (CWA)
ORIG 85185 (FAA)
TAKE-OFF MINIMUMS: **Rwy 35,** 300-1.
DEPARTURE PROCEDURE: **Rwy 35,** (northbound departures 350° CW 045°) climbing left turn to 3500 via AUW R-270 before turning on course.

MOUNT CARMEL, IL
MOUNT CARMEL MUNI (AJG)
ORIG 97338 (FAA)
TAKE-OFF MINIMUMS: **Rwy 22,** 300-1 or std. with a min. climb of 340' per NM to 700.

MOUNT STERLING, IL
MOUNT STERLING MUNI (I63)
ORIG 09183 (FAA)
NOTE: **Rwy 18,** trees beginning 1555' from DER, 309' right of centerline, up to 95' AGL/784' MSL. Tree 2243' from DER, 856' left of centerline, 100' AGL/819' MSL. **Rwy 36,** vehicle on road and pole 686' from DER, 486' right of centerline, up to 60' AGL/779' MSL. Vehicle on road and trees beginning 679' from DER, 365' left of centerline, up to 100' AGL/839' MSL.

MOUNT VERNON, IL
MOUNT VERNON (MVN)
ORIG 07074 (FAA)
DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 331° to 1300 before turning left.
NOTE: **Rwy 5,** multiple trees beginning 1615' from departure end of runway, 7' left of centerline, up to 134' AGL/602' MSL, antenna 2477' from departure end of runway, 990' right of centerline, 79' AGL/547' MSL, tree 3329' from departure end of runway, 519' right of centerline, 98' AGL/566' MSL. **Rwy 15,** multiple trees beginning 712' from departure end of runway, 17' right of centerline, up to 71' AGL/529' MSL, tree 908' from departure end of runway, 465' left of centerline, 70' AGL/527' MSL, railroad 608' from departure end of runway, 159' right of centerline, 23' AGL/479' MSL, road 564' from departure end of runway, 3' right of centerline, 15' AGL/472' MSL. **Rwy 23,** multiple trees beginning 1705' from departure end of runway, 102' right of centerline, up to 72' AGL/539' MSL, tree 1797' from departure end of runway, 158' left of centerline, 57' AGL/524' MSL, railroad 238' from departure end of runway, 500' left of centerline, 23' AGL/485' MSL, multiple roads beginning 12' from departure end of runway, 367' left of centerline, up to 15' AGL/479' MSL, fencepost 291' from departure end of runway, 426' right of centerline, 9' AGL/476' MSL. **Rwy 33,** multiple trees beginning 696' from departure end of runway, 130' right of centerline, up to 93' AGL/573' MSL, multiple trees beginning 689' from departure end of runway, 216' left of centerline, up to 105' AGL/585' MSL.

NEW LISBON, WI
MAUSTON-NEW LISBON UNION (82C)
ORIG 97198 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32**, 400-1 or std. with a min. climb of 220' per NM to 1400.

NEW RICHMOND, WI
NEW RICHMOND RGNL (RNH)
ORIG 07354 (FAA)
NOTE: **Rwy 14,** multiple trees beginning 810' from departure end of runway, 230' left of centerline, up to 100' AGL/1099' MSL. Vehicle on road 502' from departure end of runway, 612' left of centerline, 15' AGL/1014' MSL. **Rwy 32,** vehicle on road 425' from departure end of runway, 591' left of centerline, 15' AGL/1014' MSL. Multiple trees beginning 1460' from departure end of runway, 443' right of centerline, up to 100' AGL/1099' MSL.

OSCEOLA, WI

L.O. SIMENSTAD MUNI (OEO)
ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-environmental.

NOTE: **Rwy 10,** multiple trees beginning 9951' from departure end of runway, 3135' right of centerline, up to 100' AGL/1159' MSL. Multiple trees beginning 1785' from departure end of runway, 932' left of centerline, up to 100' AGL/1149' MSL.**Rwy 28,** multiple trees beginning 3534' from departure end of runway, 1277' right of centerline, up to 100' AGL/979' MSL. Truck on road beginning 421' from departure end of runway 71' left of centerline, 15' AGL/904' MSL.

OSHKOSH, WI

WITTMAN RGNL (OSH)
ORIG 08157 (FAA)

NOTE: **Rwy 4,** vehicle on road 450' from departure end of runway, on centerline, 15' AGL/794' MSL. Trees beginning 577' from departure end of runway, 66' right of centerline, up to 41' AGL/810' MSL. Trees beginning 1053' from departure end of runway, 391' left of centerline, up to 100' AGL/869' MSL. **Rwy 9**, vehicle on road 620' from departure end of runway, on centerline, 15' AGL/794' MSL. Trees and hanger beginning 223'from departure end of runway, 192' right of centerline, up to 104' AGL/863' MSL. Trees, poles beginning 546' from departure end of runway, 280' left of centerline, up to 93' AGL/852' MSL. **Rwy 13,** trees, buildings and poles beginning 503' from departure end of runway, 3' right of centerline, up to 100' AGL/889' MSL. Trees 400' from departure end of runway, 350' left of centerline, 72' AGL/841' MSL. **Rwy 22,** vehicle on road 830' from departure end of runway, on centerline, 15' AGL/814' MSL. Trees and pole beginning 530' from departure end of runway, 193' right of centerline, up to 100' AGL/919' MSL. Antenna and airport beacon on ATCT 1689' from departure end of runway, 869' left of centerline, 88' AGL/883' MSL **Rwy 27,** trees 1063' from departure end of runway, 583' right of centerline, up to 100' AGL/919' MSL. Trees and trafflc signal 2505' from departure end of runway, 307' left of centerline, 100' AGL/949' MSL. **Rwy 31,** trees and antenna on building beginning 1133' from departure end of runway, 347' right of centerline, up to 100' AGL/889' MSL. Trees beginning 3860' from departure end of runway, 1,472' left of centerline, up to 100' AGL/909' MSL. **Rwy 36,** antenna on building 551' from departure end of runway, 263' right of centerline, 14' AGL/803' MSL.

PARIS, IL

EDGAR COUNTY (PRG)
ORIG 07354 (FAA)

NOTE: **Rwy 9,** trees beginning 1923' from departure end of runway, on centerline, up to 100' AGL/744' MSL. **Rwy 27,** elevator 1301' from departure end of runway, 255' left of centerline, 50' AGL/711' MSL. Trees beginning 1301' from departure end of runway, 255' left of centerline, up to 100' AGL/754' MSL. Trees beginning 366' from departure end of runway, 295' right of centerline, up to 100' AGL/759' MSL.

PARK FALLS, WI

PARK FALLS MUNI (PKF)
ORIG 99028 (FAA)

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 3400 before turning east.

PAXTON, IL

PAXTON (1C1)
ORIG 86184 (FAA)

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 2400 before turning left. **Rwy 36,** climb runway heading to 2400 before turning right.

PEKIN, IL

PEKIN MUNI (CI5)
ORIG 08269 (FAA)

NOTE: **Rwy 9,** trees beginning 62' from departure end of runway, 411' right of centerline, up to 63' AGL/583' MSL. Poles beginning 819' from departure end of runway, 388' left of centerline, up to 32' AGL/552' MSL. Poles beginning 824' from departure end of runway, 411' right of centerline, up to 34' AGL/554' MSL. **Rwy 27,** rising terrain 718' from departure end of runway, 103' left of centerline, up to 550' MSL.

PEORIA, IL

GREATER PEORIA RGNL (PIA)
ORIG 05076 (FAA)

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 126° to 1400 before turning left.

NOTE: **Rwy 4,** tank 5023' from departure end of runway, 1616' left of centerline, 131' AGL/781' MSL. Multiple trees beginning 1425' from departure end of runway, 573' left of centerline, up to 91' AGL/740' MSL. **Rwy 13,** multiple trees beginning 990' from departure end of runway, 582' left of centerline, up to 45' AGL/676' MSL. Tower 4.5 miles from departure end of runway, 2.5 NM left of centerline, 656' AGL/1340' MSL. **Rwy 22,** tree 1475' from departure end of runway, 554' right of centerline, 54' AGL/693' MSL. Tree 1475' from departure end of runway, 669' right of centerline, 64' AGL/694' MSL. **Rwy 31,** tree 5039' from departure end of runway, 252' right of centerline, 60' AGL/769' MSL. Multiple trees beginning 1196' from departure end of runway, 252' right of centerline, up to 69' AGL/769' MSL.

MOUNT HAWLEY AUXILIARY (3MY)
AMDT 2 09239 (FAA)

NOTE: **Rwy 18,** train on railroad tracks 161' from DER, 414' right of centerline, 23' AGL/802' MSL. Fence 366' from DER, 388' left of centerline, 5' AGL/784' MSL. Trees beginning 369' from DER, 21' left of centerline, up to 54' AGL/833' MSL. Trees beginning 404' from DER, 17' right of centerline, up to 74' AGL/853' MSL. Rooflines beginning 708' from DER, 215' left of centerline, 22' AGL/801' MSL. Peaks beginning 714' from DER, 225' left of centerline, 30' AGL/809' MSL. **Rwy 36,** rooflines beginning 205' from DER, 438' right of centerline, 18' AGL/797' MSL. Peaks beginning 239' from DER, 374' right of centerline, up to 37' AGL/816' MSL. Light poles beginning 249' from DER, 390' right of centerline, up to 66' AGL/845' MSL.

PERU, IL

ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD (VYS)
ORIG 06103 (FAA)

DEPARTURE PROCEDURE: **Rwy 18,** climb via heading 195° to 1400 before turning east.

PHILLIPS, WI
PRICE COUNTY (PBH)
ORIG 97086 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with climb of 240' per NM to 1800.

PLATTEVILLE, WI
PLATTEVILLE MUNI (PVB)
ORIG 09239 (FAA)
NOTE: **Rwy 7,** vehicle on road beginning 499' from DER, left to right of centerline, up to 15' AGL/1053' MSL. Pavilion 250' from DER, 345' left of centerline, 17' AGL/1039' MSL. Poles beginning 208' from DER, 438' left of centerline, up to 37' AGL/1059' MSL. Trees beginning 224' from DER, 17' right of centerline, up to 47' AGL/1069' MSL. Trees beginning 257' from DER, 222' left of centerline, up to 29' AGL/1051' MSL. **Rwy 25,** tree 91' from DER, 277' left of centerline, 21' AGL/1020' MSL. Trees beginning 57' from DER, 325' right of centerline, up to 10' AGL/1009' MSL. **Rwy 15,** tree 1145' from DER, 620' right of centerline, 52' AGL/1073' MSL. Trees beginning 61' from DER, 208' left of centerline, up to 11' AGL/1032' MSL.

PONTIAC, IL
PONTIAC MUNI (PNT)
ORIG 08213 (FAA)
NOTE: **Rwy 24,** multiple buildings beginning 766' from departure end of runway, 60' left of centerline, up to 28' AGL/672' MSL. Tree 2226' from departure end of runway, 1040' right of centerline, 100' AGL/744' MSL. Multiple light poles beginning 3635' from departure end of runway, 262' right of centerline, up to 130' AGL/774' MSL.

POPLAR GROVE, IL
POPLAR GROVE (C77)
ORIG 99308 (FAA)
TAKE-OFF MINIMUMS: **Rwy 30,** 300-1 or std. with a min. climb of 310' per NM to 1000. **Rwys 9, 12, 17, 27, 35,** NA.

PORTAGE, WI
PORTAGE MUNI (C47)
AMDT 1 83286 (FAA)
TAKE-OFF MINIMUMS: **Rwys 17, 22,** 300-1 or std. with a min. climb of 265' per NM to 1000.

PRAIRIE DU CHIEN, WI
PRAIRIE DU CHIEN MUNI (PDC)
AMDT 3 02332 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29,32,** 800-2 or std. with a min. climb of 289' per NM to 1700.
DEPARTURE PROCEDURE: **Rwys 11,29,14,32,** climb to 2000 before turning on course.
NOTE: **Rwy 29,** tower 9416' right of departure end of runway,300'AGL/1440'MSL.

PRAIRIE DU SAC, WI
SAUK-PRAIRIE (91C)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** std. w/ min. climb gradient of 221' per NM to 1700 or 1000-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 36,** climb heading 357° to 1700 before turning or for climb in visual conditions cross Sauk-Prairie Airport at or above 1700 MSL before proceeding on course.
NOTE: **Rwy 18,** utility pole, 330'from departure end of runway, 325' right of centerline, 19' AGL/839' MSL. Trees beginning 802' from departure end of runway, 175' left of centerline, up to 100' AGL/919' MSL. Trees beginning 921' from departure end of runway, on centerline, up to 100' AGL/929' MSL. **Rwy 36,** navigation light top 15' from departure end of runway, 35' right of centerline, 2' AGL/833' MSL. Navigation light top 16' from departure end of runway, 60' left of centerline, 3' AGL/834' MSL. Silo top 855' from departure end of runway, 414' left of centerline, up to 33' AGL/864' MSL. Trees beginning 967' from departure end of runway, 611' left of centerline, up to 60' AGL/891' MSL.

QUINCY, IL
QUINCY RGNL-BALDWIN FIELD (UIN)
ORIG 07242 (FAA)
NOTE: **Rwy 4,** multiple trees beginning 1041' from departure end of runway, 707' right of centerline, up to 68' AGL/797' MSL. Tree 1128' from departure end of runway, 623' right of centerline, 43' AGL/775' MSL. **Rwy 18,** multiple trees beginning 1720' from departure end of runway, 534' left of centerline, up to 100' AGL/849' MSL. **Rwy 22,** tree 586' from departure end of runway, 636' right of centerline, 67' AGL/796' MSL. **Rwy 36,** multiple trees beginning 4' from departure end of runway, 165' right of centerline, up to 91' AGL/820' MSL.

RACINE, WI
JOHN H. BATTEN (RAC)
AMDT 4 84243 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** 300-1.

RANTOUL, IL
RANTOUL NATL AVN CNTR-FRANK ELLIOTT FLD (TIP)
ORIG 08101 (FAA)
NOTE: **Rwy 9,** Rising terrain 84' from departure end of runway, 149' right of centerline, up to 732' MSL.

REEDSBURG, WI
REEDSBURG MUNI (C35)
AMDT 1 85325 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 400-1. **Rwy 36,** 300-1.
DEPARTURE PROCEDURE: **Rwy 25,** climb to 2300 on runway heading before turning northbound. **Rwy 36,** climb to 2300 on runway heading before turning westbound.

RHINELANDER, WI
RHINELANDER-ONEIDA COUNTY (RHI)
AMDT 3 98225 (FAA)
DEPARTURE PROCEDURE: **Rwys 9, 15,** climb runway heading to 3900 before turning north.

RICE LAKE, WI

RICE LAKE RGNL-CARL'S FIELD (RPD)
ORIG 05132 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 231' per NM to 2200, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** for climb in visual conditions: Cross Rice Lake Rgnl-Carl's Field at or above 2300. **Rwy 31,** climb via heading 310° to 1900 before turning left.

NOTE: **Rwy 13,** trees 1550' from departure end of runway, 200' right of centerline, 67' AGL/1167' MSL. **Rwy 19,** trees 2780' from departure end of runway, 200' left of centerline, 73' AGL/1169' MSL. **Rwy 31,** trees 1480' from departure end of runway, 50' right of centerline, 64' AGL/1156' MSL.

RICHLAND CENTER, WI

RICHLAND (93C)
AMDT 1A 07241 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9,17,** NA. **Rwy 27,** 400-2 or std. with a min. climb of 491' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 222' per NM to 1800.

ROBINSON, IL

ROBINSON MUNI (RSV)
ORIG 08269 (FAA)

NOTE: **Rwy 9,** trees 2285' from departure end of runway, 474' right of centerline, 60' AGL/516' MSL. Trees 971' from departure end of runway, 594' left of centerline, 58' AGL/517' MSL. **Rwy 17,** tree 2493' from departure end of runway, 521' right of centerline, 100' AGL/589' MSL. **Rwy 27,** trees beginning at 178' from departure end of runway, 358' right of centerline, up to 78' AGL/547' MSL. Trees beginning at 2190' from departure end of runway, 89' left of centerline, 98' AGL/567' MSL. **Rwy 35,** road with vehicle 693' from departure end of runway, 611' right of centerline, 15' AGL/474' MSL. Tree 1545' from departure end of runway, 841' left of centerline, 100' AGL/554' MSL.

ROCHELLE, IL

ROCHELLE MUNI AIRPORT-KORITZ FIELD (RPJ)
AMDT 3 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 800-1 or std. with a min. climb of 433' per NM to 1800.

NOTE: **Rwy 7,** tower 3415' from departure end of runway, 1135' right of centerline, 120' AGL/924' MSL. Tower, 3.66 NM from departure end of runway, 2020' left of centerline, 625' AGL/1463' MSL.

ST. JACOB, IL

ST LOUIS METRO-EAST/ SHAFER FIELD (3K6)
ORIG 87155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1.

SALEM, IL

SALEM-LECKRONE (SLO)
AMDT 6 01193 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-2 or std. with a min. climb of 280' per NM to 900.

SHAWANO, WI

SHAWANO MUNI (EZS)
AMDT 2 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 600-3 or std. w/ min. climb of 329' per NM to 1600. **Rwy 17,** 300-2 or std. w/ min. climb of 245' per NM to 1200. **Rwy 29,** 300-1½ or std. w/ min. climb of 248' per NM to 1100.

NOTE: **Rwy 11,** tower 2.3 NM from departure end of runway, 3006' right of centerline, 222' AGL/1240' MSL. Multiple trees beginning 1700' from departure end of runway, 389' left to 2432' right of centerline, up to 100' AGL/1149' MSL. **Rwy 17,** multiple trees beginning 1710' from departure end of runway, 2951' left to 1292' right of centerline, up to 100' AGL/1059' MSL. Elevator 5839' from departure end of runway, 738' right of centerline, 149' AGL/979' MSL. **Rwy 29,** multiple trees beginning 649' from departure end of runway, 1052' left to 1117' right of centerline, up to 100' AGL/929' MSL. Vehicle on road 538' from departure end of runway, crossing left to right 17' AGL/826' MSL. Water tank 1.1 NM from departure end of runway, 1310' right of centerline, 175' AGL/1019' MSL. **Rwy 35,** ships 1007' from departure end of runway, left to right of centerline, up to 60' AGL/869' MSL. Vehicle on road 580' from departure end of runway, left to right of centerline, up to 15' AGL/824' MSL. Multiple trees beginning 2200' from departure end of runway, 724' left of centerline, up to 100' AGL/909' MSL.

SHEBOYGAN, WI

SHEBOYGAN COUNTY MEMORIAL (SBM)
AMDT 1 09351 (FAA)

NOTE: **Rwy 13,** vehicle on road 744' from DER, west to east, 15' AGL/764' MSL. Trees beginning 302' from DER, 105' left of centerline, up to 56' AGL/796' MSL. **Rwy 21,** vehicle on road 143' from DER, east to northwest, 15' AGL/774' MSL. Tree 230' from DER, 377' right of centerline, 27' AGL/767' MSL. Trees 1475' from DER, 291' right of centerline, 92' AGL/792' MSL. Tower 5414' from DER, 1625' right of centerline, 133' AGL/883' MSL. Obstruction light on localizer, 157' from DER, 4' left of centerline, 11' AGL/750' MSL. Trees 1709' from DER, 35' left of centerline, 83' AGL/794' MSL. **Rwy 31,** pole 405' from DER, 40' right of centerline, 27' AGL/777' MSL. Trees 70' from DER, 352' right of centerline, 56' AGL/806' MSL. Trees 1345' from DER, 482' right of centerline, 76' AGL/826' MSL. Trees 2227' from DER, 17' right of centerline, 71' AGL/821' MSL. Trees 1604' from DER, 32' left of centerline, 92' AGL/842' MSL. Tower 4606' from DER, 920' left of centerline, 139' AGL/889' MSL.

SHELL LAKE, WI

SHELL LAKE MUNI (SSQ)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 200-1¼ or std. w/ min climb of 238' per NM to 1500, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy32,** 200-1 ¼ or std. w/ min climb of 235' per NM to 1500, or alternatively with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 14,** Vehicle and road 91' from departure end of runway, 167' left of centerline, up to 15' AGL/1244' MSL. Trees beginning 147' from departure end of runway, 89' right of centerline up to 100' AGL/1409' MSL. Vehicle and road 218' from departure end of runway, 144' right of centerline, up to 15' AGL/1244' MSL. Trees beginning 358' from departure end of runway, 306' left of centerline up to 100' AGL/1329' MSL. **Rwy 32,** vehicle and road 84' from departure endof runway, 3' left of centerline, up to 15' AGL/1264' MSL. Railroad 347' from departure end of runway, 56' left of centerline, up to 23' AGL/1272' MSL. Vehicle and road 745' from departure end of runway 30' right of centerline, up to 15' AGL/1274' MSL. Railroad 827' from departure end runway, 686' right of centerline, up to 23' AGL/1272' MSL. Trees 2467' from departure end of runway, 853' right of centerline, up to 100' AGL/1349' MSL. Trees 2645' from departure end of runway, 100' left of centerline, up to 100' AGL/1419' MSL.

SPARTA, IL

SPARTA COMMUNITY-HUNTER FIELD (SAR)
ORIG 04106 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.

SPARTA, WI

SPARTA/FORT MC COY (CMY)
AMDT 1 90123 (FAA)

DEPARTURE PROCEDURE: **Rwys 1, 11, 29,** climb on runway heading to 1400' before turning on course.

SPRINGFIELD, IL

ABRAHAM LINCOLN CAPITAL (SPI)
ORIG 05300 (FAA)

NOTE: **Rwy 4,** multiple trees beginning 1456' from departure end of runway, 734' left of centerline, up to 59' AGL/650' MSL. **Rwy 13,** bush 342' from departure end of runway, 299' right of centerline, 43' AGL/592' MSL. **Rwy 18,** tower 1702' from departure end of runway, 778' right of centerline, 100' AGL/659' MSL. Multiple trees beginning 1503' from departure end of runway, 283' right of centerline, up to 98' AGL/660' MSL. Building 2.53 NM form departure end of runway, 1.2 NM left of centerline, 405' AGL/1000' MSL. **Rwy 31,** multiple trees beginning 1641' from departure end of runway, 619' left of centerline, up to 81' AGL/665' MSL. **Rwy 36,** multiple trees beginning 1873' from departure end of runway, 470' left of centerline, up to 79' AGL/670' MSL. Rod on tower 2397' from departure end of runway, 501' right of centerline, 55' AGL/653' MSL.

STERLING-ROCKFALLS, IL

WHITESIDE COUNTY-JOSEPH H. BITTORF FIELD (SQI)
ORIG 08325 (FAA)

NOTE: **Rwy 7,** elevator 3095' from departure end of runway, 1099' right of centerline, 91' AGL/741' MSL. **Rwy 18,** vehicle on roadway 736' from departure end of runway, on centerline, 15' AGL/664' MSL. Tree 1012' from departure end of runway, 288' left of centerline, 35' AGL/680' MSL. Tree 787' from departure end of runway, 120' right of centerline, 29' AGL/669' MSL. Multiple trees beginning 3619' from departure end of runway, 944' left of centerline, up to 100' AGL/769' MSL. **Rwy 25,** multiple trees beginning 1308' from departure end of runway, 22' left of centerline, up to 82' AGL/732' MSL. Multiple trees beginning 666' from departure end of runway, 42' right of centerline, up to 80' AGL/720' MSL. **Rwy 36,** vehicle on roadway, 575' from departure end of runway, on centerline, 17' AGL/668' MSL. Tree 564' from departure end of runway, 103' right of centerline, 11' AGL/662' MSL.

STEVENS POINT, WI

STEVENS POINT MUNI (STE)
ORIG 09015 (FAA)

NOTE: **Rwy 3,** trees beginning 1175' from departure end of runway, 649' left of centerline, 54' AGL/1173' MSL. Tree 2693' from departure end of runway, 556' right of centerline, 62' AGL/1181' MSL. **Rwy 21,** trees beginning 1127' from departure end of runway, 119' right of centerline, up to 100' AGL/1209' MSL. Trees beginning 1247' from departure end of runway, 151' left of centerline, up to 45' AGL/1153' MSL. **Rwy 12,** poles beginning 177' from departure end of runway, 197' right of centerline, up to 37' AGL/1126' MSL. Trees beginning 757' from departure end of runway, 27' right of centerline, up to 95' AGL/1204' MSL. Trees beginning 958' from departure end of runway, 112' left of centerline, up to 87' AGL/1196' MSL. **Rwy 30,** building 217' from departure end of runway, 535' left of centerline, 30' AGL/1139' MSL. Vehicle and road 499' from departure end of runway, on centerline, 15' AGL/1124' MSL. Trees beginning 848' from departure end of runway, 66' left of centerline, up to 87' AGL/1206' MSL. Trees beginning 869' from departure end of runway, 139' right of centerline, up to 81' AGL/1210' MSL.

STURGEON BAY, WI

DOOR COUNTY CHERRYLAND (SUE)
ORIG 07242 (FAA)

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1700 before turning east.

NOTE: **Rwy 2,** 100' tree 1.4 NM from departure end of runway, 2674' left of centerline, 100' AGL/839' MSL. **Rwy 10,** 130' boat 5128' from departure end of runway, on centerline, 130' AGL/710' MSL. **Rwy 20,** multiple trees, antennas, vehicle on road, poles beginning 121' from departure end of runway, 374' right of centerline, 90' AGL/802' MSL. Multiple poles and trees beginning 320' from departure end of runway, 250' left of centerline, 81' AGL/797' MSL. **Rwy 28,** vehicle on road 355' from departure end of runway, on centerline, 15' AGL/734' MSL.

SUPERIOR, WI
RICHARD I. BONG (SUW)
AMDT 5 98281 (FAA)
DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 2500 before turning west. **Rwy 31,** climb runway heading to 2500 before turning north.

TAYLORVILLE, IL
TAYLORVILLE MUNI (TAZ)
ORIG 05300 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-no survey data.
NOTE: **Rwy 18,** numerous trees 1000' from departure end of runway, from 335' left of centerline to 1150' right of centerline, up to 100' AGL/719' MSL. **Rwy 36,** numerous trees 1580' from departure end of runway, from 20' left of centerline to 570' right of centerline, up to 100' AGL/724' MSL.

TOMAHAWK, WI
TOMAHAWK RGNL (TKV)
ORIG 08269 (FAA)
NOTE: **Rwy 9,** tree 1' from departure end of runway, 402' left of centerline, 8' AGL/1487' MSL. Building 18' from departure end of runway, 439' right of centerline, 16' AGL/1505' MSL. Building 90' from departure end of runway, 440' right of centerline, 16' AGL/1505' MSL. Tree 593' from departure end of runway, 389' right of centerline, 36' AGL/1515' MSL. **Rwy 27,** tree 464' from departure end of runway, 443' right of centerline, 63' AGL/1522' MSL. Vehicle on road 83' from departure end of runway, 439' right of centerline, 15' AGL/1479' MSL. Tree 1965' from departure end of runway, 665' left of centerline, 60' AGL/1539' MSL. Wind cone 4' from departure end of runway, 400' left of centerline, 16' AGL/1495' MSL.

VIROQUA, WI
VIROQUA MUNI (Y51)
ORIG-A 07298 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-unsurveyed turf runways. **Rwy 11,** NA. Obstacle.

VOLK FIELD (KVOK)
CAMP DOUGLAS, WI. 07186
TAKE-OFF OBSTACLES: **Rwy 27**: Trees 80' AGL/1019' MSL, 2537' from DER, 983' right of centerline. Trees 80' AGL/1039' MSL, 3742' from DER, 835' left of centerline. **Rwy 9**: Antenna 50' AGL/1040' MSL, 4966' from DER, 625' left of centerline.

WATERTOWN, WI
WATERTOWN MUNI (RYV)
DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2500 before heading west. **Rwy 29,** climb runway heading to 2500 before turning north.

WAUKESHA, WI
WAUKESHA COUNTY (UES)
AMDT 6 09127(FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 400-2½ or std. with a min. climb of 316' per NM to 1400.
NOTE: **Rwy 10,** light pole 146' from DER, 326' left of centerline, 9' AGL/918' MSL. Light pole 560' from DER, 597' left of centerline, 17' AGL/936' MSL. Pipe on building 229' from DER, 275' left of centerline, 16' AGL/925' MSL. Trees beginning 1652' from DER, 171' right of centerline, up to 70' AGL/1029' MSL. Trees beginning 1868' from DER, 16' left of centerline, up to 54' AGL/983' MSL. Tower 1.0 NM from DER, 1571' right of centerline, 219' AGL/1148' MSL. Tower 1.1 NM from DER, 1140' right of centerline, 177' AGL/1126' MSL. Tower 1.8 NM from DER, 3455' right of centerline, 272' AGL/1238' MSL. **Rwy 18,** vehicle on road 618' from DER, 162' left of centerline, 15' AGL/946' MSL. Bush 746' from DER, 107' right of centerline, 9' AGL/938' MSL. Trees beginning 753' from DER, 187' right of centerline, up to 18' AGL/957' MSL. Tree 757' from DER, 182' left of centerline, 17' AGL/946' MSL. Tree 1188' from DER, 27' left of centerline, 27' AGL/956' MSL. Pole 1976' from DER, 304' left of centerline, 48' AGL/967' MSL. Pole 2026' from DER, 196' right of centerline, 62' AGL/981' MSL. Tower 2010' from DER, 932' left of centerline, 66' AGL/984' MSL. Rod on stack 4489' from DER, 657' left of centerline, 118' AGL/1037' MSL. **Rwy 28,** vehicle on road 877' from DER, 541' left of centerline, 15' AGL/924' MSL. Pole 1078' from DER, 739' left of centerline, 47' AGL/936' MSL. **Rwy 36,** rod on pole 401' from DER, 555' left of centerline, 46' AGL/945' MSL. Vehicle on road 300' from DER, 349' right of centerline, 15' AGL/914' MSL. Trees beginning 486' from DER, 175' right of centerline, up to 81' AGL/970' MSL. Trees beginning 999' from DER, 124' left of centerline, up to 72' AGL/962' MSL.

WAUPACA, WI
WAUPACA MUNI (PCZ)
AMDT 2 05020 (FAA)
TAKE-OFF MINIMUMS: **Rwy 28,** 300-2 or std with a min. climb of 317' per NM to 1300.
NOTES: **Rwy 10,** trees 1400' from departure end of runway, 300' left of centerline, 41' AGL/850' MSL. **Rwy 13,** road and vehicle 240' from departure end of runway, 275' right of centerline, 29' AGL/832' MSL. **Rwy 28,** trees 1.1 NM from departure end of runway, 1848' left of centerline, 100' AGL, 1119' MSL. **Rwy 31,** trees 800' from departure end of runway, 150' left of centerline, 19' AGL/846' MSL. Trees 1965' from departure end of runway, 585' left of centerline, 100' AGL/979' MSL.

WAUSAU, WI
WAUSAU DOWNTOWN (AUW)
AMDT 4 86044 (FAA)
TAKE-OFF MINIMUMS: **Rwy 30,** 300-1.
Rwy 4, 400-1. **Rwy 12,** 300-1. **Rwy 22,** 700-1.
DEPARTURE PROCEDURE: **All runways:** West departures (220° CW to 300°) climb to 3500 on runway heading before proceeding on course.
Rwy 4, North departures (360° CW 030°) climb on runway heading to 2900 before proceeding on course.

WAUTOMA, WI

WAUTOMA MUNI (Y50)

ORIG 98225 (FAA)

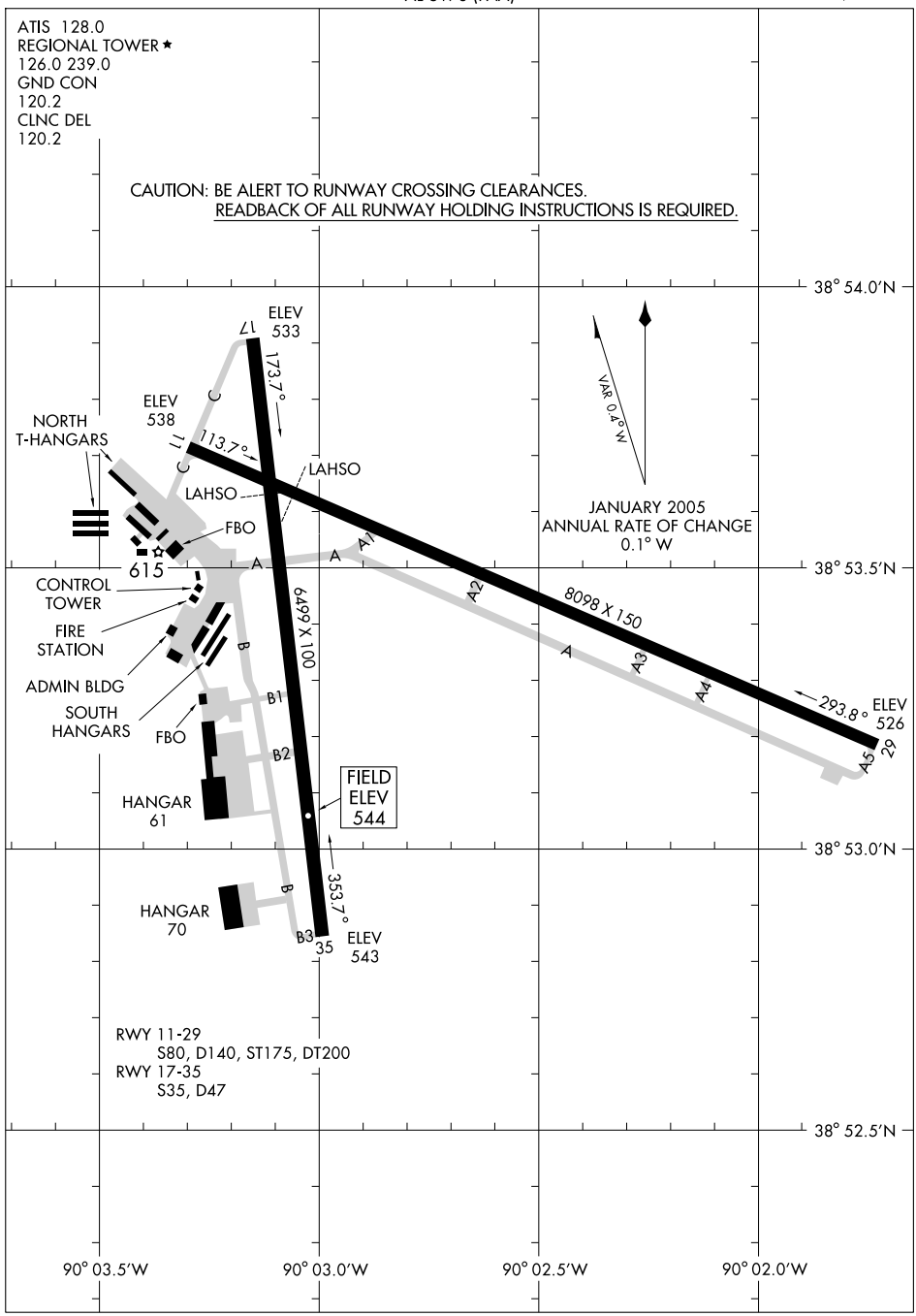
DEPARTURE PROCEDURE: **Rwy 31,** climb runway heading to 1800 before turning north.

08269

AIRPORT DIAGRAM

AL-5178 (FAA)

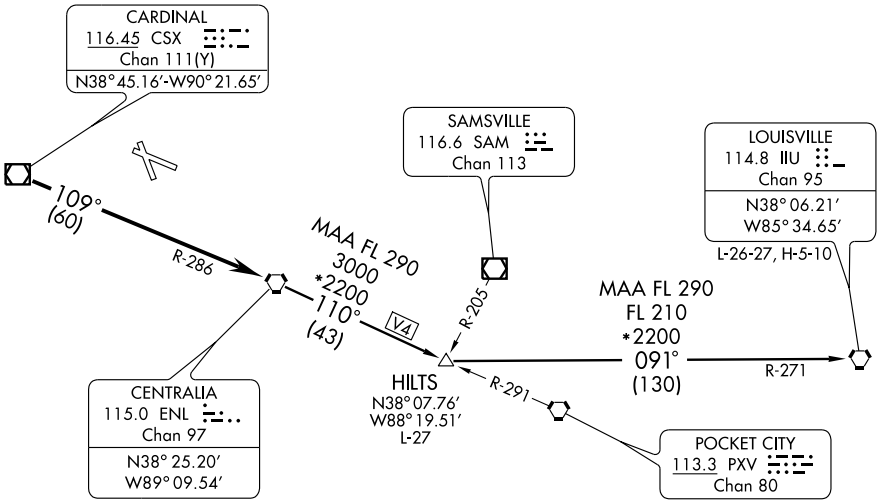
ALTON/ST. LOUIS RGNL (ALN)
ALTON/ST. LOUIS, ILLINOIS



EC-3, 14 JAN 2010 to 11 FEB 2010

BLUES TWO DEPARTURE

ATIS 128.0
CLNC DEL 120.2
GND CON 120.2
RGNL TWR ★
126.0 (CTAF) 239.0
ST LOUIS DEP CON
124.2 353.9



NOTE: For Turbojets only.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

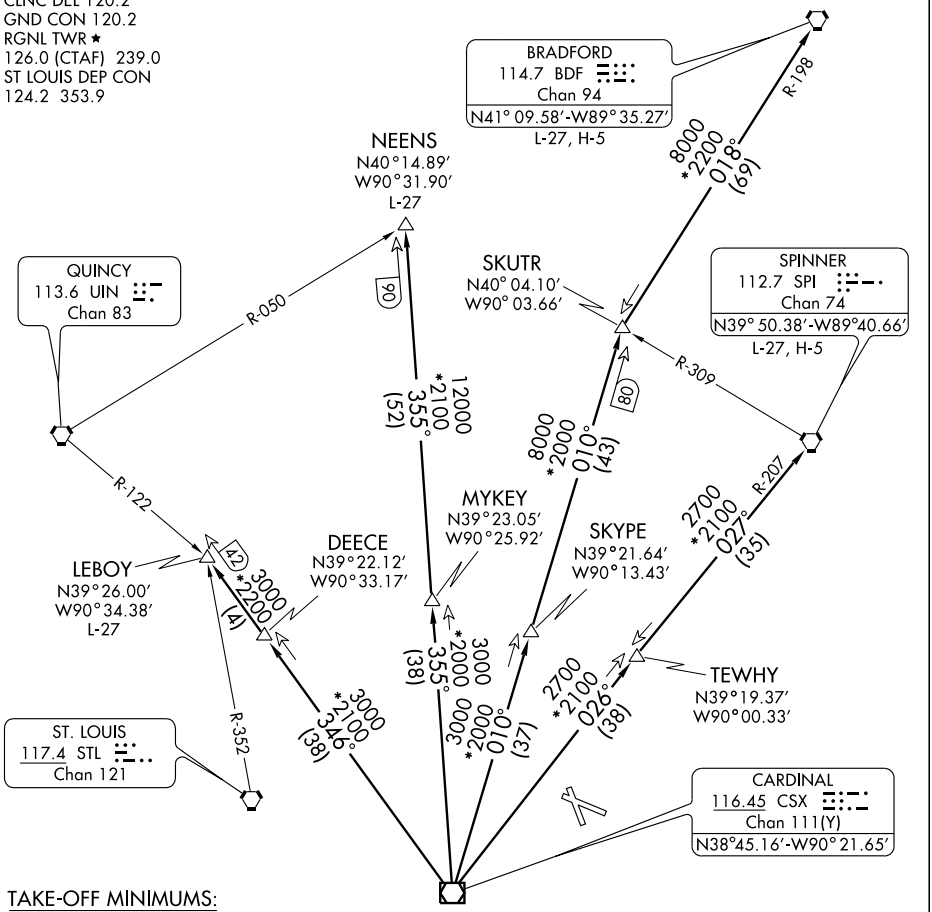
HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then via IIU R-271 to IIU VORTAC.

CARDS SEVEN DEPARTURE

ALTON/ST. LOUIS RGNL (ALN)
ALTON/ST. LOUIS, ILLINOIS

ATIS 128.0
CLNC DEL 120.2
GND CON 120.2
RGNL TWR ★
126.0 (CTAF) 239.0
ST LOUIS DEP CON
124.2 353.9



TAKE-OFF MINIMUMS:

Rwys 11,17, 29, 35: STANDARD.

TAKE-OFF OBSTACLE NOTES:

Rwy 11: Tree 1876' from DER, 834' left of centerline, 65' AGL/575' MSL.
Light Pole 1067' from DER, 667' left of centerline, 25' AGL/554' MSL.

Rwy 17: Multiple Trees beginning 1520' from DER, 859' right of centerline, 82' AGL/621' MSL.
Tree 1794' from DER, 410' left of centerline, 59' AGL/598' MSL.

Rwy 29: Multiple Trees beginning 1318' from DER, 494' left of centerline, 59' AGL/579' MSL.
Light Pole 663' from DER, 528' left of centerline, 10' AGL/559' MSL.
Tree 1481' from DER, 501' right of centerline, 66' AGL/578' MSL.

Rwy 35: Multiple trees and Light Pole beginning 980' from DER, 574' left of centerline, 67' AGL/596' MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: DME and RADAR REQUIRED.

CARDS SEVEN DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.
LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.
NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.
SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 to TEWHY INT, then via SPI R-207 to SPI VORTAC.

EC-3, 14 JAN 2010 to 11 FEB 2010

GATEWAY FOUR DEPARTURE

(GATWY4.SIL) 08325

SL-5178 (FAA)

ALTON/ST. LOUIS RGNL (ALN)
ALTON/ST. LOUIS, ILLINOIS

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

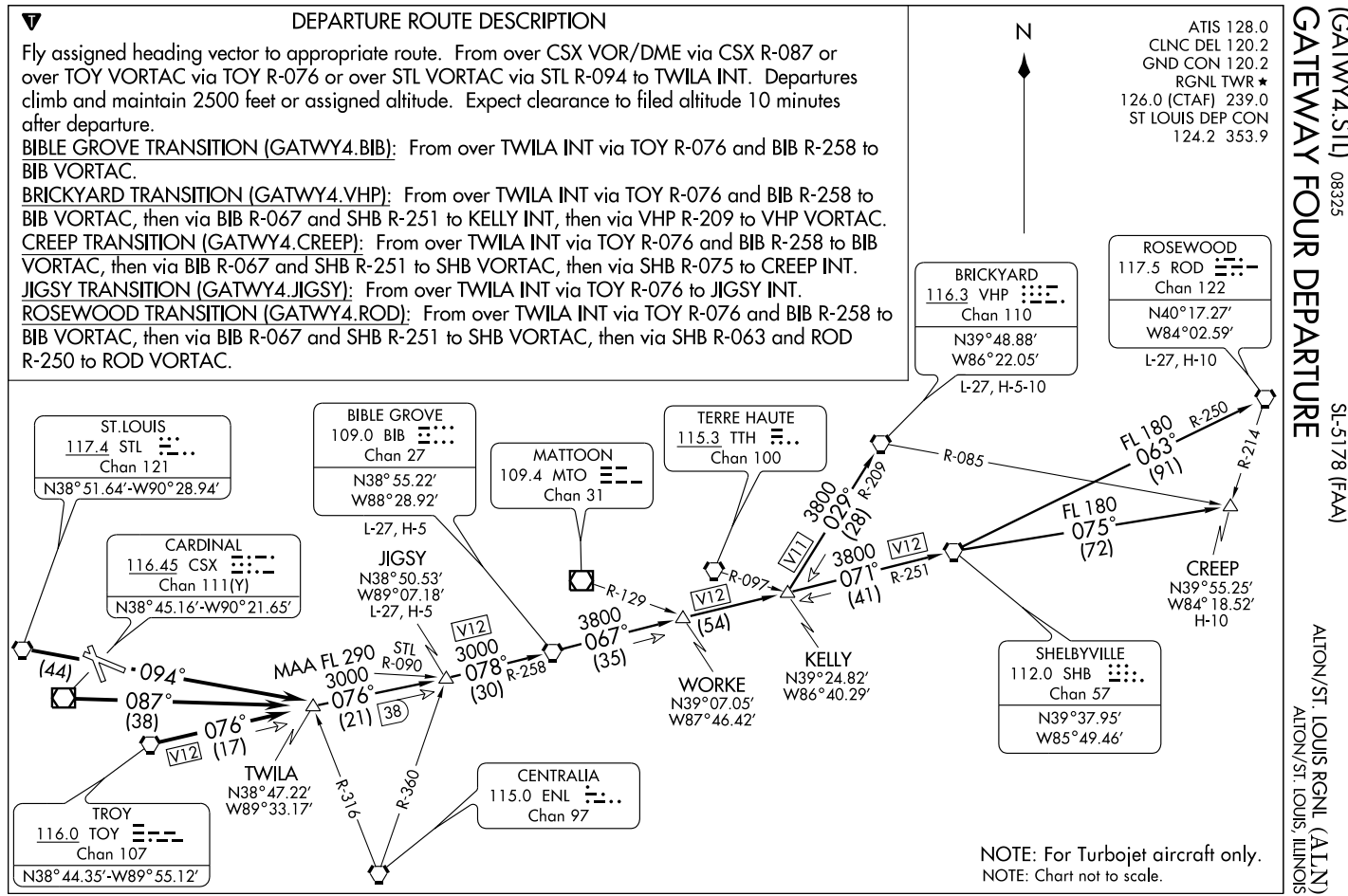
BIBLE GROVE TRANSITION (GATWY4.BIB): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY4.VHP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY4.CREEP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.

JIGSY TRANSITION (GATWY4.JIGSY): From over TWILA INT via TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATWY4.ROD): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.



LOC/DME I-ALN	APP CRS	Rwy Idg	8098
108.5	291°	TDZE	531
Chan 22		Apt Elev	544

ILS or LOC RWY 29

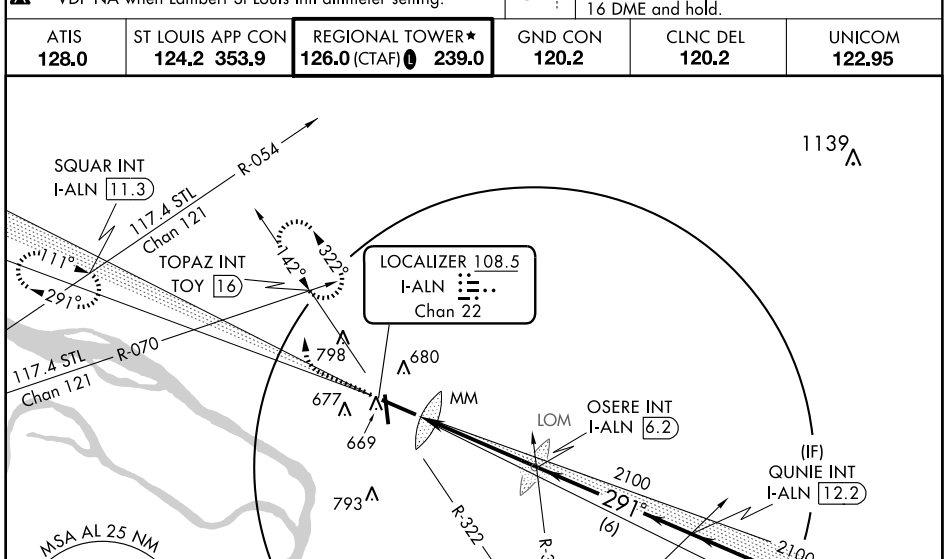
ALTON/ST. LOUIS RGNL (ALN)

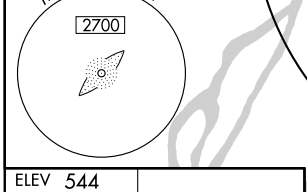
If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all DAs/MDAs 60 feet.
VDP NA when Lambert-St Louis Intl altimeter setting.

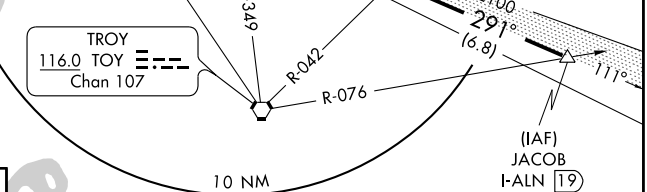
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 via HDG 310° and TOY VORTAC R-322 to TOPAZ Int/TOY 16 DME and hold.

ATIS	ST LOUIS APP CON	REGIONAL TOWER★	GND CON	CLNC DEL	UNICOM
128.0	124.2 353.9	126.0 (CTAF) L 239.0	120.2	120.2	122.95







REIL Rwy 11
HIRL Rwy 11-29 L
MIRL Rwy 17-35 L

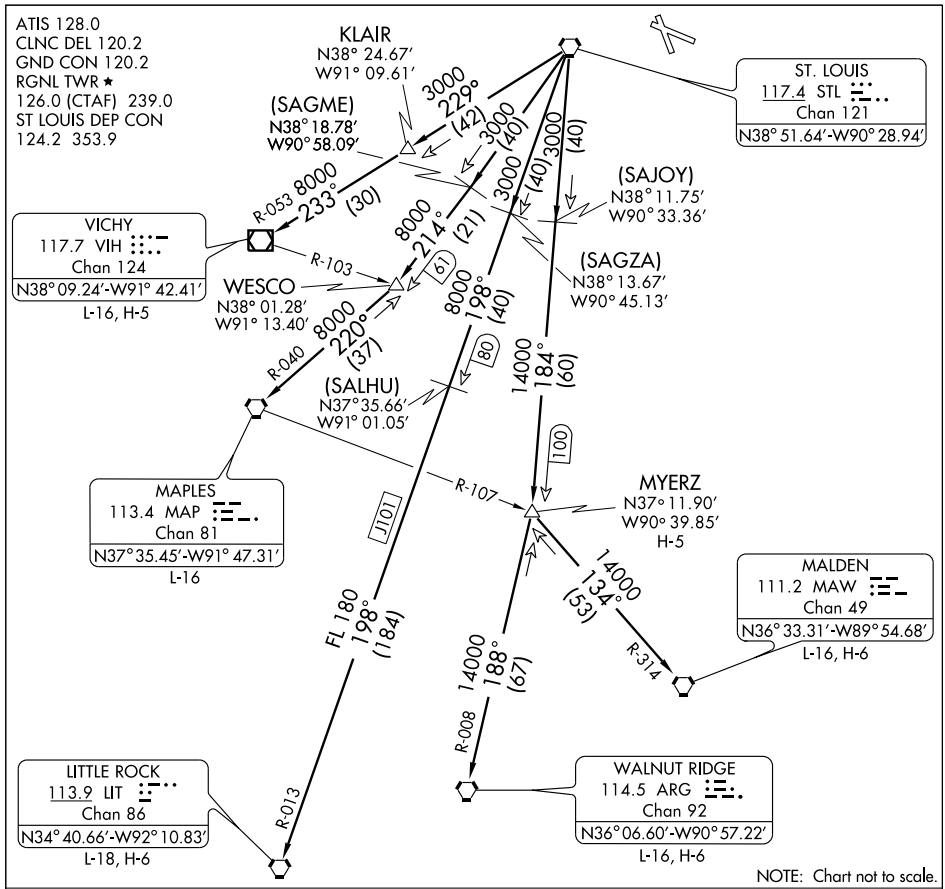
FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-ILS 29	731-½ 200 (200-½)			
S-LOC 29	840-½ 309 (300-½)			840-¾ 309 (300-¾)
CIRCLING	980-1 436 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1100-2 556 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

LINDBERGH TWO DEPARTURE



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAO VORTAC.

MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

LOC/DME I-ALN	APP CRS	Rwy Idg 8098
108.5 Chan 22	111°	TDZE 540
		Apt Elev 544

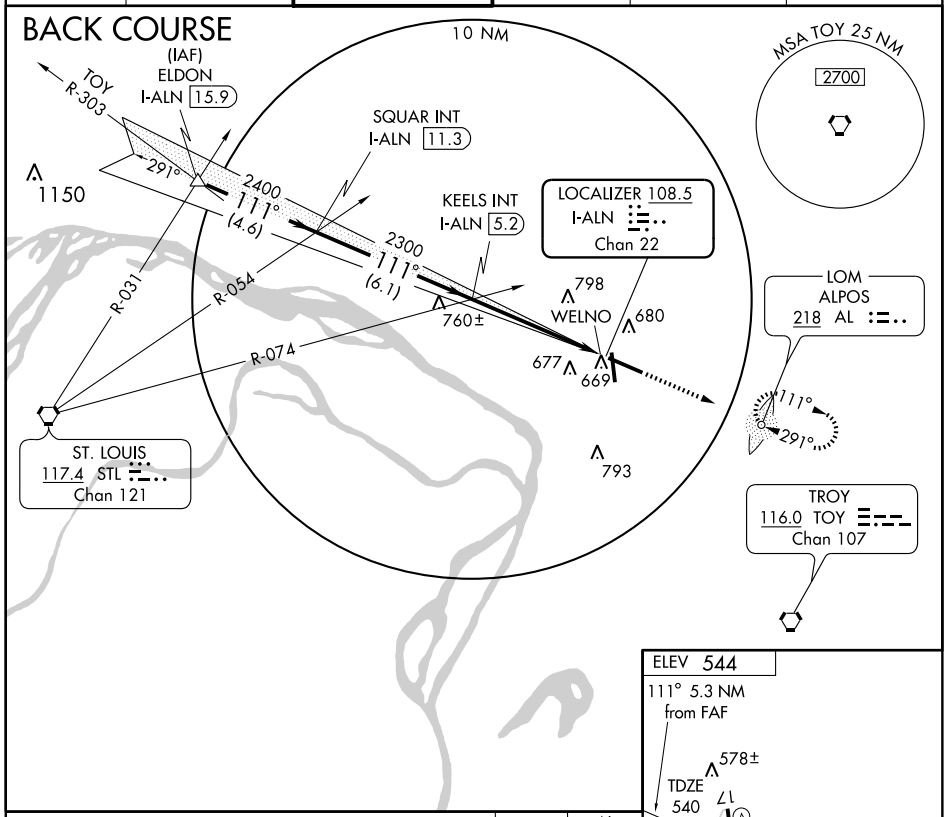
LOC BC RWY 11

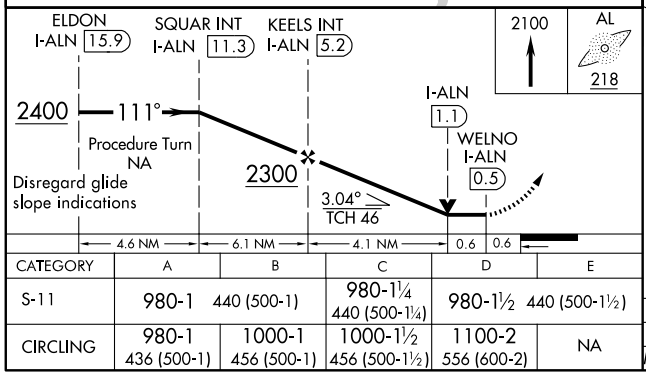
ALTON/ ST. LOUIS RGNL (ALN)

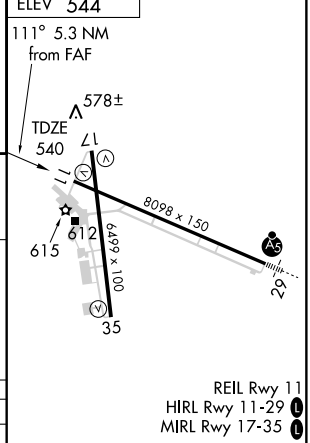
▼ If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet. VDP NA when using Lambert-St. Louis Intl altimeter setting. ADF REQUIRED.

MISSED APPROACH: Climb to 2100 direct AL LOM and hold.

ATIS	ST LOUIS APP CON	REGIONAL TOWER★	GND CON	CLNC DEL	UNICOM
128.0	124.2 353.9	126.0 (CTAF) L 239.0	120.2	120.2	122.95







CATEGORY	A	B	C	D	E
S-11	980-1 440 (500-1)		980-1¼ 440 (500-1¼)	980-1½ 440 (500-1½)	
CIRCLING	980-1 436 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1100-2 556 (600-2)	NA

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-3, 14 JAN 2010 to 11 FEB 2010

NDB CVM 263	APP CRS 186°	Rwy Idg 6499 TDZE 542 Apt Elev 544

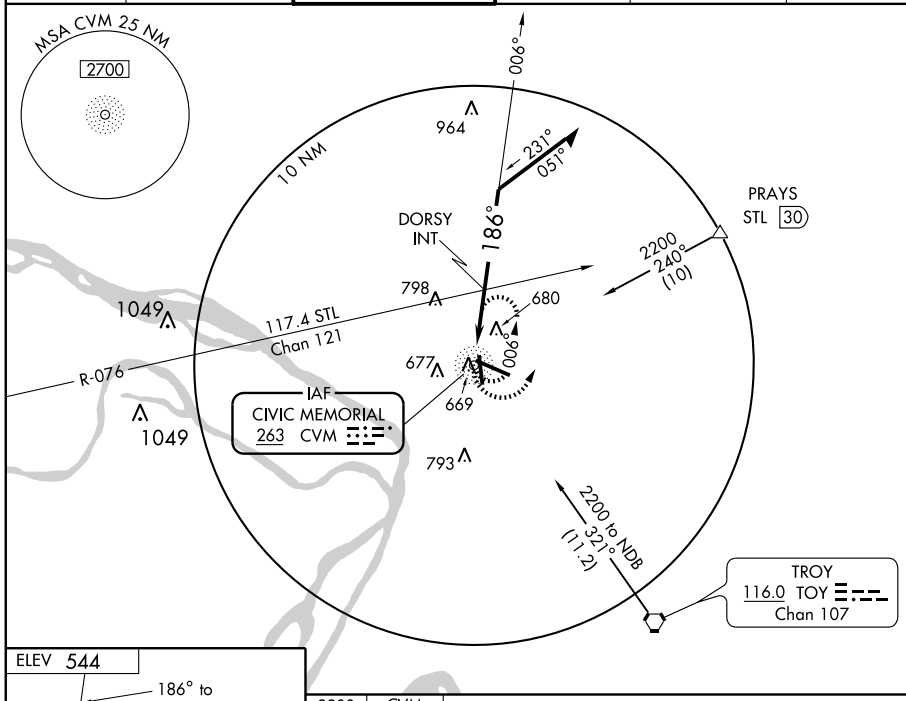
NDB RWY 17

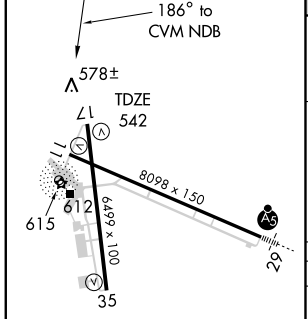
ALTON/ST. LOUIS RGNL (ALN)

▼ ▲ If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet. Dorsy fix minimums not authorized when using Lambert-St. Louis Intl altimeter setting.

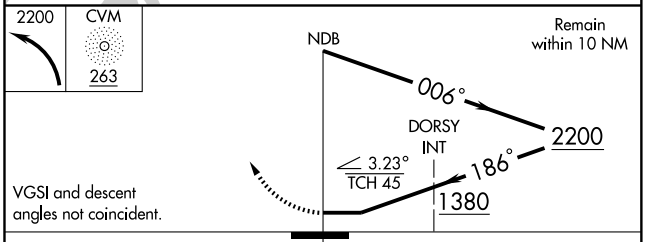
MISSED APPROACH: Climbing left turn to 2200 in CVM NDB holding pattern.

ATIS	ST LOUIS APP CON	REGIONAL TOWER ★	GND CON	CLNC DEL	UNICOM
128.0	124.2 353.9	126.0 (CTAF) L 239.0	120.2	120.2	122.95





REIL Rwy 11
HIRL Rwy 11-29 L
MIRL Rwy 17-35 L



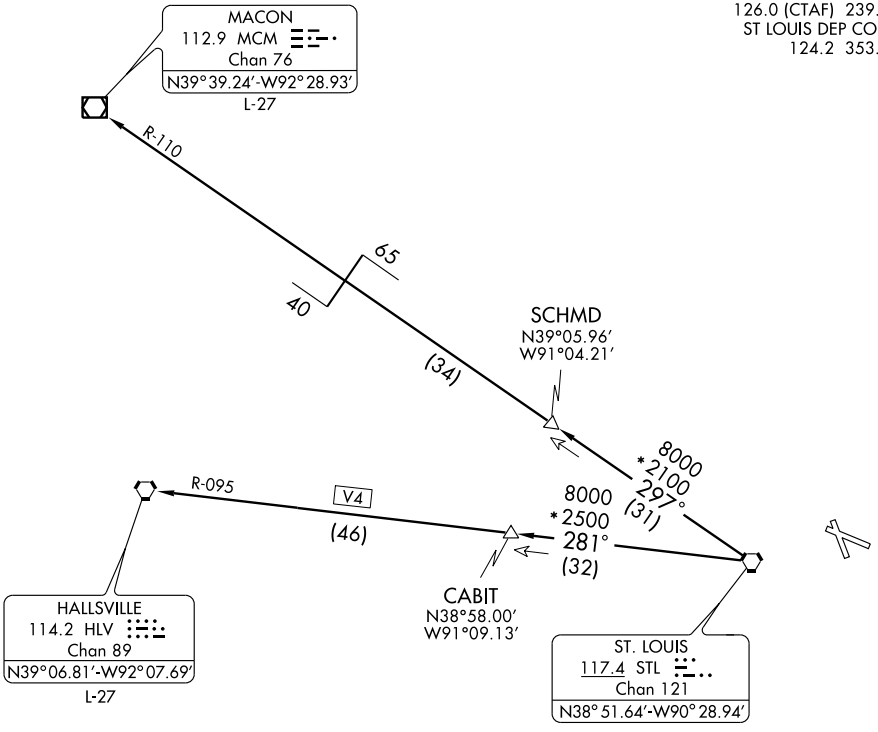
CATEGORY	A	B	C	D
S-17	1380-1 838 (900-1)	1380-1¼ 838 (900-1¼)	1380-2½ 838 (900-2½)	1380-2¾ 838 (900-2¾)
CIRCLING	1380-1 836 (900-1)	1380-1¼ 836 (900-1¼)	1380-2½ 836 (900-2½)	1380-2¾ 836 (900-2¾)
DORSY FIX MINIMUMS				
S-17	1120-1 578 (600-1)		1120-1½ 578 (600-1½)	1120-1¾ 578 (600-1¾)
CIRCLING	1120-1 576 (600-1)		1120-1½ 576 (600-1½)	1120-2 576 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

OZARK THREE DEPARTURE

ALTON/ST. LOUIS RGNL (ALN)
ALTON/ST. LOUIS, ILLINOIS

ATIS 128.0
CLNC DEL 120.2
GND CON 120.2
RGNL TWR ★
126.0 (CTAF) 239.0
ST LOUIS DEP CON
124.2 353.9



TAKEOFF MINIMUMS: ALL RUNWAYS STANDARD

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

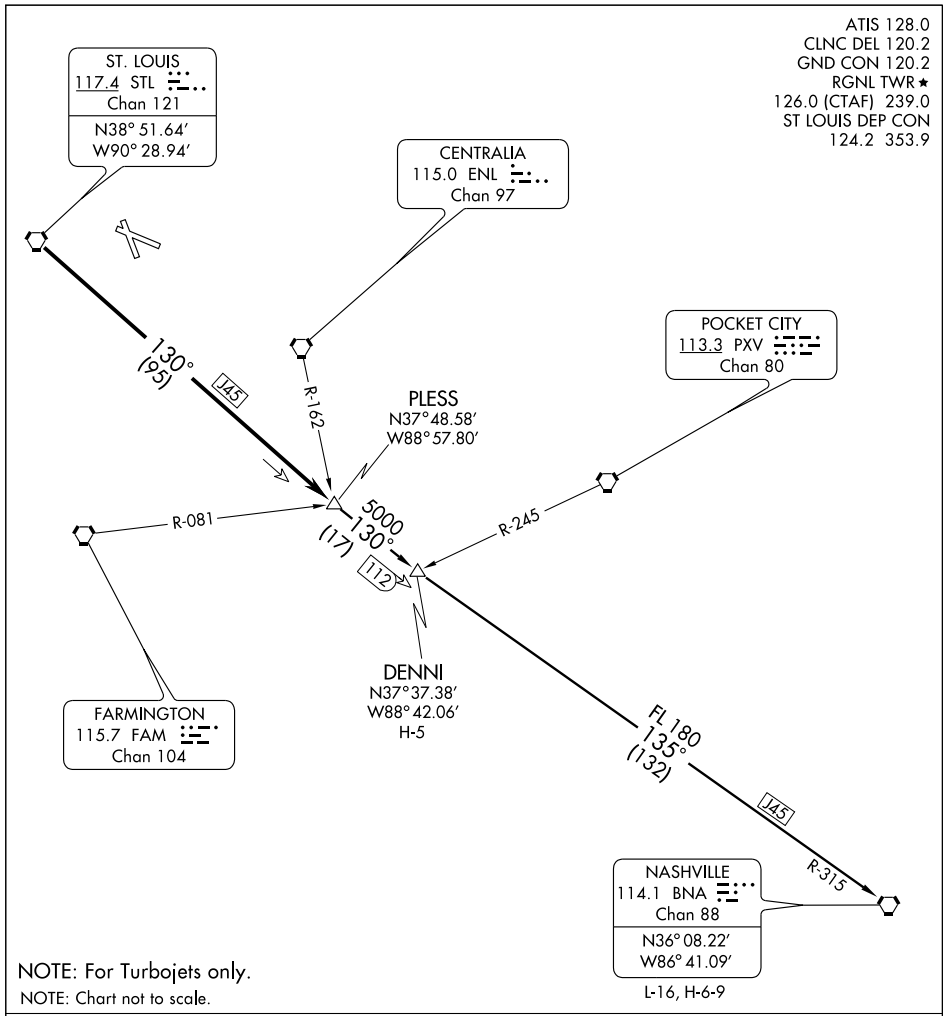
HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC.

MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

EC-3, 14 JAN 2010 to 11 FEB 2010

PLESS ONE DEPARTURE

ALTON/ ST. LOUIS RGNL (ALN)
ALTON/ST. LOUIS, ILLINOIS



DEPARTURE ROUTE DESCIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT, via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

APP CRS	Rwy Idg	8098
111°	TDZE	540
	Apt Elev	544

RNAV (GPS) RWY 11

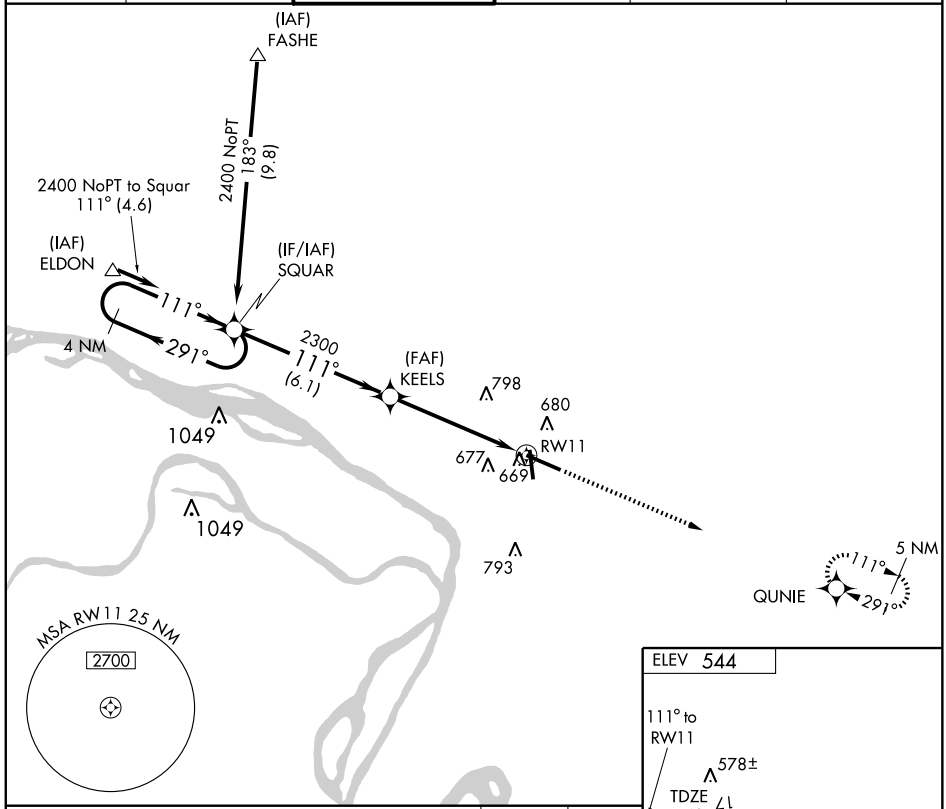
ALTON/ ST. LOUIS RGNL (ALN)

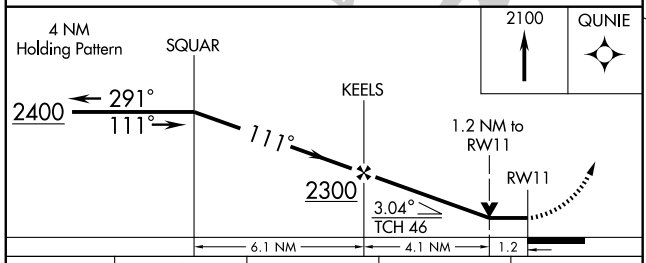
▼ If local altimeter not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet. VDP NA with Lambert-St. Louis Intl altimeter setting. DME/DME RNP-0.3 NA.

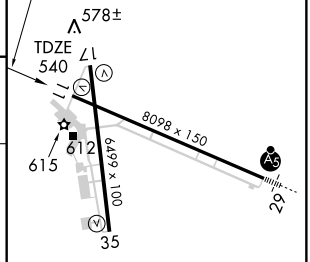
▲

MISSED APPROACH: Climb to 2100 direct QUNIE and hold.

ATIS	ST LOUIS APP CON	REGIONAL TOWER★	GND CON	CLNC DEL	UNICOM
128.0	124.2 353.9	126.0 (CTAF) L 239.0	120.2	120.2	122.95







CATEGORY	A	B	C	D
LNAV MDA	980-1 440 (500-1)		980-1¼ 440 (500-1¼)	980-1½ 440 (500-1½)
CIRCLING	980-1 436 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1100-2 556 (600-2)

REIL Rwy 11
HIRL Rwy 11-29 L
MIRL Rwy 17-35 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6499
171°	TDZE	542
	Apt Elev	544

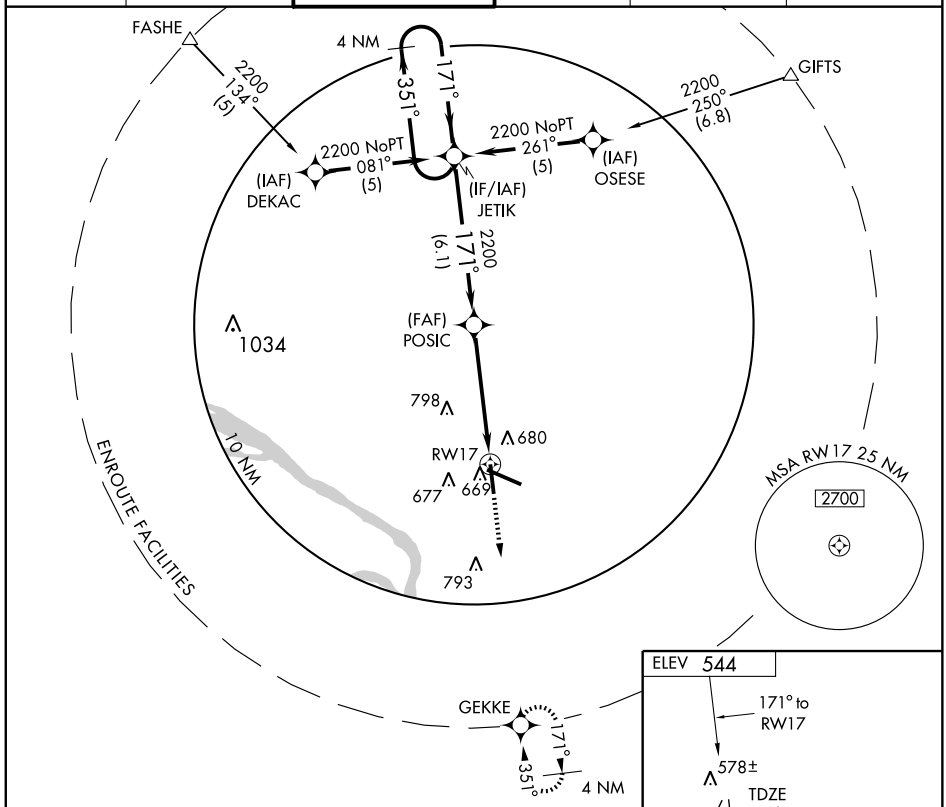
RNAV (GPS) RWY 17

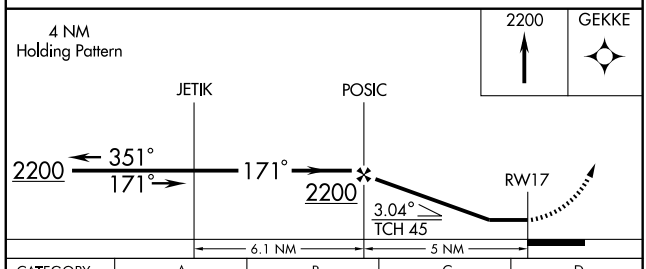
ALTON/ST. LOUIS RGNL (ALN)

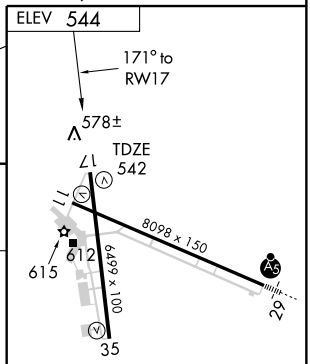
If local altimeter not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet. When VGSI inop, straight-in/circling Rwy 17 and circling Rwy 35, NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct GEKKE and hold.

ATIS	ST LOUIS APP CON	REGIONAL TOWER★	GND CON	CLNC DEL	UNICOM
128.0	124.2 353.9	126.0 (CTAF) L 239.0	120.2	120.2	122.95







CATEGORY	A	B	C	D
LNAV MDA	920-1 378 (400-1)			920-1¼ 378 (400-1¼)
CIRCLING	980-1 436 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1100-2 556 (600-2)

REIL Rwy 11
HIRL Rwy 11-29 L
MIRL Rwy 17-35 L

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8098
CH 77507	291°	TDZE	531
W29A		Apt Elev	544

RNAV (GPS) RWY 29

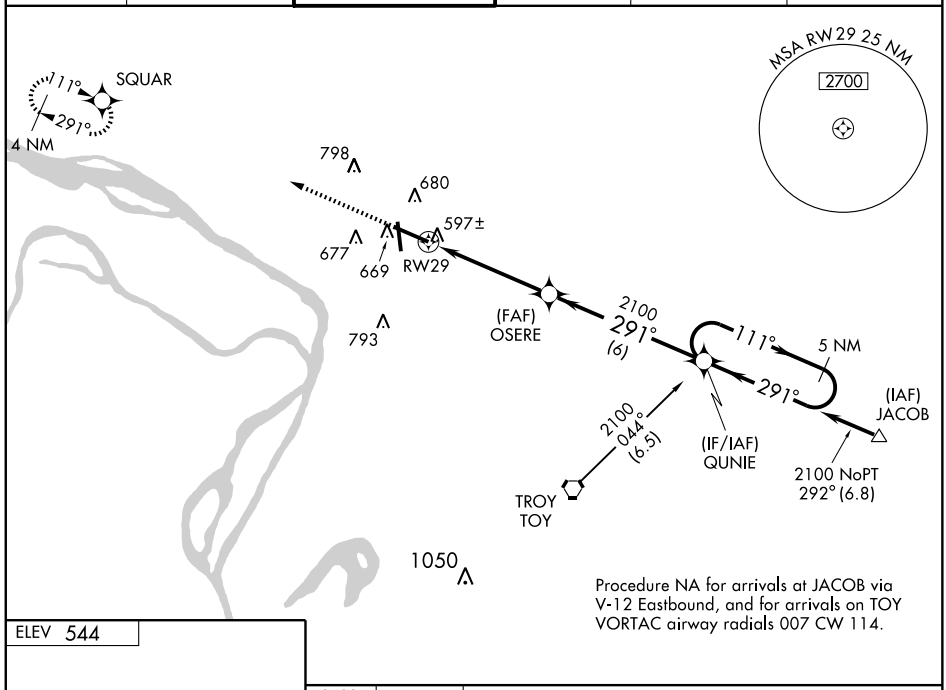
ALTON/ST. LOUIS RGNL (ALN)

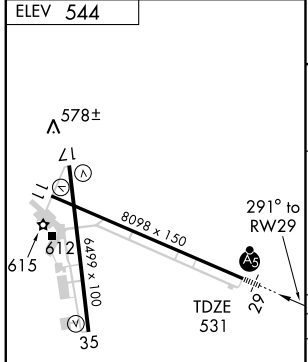
For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ mile. If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all DAs and MDAs 60 feet. VDP and Baro-VNAV NA with Lambert-St. Louis Intl altimeter setting. Baro-VNAV NA below -16° C (4° F). Inoperative table does not apply to LNAV Cat. D. DME/DME RNP-0.3 NA.

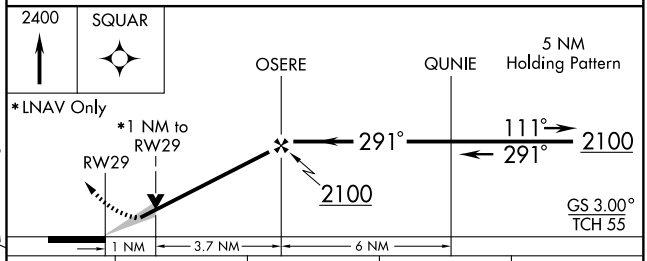
MALSR

MISSED APPROACH: Climb to 2400 direct SQUAR and hold.

ATIS	ST LOUIS APP CON	REGIONAL TOWER★	GND CON	CLNC DEL	UNICOM
128.0	124.2 353.9	126.0 (CTAF) L 239.0	120.2	120.2	122.95







CATEGORY	A	B	C	D
LPV DA	800-½ 269 (300-½)			
LNAV/VNAV DA	860-¾ 329 (400-¾)			
LNAV MDA	880-½ 349 (400-½)			880-1 349 (400-1)
CIRCLING	980-1¼ 436 (500-1¼)	1000-1¼ 456 (500-1¼)	1000-1½ 456 (500-1½)	1100-2 556 (600-2)

REIL Rwy 11
HIRL Rwy 11-29 L
MIRL Rwy 17-35 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6499
351°	TDZE	544
	Apt Elev	544

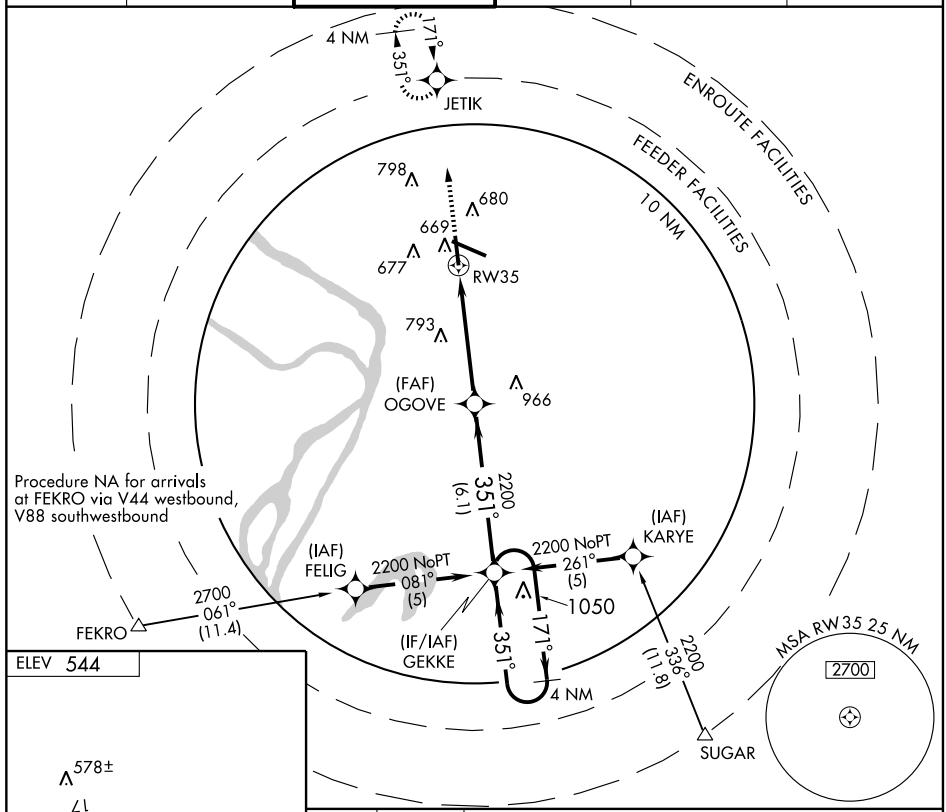
RNAV (GPS) RWY 35

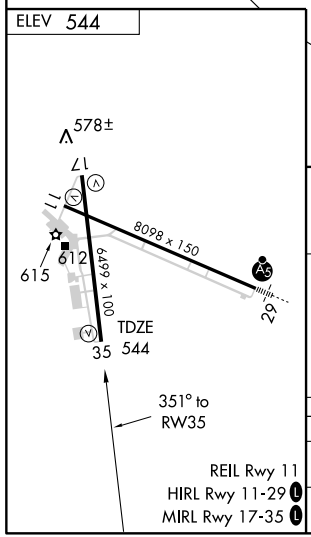
ALTON/ST. LOUIS RGNL (ALN)

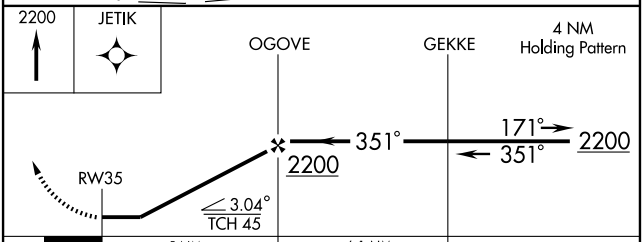
If local altimeter not received, use Lambert-St. Louis altimeter setting and increase all MDAs 60 feet. When VGSI inop, circling to Rwys 17/35 NA at night. DME/DME RNP-0.3 NA. Straight-in minimums NA at night.

MISSED APPROACH: Climb to 2200 direct JETIK and hold.

ATIS	ST LOUIS APP CON	REGIONAL TOWER★	GND CON	CLNC DEL	UNICOM
128.0	124.2 353.9	126.0 (CTAF) L 239.0	120.2	120.2	122.95







CATEGORY	A	B	C	D
LNAV MDA	1020-1	476 (500-1)	1020-1¼ 476 (500-1¼)	1020-1½ 476 (500-1½)
CIRCLING	1020-1	476 (500-1)	1020-1½ 476 (500-1½)	1100-2 556 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

(TURBO5.STL) 08325 SL-5178 (FAA)

TURBO FIVE DEPARTURE

ALTON/ST. LOUIS RGNL (ALN)
ALTON/ST. LOUIS, ILLINOIS

ATIS 128.0
CLNC DEL 120.2
GND CON 120.2
RGNL TWR ★
126.0 (CTAF) 239.0
ST LOUIS DEP CON
124.2 353.9

SPINNER
112.7 SPI
Chan 74

WOOBI
N39° 37.79′
W89° 22.21′

8000
*2300
072°
(25)

R-132
R-252

CARDINAL
116.45 CSX
Chan 111(Y)
N38° 45.16′
W90° 21.65′

DECATUR
117.2 DEC
Chan 119
N39° 44.25′
W88° 51.38′
L-27, H-5

8000
*2200
041°
(31)

70

VANDALIA
114.3 VLA
Chan 90

R-283

FRALE
N39° 14.55′
W89° 48.72′

6000
*2100
041°
(39)

CENTRALIA
115.0 ENL
Chan 97
N38° 25.20′
W89° 09.54′
L-27, H-5

SAMSVILLE
116.6 SAM
Chan 113

6000
*2100
143°
(34)

R-129

VANTS
N38° 20.00′
W89° 42.96′

6000
*2000
075°
(10)

6000
*2100
(27)

R-255

4500
*2600
175°
(42)

LEEAN
N38° 17.96′
W89° 55.83′

6000
*2000
(7)

41

R-244
R-223
R-149
R-229

THOMP
N37° 59.57′
W88° 53.34′

ZEROJ
N38° 12.25′
W89° 50.47′

(13)

54

42

R-244

9000
*2100
091°
(38)

9000
*2000
091°
(54)

R-271

WEDDG
N38° 03.30′
W90° 16.70′

SPORT
N38° 01.89′
W89° 40.78′

9000
MRA

(22)

9000
*2100

91

76

R-262

4500
*2400
174°
(23)

R-354

GENTS
N37° 43.80′
W89° 23.99′
L-16

POCKET CITY
113.3 PXV
Chan 80
N37° 55.70′
W87° 45.74′
L-16, H-5

FARMINGTON
115.7 FAM
Chan 104
N37° 40.41′
W90° 14.04′
L-16, H-5

MARION
110.4 MWA
Chan 41

R-014

CAPE GIRARDEAU
112.9 CGI
Chan 76

TAKE-OFF MINIMUMS:
Rwy 11,17,29,35 STANDARD.

NOTE: RADAR Required.
NOTE: For Turboprop/Prop Aircraft only.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EC-3, 14 JAN 2010 to 11 FEB 2010

TURBO FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

CENTRALIA TRANSITION (TURBO5.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.
DECATUR TRANSITION (TURBO5.DEC): From over CSX VOR/DME via CSX R-041 to WOOBI INT, then via DEC R-252 to DEC VORTAC.
FARMINGTON TRANSITION (TURBO5.FAM): From over CSX VOR/DME via CSX R-175 and FAM R-354 to FAM VORTAC.
GENTS TRANSITION (TURBO5.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.
POCKET CITY TRANSITION (TURBO5.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.
THOMP TRANSITION (TURBO5.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKE-OFF OBSTACLE NOTES:

Rwy 11: Tree 1876' from DER, 834' left of centerline, 65' AGL/575' MSL.
Light Pole 1067' from DER, 667' left of centerline, 25' AGL/554' MSL.
Rwy 17: Multiple Trees beginning 1520' from DER, 859' right of centerline, 82' AGL/621' MSL.
Tree 1794' from DER, 410' left of centerline, 59' AGL/598' MSL.
Rwy 29: Multiple Trees beginning 1318' from DER, 494' left of centerline, 59' AGL/579' MSL.
Light Pole 663' from DER, 528' left of centerline, 10' AGL/559' MSL.
Tree 1481' from DER, 501' right of centerline, 66' AGL/578' MSL.
Rwy 35: Multiple Trees and Light Pole beginning 980' from DER, 574' left of centerline, 67' AGL/596' MSL.

EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC TOY	APP CRS	Rwy Idg	N/A
116.0	142°	TDZE	N/A
Chan 107		Apt Elev	544

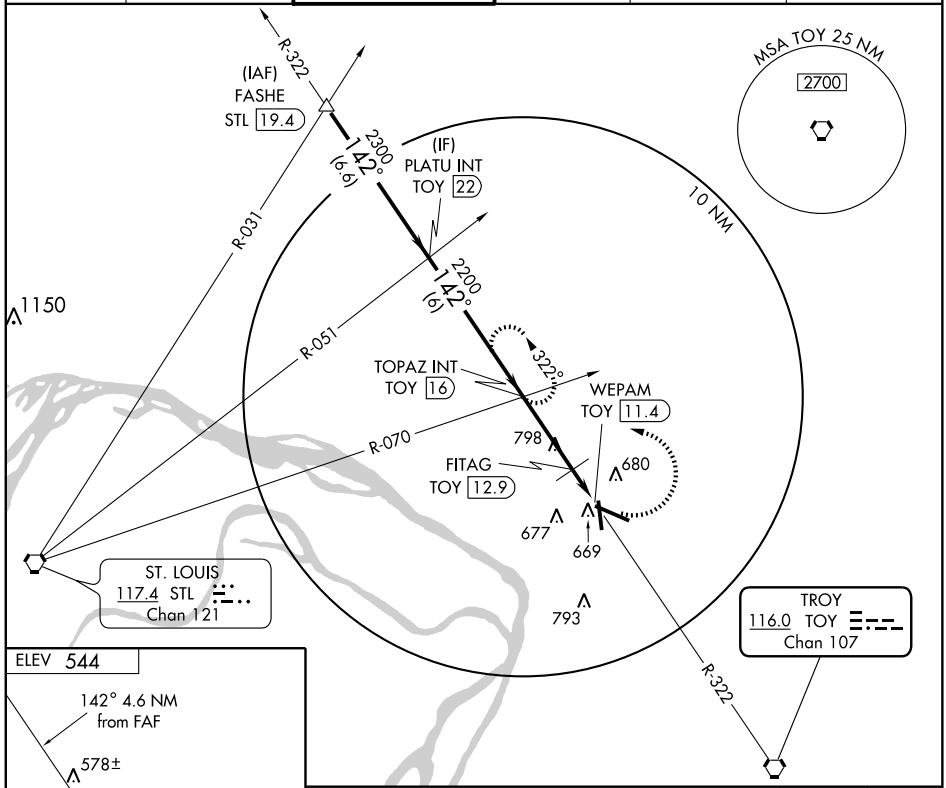
VOR-A

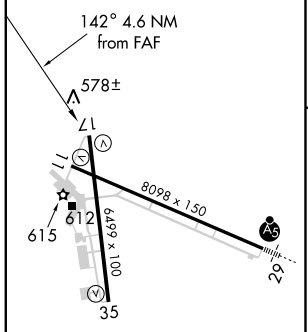
ALTON/ST. LOUIS RGNL (ALN)

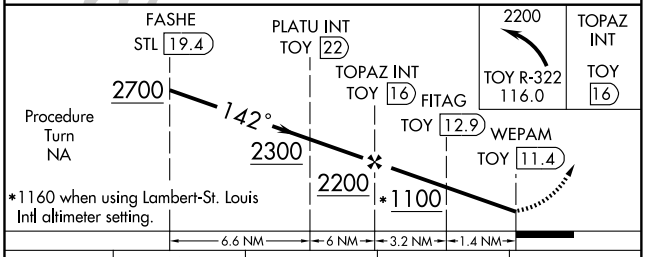
If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2200 via TOY R-322 to TOPAZ Int/TOY 16 DME and hold.

ATIS	ST LOUIS APP CON	REGIONAL TOWER★	GND CON	CLNC DEL	UNICOM
128.0	124.2 353.9	126.0 (CTAF) L 239.0	120.2	120.2	122.95







REIL Rwy 11
HIRL Rwy 11-29 L
MIRL Rwy 17-35 L

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
CIRCLING	1100-1 556 (600-1)		1100-1½ 556 (600-1½)	1100-2 556 (600-2)
FITAG FIX MINIMUMS				
CIRCLING	980-1 436 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1100-2 556 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

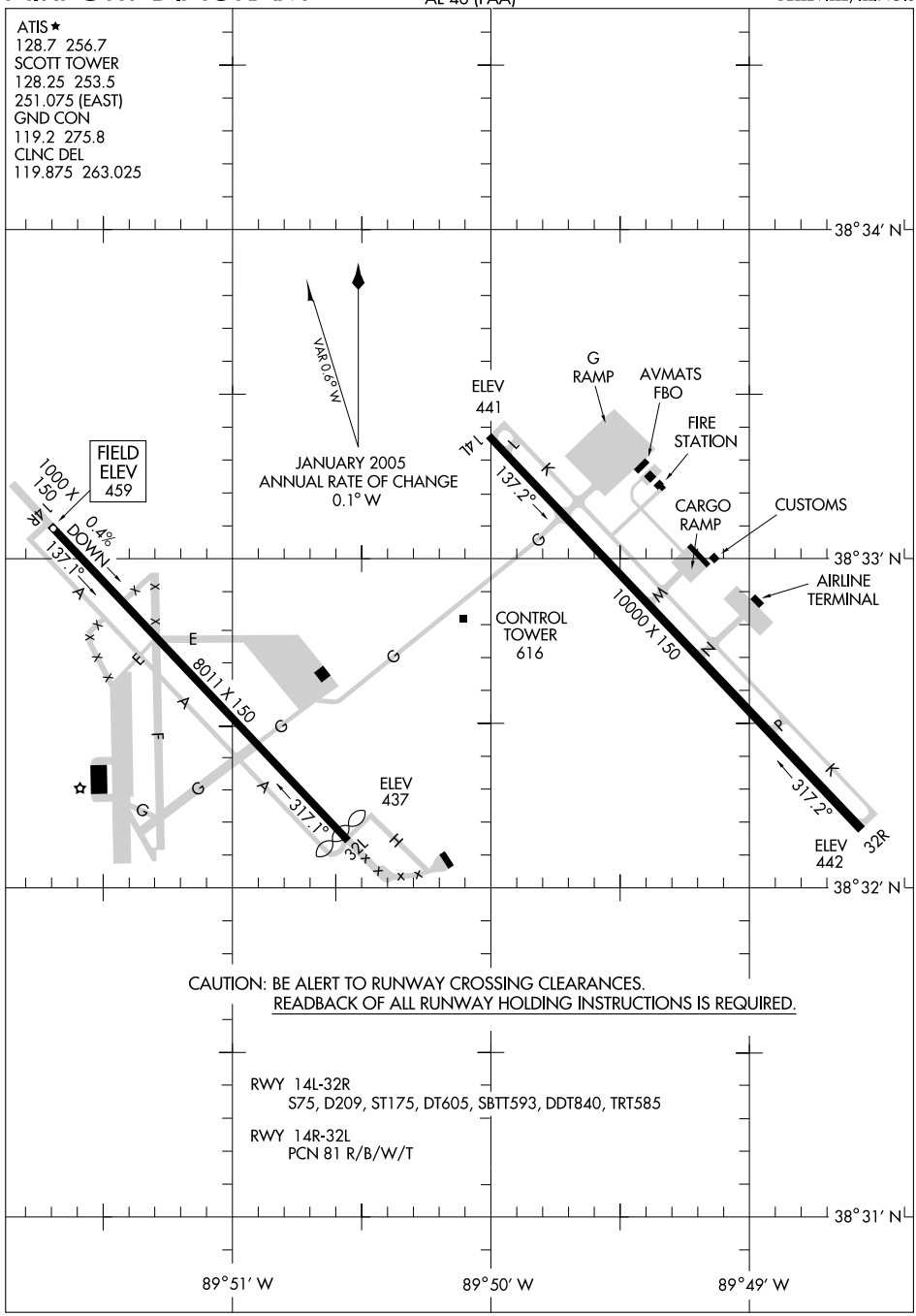
09239

AIRPORT DIAGRAM

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

BELLEVILLE, ILLINOIS

AL-46 (FAA)



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 14L-32R
S75, D209, ST175, DT605, SBTT593, DDT840, TRT585

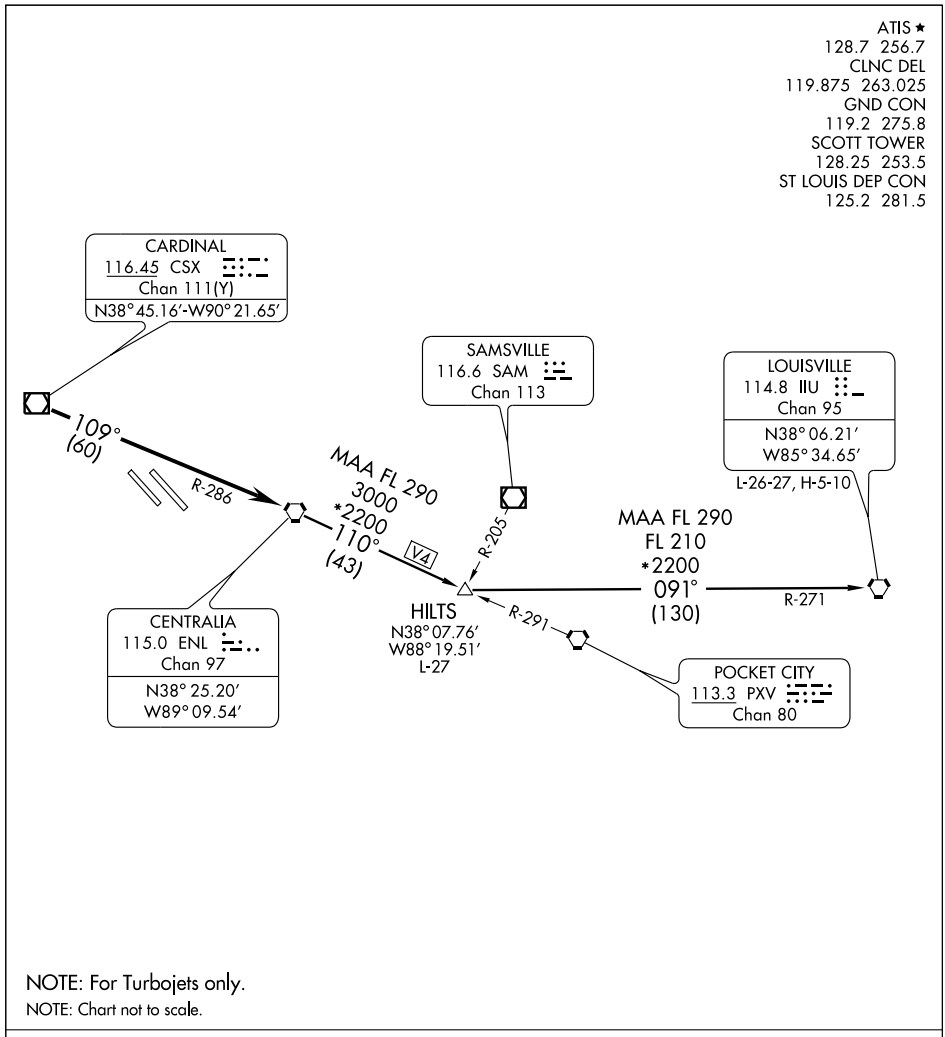
RWY 14R-32L
PCN 81 R/B/W/T

EC-3, 14 JAN 2010 to 11 FEB 2010

BLUES TWO DEPARTURE

SL-46 (FAA)

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)
BELLEVILLE, ILLINOIS



NOTE: For Turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

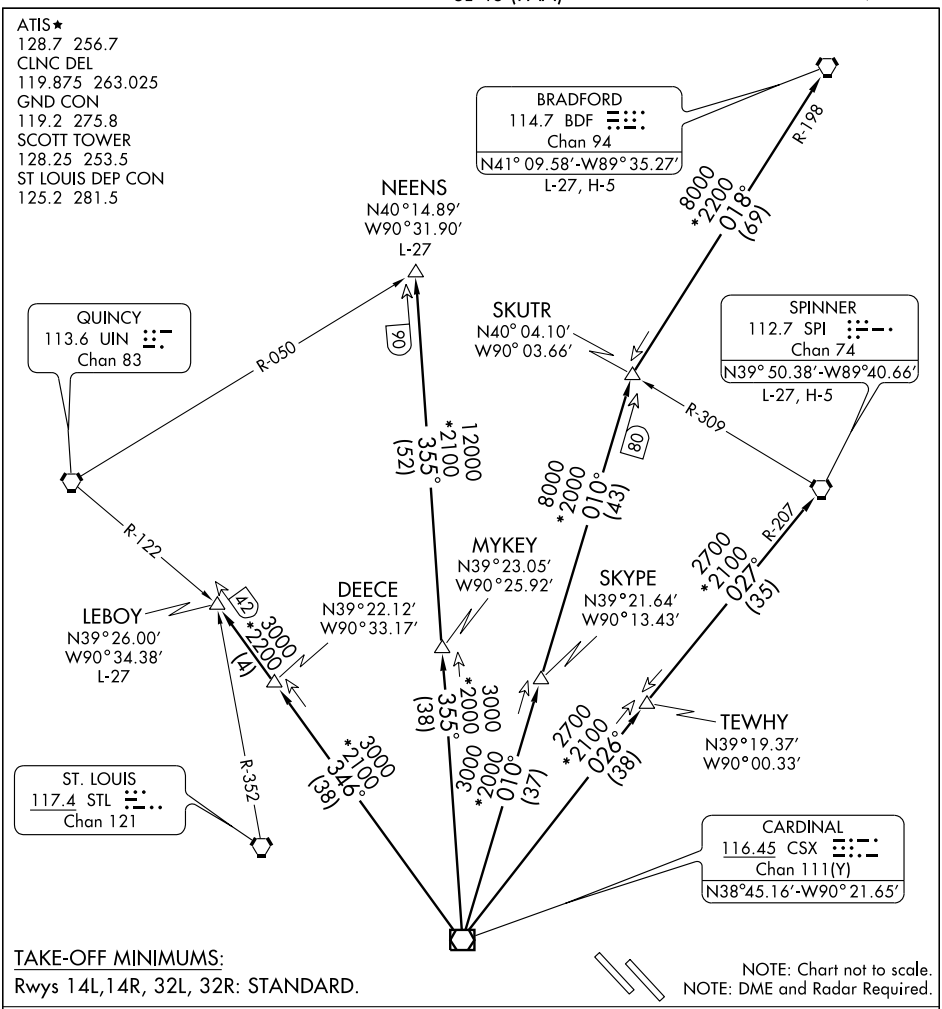
HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then via IIU R-271 to IIU VORTAC.

EC-3, 14 JAN 2010 to 11 FEB 2010

CARDS SEVEN DEPARTURE

BELLEVILLE/ SCOTT AFB/MIDAMERICA (BLV)
BELLEVILLE, ILLINOIS
SL-46 (FAA)



TAKE-OFF MINIMUMS:
Rwys 14L,14R, 32L, 32R: STANDARD.

NOTE: Chart not to scale.
NOTE: DME and Radar Required.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 to TEWHY INT, then via SPI R-207 to SPI VORTAC.

GATEWAY FOUR DEPARTURE

(GATWY4.SIL) 09183

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)
BELLEVILLE, ILLINOIS

SL-46 (FAA)

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

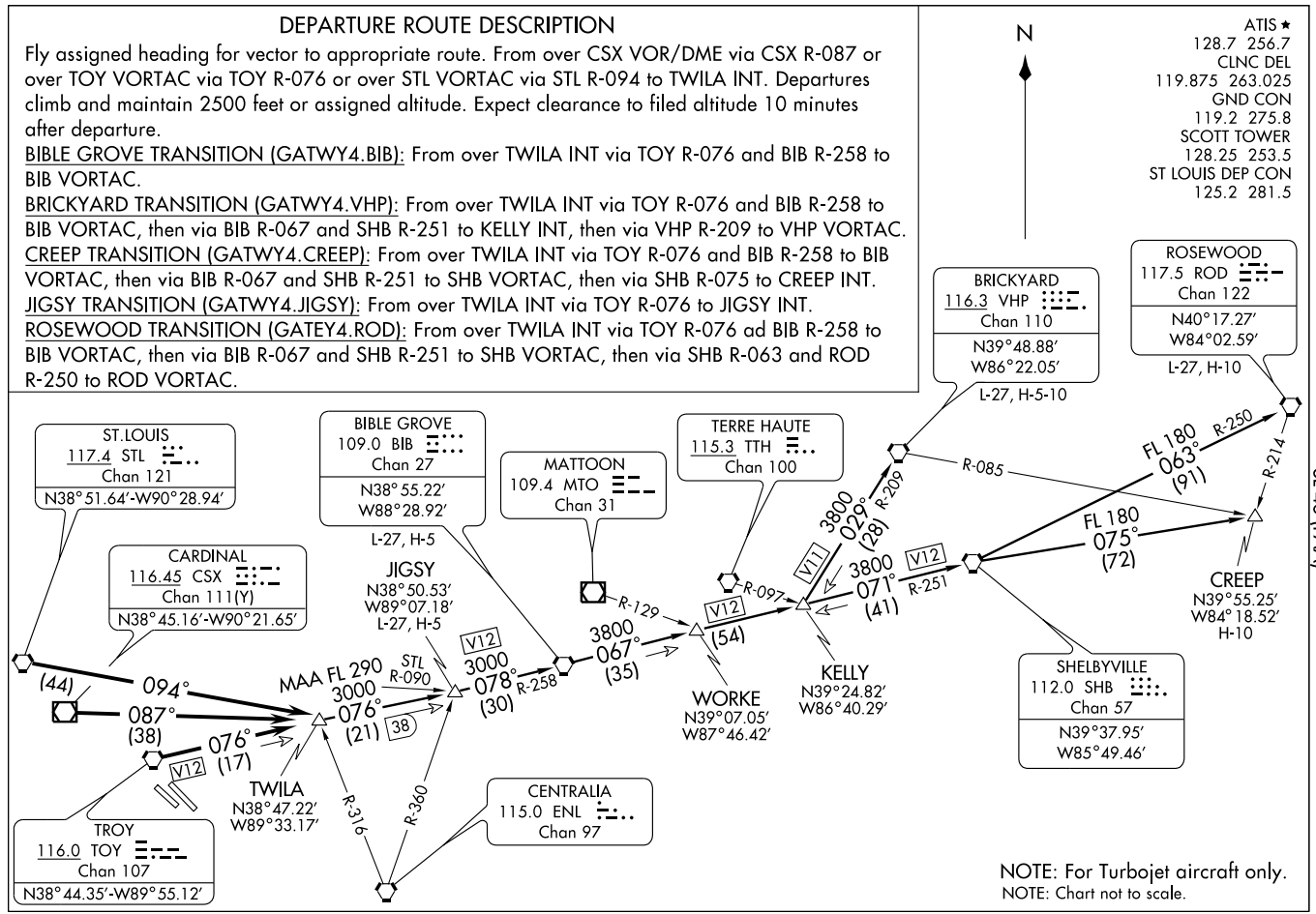
BIBLE GROVE TRANSITION (GATWY4.BIB): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY4.VHP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY4.CREEP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.

JIGSY TRANSITION (GATWY4.JIGSY): From over TWILA INT via TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATEY4.ROD): From over TWILA INT via TOY R-076 ad BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.



NOTE: For Turbojet aircraft only.

NOTE: Chart not to scale.

APP CRS	Rwy ldg	10000
135°	TDZE	442
	Apt Elev	459

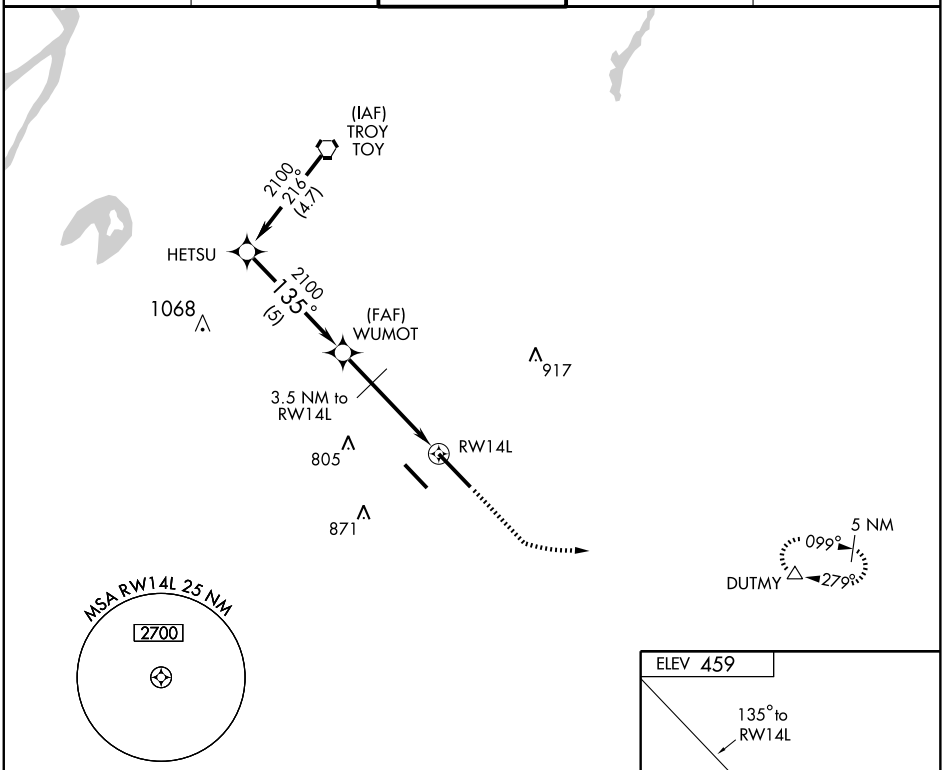
GPS RWY 14L

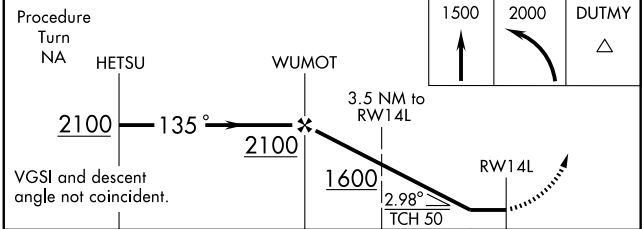
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

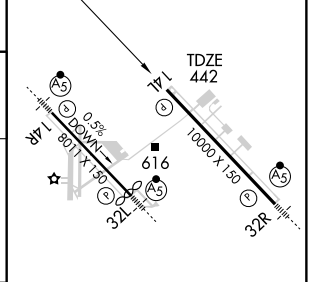
NA Procedure not authorized when control tower closed.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct DUTMY WP and hold.

ATIS ★	ST LOUIS APP CON	SCOTT TOWER	GND CON	CLNC DEL
128.7 256.7	125.2 281.5	128.25 253.5	119.2 275.8	119.875 263.025







CATEGORY	A	B	C	D
S-14L	900-1 458 (500-1)		900-1¼ 458 (500-1¼)	900-1½ 458 (500-1½)
CIRCLING	1000-1 541 (600-1)		1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)

REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	10000
315°	TDZE	442
	Apt Elev	459

GPS RWY 32R

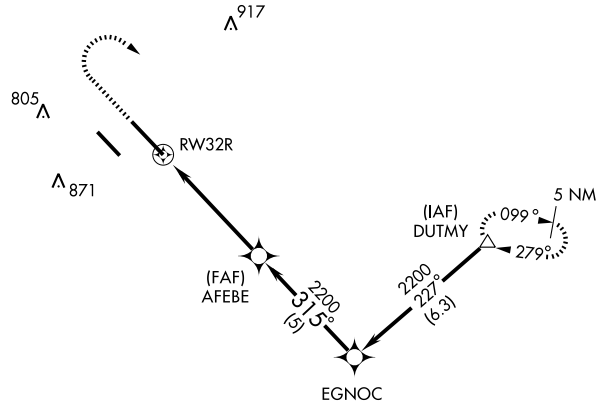
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

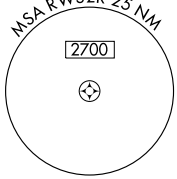
⚠ NA Procedure not authorized when control tower closed. Inoperative table does not apply to S-32R Cat. D

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct DUTMY WP and hold.

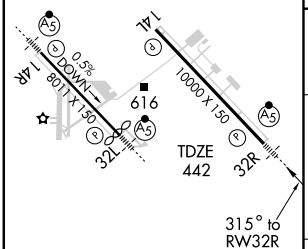
ATIS ★	ST LOUIS APP CON	SCOTT TOWER	GND CON	CLNC DEL
128.7 256.7	125.2 281.5	128.25 253.5	119.2 275.8	119.875 263.025



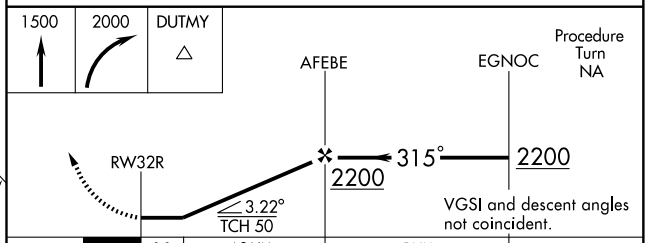


1139±

ELEV 459



REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R



CATEGORY	A	B	C	D
S-32R	780-½ 338 (400-½)			780-1 338 (400-1)
CIRCLING	1000-1 541 (600-1)		1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-BTC	APP CRS	Rwy ldg	10000
111.15	135°	TDZE	442
Chan 48 (Y)		Apt Elev	459

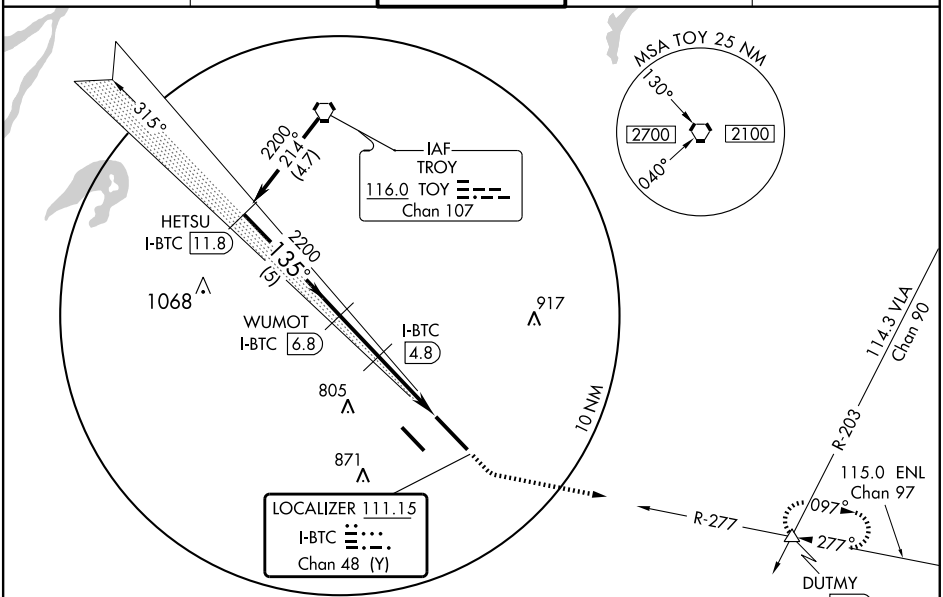
ILS or LOC/DME RWY 14L

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

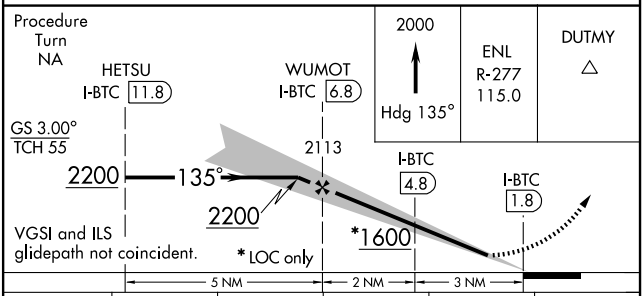
⚠ Procedure not authorized when control tower closed.

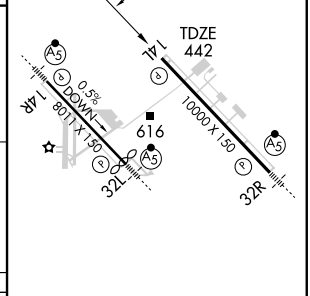
MISSED APPROACH: Climb to 2000 via heading 135° and ENL VORTAC R-277 to DUTMY Int/ENL 19.4 DME and hold.

ATIS ★	ST LOUIS APP CON	SCOTT TOWER	GND CON	CLNC DEL
128.7 256.7	125.2 281.5	128.25 253.5	119.2 275.8	119.875 263.025



DME REQUIRED





CATEGORY	A	B	C	D	E
S-ILS 14L	642-¾ 200 (200-¾)				
S-LOC 14L	900-1 458 (500-1)		900-1¼ 458 (500-1¼)	900-1½ 458 (500-1½)	
CIRCLING	1000-1 541 (600-1)		1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)	1240-2¾ 781 (800-2¾)

REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-OXK	APP CRS	Rwy Idg	8011
109.9	135°	TDZE	459
		Apt Elev	459

ILS or LOC RWY 14R

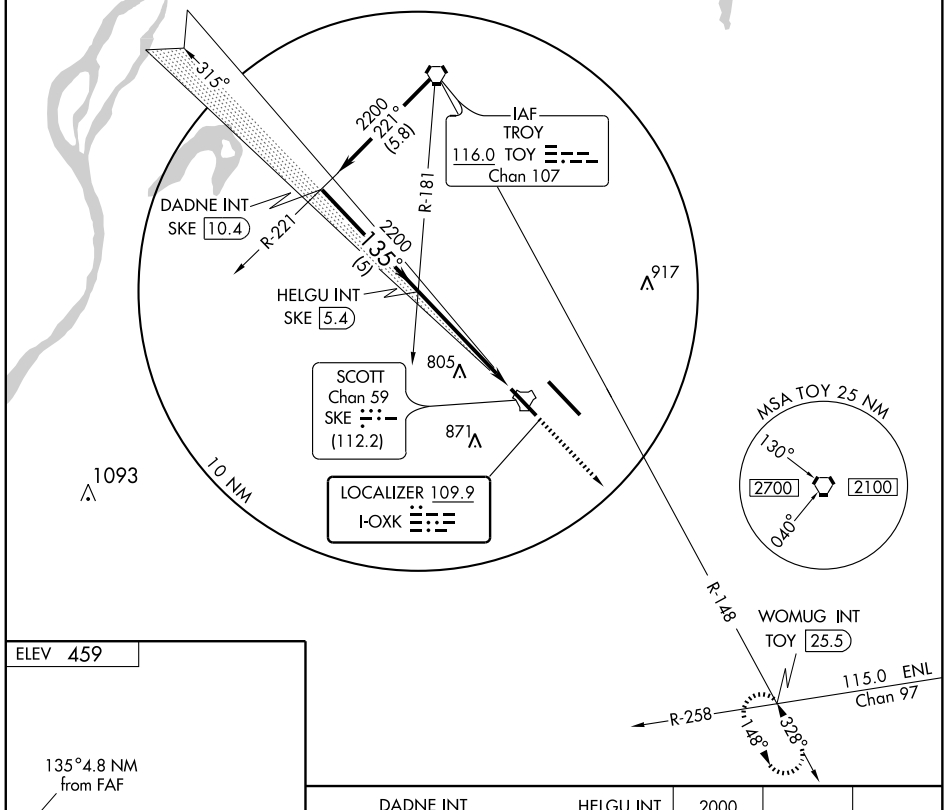
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

DME from SKE TACAN.
*Vis Cat. A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

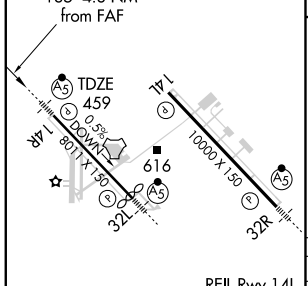
MALSR

MISSED APPROACH: Climb to 2000 then via TOY VORTAC R-148 to WOMUG INT and hold.

ATIS *	ST LOUIS APP CON	SCOTT TOWER	GND CON	CLNC DEL
128.7 256.7	125.2 281.5	128.25 253.5	119.2 275.8	119.875 263.025

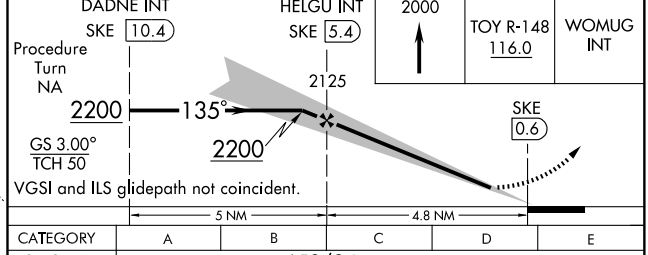


ELEV 459



REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D	E
S-ILS 14R	*659/24 200 (200-½)				
S-LOC 14R	1000/24 541 (600-½)		1000/50 541 (600-1)	1000/60 541 (600-1¼)	1000-1½ 541 (600-1½)
CIRCLING	1000-1 541 (600-1)		1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)	1240-2¾ 781 (800-2¾)

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC I-JDU	APP CRS	Rwy ldg	10000
111.15	315°	TDZE	442
		Apt Elev	459

ILS or LOC RWY 32R

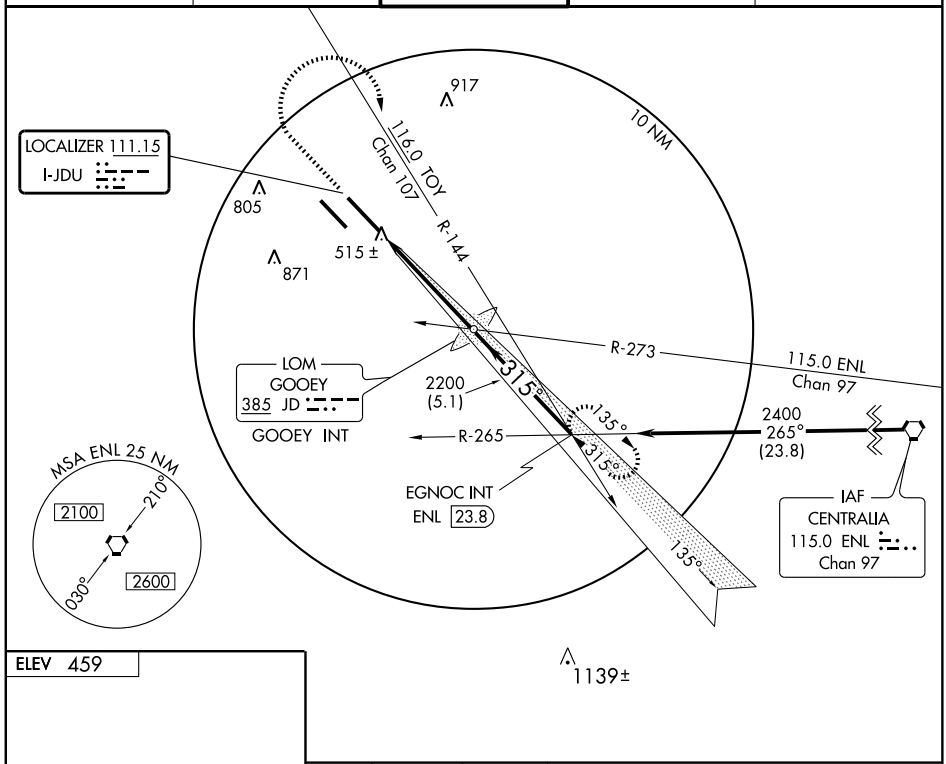
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

⚠ Procedure not authorized when control tower closed. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

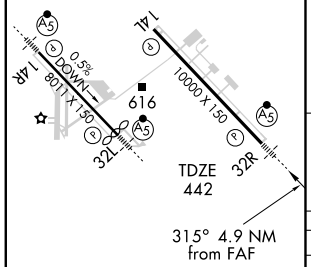
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2400 via heading 190° and TOY VORTAC R-144 to EGNOC Int and hold.

ATIS ★	ST LOUIS APP CON	SCOTT TOWER	GND CON	CLNC DEL
128.7 256.7	125.2 281.5	128.25 253.5	119.2 275.8	119.875 263.025

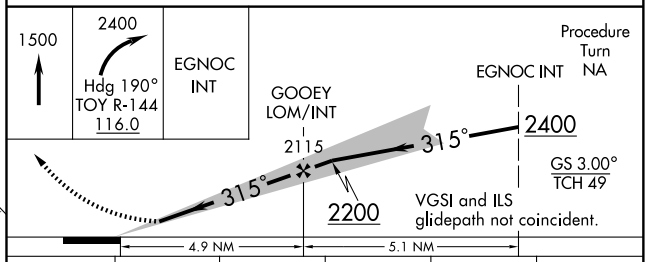


ELEV 459



REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D	E
S-ILS 32R	*642-½ 200 (200-½)				
S-LOC 32R	760-½ 318 (400-½)			760-¾ 318 (400-¾)	760-1 318 (400-1)
CIRCLING	1000-1 541 (600-1)		1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)	1240-2¾ 781 (800-2¾)

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-BLV	APP CRS	Rwy Idg	7801
109.9	315°	TDZE	438
		Apt Elev	459

ILS RWY 32L

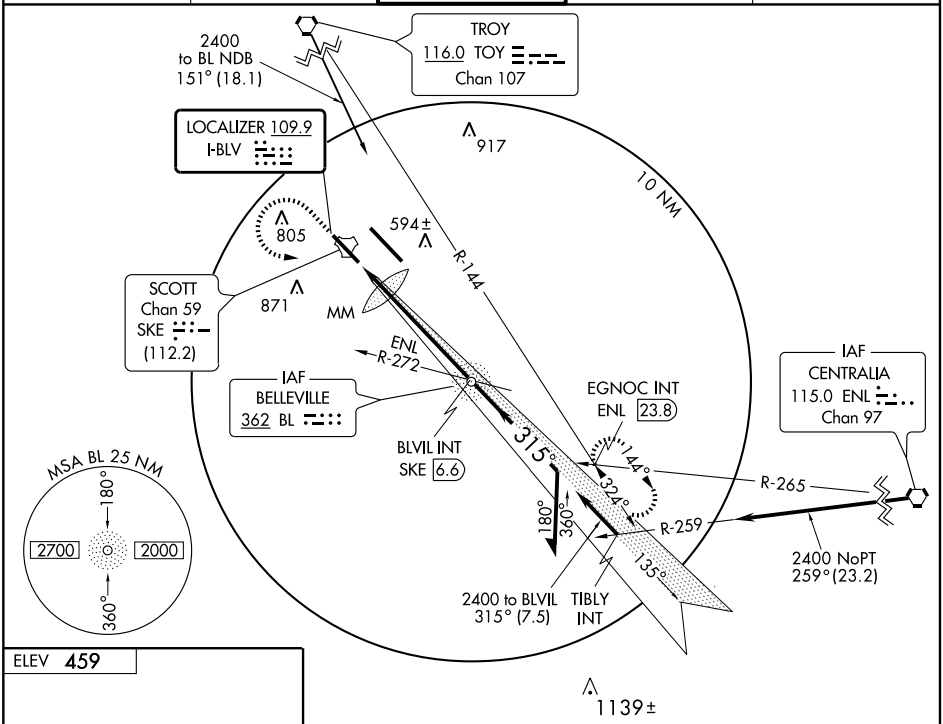
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

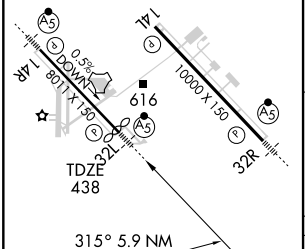
⚠ Procedure turn not authorized for Cat. E aircraft.
Inoperative table does not apply.
Procedure not authorized when control tower closed.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 via TOY R-144 to EGNOC Int and hold.

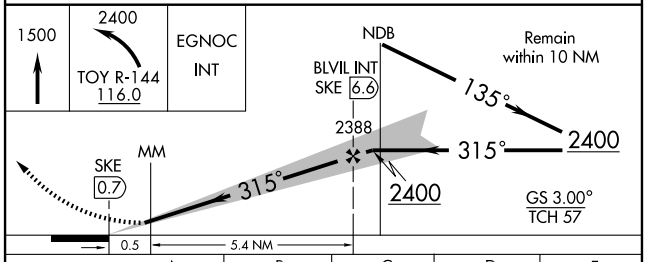
ATIS ★	ST LOUIS APP CON	SCOTT TOWER	GND CON	CLNC DEL
128.7 256.7	125.2 281.5	128.25 253.5	119.2 275.8	119.875 263.025





REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R

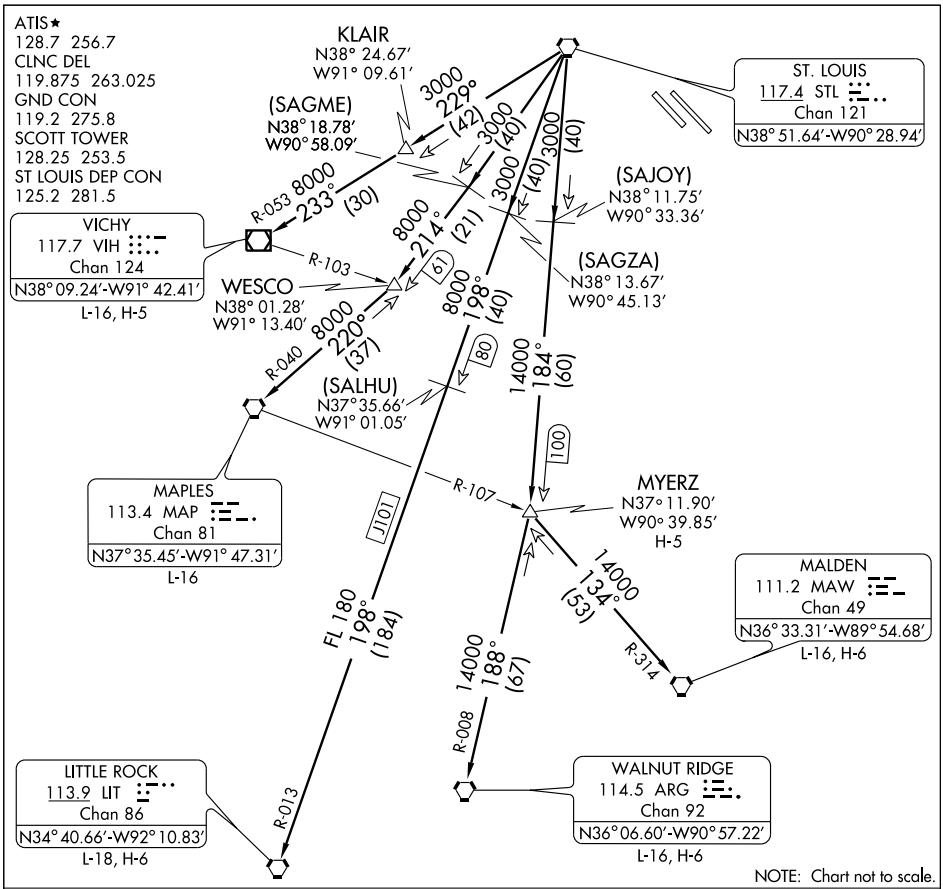
FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D	E
S-ILS 32L	638/40 200 (200-¾)				
S-LOC 32L	860/50 422 (500-1)		860/60 422 (500-1¼)		860-1½ 422 (500-1½)
CIRCLING	960-1 501 (600-1)		1020-1¾ 561 (600-1¾)	1140-2¼ 681 (700-2¼)	1240-2¾ 781(800-2¾)

LINDBERGH TWO DEPARTURE

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)
BELLEVILLE, ILLINOIS



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

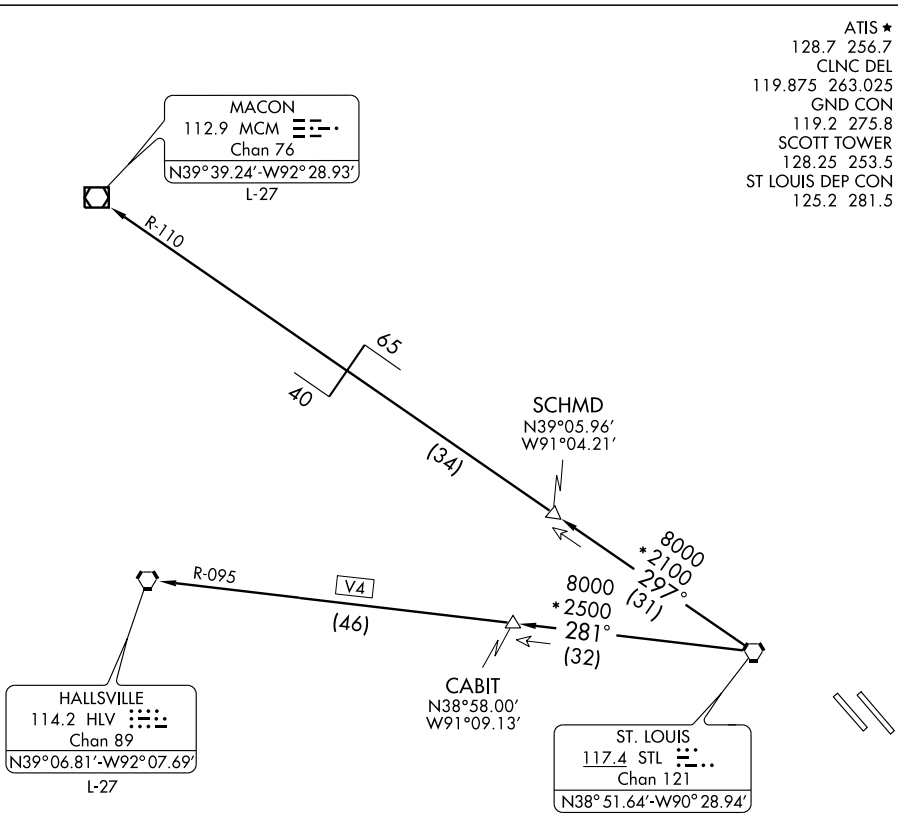
VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

EC-3, 14 JAN 2010 to 11 FEB 2010

OZARK THREE DEPARTURE

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)
BELLEVILLE, ILLINOIS



TAKEOFF MINIMUMS: ALL RUNWAYS STANDARD

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC.

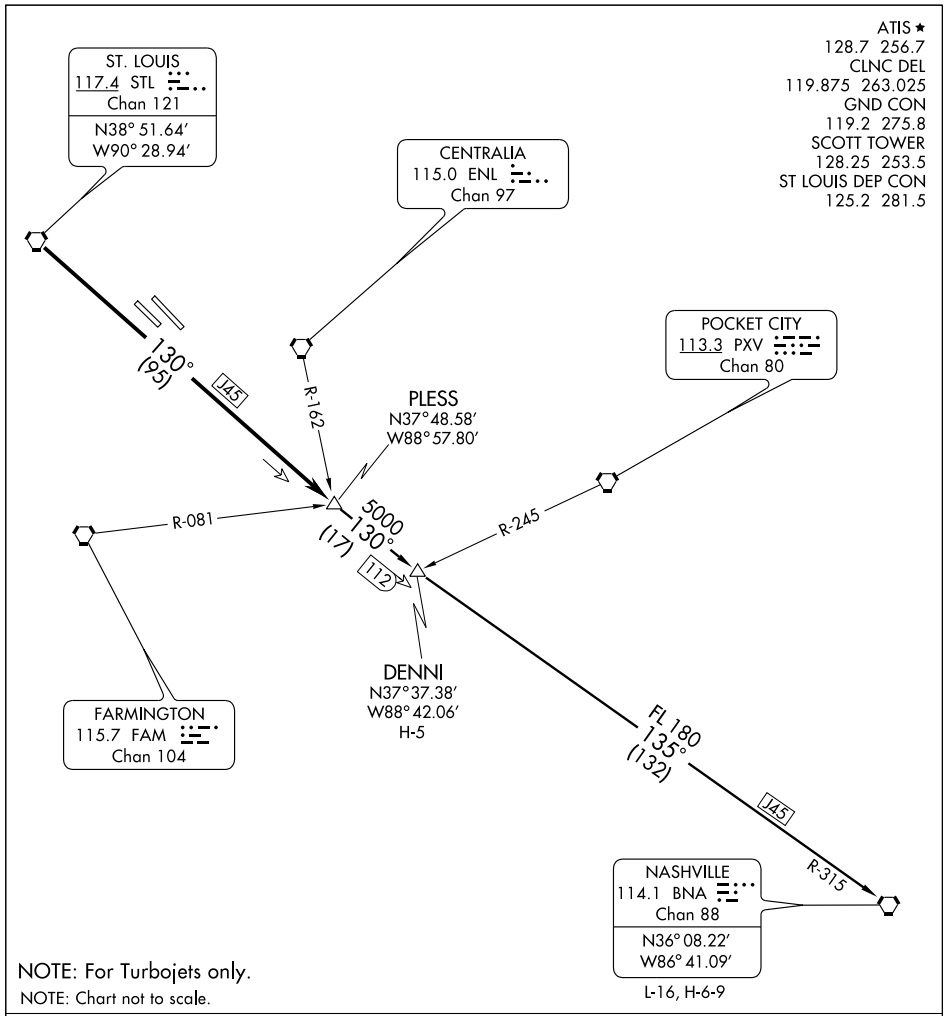
MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

EC-3, 14 JAN 2010 to 11 FEB 2010

PLESS ONE DEPARTURE

SL-46 (FAA)

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)
BELLEVILLE, ILLINOIS



NOTE: For Turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT, via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

APP CRS	Rwy Idg	8011
134°	TDZE	459
	Apt Elev	459

RNAV (GPS) RWY 14R

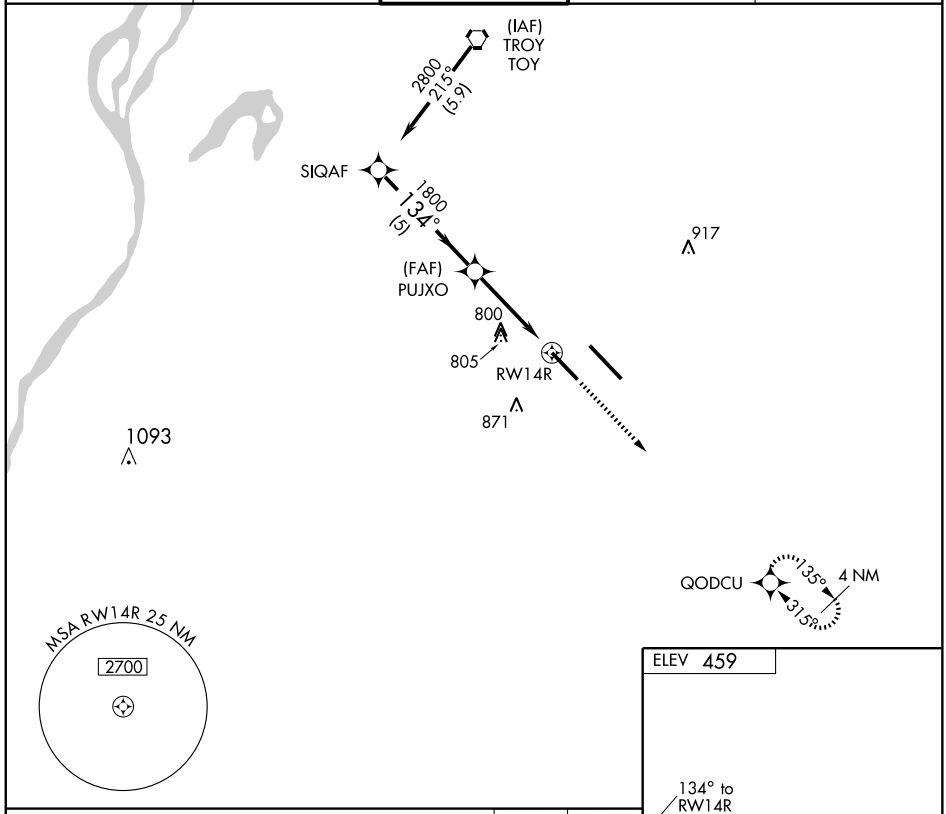
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

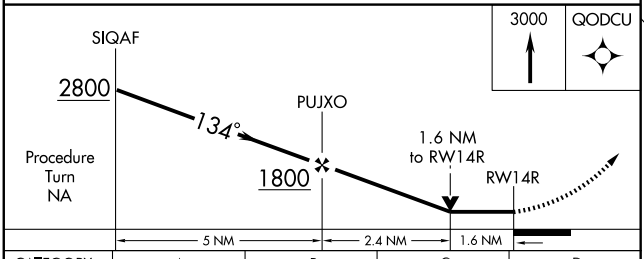
NA — Procedure not authorized when control tower closed.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

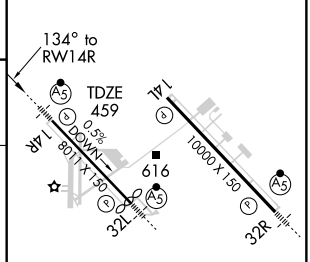
MALSR

MISSED APPROACH:Climb to 3000 direct QODCU WP and hold.

ATIS ★	ST LOUIS APP CON	SCOTT TOWER	GND CON	CLNC DEL
128.7 256.7	125.2 281.5	128.25 253.5	119.2 275.8	119.875 263.025







CATEGORY	A	B	C	D
LNAV MDA	1060/24 601 (700-½)		1060/60 601 (700-1¼)	1060-1½ 601 (700-1½)
CIRCLING	1060-1 601 (700-1)		1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)

REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	7801
315°	TDZE	438
	Apt Elev	459

RNAV (GPS) RWY 32L

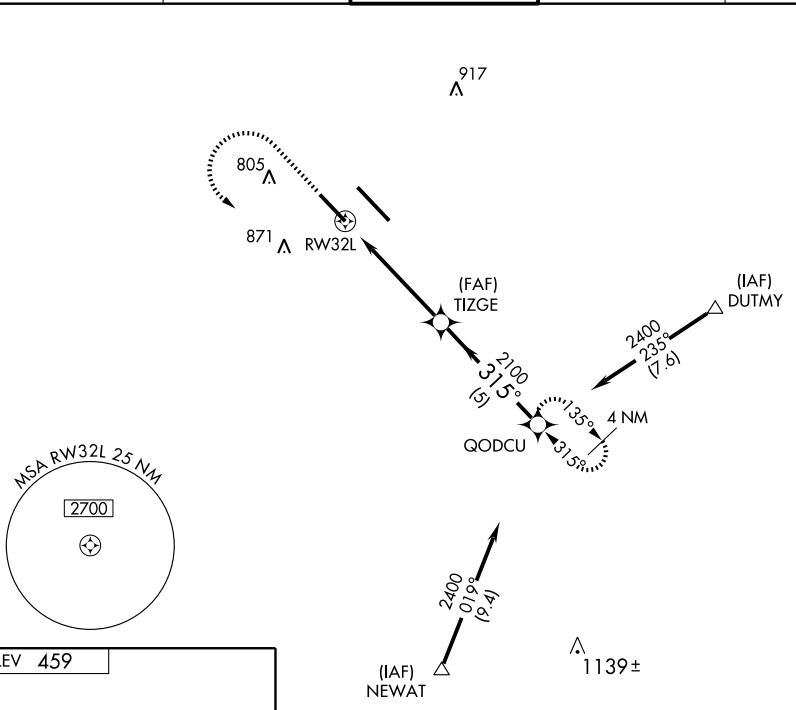
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

NA Procedure not authorized when control tower closed. DME/DME RNP-0.3 NA.

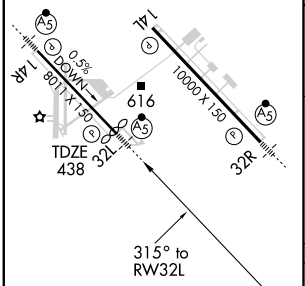
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct QODCU WP and hold.

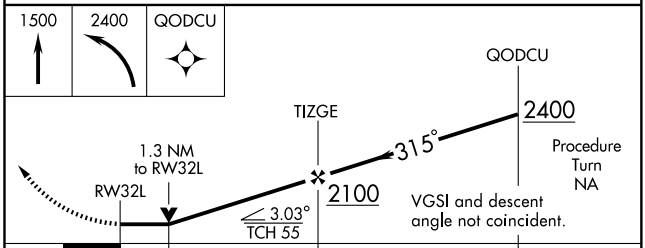
ATIS ★	ST LOUIS APP CON	SCOTT TOWER	GND CON	CLNC DEL
128.7 256.7	125.2 281.5	128.25 253.5	119.2 275.8	119.875 263.025



ELEV 459



REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R



CATEGORY	A	B	C	D
LNAV MDA	920/24 482 (500-½)		920/40 482 (500-¾)	920/50 482 (500-1)
CIRCLING	1000-1 541 (600-1)		1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)

EC-3, 14 JAN 2010 to 11 FEB 2010

TACAN	APCH CRS	Rwy ldg	8011
SKE Chan 59	130°	TDZE	459
		Arpt Elev	459

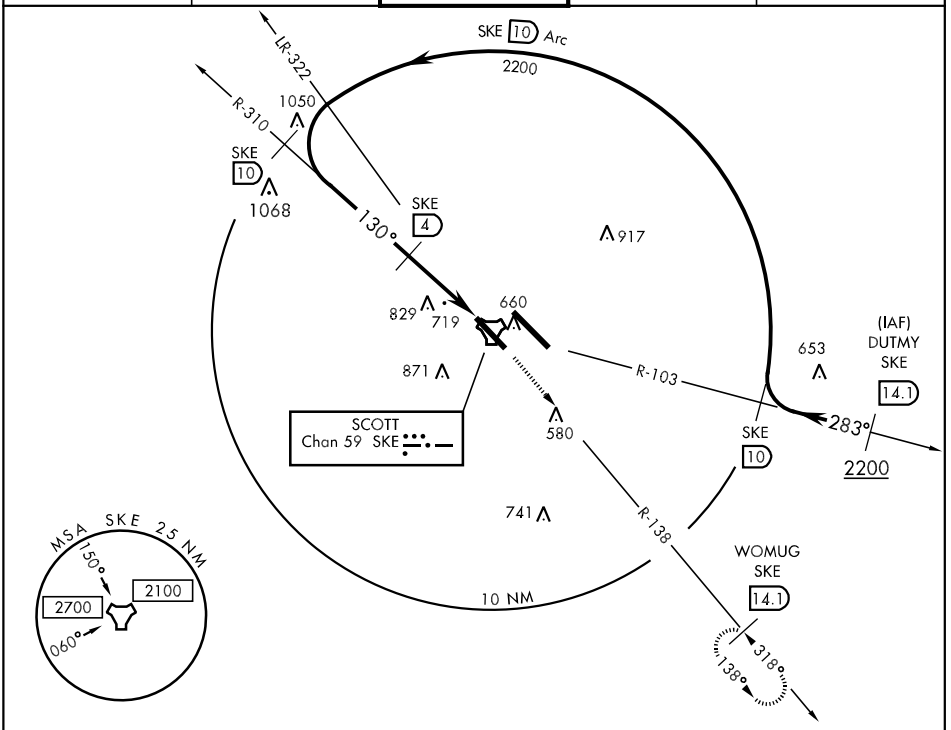
TACAN RWY 14R

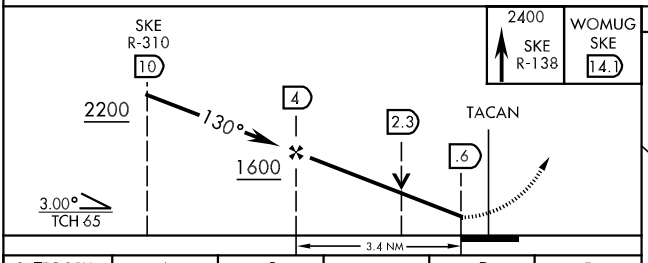
AL-46 [USAF] BELLEVILLE/SCOTT AFB/MIDAMERICA (KBLV)

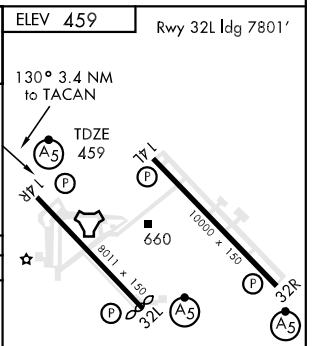
MALSR

MISSED APPROACH: Climb to 2400 via SKE R-138 to WOMUG INT/SKE 14.1 DME and hold.

ATIS ★	ST LOUIS APP CON	SCOTT TOWER	GND CON	CLNC DEL
128.7 256.7	125.2 281.5	128.25 253.5	119.2 275.8	119.875 263.025







CATEGORY	A	B	C	D	E
S-14R	1080/24 621 (700-½)		1080/60 621 (700-1¼)	1080-1½ 621 (700-1½)	1080-1¾ 621 (700-1¾)
CIRCLING	1080-1 621 (700-1)		1080-1¾ 621 (700-1¾)	1240-2½ 781 (800-2½)	1240-2¾ 781 (800-2¾)

TACAN SKE Chan 59	APCH CRS 318°	Rwy ldg 7801 TDZE 438 Arpt Elev 459	AL-46 [USAF]

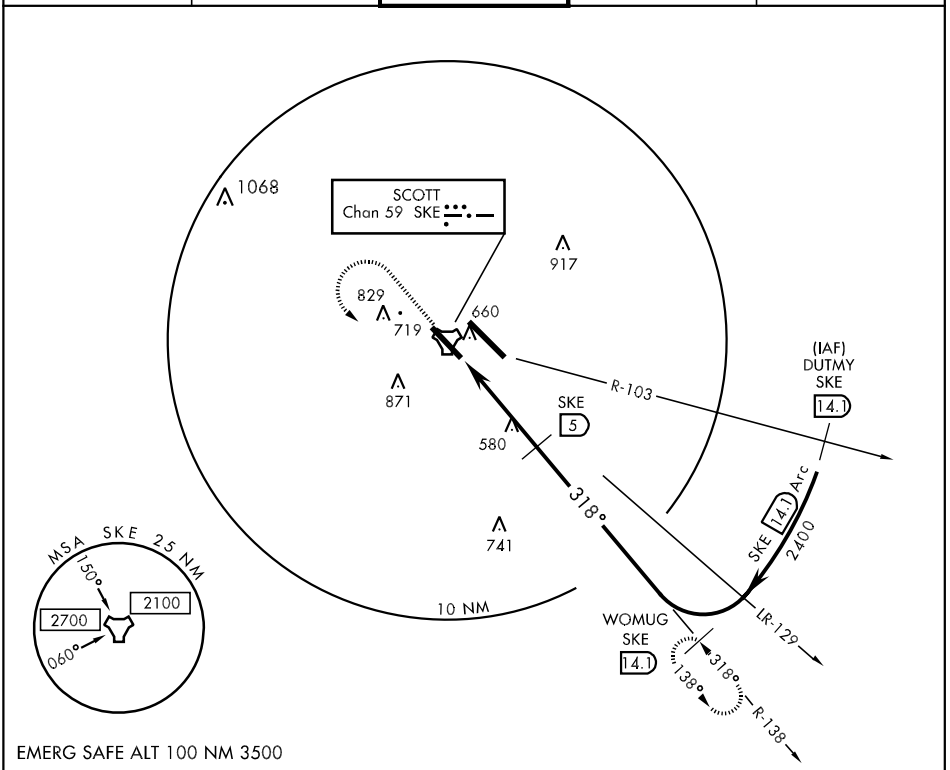
TACAN RWY 32L

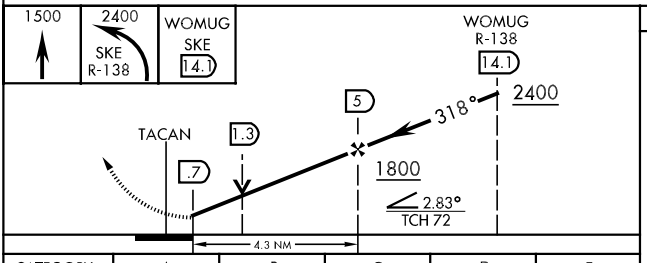
BELLEVILLE/SCOTT AFB/MIDAMERICA (KBLV)

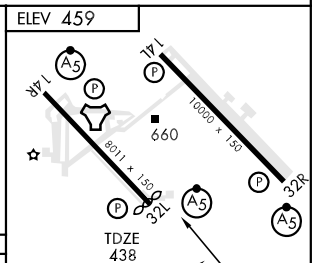
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 via SKE R-138 to WOMUG INT/SKE 14.1 DME and hold.

ATIS ★	ST LOUIS APP CON	SCOTT TOWER	GND CON	CLNC DEL
128.7 256.7	125.2 281.5	128.25 253.5	119.2 275.8	119.875 263.025







CATEGORY	A	B	C	D	E
S-32L	920/24 482 (500-½)		920/40 482 (500-¾)	920/50 482 (500-1)	920/60 482 (500-1¼)
CIRCLING	1000-1 541 (600-1)		1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)	1240-2¾ 781 (800-2¾)

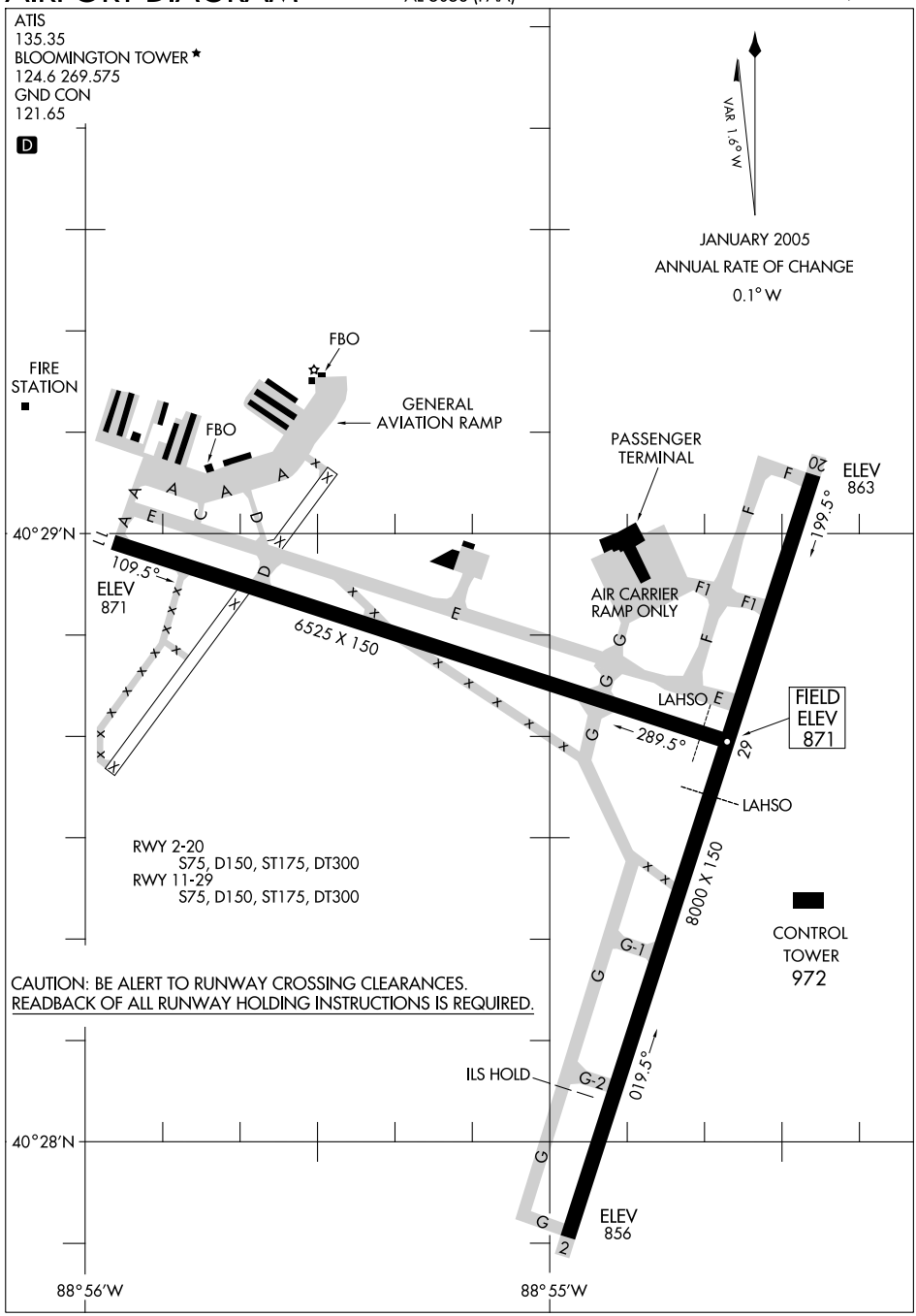
Rwy 32L ldg 7801'
REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R

BLOOMINGTON/CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL(BMI)

AIRPORT DIAGRAM

AL-5058 (FAA)

BLOOMINGTON, ILLINOIS



EC-3, 14 JAN 2010 to 11 FEB 2010

BLOOMINGTON/NORMAL, ILLINOIS

AL-5058 (FAA)

LOC/DME I-TXN	APP CRS	Rwy Idg	8000
111.9	018°	TDZE	867
Chan 56		Apt Elev	872

BLOOMINGTON/ NORMAL / CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

ILS or LOC/DME RWY 2

If local altimeter setting not received, use Greater Peoria Rgnl altimeter setting and increase all DAs/MDAs 120 feet. VDP NA when using Greater Peoria Rgnl altimeter setting.

MALSR

MISSED APPROACH: Climb to 1400, then climbing left turn to 3000 via heading 330° and PNT VOR/DME R-214 to KAPPA Int/PNT 14.3 DME and hold.

ATIS	PEORIA APP CON	BLOOMINGTON TOWER ★	GND CON	UNICOM
135.35	128.725 256.9	124.6 (CTAF) L 269.575	121.65	122.95

ALTERNATE MISSED APCH FIX PEORIA
115.2 PIA
Chan 99
R-275 095° 275°

PONTIAC
109.6 PNT
Chan 33

ROBERTS
116.8 RBS
Chan 115

BLOOMINGTON
108.2 BMI
Chan 19

KAPPA
PNT 14.3

R-273
034°
214°
R-214
3000 to HUPAD
197° (33.9)

1000
1021
1210
1035
954±
1256
1220
RW02
1159
1301

LOCALIZER 111.9
I-TXN
Chan 56

CIGIG
I-TXN 6.4

2500
018° (6)

R-292
(IF/IAF)
HUPAD INT
I-TXN 12.4

10 NM
ENROUTE FACILITIES
FEEDER FACILITIES

MSA BMI 25 NM
2800

198°
018°
1 min
3000
347° (33.7)

CHAMPAIGN
110 CMI
Chan 37

DECATUR
117.2 DEC
Chan 119

ELEV 872 D

916
917±
11
20
29
6525 X 150
8000 X 150
972
TDZE
867
018° 4.9 NM from FAF

TDZ/CL Rwy 20
HIRL Rwys 2-20 and 11-29 L

One Minute Holding Pattern

HUPAD INT
I-TXN 12.4

CIGIG
I-TXN 6.4
2500

3000
198°
018°
018°
GS 3.00°
TCH 55
2500

1400
3000
HDG 330°
PNT R-214
109.6

KAPPA

I-TXN 2.4
RW02
I-TXN 1.5

VGSI and ILS glidepath not coincident.

6 NM | 4 NM | 0.9 NM

CATEGORY	A	B	C	D
S-ILS 2	1067-¾ 200 (200-¾)			
S-LOC 2	1220-1 353 (400-1)			1220-1¼ 353 (400-1¼)
CIRCLING	1340-1 468 (500-1)		1340-1½ 468 (500-1½)	1520-2 648 (700-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-LHJ	APP CRS	Rwy Idg	8000
111.9	198°	TDZE	871
Chan 56		Apt Elev	872

ILS or LOC RWY 20

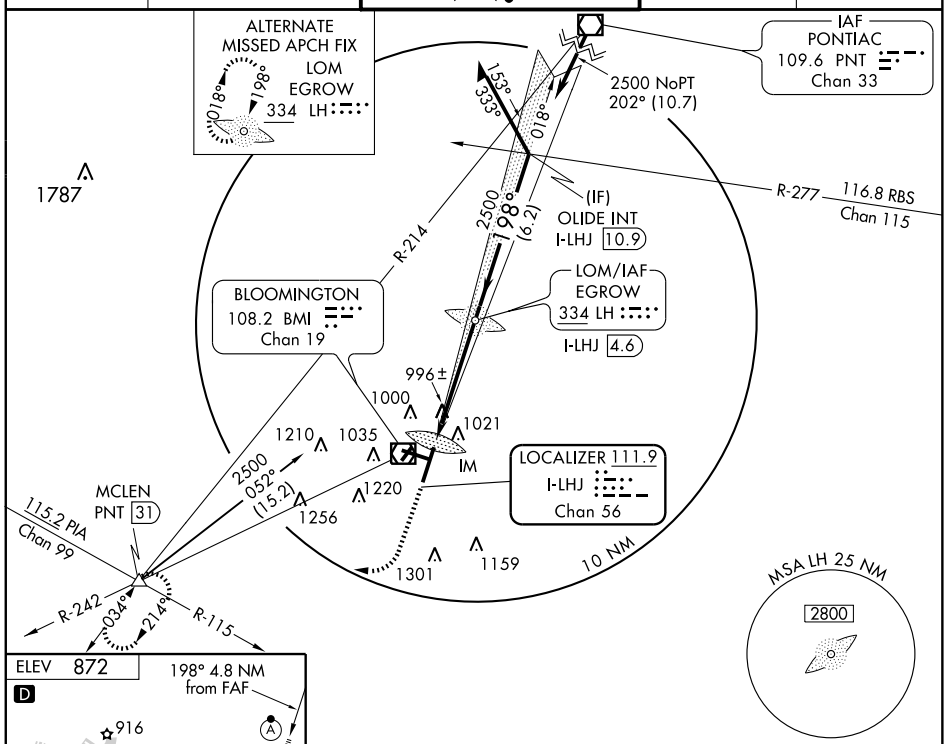
BLOOMINGTON/NORMAL / CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

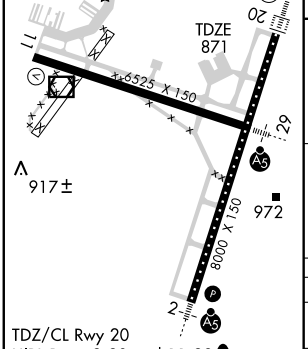
If local altimeter setting not received, use Greater Peoria Rgnl altimeter setting and increase all DAs/MDAs 120 feet. VDP NA when using Greater Peoria Rgnl altimeter setting.

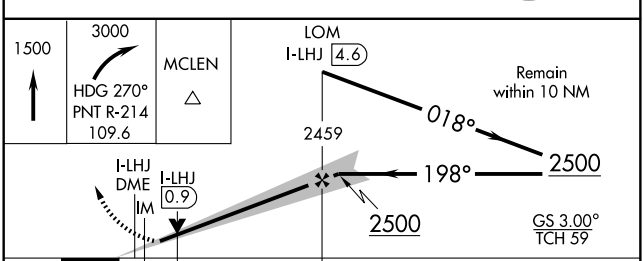
ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via heading 270° and PNT VOR/DME R-214 to MCLEN Int/PNT 31 DME and hold.

ATIS	PEORIA APP CON	BLOOMINGTON TOWER ★	GND CON	UNICOM
135.35	128.725 256.9	124.6 (CTAF) L 269.575	121.65	122.95







FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
S-ILS 20	1071/18 200 (200-½)			
S-LOC 20	1260/24 389 (400-½)			1260/40 389 (400-¾)
CIRCLING	1340-1 468 (500-1)		1340-1½ 468 (500-1½)	1520-2 648 (700-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

BLOOMINGTON/NORMAL, ILLINOIS

AL-5058 (FAA)

LOC I-BMI	APP CRS	Rwy Idg	6525
108.3	288°	TDZE	871
		Apt Elev	871

BLOOMINGTON/ NORMAL / CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

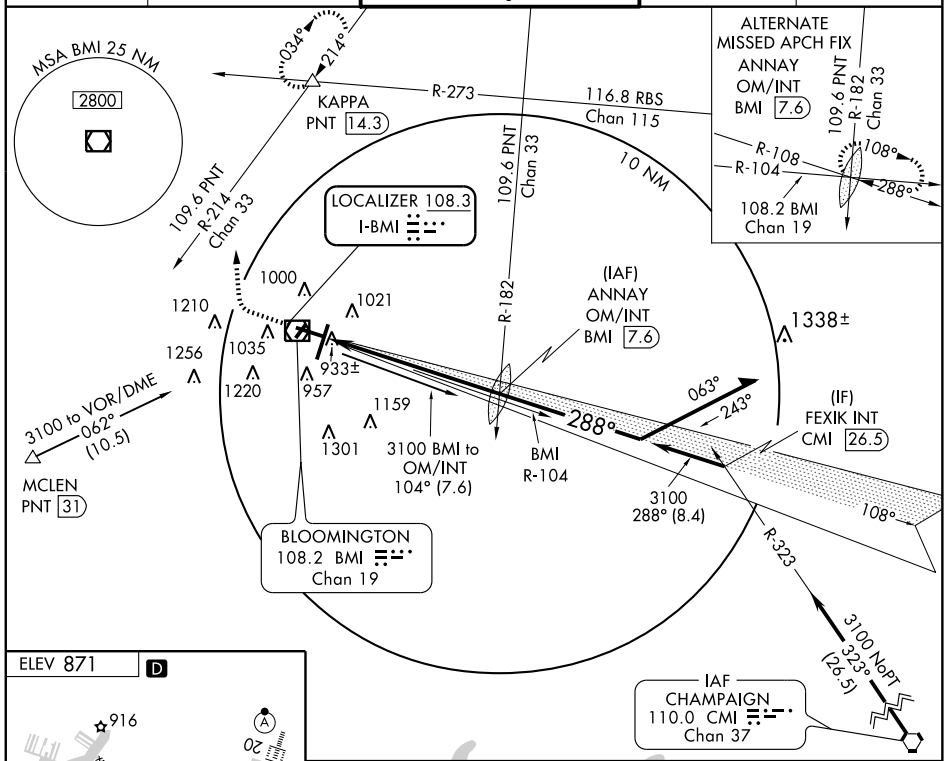
ILS or LOC RWY 29

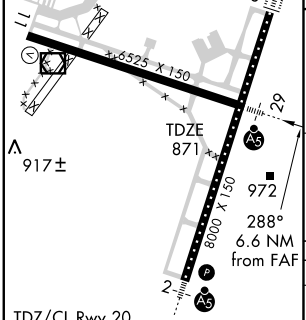
When local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 100 feet. For inoperative MALSR, increase S-LOC-29 Cat. D visibility to RVR 5000.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via heading 350° and PNT R-214 to KAPPA Int/PNT 14.3 DME and hold.

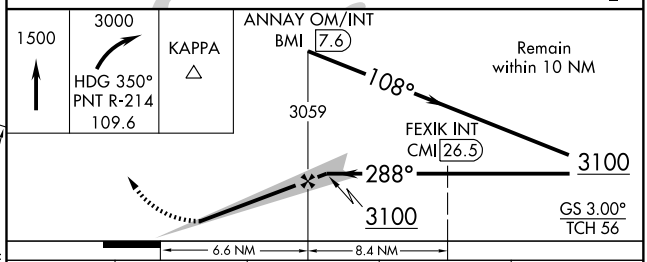
ATIS	PEORIA APP CON	BLOOMINGTON TOWER *	GND CON	UNICOM
135.35	128.725 256.9	124.6 (CTAF) L 269.575	121.65	122.95





TDZ/CL Rwy 20
HIRL Rwys 2-20 and 11-29 L

FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12



CATEGORY	A	B	C	D
S-ILS 29	* 1071/24 200 (200-½)			
S-LOC 29	1200/24 329 (400-½)			1200/40 329 (400-¾)
CIRCLING	1340-1 469 (500-1)		1340-1½ 469 (500-1½)	1520-2 649 (700-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-LHJ	APP CRS	Rwy Idg	8000
111.9	198°	TDZE	871
Chan 56		Apt Elev	872

ILS RWY 20 (CAT II)

BLOOMINGTON/NORMAL / CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

If local altimeter setting not received, use Greater Peoria Rgnl altimeter setting and increase all DAs/MDAs 120 feet.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via heading 270° and PNT VOR/DME R-214 to MCLEN Int/PNT 31 DME and hold.

ATIS	PEORIA APP CON	BLOOMINGTON TOWER ★	GND CON	UNICOM
135.35	128.725 256.9	124.6 (CTAF) L 269.575	121.65	122.95

ALTERNATE MISSED APCH FIX
LOM EGROW
334 LH

IAF PONTIAC
109.6 PNT
Chan 33

2500 NoPT
202° (10.7)

153° 333° 018° 198°

R-277 116.8 RBS Chan 115

R-214

2500 198° (6.2)

(IF) OLIDE INT
I-LHJ 10.9

LOM/IAF EGROW
334 LH
I-LHJ 4.6

BLOOMINGTON
108.2 BMI
Chan 19

1787

1000 996± 1021 IM

1210 1035 1220 1256

2500 052° (15.2)

LOCALIZER 111.9
I-LHJ
Chan 56

MCLEN PNT 31

115.2 PIA Chan 99

1159 1301

10 NM

R-242 034° 214° R-115

MSA LH 25 NM
2800

EC-3. 14 JAN 2010 to 11 FEB 2010

ELEV 872 D

916 TDZE 871 20 11 29

6525 X 150

917± 972

8000 X 150

TDZ/CL Rwy 20
HIRL Rwys 2-20 and 11-29 L

1500 | 3000 HDG 270° PNT R-214 109.6 | MCLEN

Remain within 10 NM

LOM 018° 2459 2500

DH RA 122 IM 198° 198° 2500

871 MSL

GS 3.00° TCH 59

1060' 945' 171' 4.6 NM

CATEGORY	A	B	C	D
S-ILS-20	RA 122/12 100 DA 971			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC I-BMI	APP CRS	Rwy Idg	6525
108.3	108°	TDZE	871
		Apt Elev	871

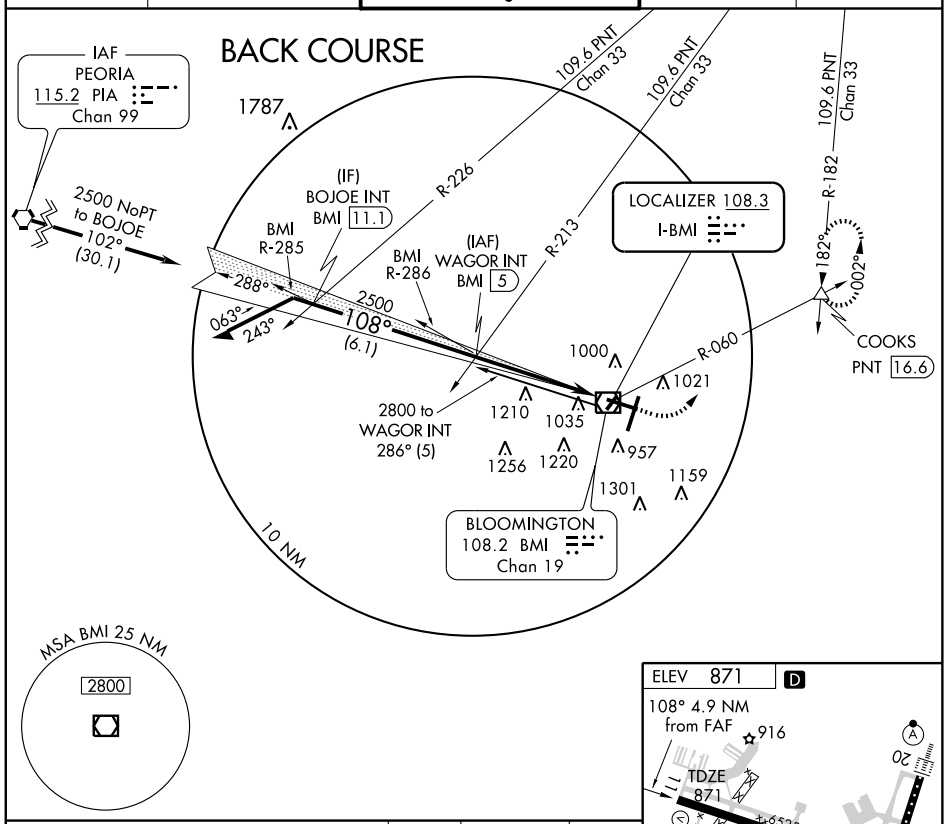
BLOOMINGTON/NORMAL / CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

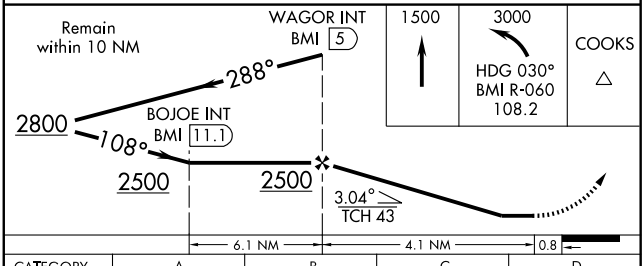
LOC BC RWY 11

When local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 100 feet.

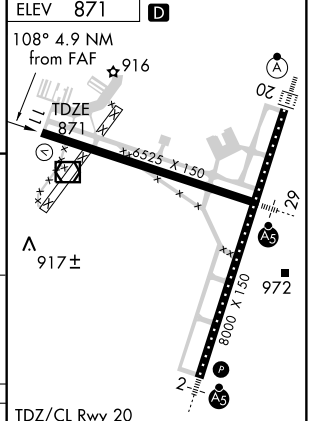
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via heading 030° and BMI VOR/DME R-060 to COOKS Int/PNT 16.6 DME and hold.

ATIS	PEORIA APP CON	BLOOMINGTON TOWER ★	GND CON	UNICOM
135.35	128.725 256.9	124.6 (CTAF) L 269.575	121.65	122.95





CATEGORY	A	B	C	D
S-11	1200-1 329 (400-1)			
CIRCLING	1340-1 469 (500-1)		1340-1½ 469 (500-1½)	1520-2 649 (700-2)



FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8000
CH 56303	018°	TDZE	867
W02A		Apt Elev	872

BLOOMINGTON/ NORMAL / CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

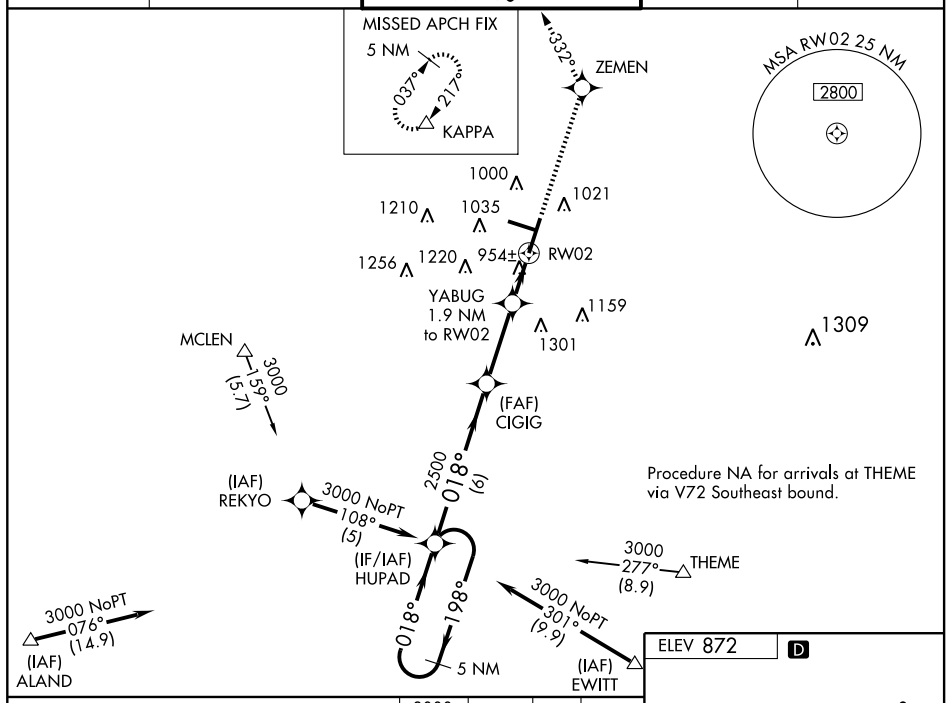
RNAV (GPS) RWY 2

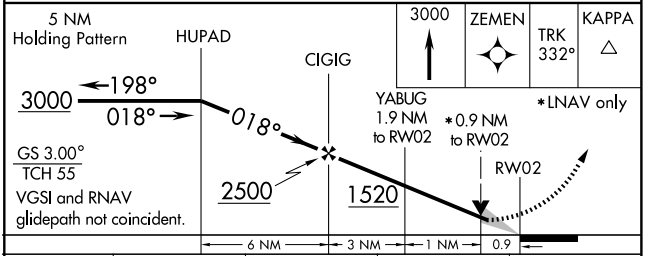
If local altimeter setting not received, use Greater Peoria Rgnl altimeter setting and increase all DAs/MDAs 120 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Greater Peoria Rgnl altimeter setting.

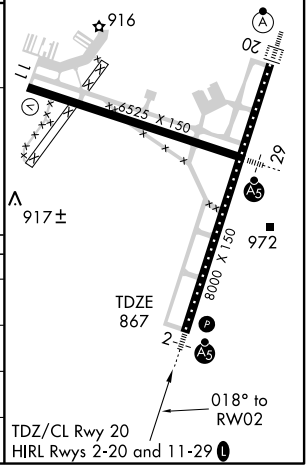
MALSR

MISSED APPROACH: Climb to 3000 direct ZEMEN then via 332° track to KAPPA and hold.

ATIS	PEORIA APP CON	BLOOMINGTON TOWER ★	GND CON	UNICOM
135.35	128.725 256.9	124.6 (CTAF) L 269.575	121.65	122.95







CATEGORY	A	B	C	D
LPV DA	1214-1¼ 347 (400-1¼)			
LNAV/ VNAV DA	1251-1¼ 384 (400-1¼)			
LNAV MDA	1220-1 353 (400-1)			1220-1¼ 353 (400-1¼)
CIRCLING	1340-1¼ 468 (500-1¼)		1340-1½ 468 (500-1½)	1520-2 648 (700-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	6525
108°	TDZE	871
	Apt Elev	871

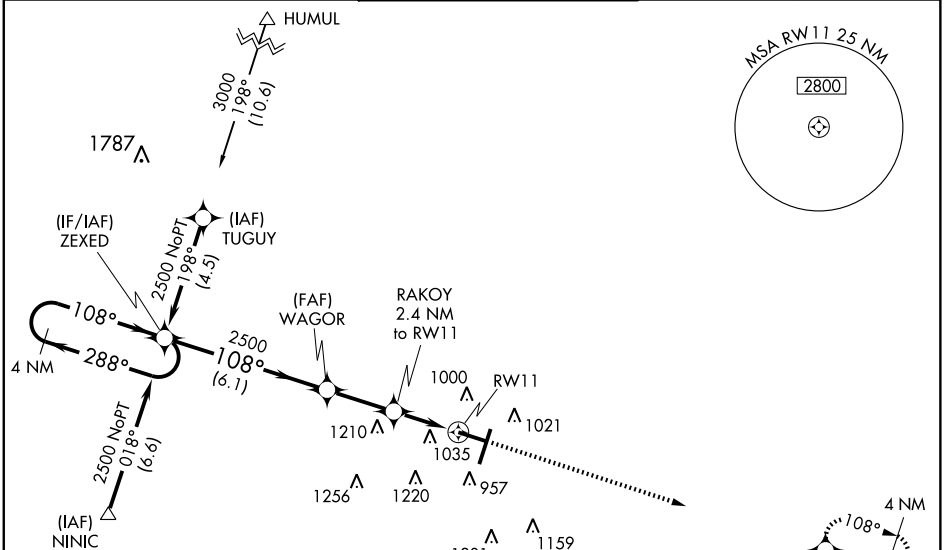
BLOOMINGTON/
NORMAL /CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

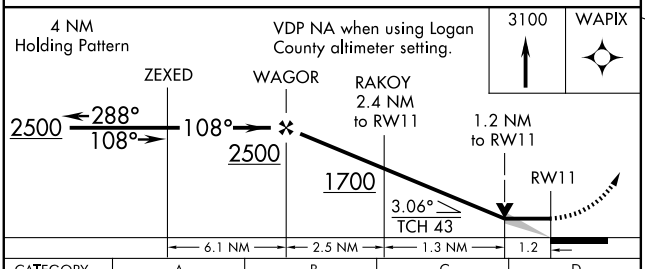
RNAV (GPS) RWY 11

When local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 100 feet.
DME/DME RNP-0.3 NA.

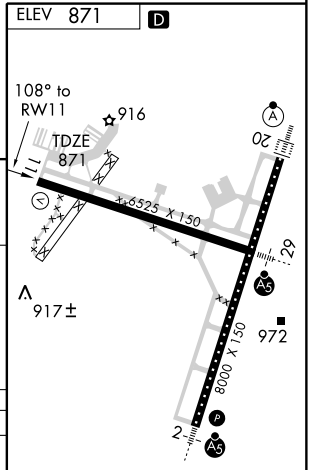
MISSED APPROACH: Climb to 3100 direct WAPIX and hold.

ATIS	PEORIA APP CON	BLOOMINGTON TOWER ★	GND CON	UNICOM
135.35	128.725 256.9	124.6 (CTAF) L 269.575	121.65	122.95





CATEGORY	A	B	C	D
LNAV MDA	1280-1 409 (500-1)		1280-1¼ 409 (500-1¼)	
CIRCLING	1340-1 469 (500-1)		1340-1½ 469 (500-1½)	1520-2 649 (700-2)



EC-3. 14 JAN 2010 to 11 FEB 2010

BLOOMINGTON/NORMAL, ILLINOIS

AL-5058 (FAA)

WAAS	APP CRS	Rwy ldg	8000
CH 99303	198°	TDZE	871
W20A		Apt Elev	871

BLOOMINGTON/ NORMAL / CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

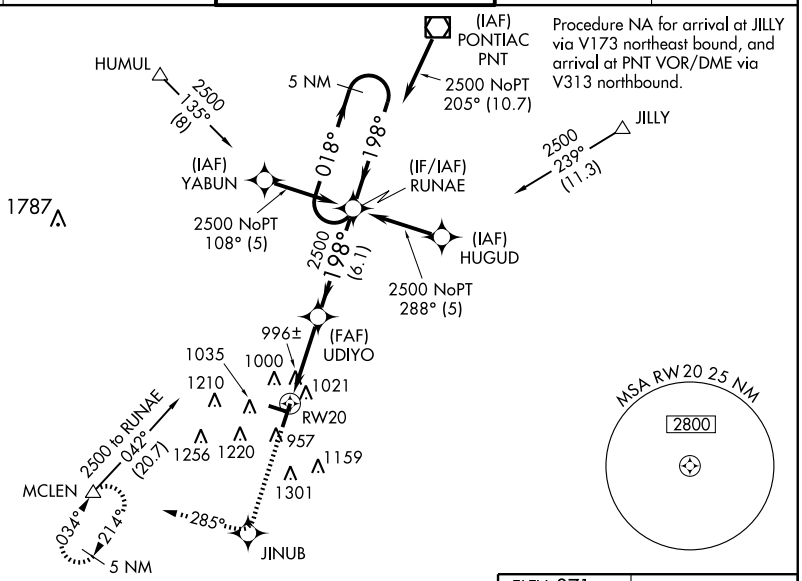
RNAV (GPS) RWY 20

Baro-VNAV NA when using Greater Peoria Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). VDP NA when using Greater Peoria Rgnl altimeter setting. When local altimeter setting not received, use Greater Peoria Rgnl altimeter setting and increase all DA 116 feet and all MDA 120 feet, increase LPV all Cats. visibility ¼ mile, and LNAV/VNAV all Cats., LNAV Cat. C and Circling Cat. D visibility ½ mile. For inoperative ALSF increase LNAV Cat. D visibility to RVR 6000. For inoperative ALSF when using Greater Peoria Rgnl altimeter setting increase LPV all Cats. visibility to RVR 5000. DME/DME RNP-0.3 NA.

ALSF-2

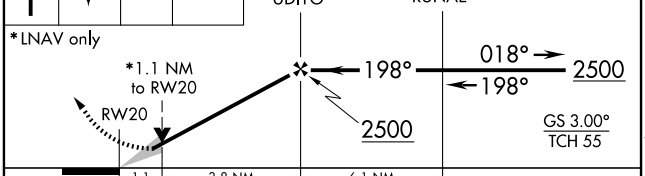
MISSED APPROACH: Climb to 3000 direct JINUB and via 285° track to MCLEN and hold.

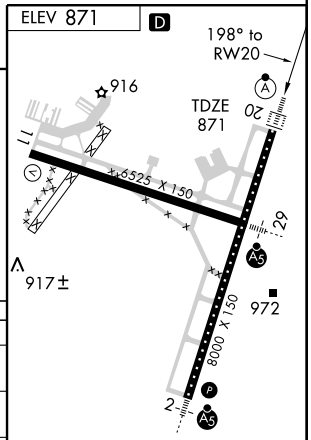
ATIS	PEORIA APP CON	BLOOMINGTON TOWER ★	GND CON	UNICOM
135.35	128.725 256.9	124.6 (CTAF) L 269.575	121.65	122.95



3000	JINUB	TRK 285°	MCLEN

*LNAV only





CATEGORY	A	B	C	D
LPV DA	1121/24 250 (300-½)			
LNAV/VNAV DA	1301/50 430 (500-1)			
LNAV MDA	1260/24 389 (400-½)			1260/50 389 (400-1)
CIRCLING	1340-1 469 (500-1)		1340-1½ 469 (500-1½)	1520-2 649 (700-2)

TDZ/CL Rwy 20
HIRL Rwys 2-20 and 11-29 L

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS CH 60909 W29A	APP CRS 288°	Rwy Idg 6525 TDZE 871 Apt Elev 871

RNAV (GPS) RWY 29

BLOOMINGTON/ NORMAL / CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

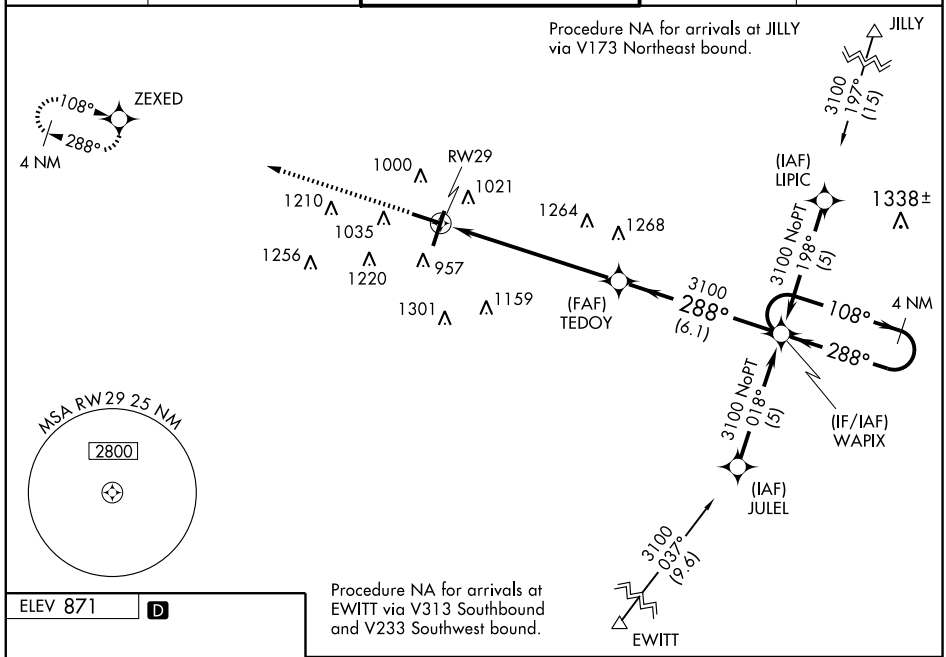
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Greater Peoria Rgnl altimeter setting and increase all DA 116 feet and all MDA 120 feet, increase LPV all Cats. visibility ¼ mile, LNAV/VNAV all Cats., LNAV Cats. C and D and Circling Cats. C and D visibility ½ mile. Baro-VNAV and VDP NA when using Greater Peoria Rgnl altimeter setting. For inoperative MALSR when using Greater Peoria Rgnl altimeter setting increase LPV visibility, all Cats, to RVR 5000. DME/DME RNP-0.3 NA.

MALSR

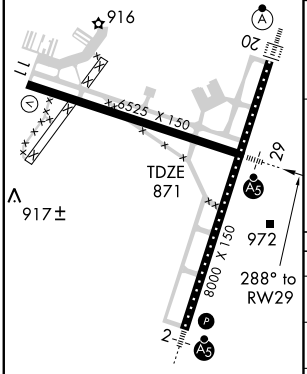
MISSED APPROACH: Climb to 2500 direct ZEXED and hold.

ATIS	PEORIA APP CON	BLOOMINGTON TOWER ★	GND CON	UNICOM
135.35	128.725 256.9	124.6 (CTAF) L 269.575	121.65	122.95

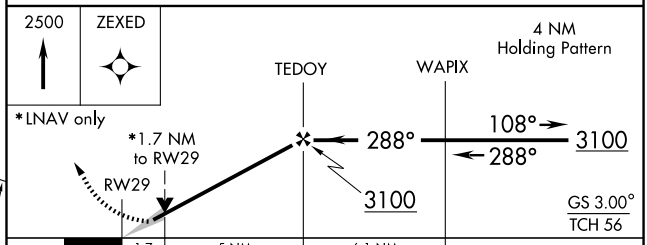
Procedure NA for arrivals at JILLY via V173 Northeast bound.



Procedure NA for arrivals at EWITT via V313 Southbound and V233 Southwest bound.



TDZ/CL Rwy 20
HIRL Rwys 2-20 and 11-29 L



CATEGORY	A	B	C	D
LPV DA	1121/24 250 (300-½)			
LNAV/ VNAV DA	1304/50 433 (500-1)			
LNAV MDA	1460/24 589 (600-½)		1460/50 589 (600-1)	1460/60 589 (600-1¼)
CIRCLING	1460-1 589 (600-1)		1460-1½ 589 (600-1½)	1520-2 649 (700-2)

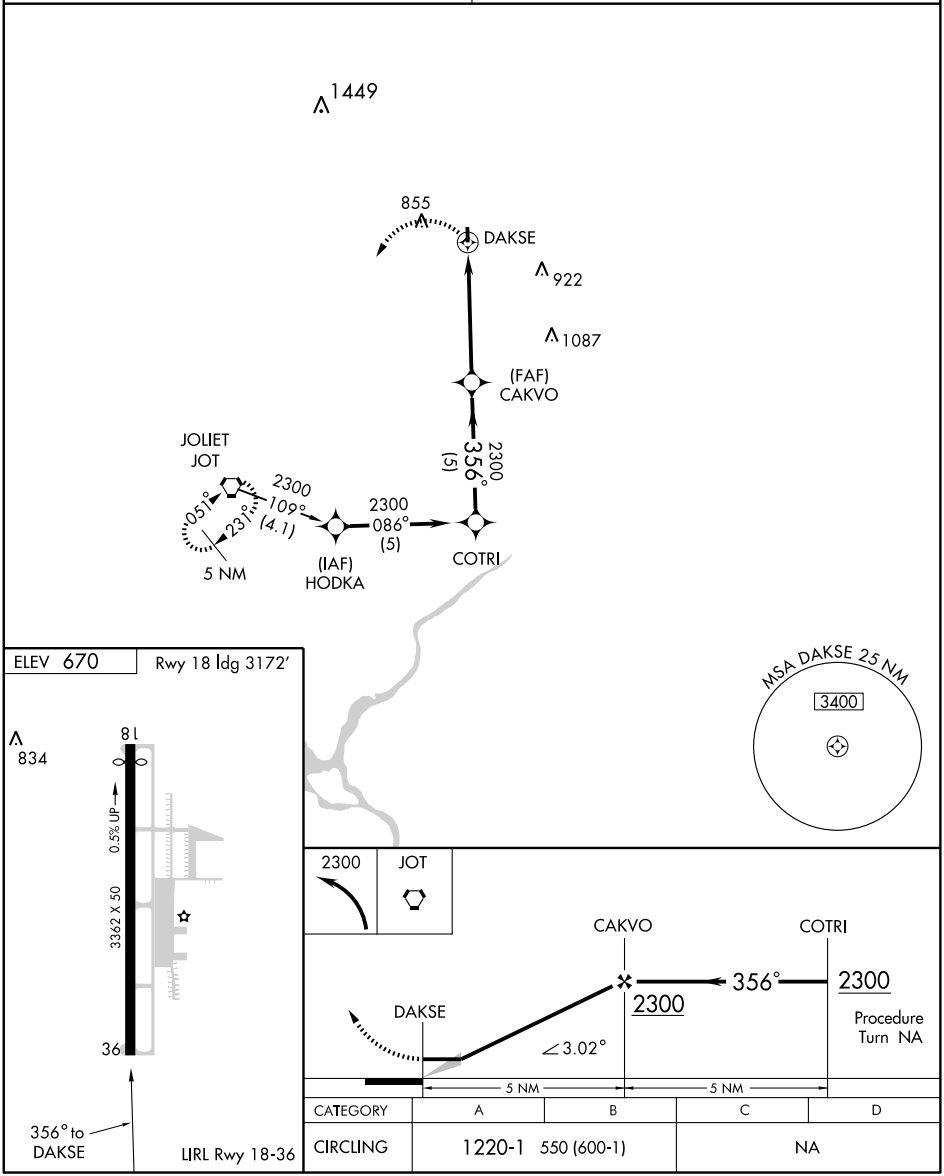
EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
356°	TDZE	N/A
	Apt Elev	670

RNAV (GPS)-B

BOLINGBROOK'S CLOW INTL (1C5)

NA Use Chicago/Romeoville altimeter setting.	MISSED APPROACH: Climbing left turn to 2300 direct JOT VORTAC and hold.
CHICAGO APP CON 119.35 388.0	CTAF 122.9



CATEGORY	A	B	C	D
CIRCLING	1220-1 550 (600-1)		NA	

BOLINGBROOK, ILLINOIS AL-6535 (FAA)

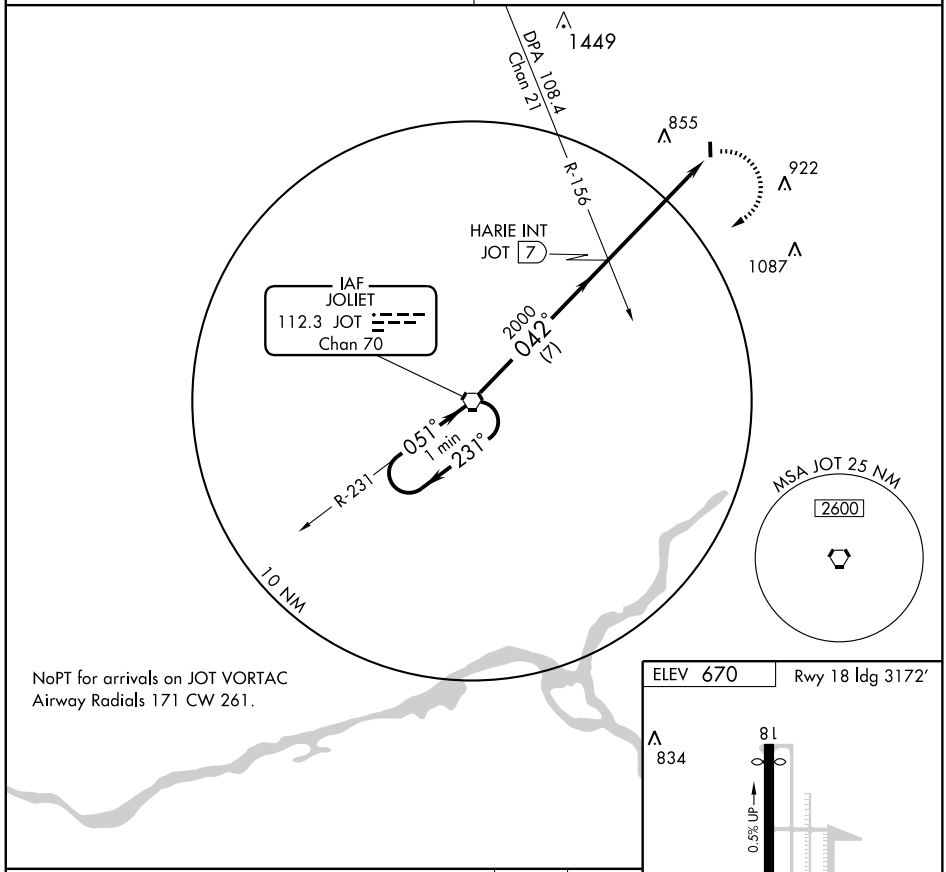
VORTAC JOT 112.3 Chan 70	APP CRS 042°	Rwy Idg N/A TDZE N/A Apt Elev 670

VOR-A

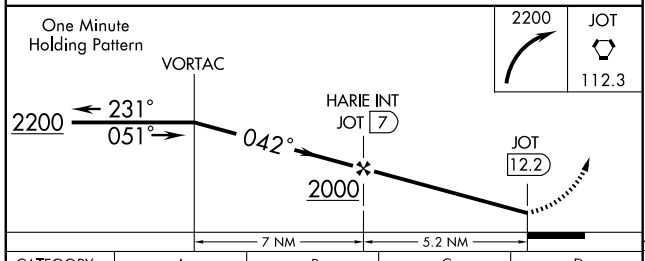
BOLINGBROOK'S CLOW INTL (1C5)

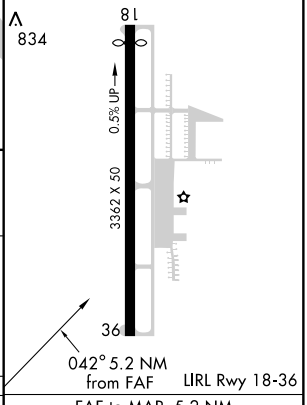
NA	Use Lewis University altimeter setting.	MISSED APPROACH: Climbing right turn to 2200 direct JOT VORTAC and hold.

CHICAGO APP CON	CTAF
119.35 388.0	122.9



NoPT for arrivals on JOT VORTAC
Airway Radials 171 CW 261.





CATEGORY	A	B	C	D
CIRCLING	1220-1 550 (600-1)		NA	

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

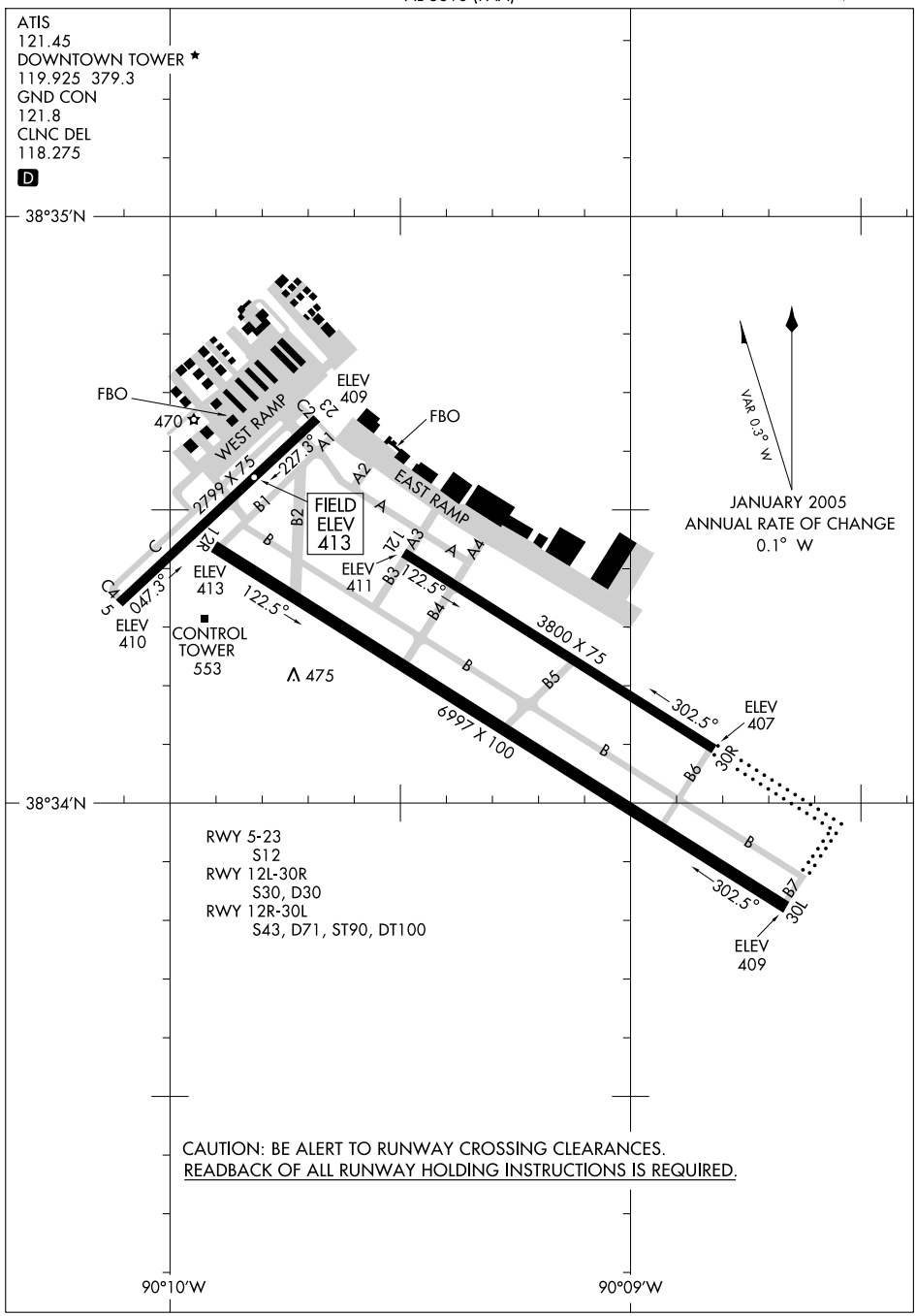
EC-3, 14 JAN 2010 to 11 FEB 2010

09351

AIRPORT DIAGRAM

AL-5316 (FAA)

CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS

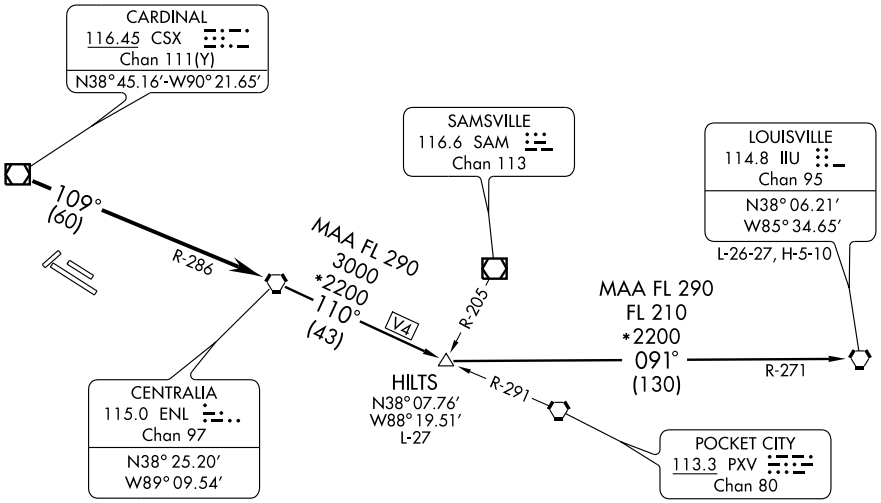


EC-3, 14 JAN 2010 to 11 FEB 2010

BLUES TWO DEPARTURE

CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS

ATIS
121.45
CLNC DEL
118.275
GND CON
121.8
DOWNTOWN TOWER ★
119.925 (CTAF) 379.3
ST LOUIS DEP CON
123.7 371.875



NOTE: For Turbojets only.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned) route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then via IIU R-271 to IIU VORTAC.

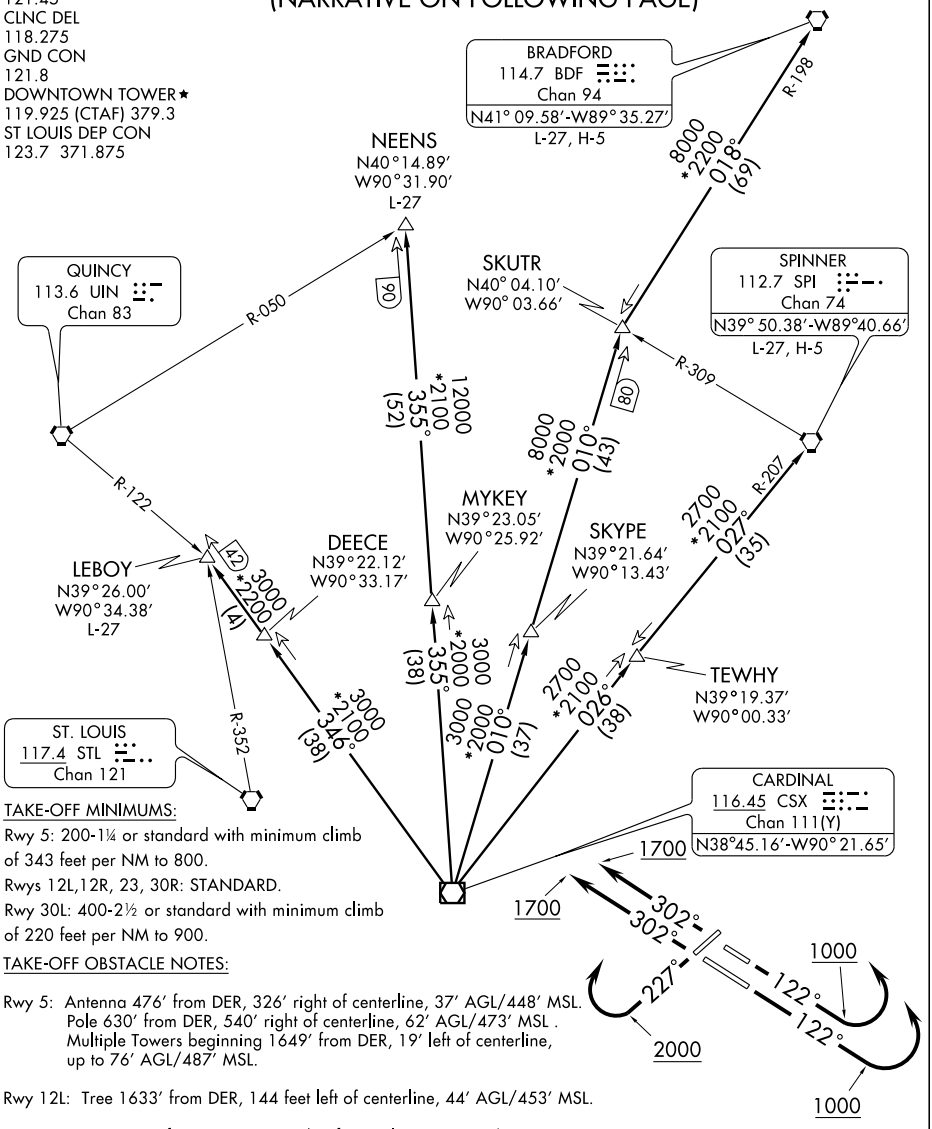
SL-5316 (FAA)

CARDS SEVEN DEPARTURE

CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS

ATIS
121.45
CLNC DEL
118.275
GND CON
121.8
DOWNTOWN TOWER★
119.925 (CTAF) 379.3
ST LOUIS DEP CON
123.7 371.875

(NARRATIVE ON FOLLOWING PAGE)



TAKE-OFF MINIMUMS:

Rwy 5: 200-1¼ or standard with minimum climb of 343 feet per NM to 800.

Rwys 12L,12R, 23, 30R: STANDARD.

Rwy 30L: 400-2½ or standard with minimum climb of 220 feet per NM to 900.

TAKE-OFF OBSTACLE NOTES:

Rwy 5: Antenna 476' from DER, 326' right of centerline, 37' AGL/448' MSL. Pole 630' from DER, 540' right of centerline, 62' AGL/473' MSL . Multiple Towers beginning 1649' from DER, 19' left of centerline, up to 76' AGL/487' MSL.

Rwy 12L: Tree 1633' from DER, 144 feet left of centerline, 44' AGL/453' MSL.

Rwy 12R: Tree 2279' from DER, 927' right of centerline, 77' AGL/486' MSL Tree 3823' from DER, 20' left of centerline, 92' AGL/509' MSL.

Rwy 23: Pole 763' from DER, 182' right of centerline, 44' AGL/ 453' MSL. Multiple Trees beginning 812' from DER , 4' right of centerline, up to 81' AGL/492' MSL.

Rwy 30L: Multiple Trees beginning 889' from DER, 516' right of centerline, up to 114' AGL/521' MSL.

NOTE: DME and RADAR REQUIRED.

NOTE: Chart not to scale.

EC-3, 14 JAN 2010 to 11 FEB 2010

CARDS SEVEN DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKE-OFF RWYS 12L, 12R: Climb via heading 122° to 1000 before turning left, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKE-OFF RWY 23: Climb via heading 227° to 2000 before turning right, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKE-OFF RWYS 30L, 30R: Climb via heading 302° to 1700 before turning, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.
LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.
NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.
SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 to TEWHY INT, then via SPI R-207 to SPI VORTAC.

GATEWAY FOUR DEPARTURE

(GATWY4.SIL) 09015

SL-5316 (FAA)

CAHOKIA/ST. LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

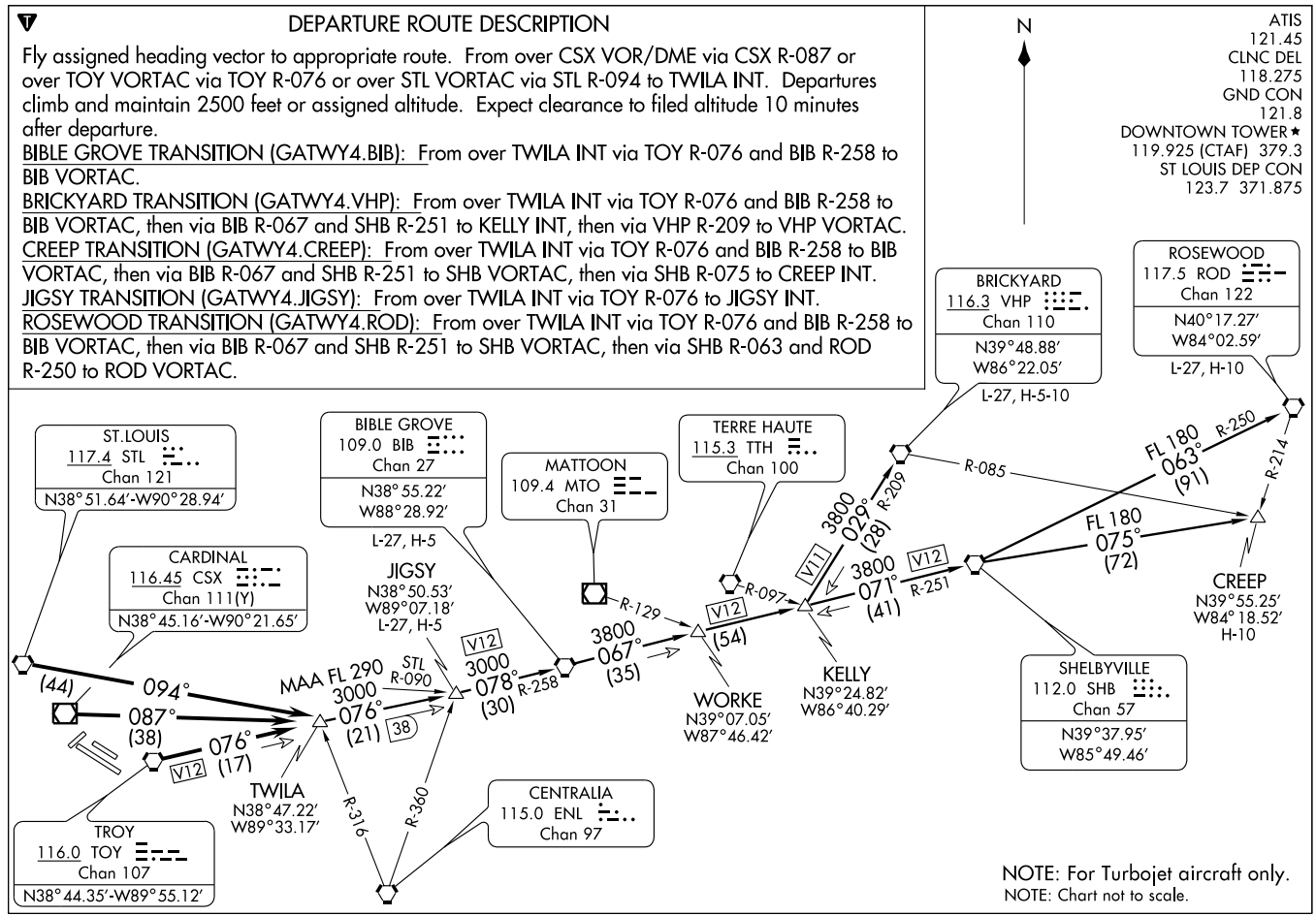
BIBLE GROVE TRANSITION (GATWY4.BIB): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY4.VHP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY4.CREEP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.

JIGSY TRANSITION (GATWY4.JIGSY): From over TWILA INT via TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATWY4.ROD): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.



NOTE: For Turbojet aircraft only.

NOTE: Chart not to scale.

APP CRS	Rwy Idg	6997
302°	TDZE	412
	Apt Elev	413

GPS RWY 30L

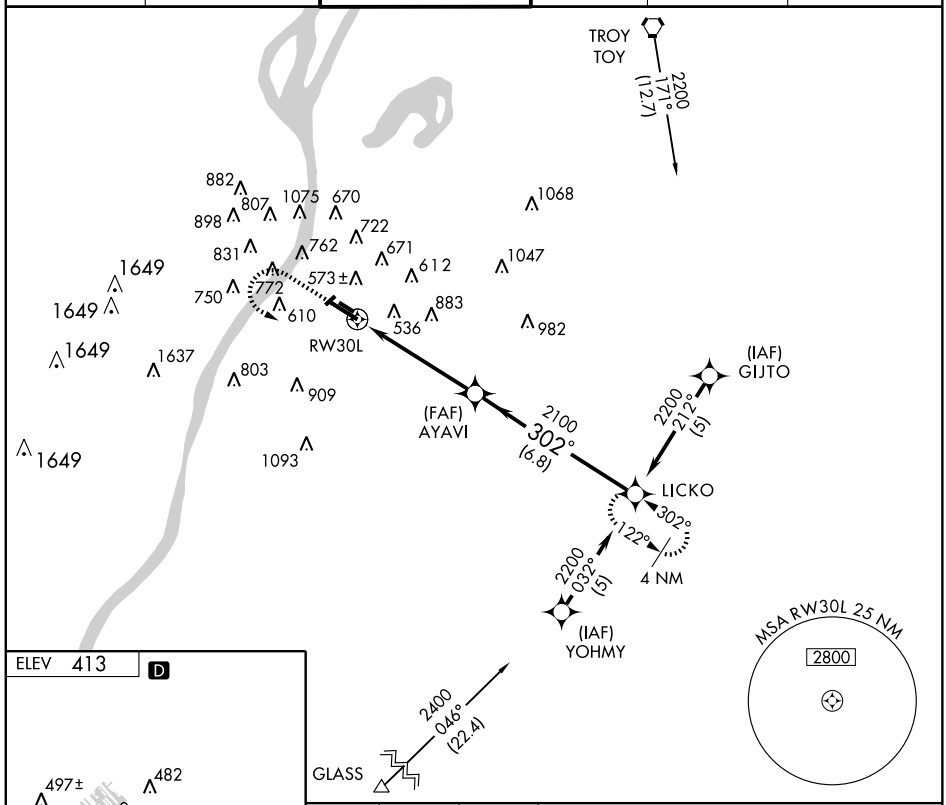
CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)

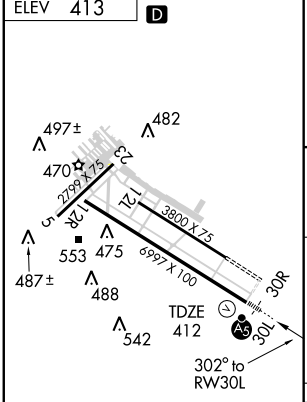
NA

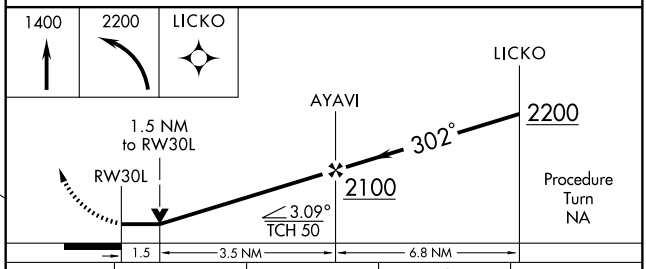
MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 2200 direct LICKO WP and hold.

ATIS	ST LOUIS APP CON	DOWNTOWN TOWER ★	GND CON	CLNC DEL	UNICOM
121.45	123.7 371.875	119.925 (CTAF) L 379.3	121.8	118.275	122.95







CATEGORY	A	B	C	D
S-30L	940-½ 528 (600-½)		940-1 528 (600-1)	940-1¼ 528 (600-1¼)
CIRCLING	940-1 527 (600-1)		1000-1½ 587 (600-1½)	1080-2 667 (700-2)

REIL Rwys 12R, 12L and 30R
MIRL Rwys 5-23, 12R-30L, 12L-30R

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-CPS	APP CRS	Rwy Idg	6997
109.1	302°	TDZE	412
		Apt Elev	413

ILS or LOC RWY 30L

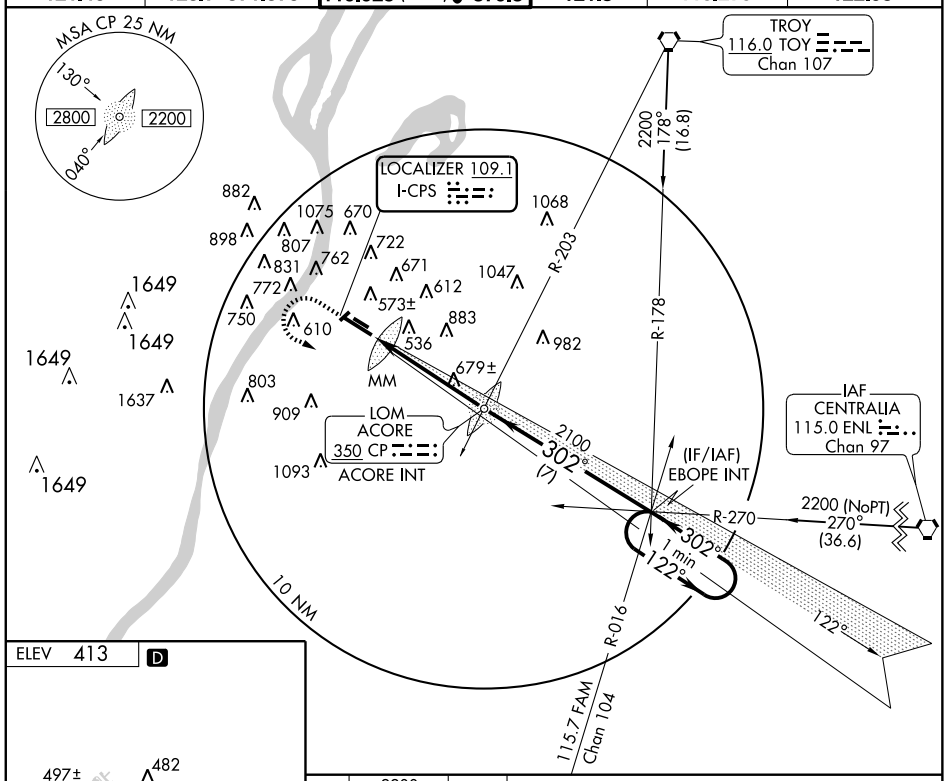
CAHOKIA/ST. LOUIS DOWNTOWN (CPS)

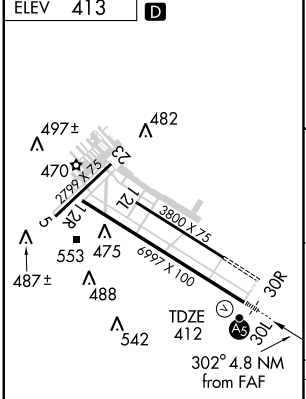
When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting; increase DA to 674, increase all MDAs 80 feet, S-LOC 30L and circling visibility Cat. C/D ¼ mile. For inoperative MALSR increase Lambert-St Louis Intl altimeter setting S-ILS visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 2200 via heading 080° and via I-CPS SE course to EBOPE Int and hold.

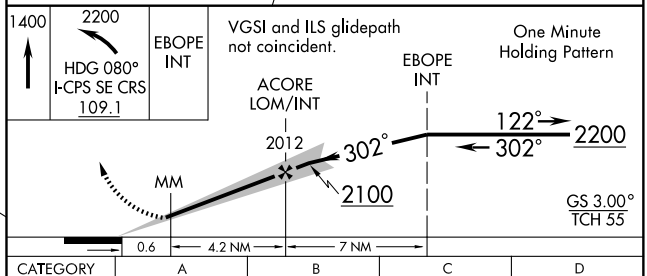
ATIS	ST LOUIS APP CON	DOWNTOWN TOWER ★	GND CON	CLNC DEL	UNICOM
121.45	123.7 371.875	119.925 (CTAF) L 379.3	121.8	118.275	122.95





REIL Rwys 12R, 12L and 30R
MIRL Rwys 5-23, 12R-30L, 12L-30R

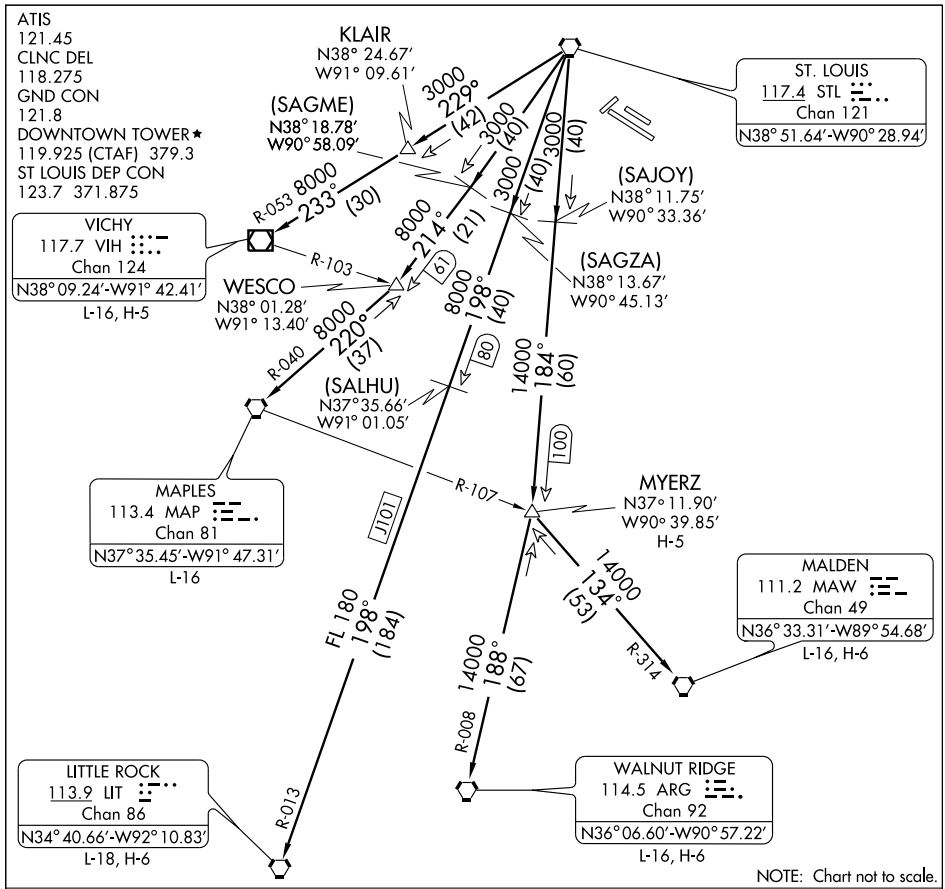
FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 30L	612-½ 200 (200-½)			
S-LOC 30L	940-½ 528 (600-½)		940-1 528 (600-1)	940-1¼ 528 (600-1¼)
CIRCLING	940-1 527 (600-1)		1000-1½ 587 (600-1½)	1080-2 667 (700-2)

CAHOKIA/ST. LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS

LINDBERGH TWO DEPARTURE



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

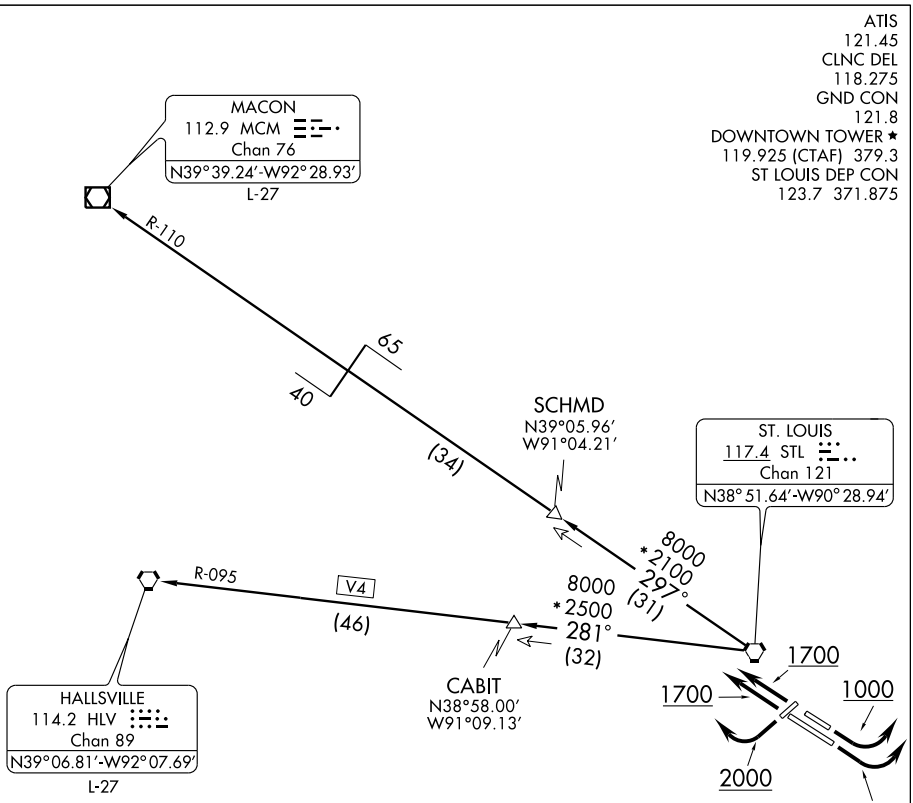
MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

OZARK THREE DEPARTURE

CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS



TAKEOFF MINIMUMS: ALL RUNWAYS STANDARD

NOTE: Rwys 12L/12R: Climb runway heading to 1000' before turning left.
Rwy 23: Climb runway heading to 2000' before turning right.
Rwys 30L/30R: Climb runway heading to 1700' before turning.

NOTE: Rwy 5, 473' MSL Pole 324' from departure end of runway, 549' right of centerline, 63' above departure end of runway, elevation/473' MSL.

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC.

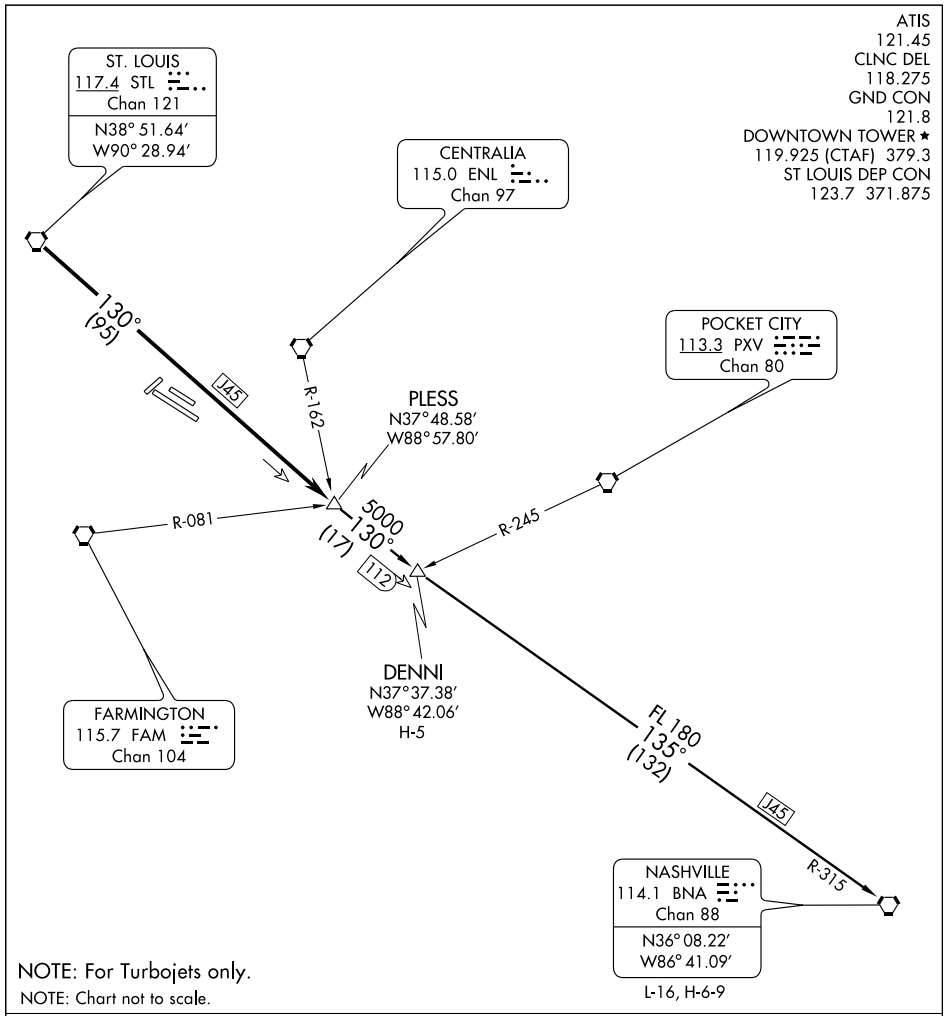
MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

EC-3, 14 JAN 2010 to 11 FEB 2010

PLESS ONE DEPARTURE

SL-5316 (FAA)

CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS



NOTE: For Turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT, via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

APP CRS	Rwy Idg	6997
107°	TDZE	413
	Apt Elev	413

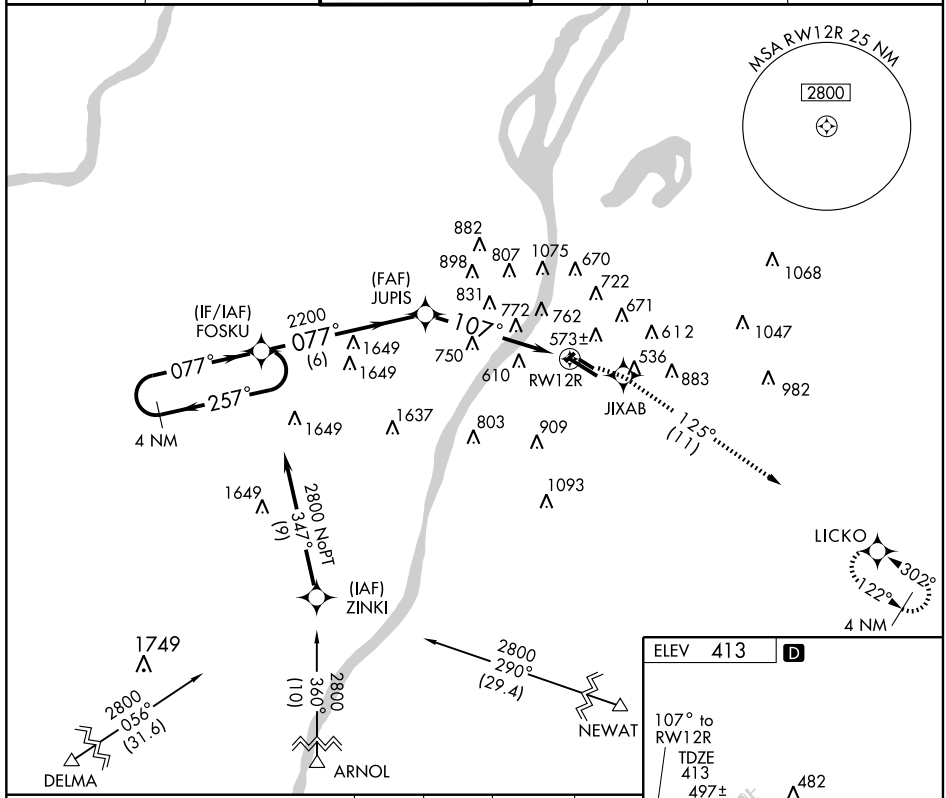
RNAV (GPS) RWY 12R

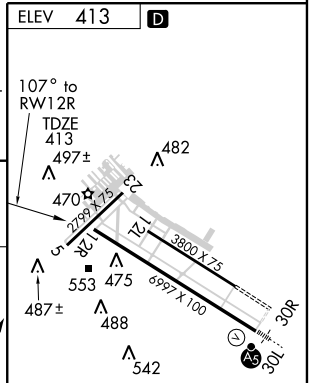
CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)

When local altimeter not received, use Lambert-St Louis Intl, MO altimeter setting and increase MDAs 60 feet.
Circling to Rwy 5/23 NA at night.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct JIXAB and right turn via 125° track to LICKO and hold.

ATIS	ST LOUIS APP CON	DOWNTOWN TOWER ★	GND CON	CLNC DEL	UNICOM
121.45	123.7 371.875	119.925 (CTAF) L 379.3	121.8	118.275	122.95





CATEGORY	A	B	C	D
LNAV MDA	1140-1	727 (800-1)	1140-2 727 (800-2)	1140-2¼ 727 (800-2¼)
CIRCLING	1140-1	727 (800-1)	1140-2 727 (800-2)	1140-2¼ 727 (800-2¼)

REIL Rwys 12R, 12L and 30R
MIRL Rwys 5/23, 12R-30L, 12L-30R

EC-3, 14 JAN 2010 to 11 FEB 2010

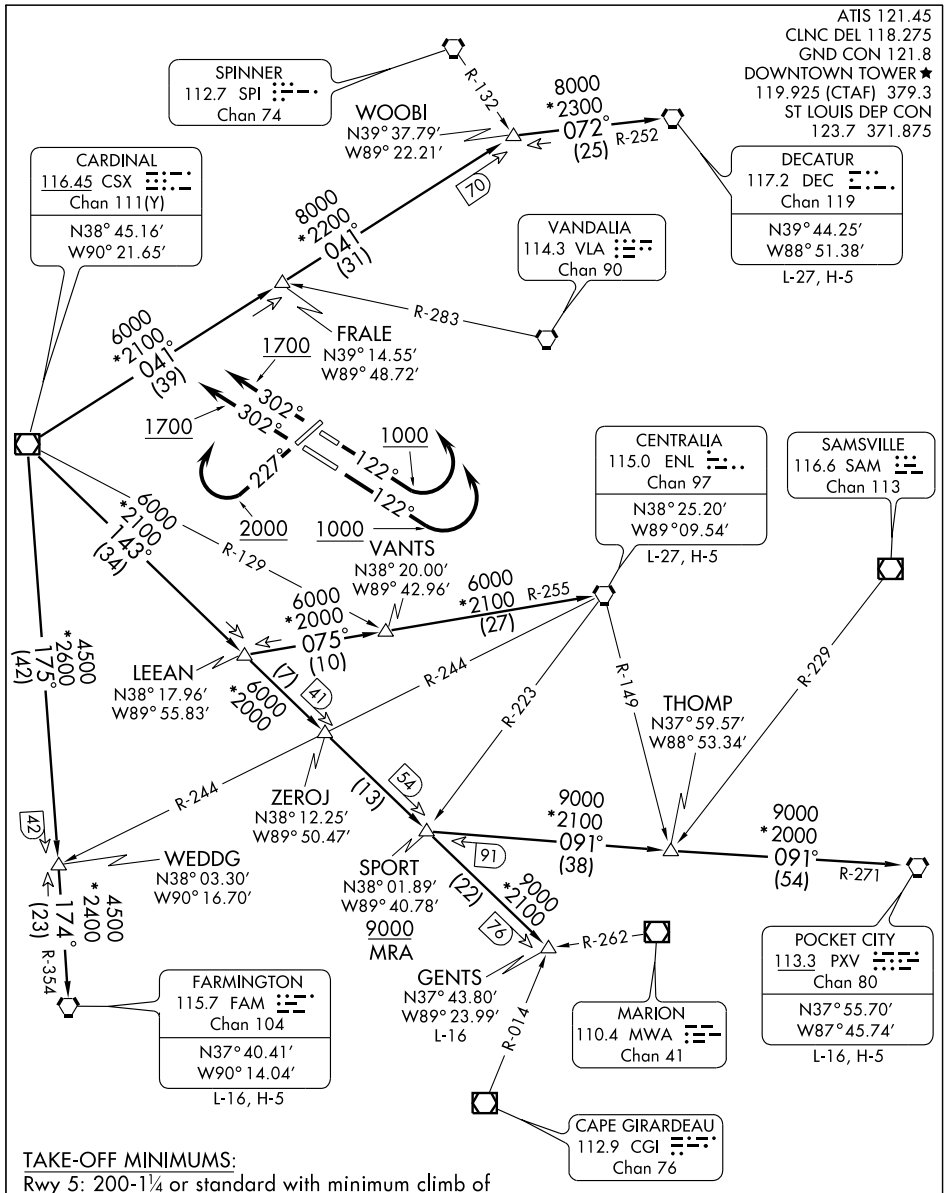
(TURBO5.STL) 09015

SL-5316 (FAA)

TURBO FIVE DEPARTURE

CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS

ATIS 121.45
CLNC DEL 118.275
GND CON 121.8
DOWNTOWN TOWER★
119.925 (CTAF) 379.3
ST LOUIS DEP CON
123.7 371.875



TAKE-OFF MINIMUMS:
Rwy 5: 200-1¼ or standard with minimum climb of 343 feet per NM to 800.
Rwy 30L: 400-2½ or standard with minimum climb of 220 feet per NM to 900.
Rwy 12L, 12R, 23, 30R: STANDARD.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR Required.
NOTE: For Turboprop/Prop Aircraft only.
NOTE: Chart not to scale.

EC-3, 14 JAN 2010 to 11 FEB 2010

TURBO FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.
TAKE-OFF RWYS 12L, 12R: Climb via heading 122° to 1000 before turning left, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.
TAKE-OFF RWY 23: Climb via heading 227° to 2000 before turning right, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.
TAKE-OFF RWYS 30L, 30R: Climb via heading 302° to 1700 before turning, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

CENTRALIA TRANSITION (TURBO5.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.
DECATUR TRANSITION (TURBO5.DEC): From over CSX VOR/DME via CSX R-041 to WOOBI INT, then via DEC R-252 to DEC VORTAC.
FARMINGTON TRANSITION (TURBO5.FAM): From over CSX VOR/DME via CSX R-175 and FAM R-354 to FAM VORTAC.
GENTS TRANSITION (TURBO5.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.
POCKET CITY TRANSITION (TURBO5.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.
THOMP TRANSITION (TURBO5.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKE-OFF OBSTACLE NOTES:
Rwy 5: Antenna 476' from DER, 326' right of centerline, 37' AGL/448' MSL.
Pole 630' from DER, 540' right of centerline, 62' AGL/473' MSL.
Multiple Towers beginning 1649' from DER, 19' left of centerline, up to 76 AGL/487' MSL.
Rwy 12L: Tree 1633' from DER, 144' left of centerline, 44' AGL/453' MSL.
Rwy 12R: Tree 2279' from DER, 927' right of centerline, 77' AGL/486' MSL.
Tree 3823' from DER, 20' left of centerline, 92' AGL/509' MSL.
Rwy 23: Pole 763' from DER, 182' right of centerline, 44' AGL/453 MSL
Multiple Trees beginning 812' from DER, 4' right of centerline, up to 81' AGL/492' MSL.
Rwy 30L: Multiple Trees beginning 889' from DER, 516' right of centerline, up to 114' AGL/521' MSL.

NDB CIR	APP CRS	Rwy Idg	4003
397	150°	TDZE	321
		Apt Elev	321

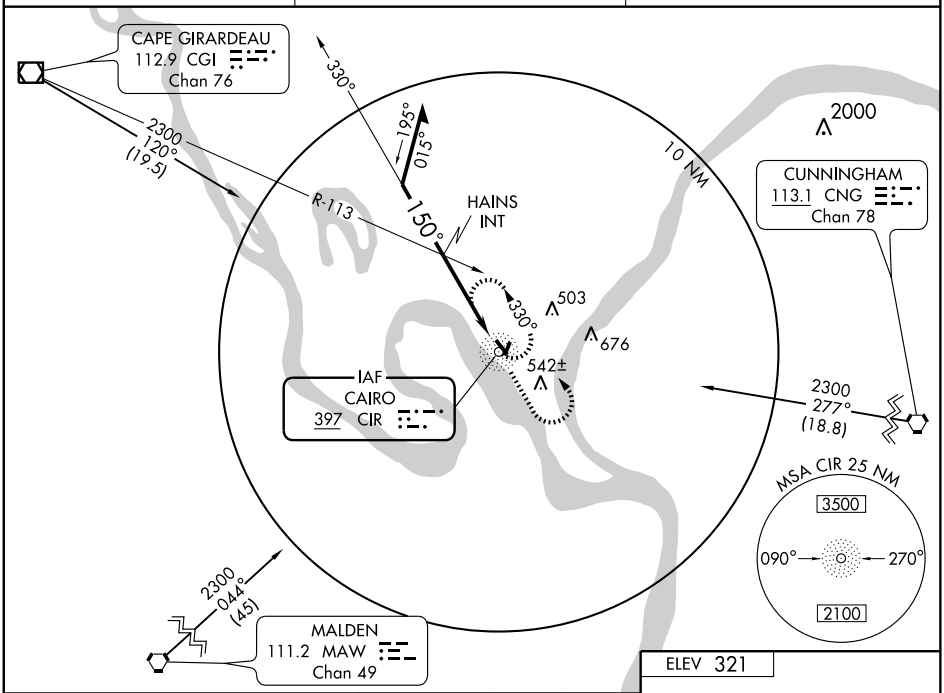
NDB or GPS RWY 14

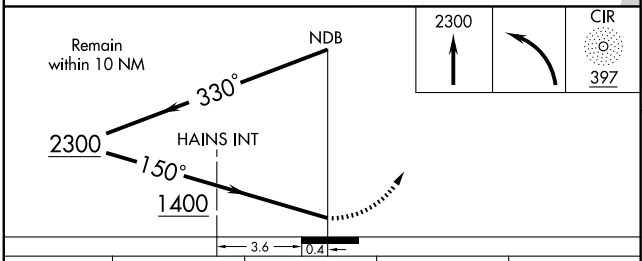
CAIRO RGNL (CIR)

NA Use Cape Girardeau altimeter setting.

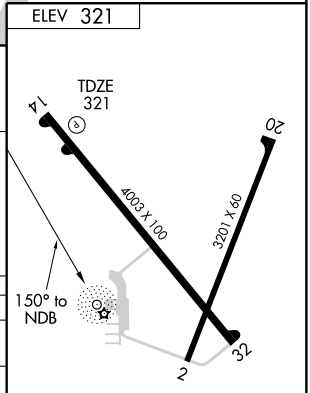
MISSED APPROACH: Climb to 2300 then left turn direct CIR NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.025	133.65 292.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-14	1400-1¼ 1079 (1100-1¼)	1400-1½ 1079 (1100-1½)	1400-3 1079 (1100-3)	NA
CIRCLING	1400-1¼ 1079 (1100-1¼)	1400-1½ 1079 (1100-1½)	1400-3 1079 (1100-3)	NA
HAINS FIX MINIMUMS				
S-14	920-1 599 (600-1)		920-1½ 599 (600-1½)	NA
CIRCLING	920-1 599 (600-1)		920-1½ 599 (600-1½)	NA



REIL Rwy 14
MIRL Rwy 2-20
MIRL Rwy 14-32 L

Knots	60	90	120	150	180
Min:Sec					

EC-3, 14 JAN 2010 to 11 FEB 2010

NDB CTK	APP CRS		
236	350°	Rwy Idg	3899
		TDZE	682
		Apt Elev	684

NDB RWY 36

CANTON/ INGERSOLL (CTK)

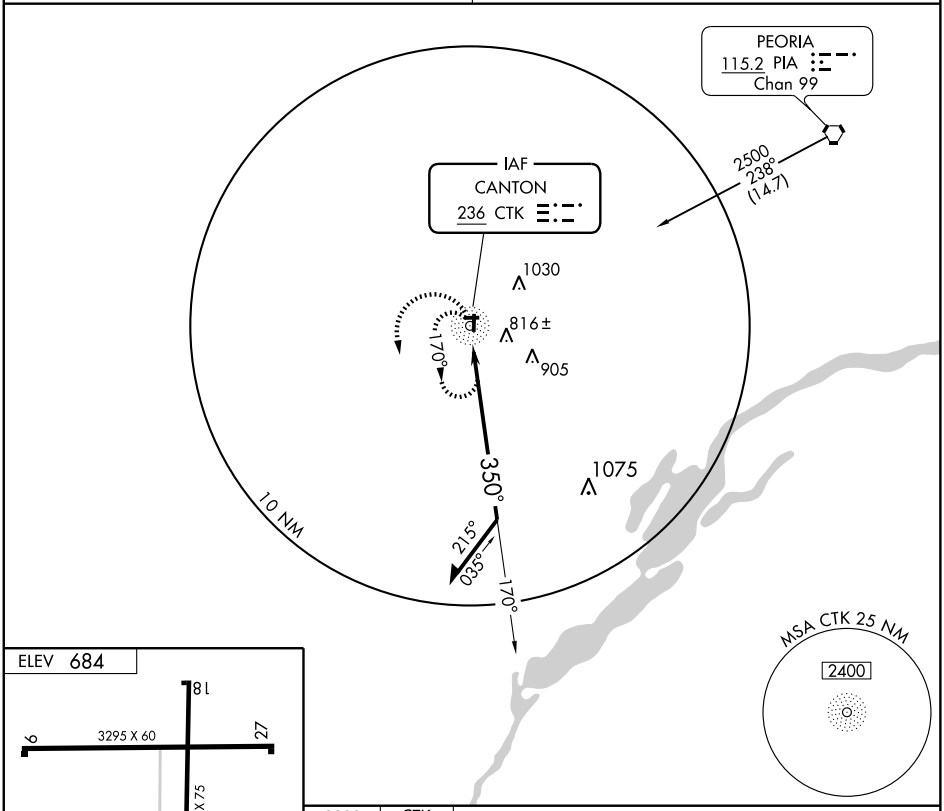
NA

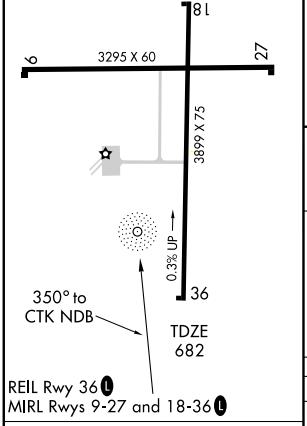
When local altimeter setting not received, use Greater Peoria altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 in CTK NDB holding pattern.

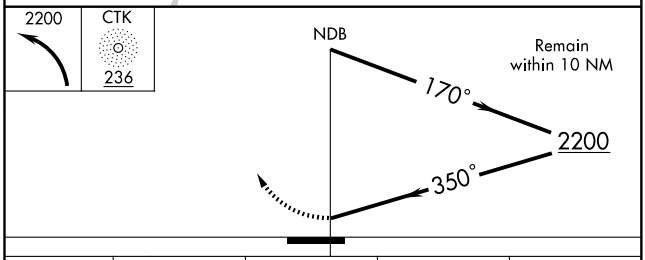
PEORIA APP CON
124.675 269.2

UNICOM
122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-36	1240-1	558 (600-1)	1240-1½ 558 (600-1½)	NA
CIRCLING	1240-1	558 (600-1)	1420-2 738 (800-2)	NA

EC-3. 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 18

CANTON/ INGERSOLL (CTK)

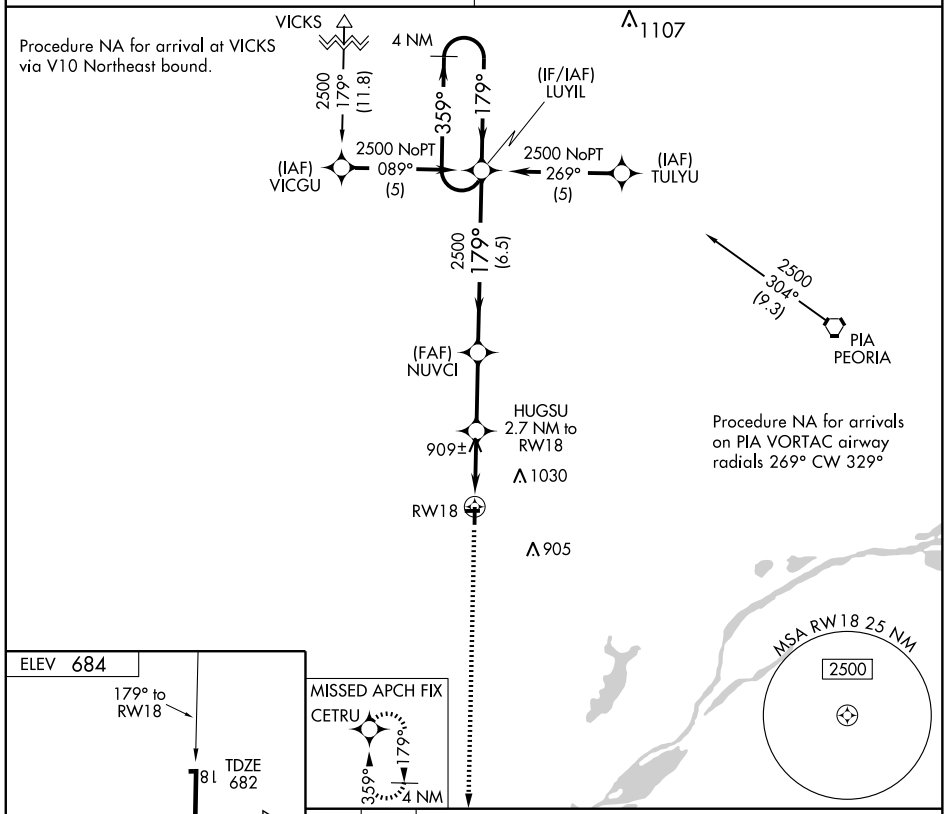
APP CRS	Rwy Idg	3899
179°	TDZE	682
	Apt Elev	684

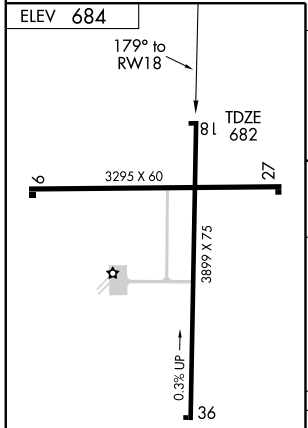
When local altimeter setting not received, use Greater Peoria Rgnl altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA. VDP NA when using Greater Peoria Rgnl altimeter setting.

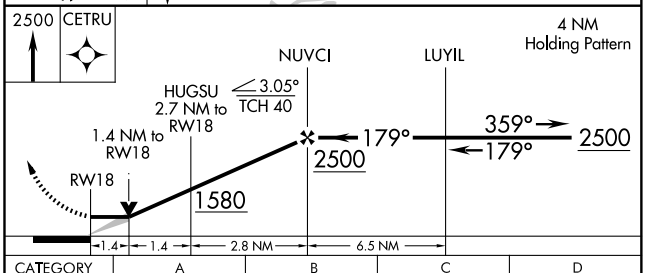
NA

MISSED APPROACH: Climb to 2500 direct CETRU and hold.

PEORIA APP CON	UNICOM
124.675 269.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1160-1 478 (500-1)		1160-1¼ 478 (500-1¼)	NA
CIRCLING	1160-1 476 (500-1)		1160-1½ 476 (500-1½)	NA

REIL Rwy 36 L
MIRL Rwys 9-27 and 18-36 L

EC-3, 14 JAN 2010 to 11 FEB 2010

CANTON, ILLINOIS

AL-5900 (FAA)

RNAV (GPS) RWY 36

CANTON/ INGERSOLL (CTK)

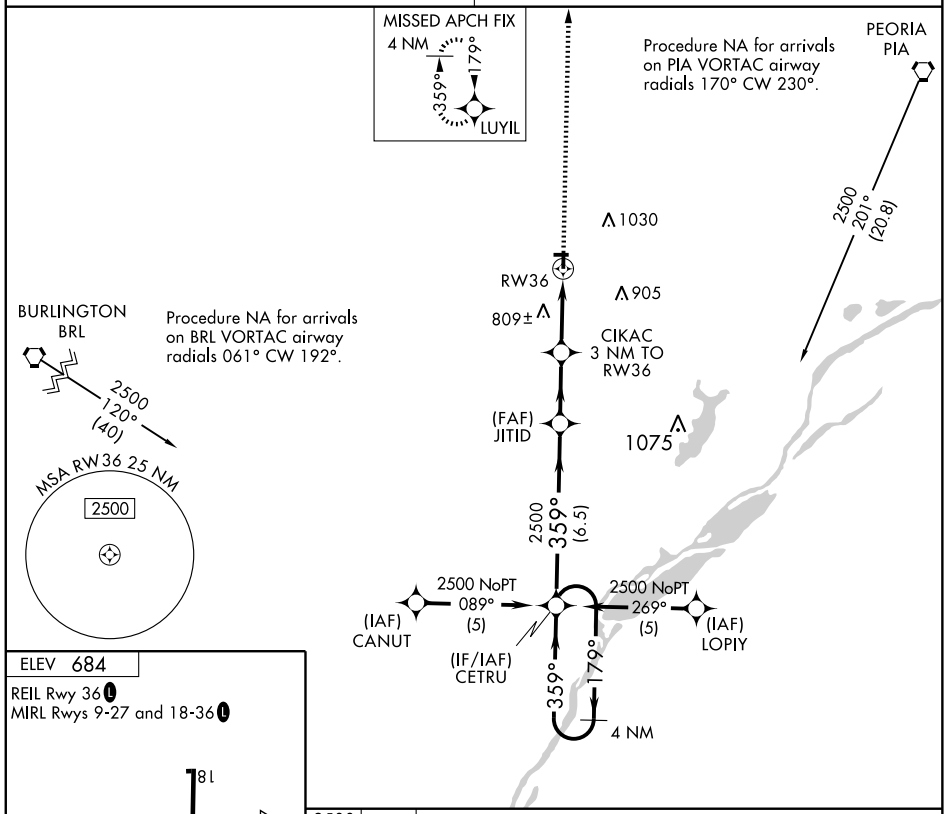
APP CRS	Rwy Idg	3899
359°	TDZE	682
	Apt Elev	684

When local altimeter setting not received, use Greater Peoria Rgnl altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA. VDP NA when using Greater Peoria Rgnl altimeter setting.

NA

MISSED APPROACH: Climb to 2500 direct LUYIL and hold.

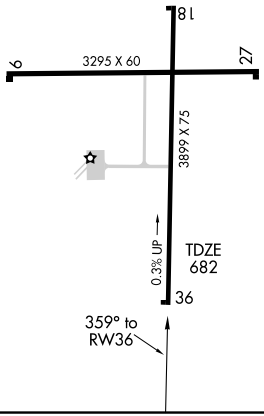
PEORIA APP CON	UNICOM
124.675 269.2	122.8 (CTAF) L

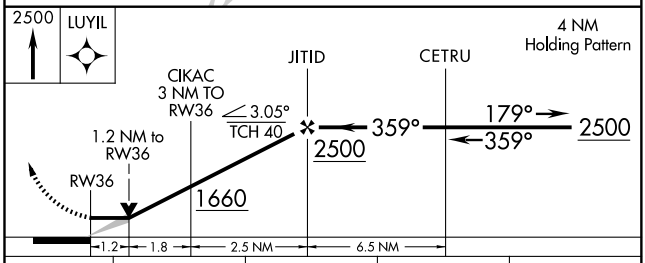


ELEV 684

REIL Rwy 36 L

MIRL Rwys 9-27 and 18-36 L





CATEGORY	A	B	C	D
LNAV MDA	1100-1 418 (500-1)		1100-1¼ 418 (500-1¼)	NA
CIRCLING	1140-1 456 (500-1)		1140-1½ 456 (500-1½)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

CANTON, ILLINOIS AL-5900 (FAA)

VORTAC PIA	APP CRS	Rwy Idg	N/A
115.2	239°	TDZE	N/A
Chan 99		Apt Elev	684

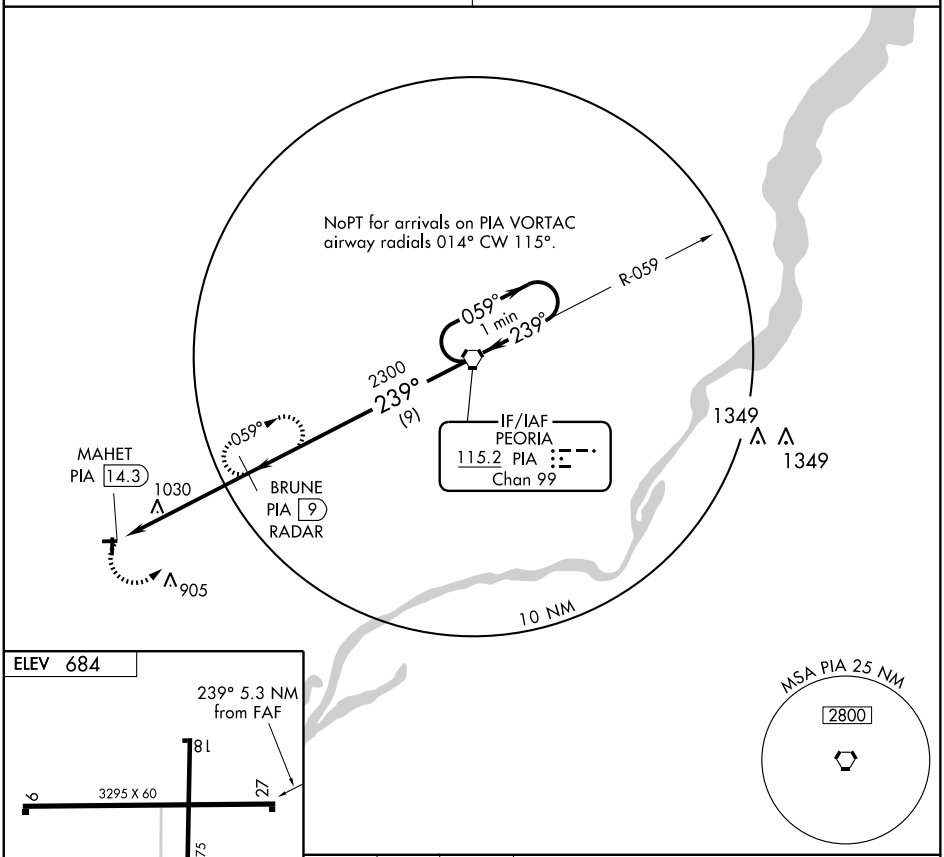
VOR-A

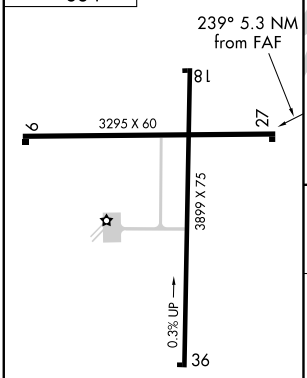
CANTON/ INGERSOLL (CTK)

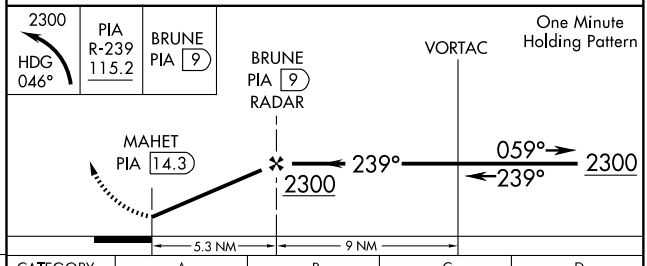
T NA — When local altimeter setting not received, use Greater Peoria Rgnl altimeter setting and increase all MDA 60 feet and Circling Cat. C visibility ¼ mile. DME or RADAR required.

MISSED APPROACH: Climbing left turn to 2300 via heading 046° and PIA R-239 to BRUNE/PIA 9 DME and hold.

PEORIA APP CON	UNICOM
124.675 269.2	122.8 (CTAF) L







FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

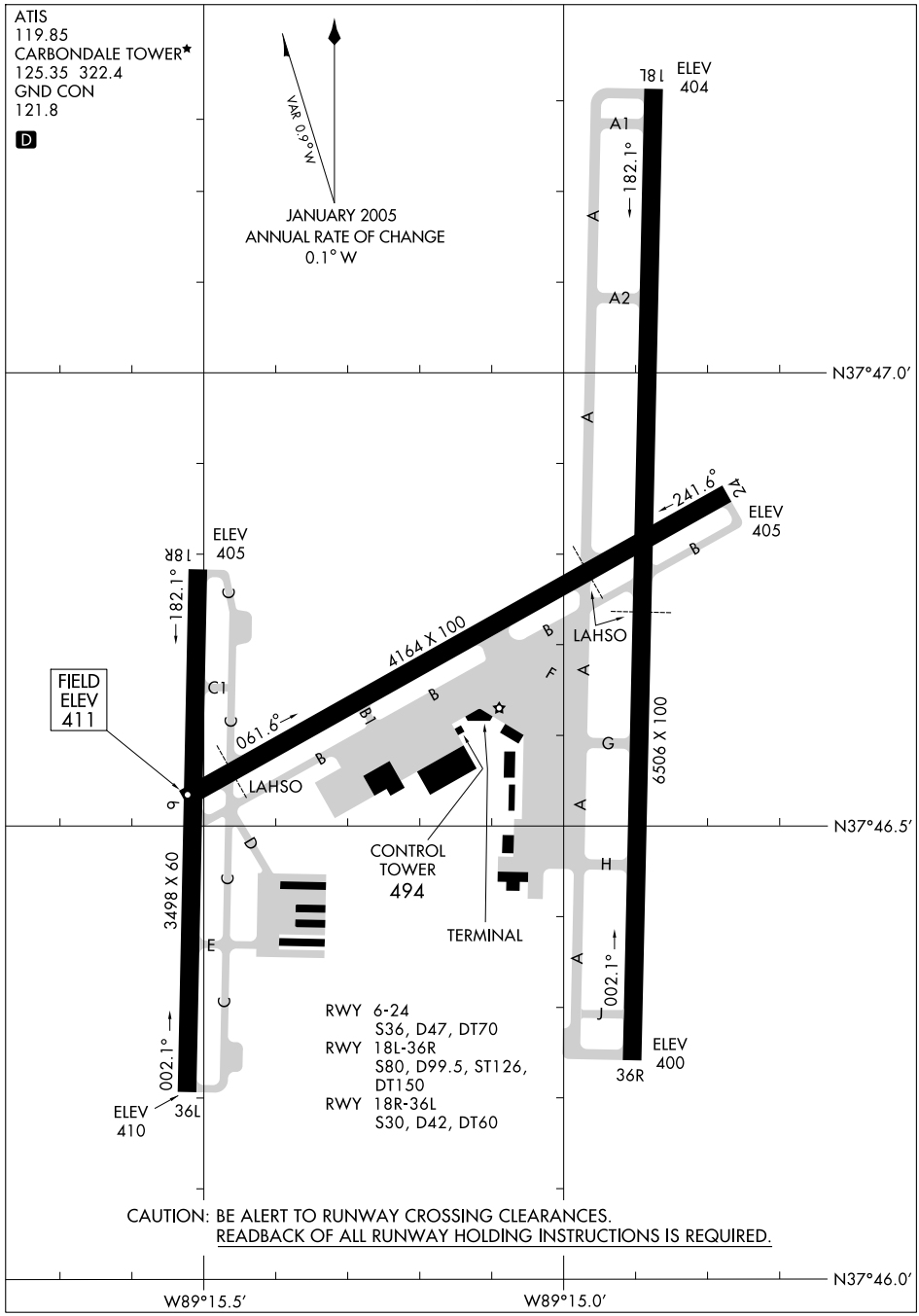
CATEGORY	A	B	C	D
CIRCLING	1340-1 656 (700-1)		1340-1¾ 656 (700-1¾)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

09295

AIRPORT DIAGRAM

CARBONDALE-MURPHYSBORO/ SOUTHERN ILLINOIS (MDH)
AL-5091 (FAA)
CARBONDALE-MURPHYSBORO, ILLINOIS



EC-3, 14 JAN 2010 to 11 FEB 2010

CARBONDALE-MURPHYSBORO, ILLINOIS AL-5091 (FAA)

LOC I-MDH	APP CRS	Rwy Idg	6506
110.9	179°	TDZE	407
		Apt Elev	411

ILS RWY 18L

CARBONDALE-MURPHYSBORO/ SOUTHERN ILLINOIS (MDH)

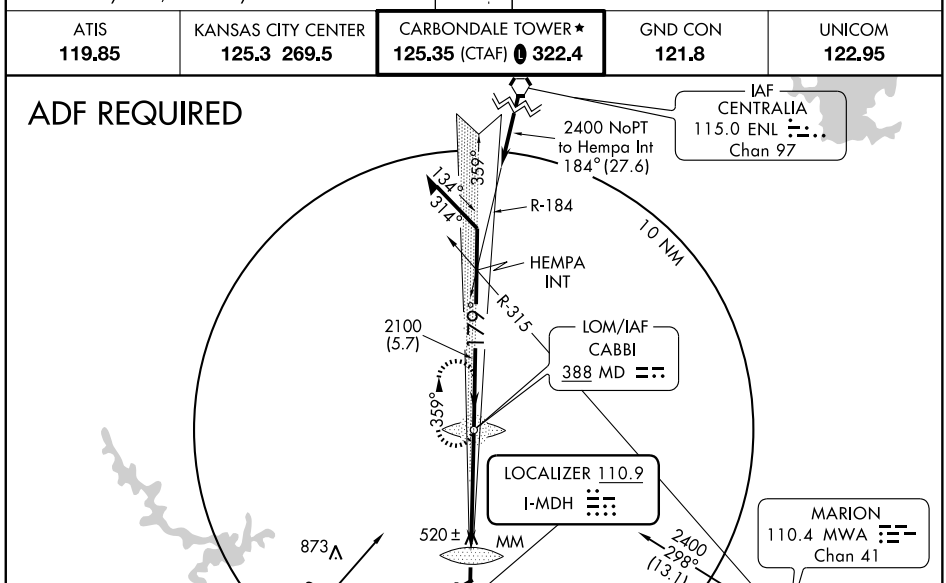
When control tower closed, prior arrangements required for MIRLs/REILs Rwy 6-24, MIRLs Rwy 18R-36L

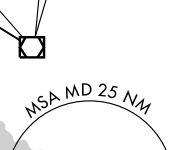
MALSR

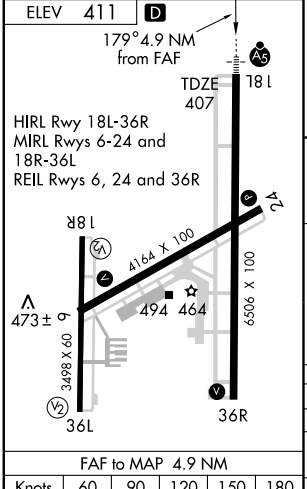
MISSED APPROACH: Climb to 2100 then right turn direct MD LOM and hold.

ATIS	KANSAS CITY CENTER	CARBONDALE TOWER ★	GND CON	UNICOM
119.85	125.3 269.5	125.35 (CTAF) L 322.4	121.8	122.95

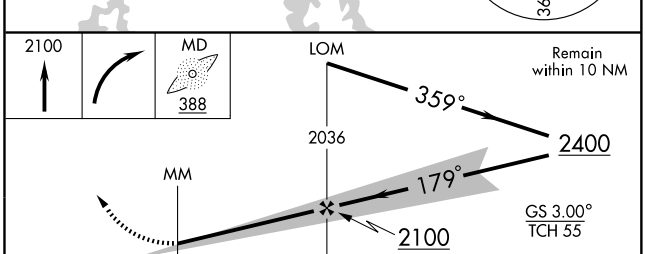
ADF REQUIRED







FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 18L	607-½ 200 (200-½)			
S-LOC 18L	780-½ 373 (400-½)			780-¾ 373 (400-¾)
CIRCLING	860-1 449 (500-1)	880-1 469 (500-1)	880-1½ 469 (500-1½)	980-2 569 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

CARBONDALE-MURPHYSBORO, ILLINOIS

AL-5091 (FAA)

LOM MD	APP CRS	Rwy Idg	6506
388	179°	TDZE	407
		Apt Elev	411

NDB or GPS RWY 18L

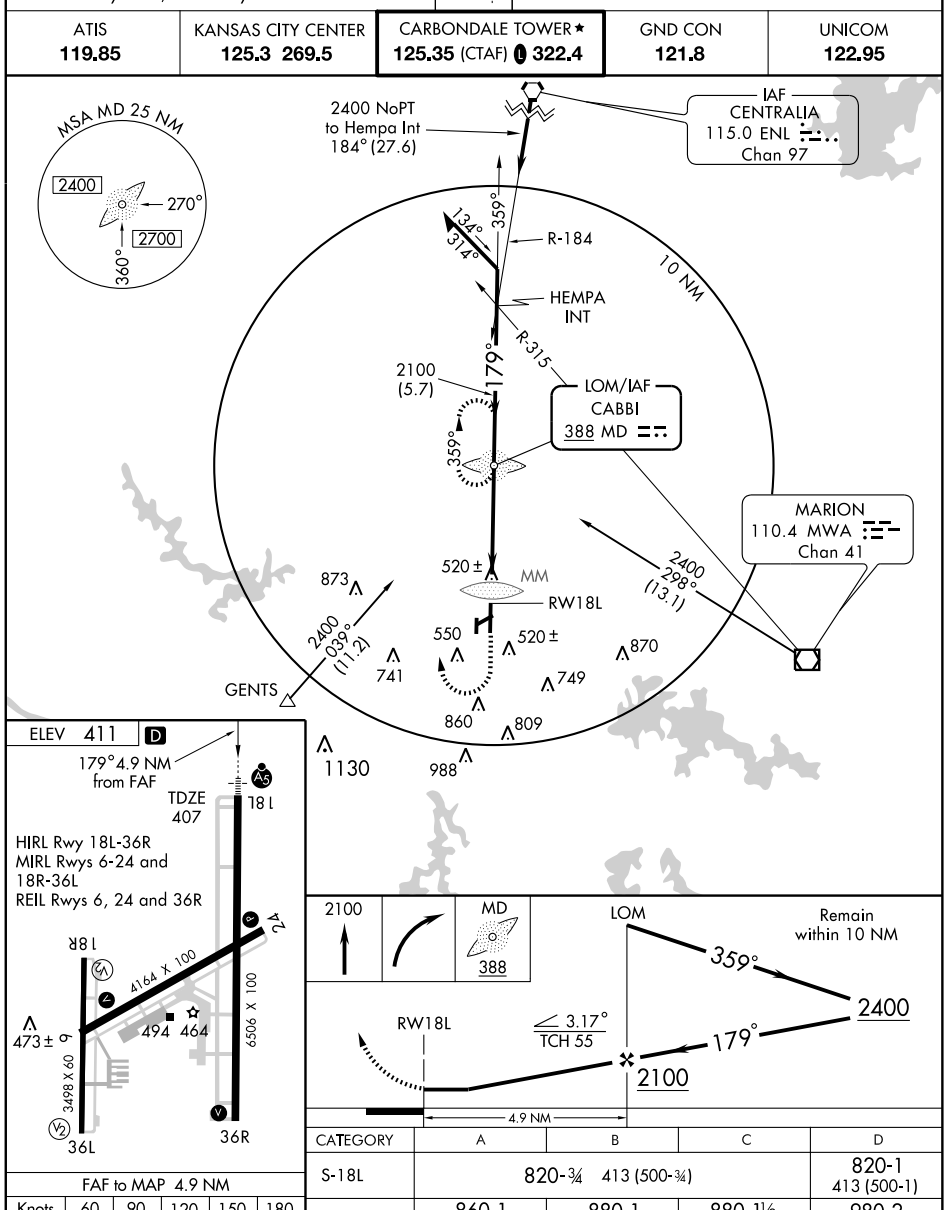
CARBONDALE-MURPHYSBORO/ SOUTHERN ILLINOIS (MDH)

When control tower closed, prior arrangements required for MIRLs/REILs Rwy 6-24, MIRLs Rwy 18R-36L

MALSR

MISSED APPROACH: Climb to 2100 then right turn direct MD LOM and hold.

ATIS	KANSAS CITY CENTER	CARBONDALE TOWER ★	GND CON	UNICOM
119.85	125.3 269.5	125.35 (CTAF) L 322.4	121.8	122.95



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-18L	820-¾ 413 (500-¾)			820-1 413 (500-1)
CIRCLING	860-1 449 (500-1)	880-1 469 (500-1)	880-1½ 469 (500-1½)	980-2 569 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

CARBONDALE-MURPHYSBORO, ILLINOIS

AL-5091 (FAA)

VOR/DME MWA	APP CRS	Rwy Idg	N/A
110.4	273°	TDZE	N/A
Chan 41		Apt Elev	411

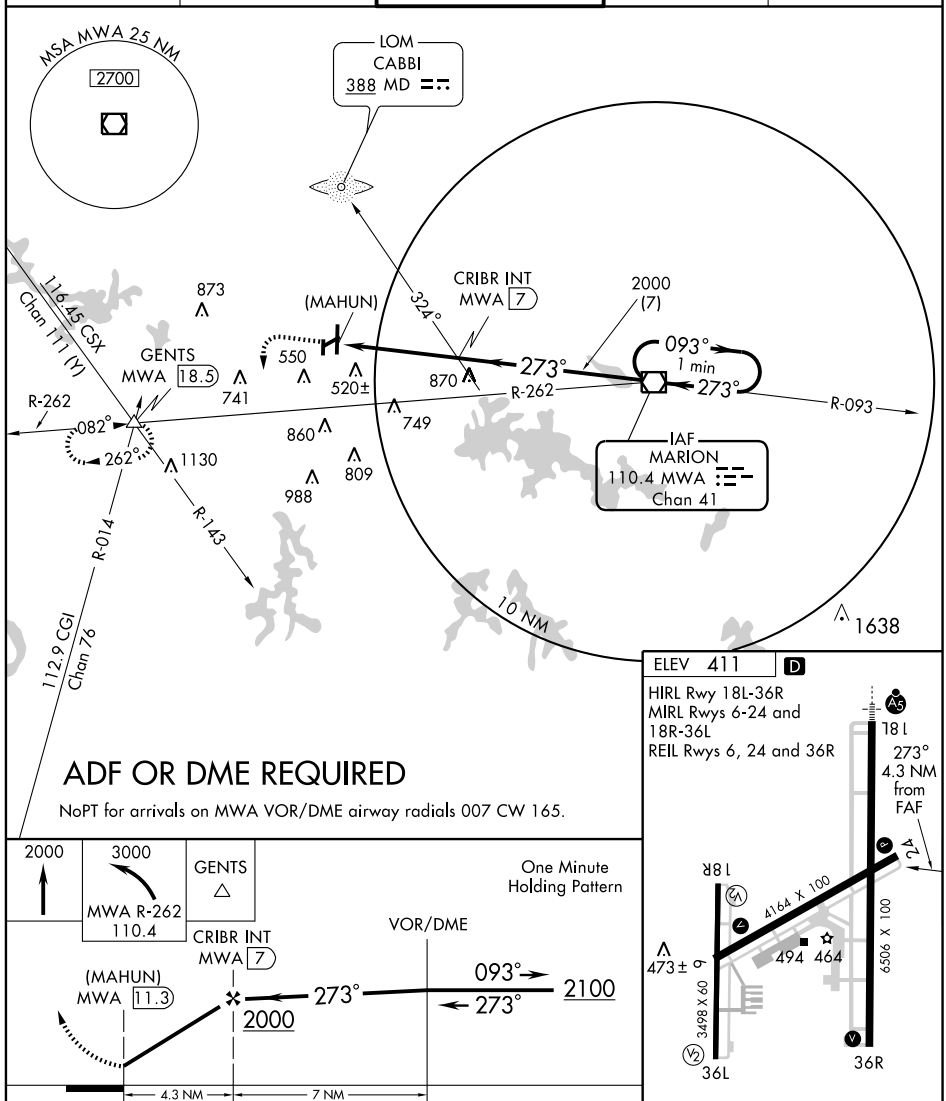
VOR or GPS-A

CARBONDALE-MURPHYSBORO/ SOUTHERN ILLINOIS (MDH)

When control tower closed, prior arrangements required for MIRLs/REILs Rwy 6-24, MIRLs Rwy 18R-36L.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via MWA R-262 to GENTS Int and hold.

ATIS	KANSAS CITY CENTER	CARBONDALE TOWER★	GND CON	UNICOM
119.85	125.3 269.5	125.35 (CTAF) L 322.4	121.8	122.95



ADF OR DME REQUIRED

NoPT for arrivals on MWA VOR/DME airway radials 007 CW 165.

ELEV 411 D

HIRL Rwy 18L-36R
MIRL Rwys 6-24 and 18R-36L
REIL Rwys 6, 24 and 36R

CATEGORY	A	B	C	D
CIRCLING	860-1 449 (500-1)	880-1 469 (500-1)	880-1½ 469 (500-1½)	980-2 569 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4001
001°	TDZE	384
	Apt Elev	388

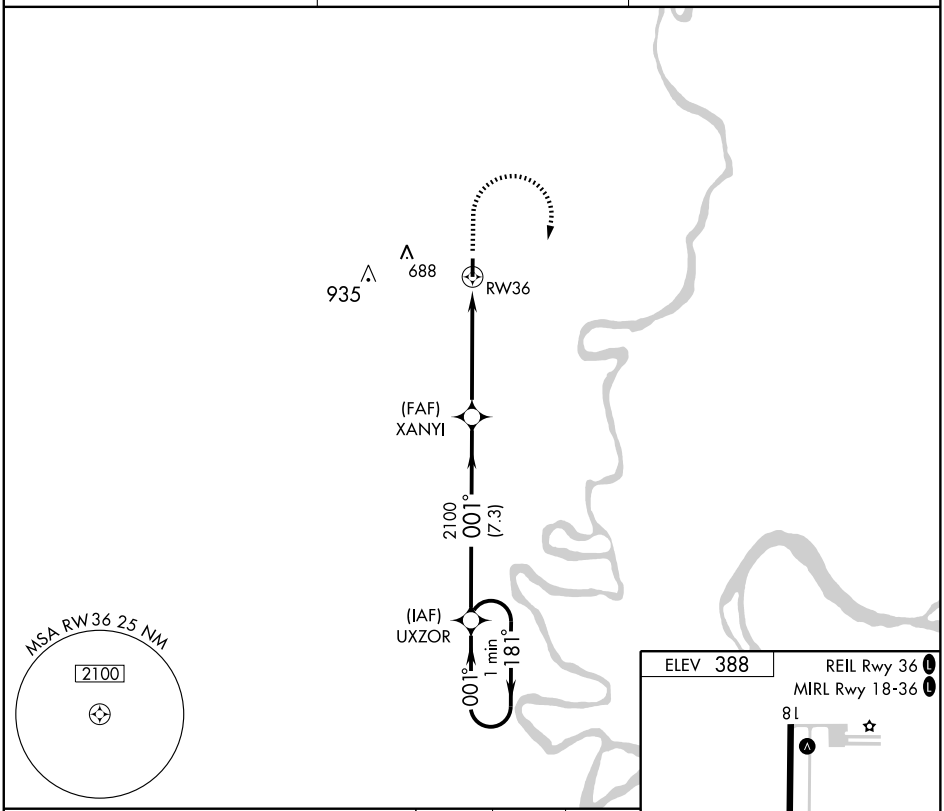
GPS RWY 36
CARMI MUNI (CUL)

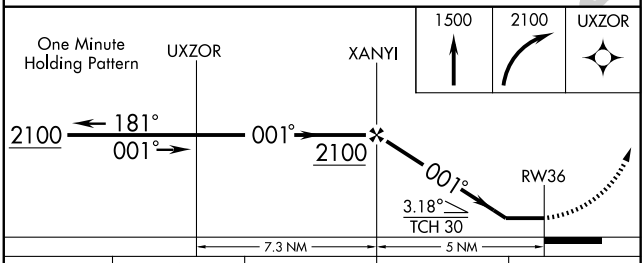
NA

If local altimeter setting not received, use Evansville altimeter setting.

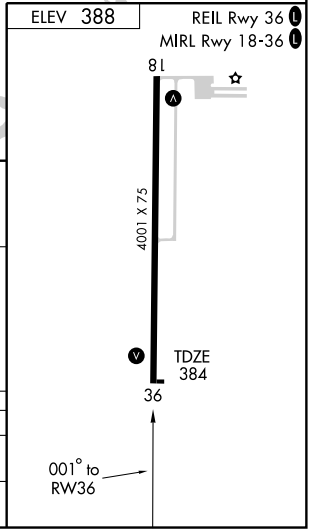
MISSED APPROACH: Climb to 1500 then climbing right turn to 2100 direct UXZOR WP and hold.

AWOS-3	EVANSVILLE APP CON★	UNICOM
118.425	127.35 267.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-36	880-1 496 (500-1)		880-1¼ 496 (500-1¼)	NA
CIRCLING	880-1 492 (500-1)		900-1½ 512 (600-1½)	NA



EC-3. 14 JAN 2010 to 11 FEB 2010

NDB CUL	APP CRS	Rwy Idg	4001
332	010°	TDZE	384
		Apt Elev	388

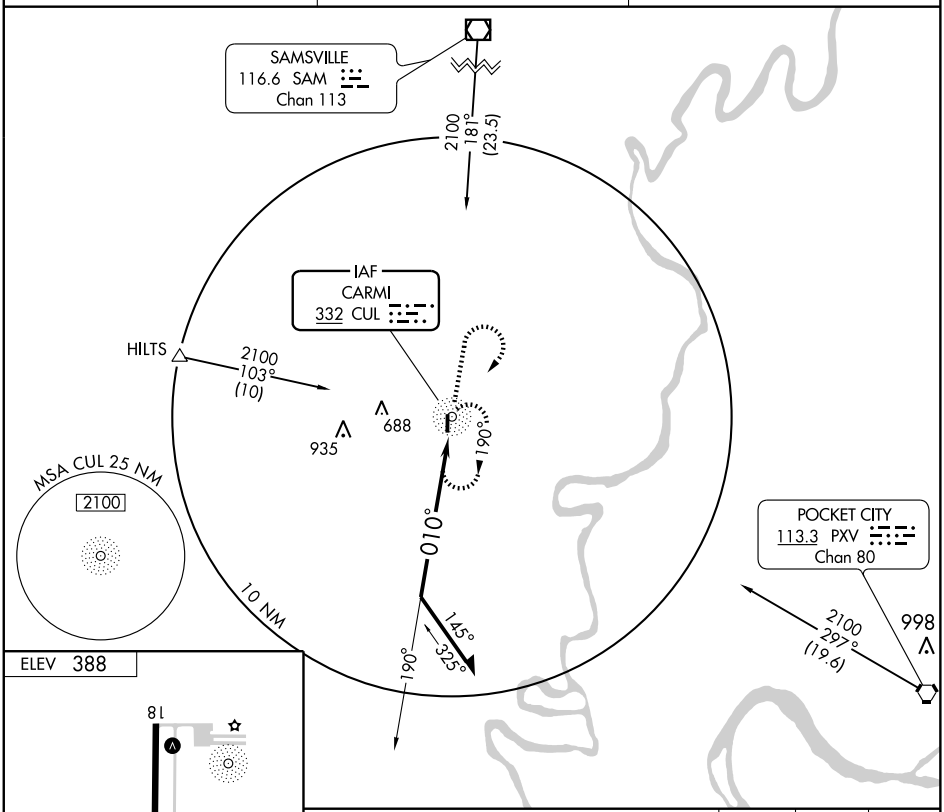
NDB RWY 36
CARMI MUNI (CUL)

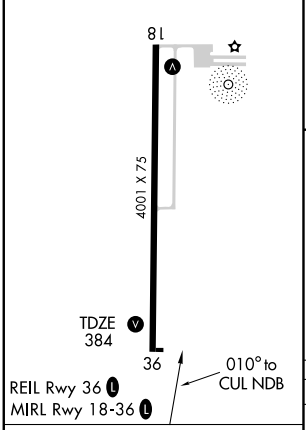
T
A NA

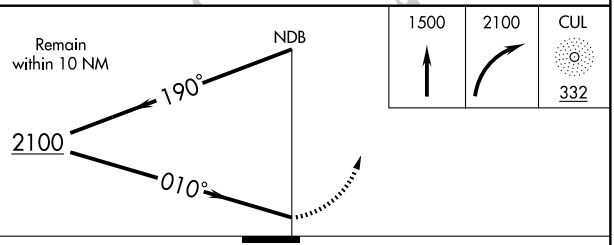
If local altimeter setting not received, use Evansville altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2100 direct CUL NDB and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
118.425	127.35 267.9	122.8 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-36	1080-1	696 (700-1)	1080-2 696 (700-2)	NA
CIRCLING	1080-1	692 (700-1)	1080-2 692 (700-2)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4002
219°	TDZE	654
	Apt Elev	654

GPS RWY 22
CASEY MUNI (1H8)

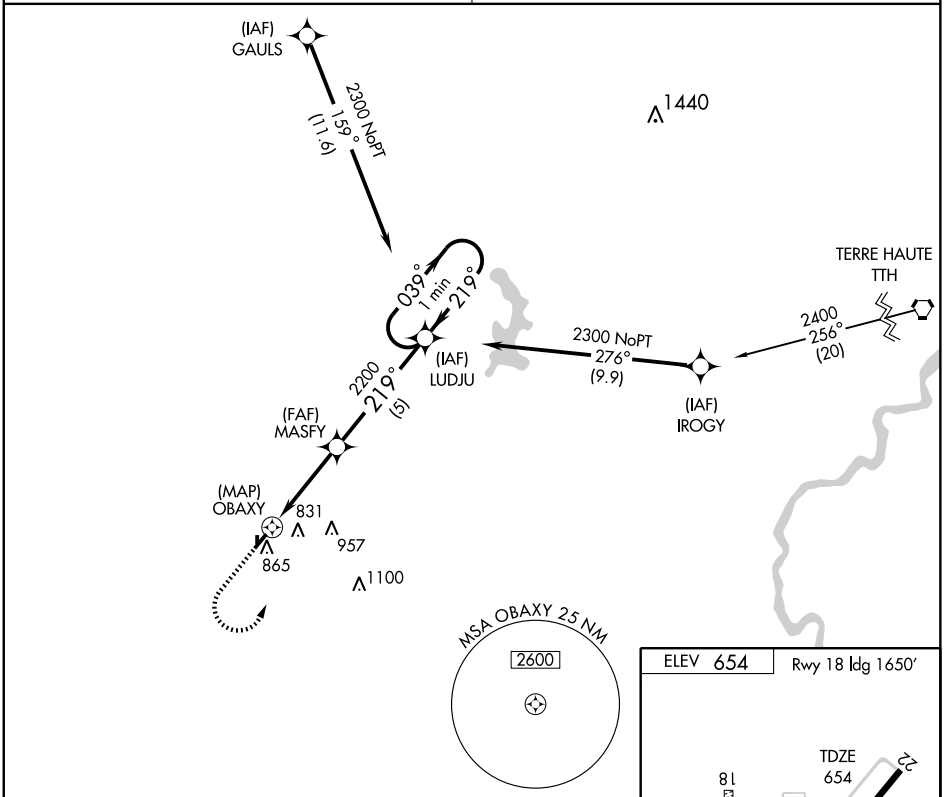
NA

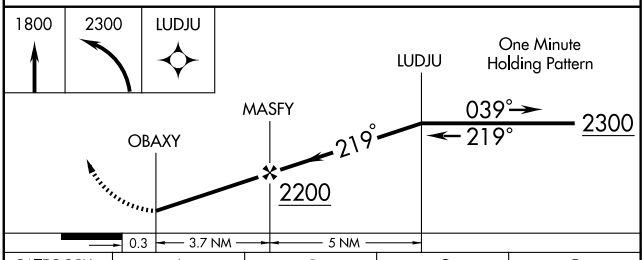
Use Terre Haute, IN altimeter setting.

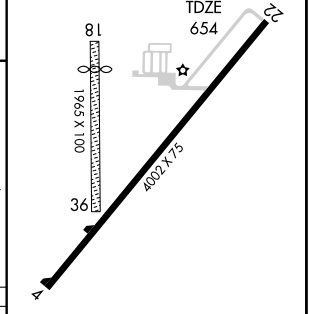
MISSED APPROACH: Climb to 1800, then climbing left turn to 2300 direct LUDJU WP and hold.

HULMAN APP CON ★
125.45 288.15

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	1140-1	486 (500-1)	1140-1¼ 486 (500-1¼)	1140-1½ 486 (500-1½)
CIRCLING	1320-1	666 (700-1)	1320-1¾ 666 (700-1¾)	1320-2 666 (700-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

NDB CZB	APP CRS	Rwy Idg	4002
359	035°	TDZE	653
		Apt Elev	654

NDB or GPS RWY 4

CASEY MUNI (1H8)

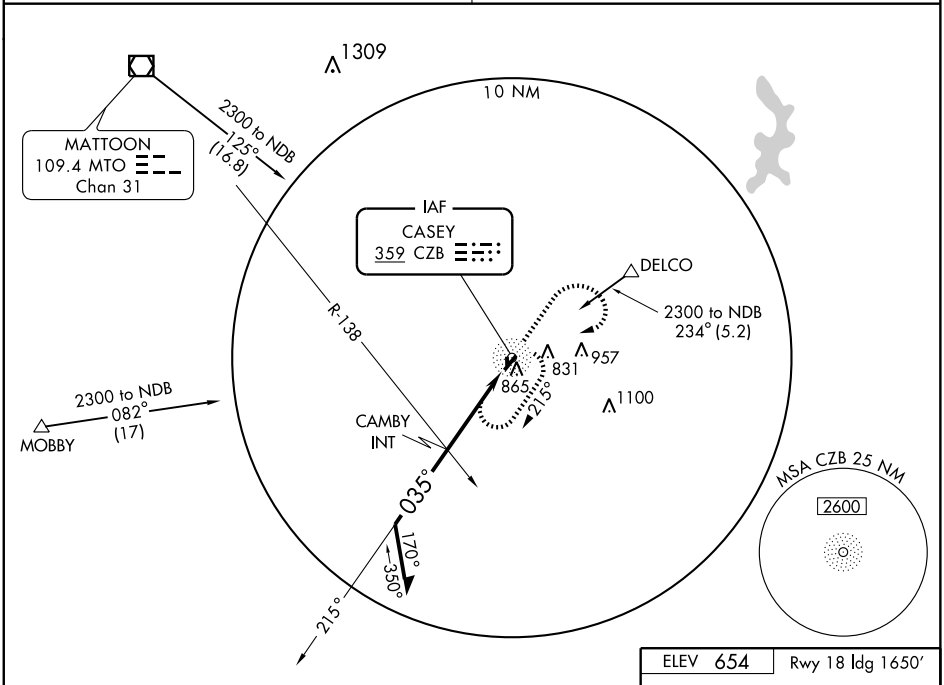
NA

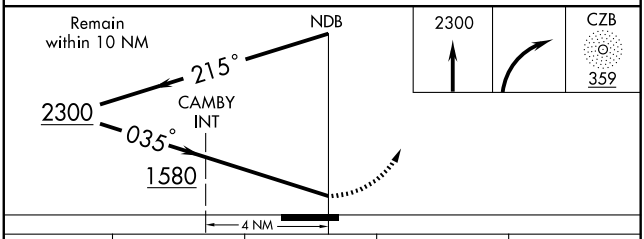
Use Terre Haute altimeter setting.

MISSED APPROACH: Climb to 2300, then right turn direct CZB NDB and hold.

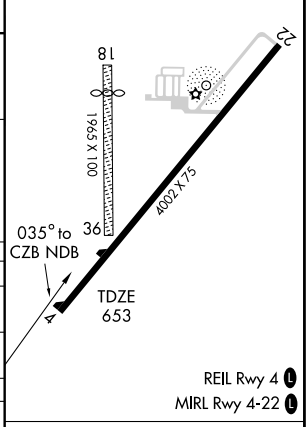
HULMAN APP CON ★
125.45 288.15

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
S-4	1580-1¼ 927 (1000-1¼)		1580-2¾ 927 (1000-2¾)	1580-3 927 (1000-3)
CIRCLING	1580-1¼ 926 (1000-1¼)		1580-2¾ 926 (1000-2¾)	1580-3 926 (1000-3)
CAMBY FIX MINIMUMS				
S-4	1260-1 607 (700-1)		1260-1¾ 607 (700-1¾)	1260-2 607 (700-2)
CIRCLING	1260-1 606 (700-1)		1260-1¾ 606 (700-1¾)	1260-2 606 (700-2)



Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

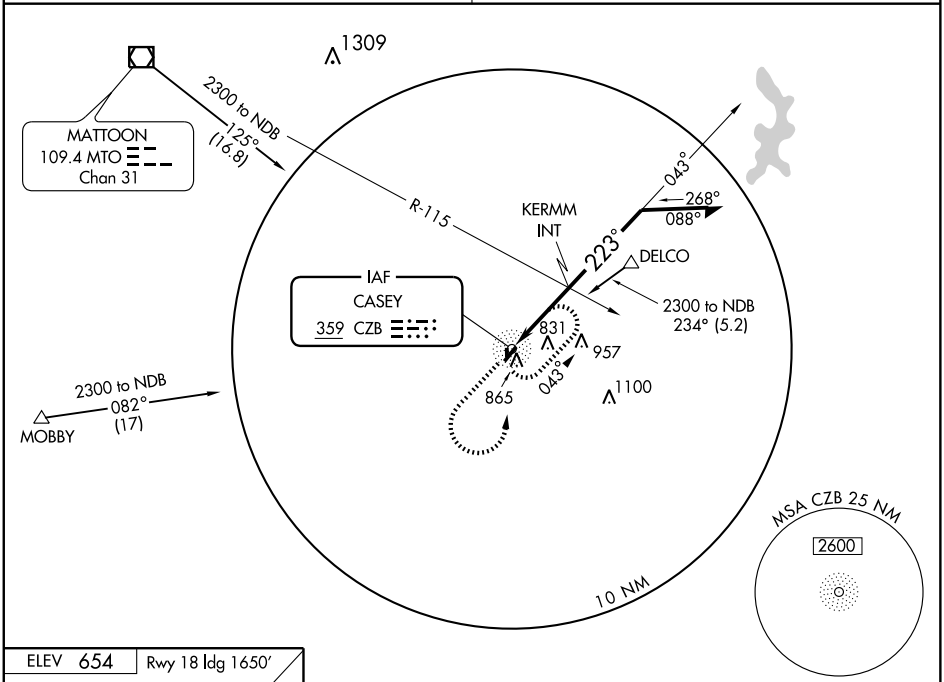
NDB CZB	APP CRS	Rwy Idg	4002
359	223°	TDZE	654
		Apt Elev	654

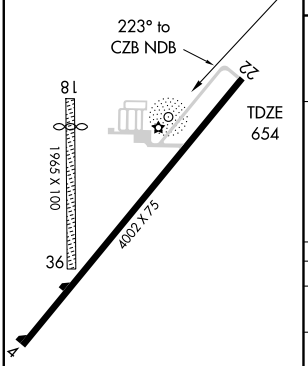
NDB RWY 22
CASEY MUNI (1H8)

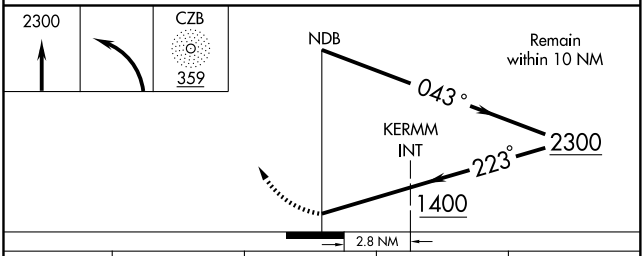
T A NA	Use Terre Haute altimeter setting.

MISSED APPROACH: Climb to 2300, then left turn direct CZB NDB and hold.

HULMAN APP CON ★	UNICOM
125.45 288.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	1400-1 746 (800-1)	1400-1¼ 746 (800-1¼)	1400-2¼ 746 (800-2¼)	1400-2½ 746 (800-2½)
CIRCLING	1400-1 746 (800-1)	1400-1¼ 746 (800-1¼)	1400-2¼ 746 (800-2¼)	1400-2½ 746 (800-2½)
KERMM FIX MNIMUMS				
S-22	1280-1 626 (700-1)		1280-1¾ 626 (700-1¾)	1280-2 626 (700-2)
CIRCLING	1320-1 666 (700-1)		1320-1¾ 666 (700-1¾)	1320-2 666 (700-2)

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5001
182°	TDZE	520
	Apt Elev	534

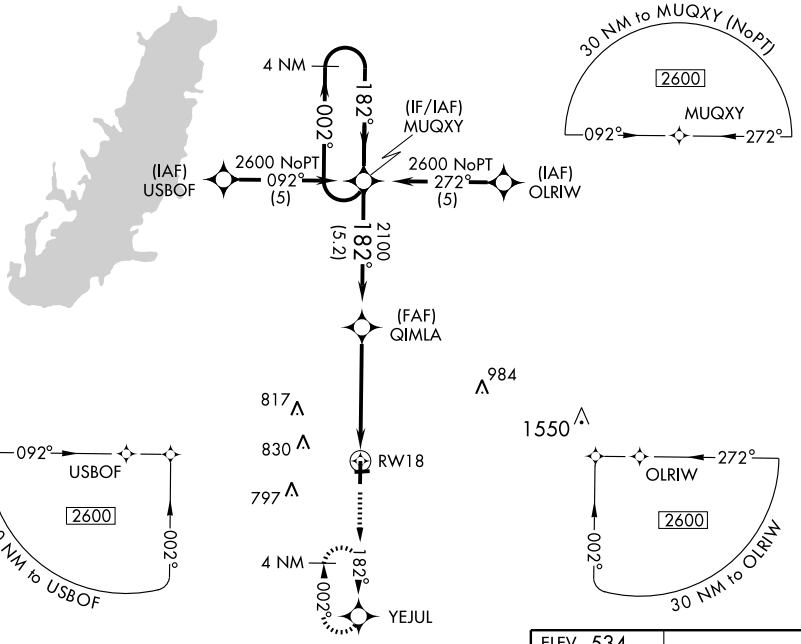
RNAV (GPS) RWY 18
CENTRALIA MUNI (ENL)

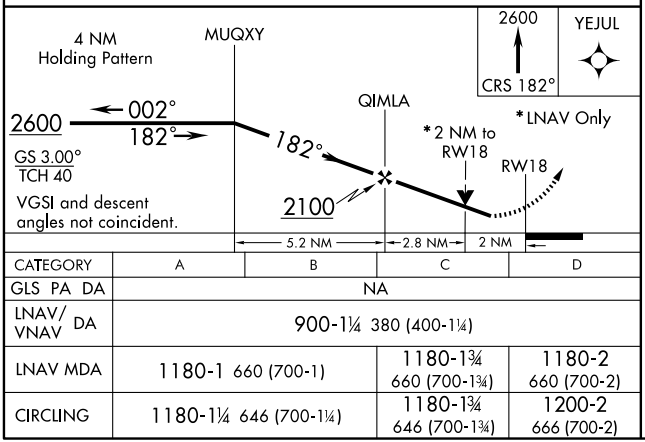
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16° C (3° F).

NA

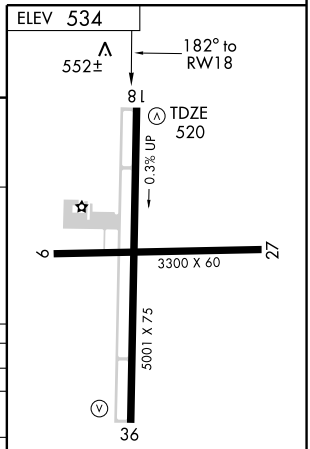
MISSED APPROACH: Climb to 2600 via 182° course to YEJUL WP and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
121.125	127.7 317.7	122.8 (CTAF)





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	900-1¼ 380 (400-1¼)			
LNAV MDA	1180-1 660 (700-1)		1180-1¾ 660 (700-1¾)	1180-2 660 (700-2)
CIRCLING	1180-1¼ 646 (700-1¼)		1180-1¾ 646 (700-1¾)	1200-2 666 (700-2)



MIRL Rwy 9-27 and 18-36
REIL Rwys 9, 18, 27 and 36

EC-3. 14 JAN 2010 to 11 FEB 2010

CENTRALIA, ILLINOIS

AL-5056 (FAA)

APP CRS	Rwy Idg	5001
002°	TDZE	534
	Apt Elev	534

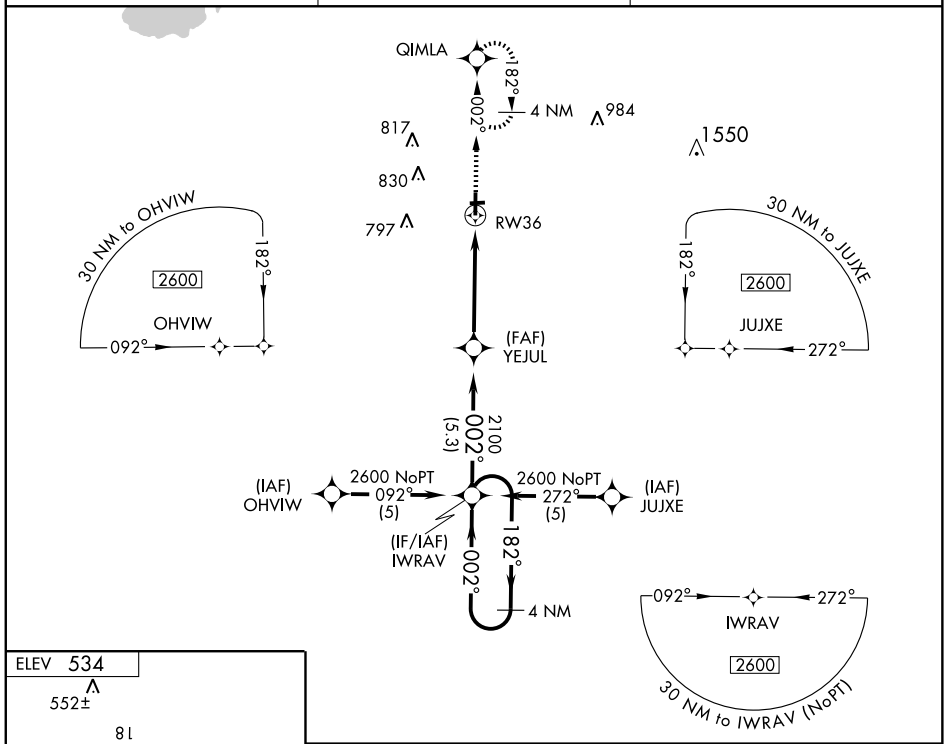
RNAV (GPS) RWY 36

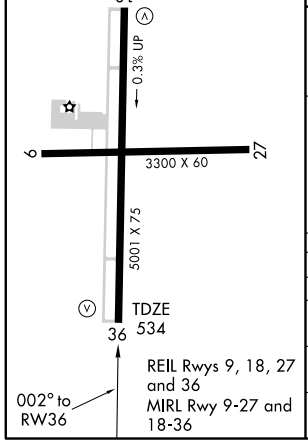
CENTRALIA MUNI (ENL)

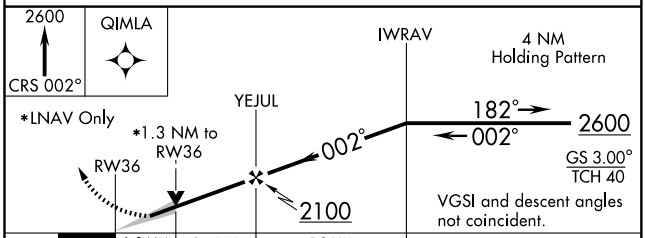
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16° C (3° F).

MISSED APPROACH: Climb to 2600 via 002° course to QIMLA WP and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
121.125	127.7 317.7	122.8 (CTAF)







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	920-1¼ 386 (400-1¼)			
LNAV MDA	980-1 446 (500-1)		980-1¼ 446 (500-1¼)	980-1½ 446 (500-1½)
CIRCLING	980-1¼ 446 (500-1¼)	1000-1¼ 466 (500-1¼)	1000-1½ 466 (500-1½)	1200-2 666 (700-2)

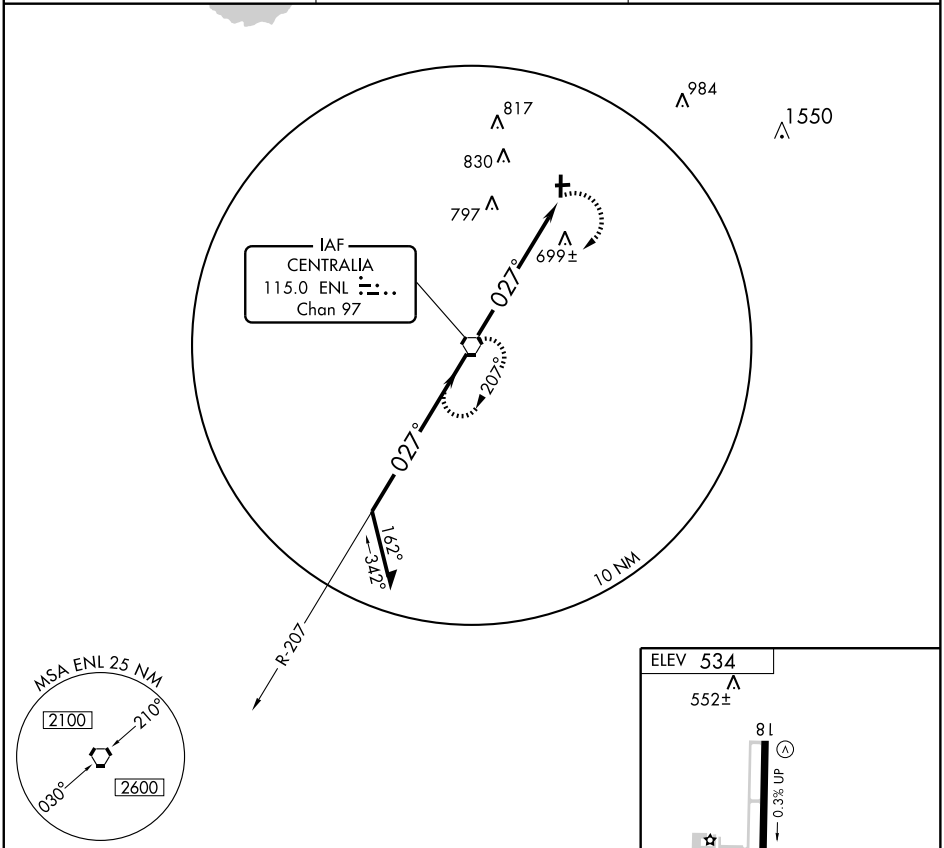
EC-3. 14 JAN 2010 to 11 FEB 2010

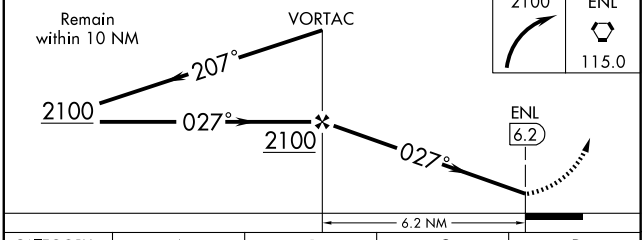
VORTAC ENL	APP CRS	Rwy Idg	N/A
115.0	027°	TDZE	N/A
Chan 97		Apt Elev	534

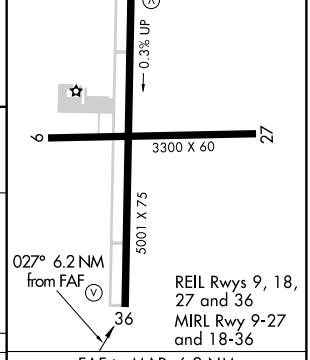
VOR-A
CENTRALIA MUNI (ENL)

MISSED APPROACH: Climbing right turn to 2100 direct ENL VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
121.125	127.7 317.7	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	980-1 446 (500-1)	1000-1 466 (500-1)	1000-1½ 466 (500-1½)	1200-2 666 (700-2)

FAF to MAP 6.2 NM

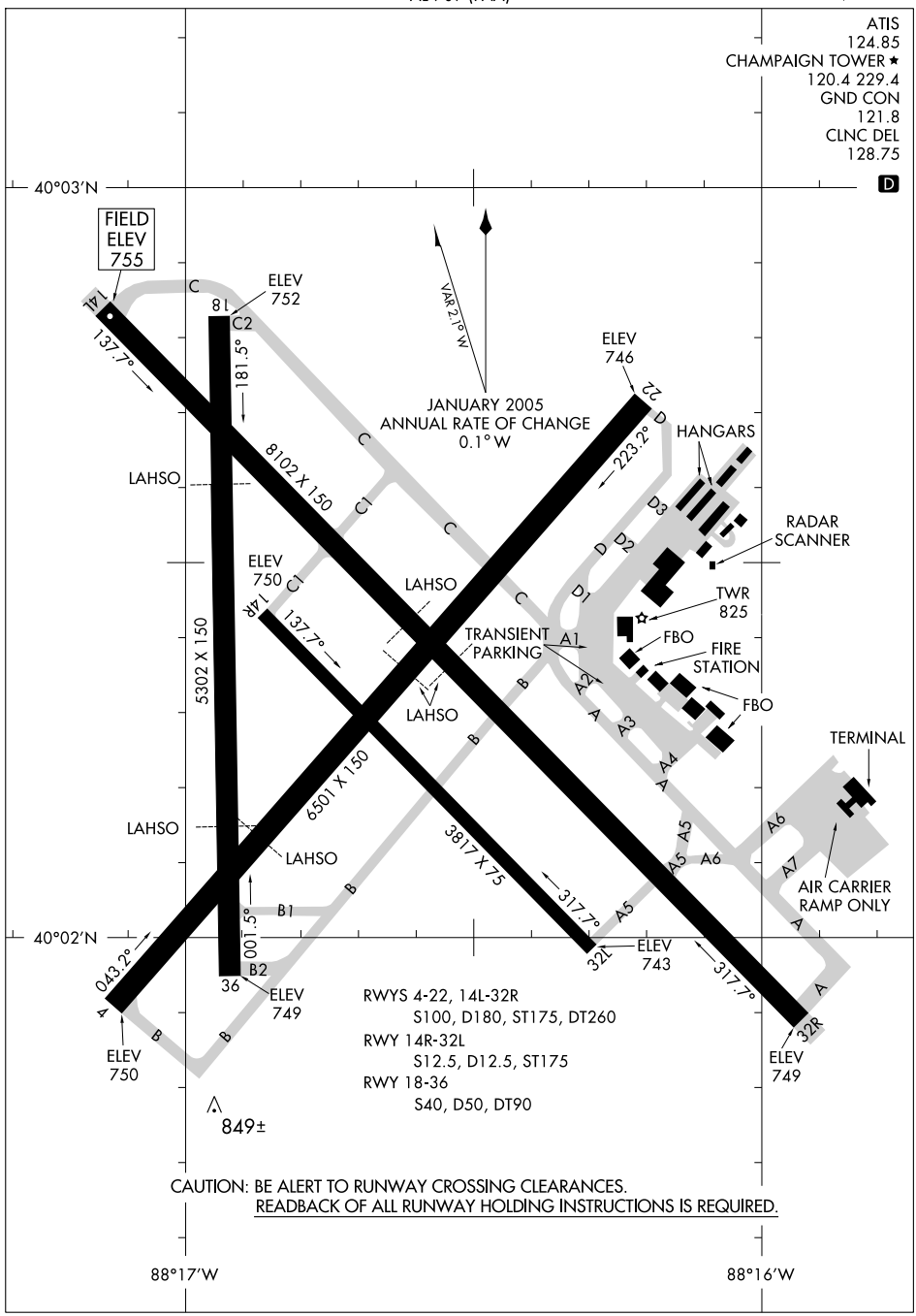
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

EC-3, 14 JAN 2010 to 11 FEB 2010

09295

AIRPORT DIAGRAM

CHAMPAIGN-URBANA/UNIVERSITY OF ILLINOIS-WILLARD (CMI)
AL-709 (FAA)
CHAMPAIGN-URBANA, ILLINOIS



EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5302
179°	TDZE	753
	Apt Elev	754

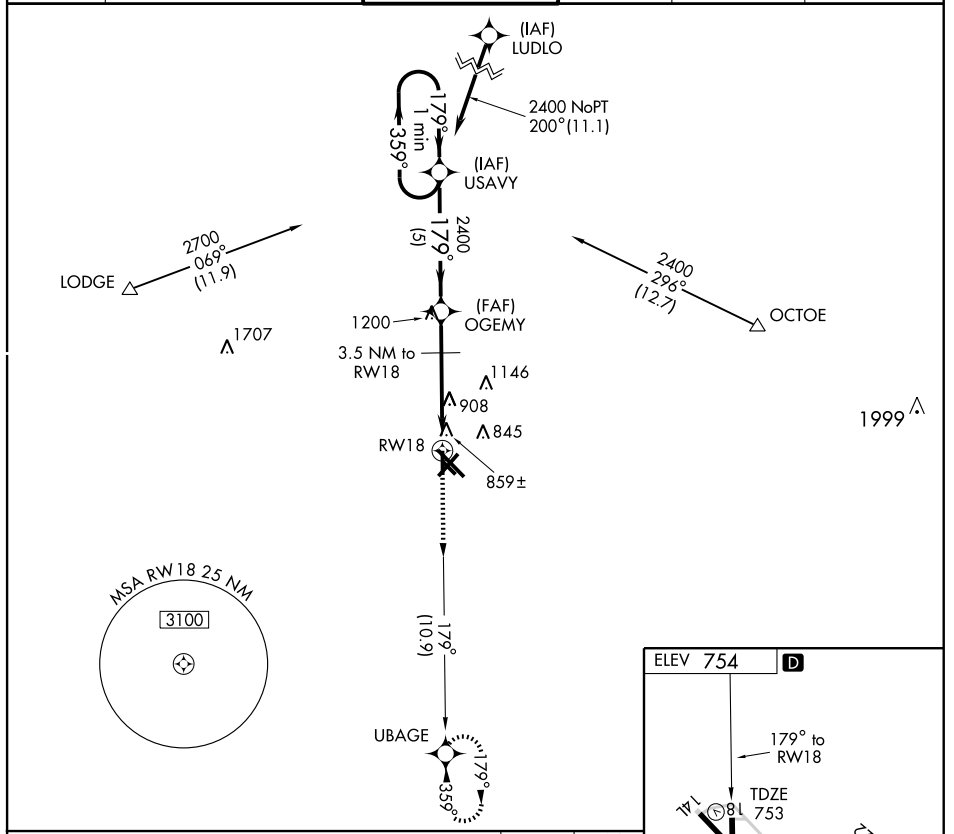
GPS RWY 18

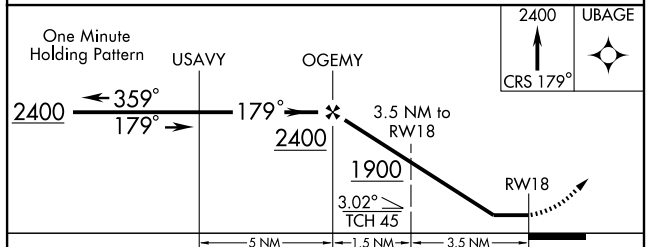
CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

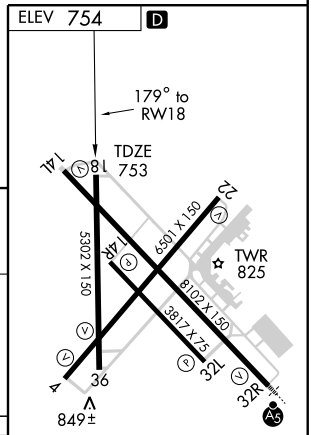
NA
ASR

MISSED APPROACH: Climb to 2400 via course 179° to UBAGE WP and hold.

ATIS	CHAMPAIGN APP CON ★	CHAMPAIGN TOWER ★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316° -135°) 132.85 291.0 (136° -315°)	120.4 (CTAF) L 229.4	121.8	128.75	122.95







CATEGORY	A	B	C	D
S-18	1160-1 407 (500-1)		1160-1¼ 407 (500-1¼)	
CIRCLING	1220-1 466 (500-1)		1220-1½ 466 (500-1½)	1320-2 566 (600-2)

HIRL Rwy 14L-32R L
MIRL Rwy 4-22 L
MIRL Rwys 14R-32L and 18-36

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5302
359°	TDZE	753
	Apt Elev	754

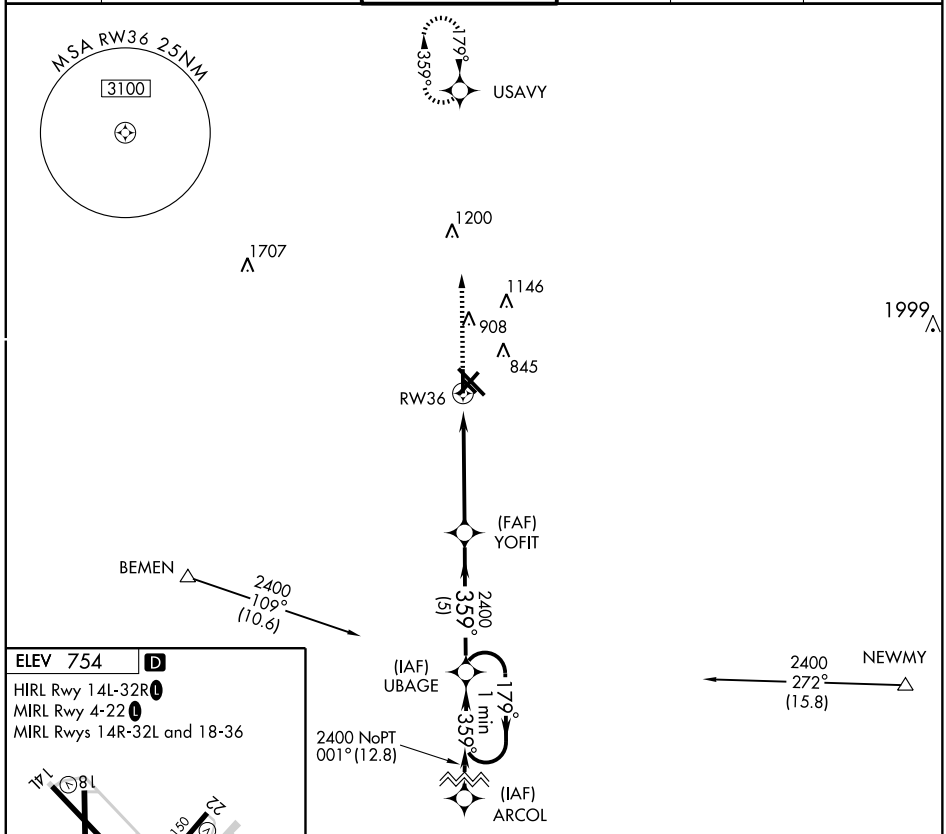
GPS RWY 36

CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

T
ANA
ASR

MISSED APPROACH: Climb to 2400 direct USAVY WP and hold.

ATIS	CHAMPAIGN APP CON ★	CHAMPAIGN TOWER ★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316° -135°) 132.85 291.0 (136° -315°)	120.4 (CTAF) L 229.4	121.8	128.75	122.95

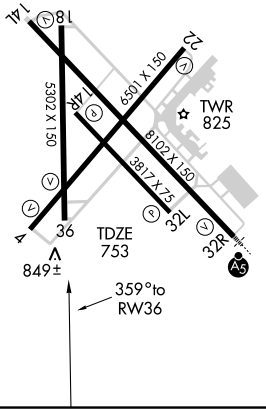


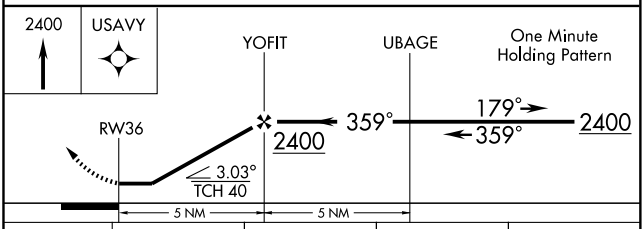
ELEV 754 D

HIRL Rwy 14L-32R L

MIRL Rwy 4-22 L

MIRL Rwys 14R-32L and 18-36





CATEGORY	A	B	C	D
S-36	1100-1 347 (400-1)			1100-1¼ 347 (400-1¼)
CIRCLING	1220-1 466 (500-1)		1220-1½ 466 (500-1½)	1320-2 566 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC I-CMI	APP CRS	Rwy Idg	8102
109.1	316°	TDZE	750
		Apt Elev	755

ILS or LOC RWY 32R

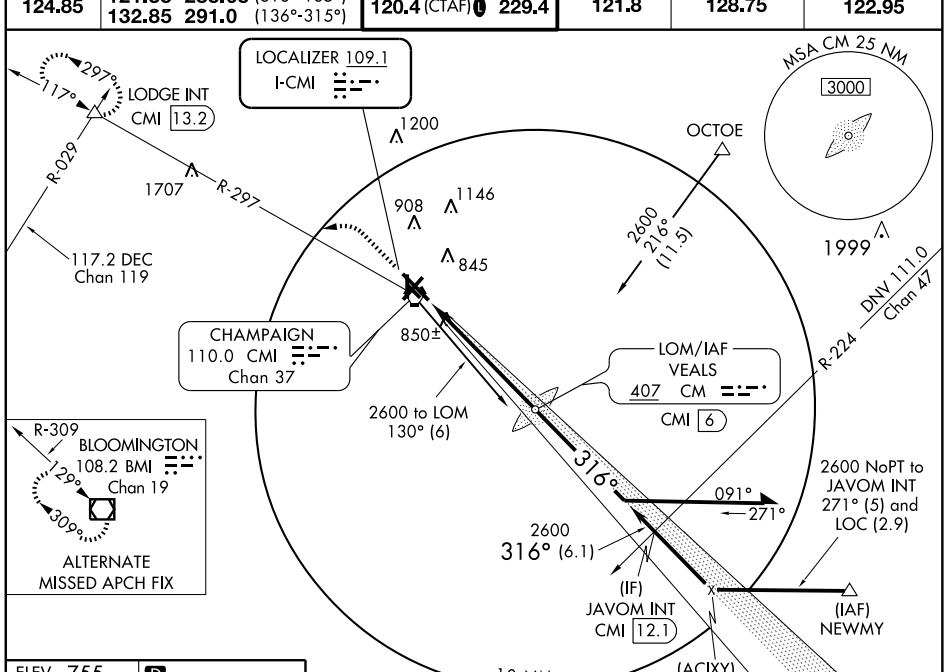
CHAMPAIGN-URBANA/UNIVERSITY OF ILLINOIS-WILLARD (CMI)

T A ASR — *RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Rantoul altimeter setting and increase DA 41 feet, and all MDA 60 feet, increase S-LOC 32R Cat. C visibility to RVR 4000.

MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 2800 via CMI VORTAC R-297 to LODGE Int/CMI VORTAC 13.2 DME and hold.

ATIS	CHAMPAIGN APP CON ★	CHAMPAIGN TOWER ★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	120.4 (CTAF) L 229.4	121.8	128.75	122.95

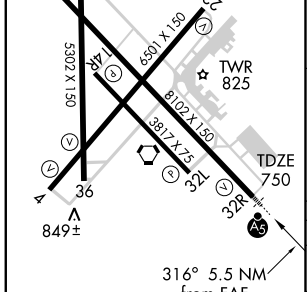


ELEV 755 D

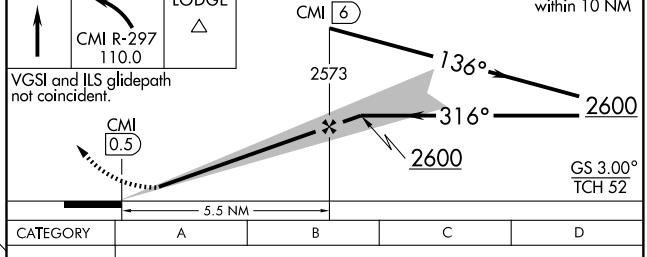
HIRL Rwy 14L-32R L

MIRL Rwy 4-22 L

MIRL Rwys 14R-32L and 18-36



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 32R	*950/24 200 (200-½)			
S-LOC 32R	1100/24 350 (400-½)			1100/40 350 (400-¾)
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-CMI	APP CRS	Rwy Idg	8102
109.1	136°	TDZE	754
		Apt Elev	754

LOC BC RWY 14L

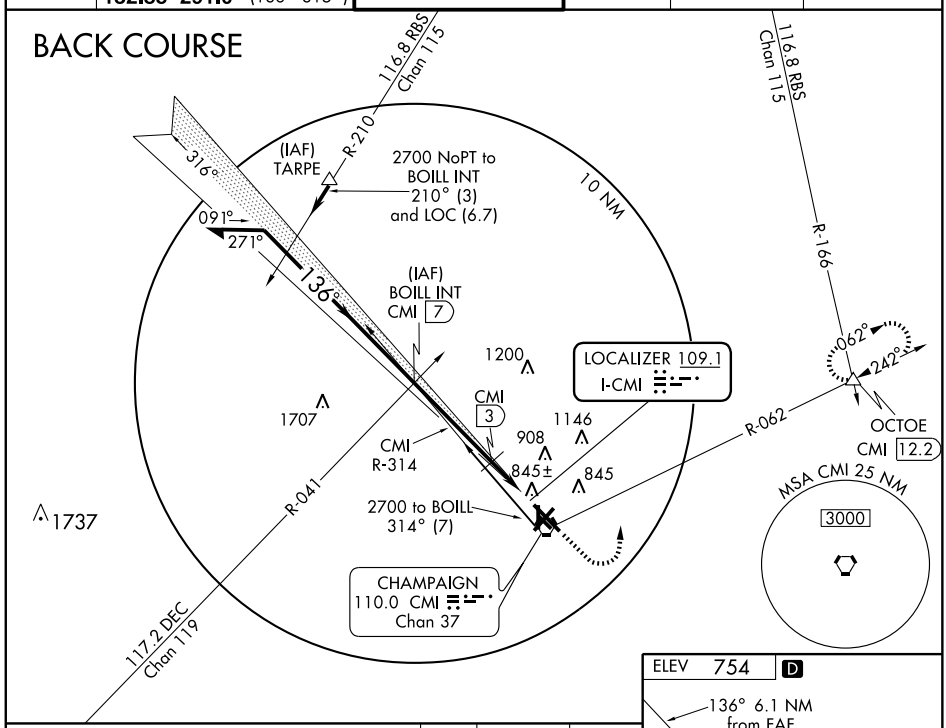
CHAMPAIGN-URBANA/UNIVERSITY OF ILLINOIS-WILLARD (CMI)

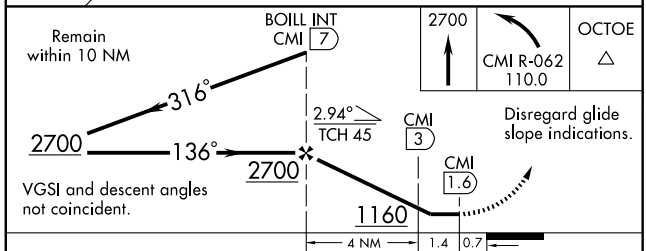
ASR

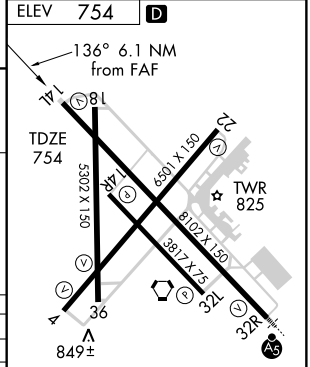
MISSED APPROACH: Climb to 2700, then left turn via CMI R-062 to OCTOE Int and hold.

ATIS	CHAMPAIGN APP CON ★	CHAMPAIGN TOWER ★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	120.4 (CTAF) L 229.4	121.8	128.75	122.95

BACK COURSE







CATEGORY	A	B	C	D
S-14L	1160-1	406 (500-1)	1160-1¼	406 (500-1¼)
CIRCLING	1160-1 406 (500-1)	1220-1 466 (500-1)	1220-1½ 466 (500-1½)	1320-2 566 (600-2)
DME MINIMUMS				
S-14L	1100-1 346 (400-1)			1100-1¼ 346 (400-1¼)
CIRCLING	1160-1 406 (500-1)	1220-1 466 (500-1)	1220-1½ 466 (500-1½)	1320-2 566 (600-2)

HIRL Rwy 14L-32R L
MIRL Rwy 4-22 L
MIRL Rwys 14R-32L and 18-36

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-3, 14 JAN 2010 to 11 FEB 2010

LOM CM	APP CRS	Rwy Idg	8102
407	316°	TDZE	750
		Apt Elev	755

NDB RWY 32R

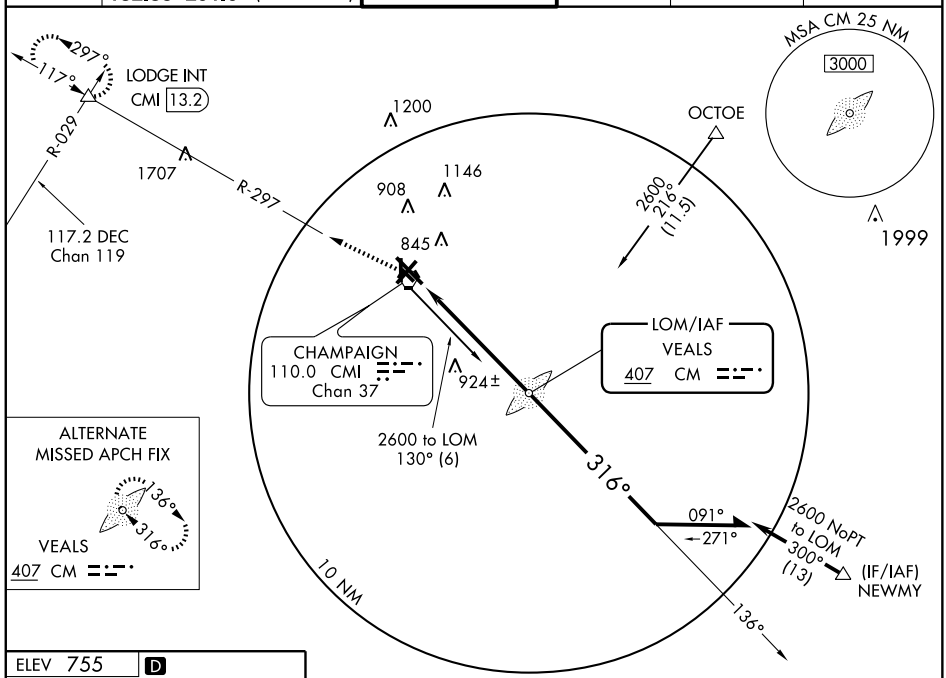
CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

When local altimeter setting not received, use Rantoul altimeter setting and increase all MDA 60 feet. Increase S-32R Cat. C visibility to RVR 5000, Cat. D visibility to 1½ miles.

MALSR

MISSED APPROACH: Climbing left turn to 2800 via CMI VORTAC R-297 to LODGE Int/CMI 13.2 DME and hold.

ATIS	CHAMPAIGN APP CON ★	CHAMPAIGN TOWER ★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	120.4 (CTAF) L 229.4	121.8	128.75	122.95

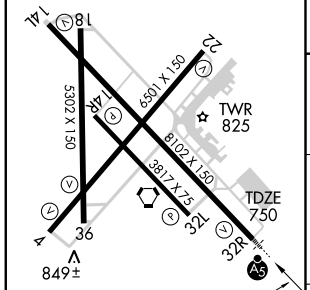


ELEV 755 D

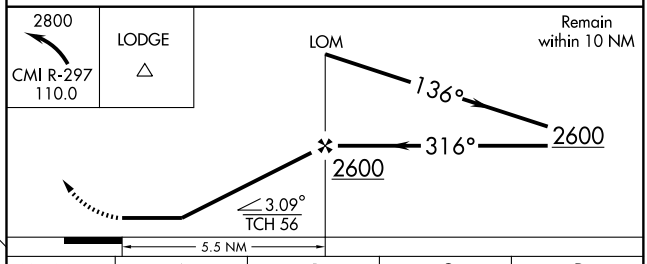
HIRL Rwy 14L-32R L

MIRL Rwy 4-22 L

MIRL Rwys 14R-32L and 18-36



316° 5.5 NM from FAF



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-32R	1240/40 490 (500-¾)			1240/60 490 (500-1¼)
CIRCLING	1240-1 485 (500-1)		1240-1½ 485 (500-1½)	1320-2 565 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6501
CH 58311	041°	TDZE	751
W04A		Apt Elev	755

RNAV (GPS) RWY 4

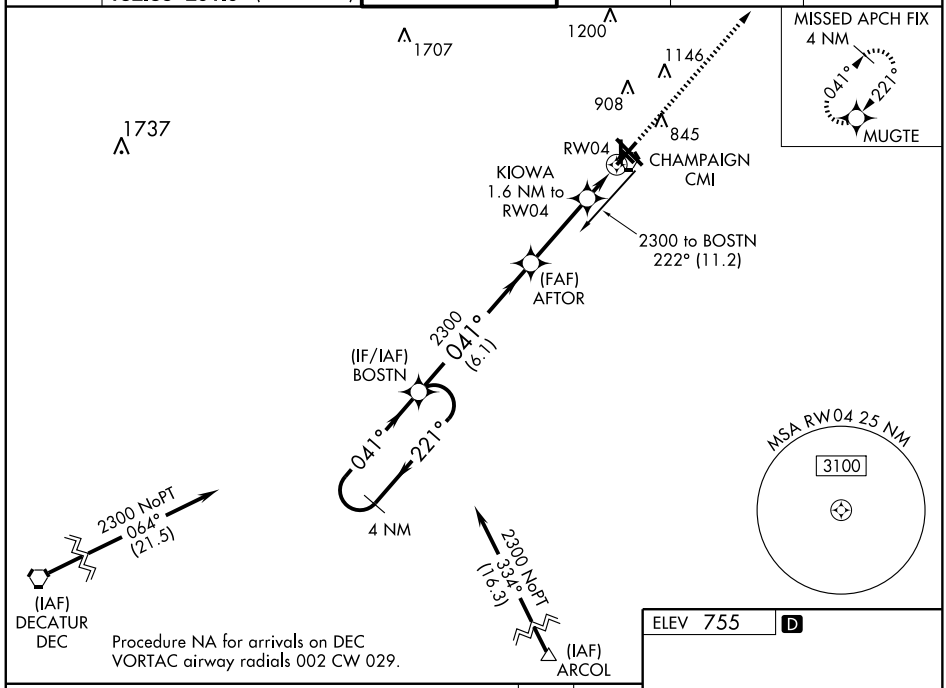
CHAMPAIGN-URBANA / UNIVERSITY OF ILLINOIS-WILLARD (CMI)

T A ASR

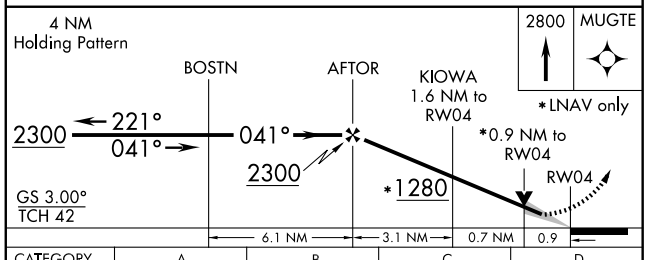
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet, and all MDA 60 feet. Increase LNAV Cat. D visibility ¼ mile. VDP and Baro-VNAV NA when using Rantoul altimeter setting.

MISSED APPROACH: Climb to 2800 direct MUGTE and hold.

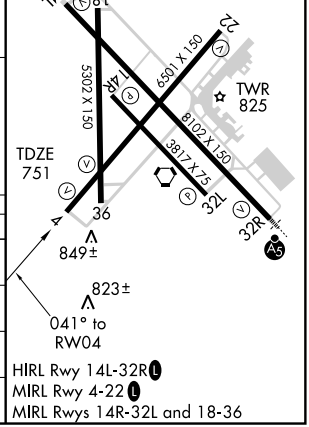
ATIS	CHAMPAIGN APP CON★	CHAMPAIGN TOWER★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316° -135°) 132.85 291.0 (136° -315°)	120.4 (CTAF) L 229.4	121.8	128.75	122.95



Procedure NA for arrivals on DEC VORTAC airway radials 002 CW 029.



CATEGORY	A	B	C	D
LPV DA	1001-1 250 (300-1)			
LNAV/VNAV DA	1083-1¼ 332 (400-1¼)			
LNAV MDA	1080-1 329 (400-1)			
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)



EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6501
221°	TDZE	749
	Apt Elev	754

RNAV (GPS) RWY 22

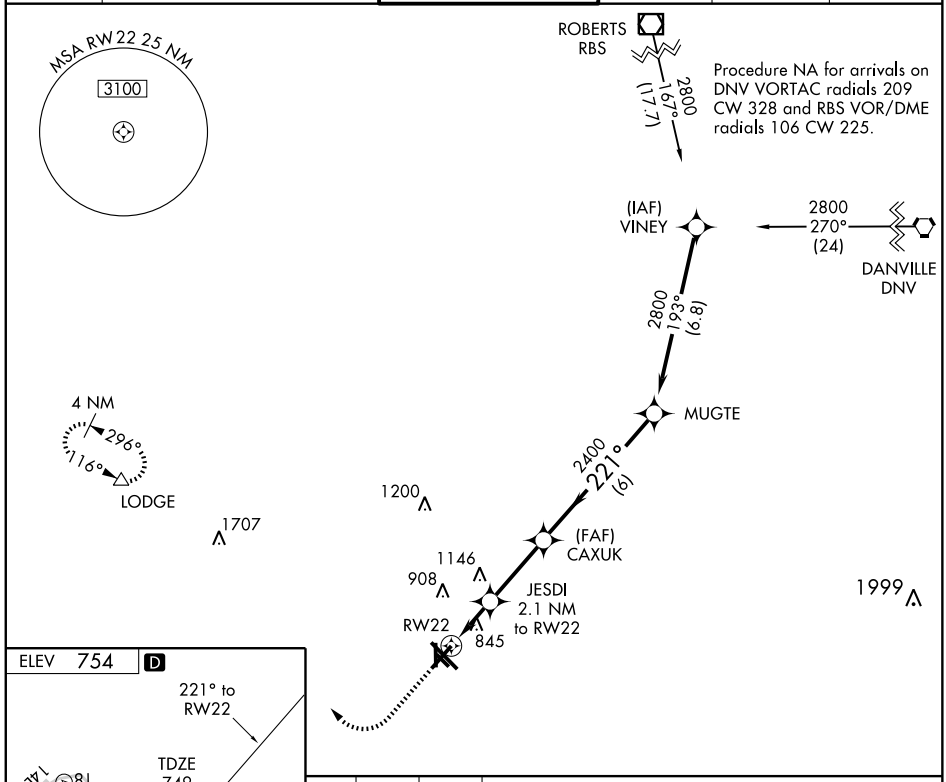
CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

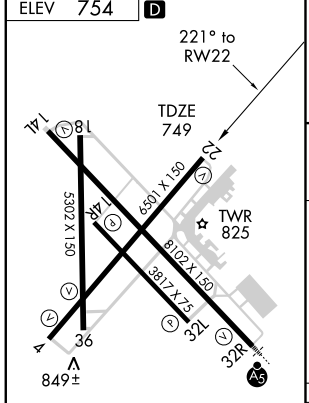
NA
ASR

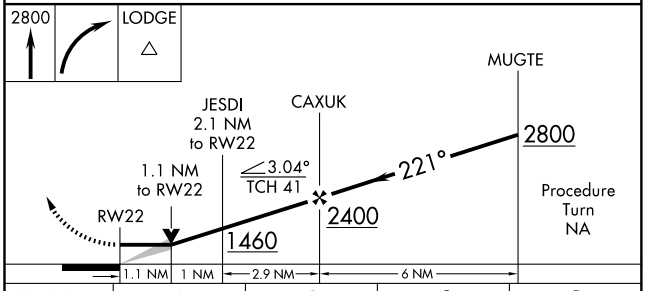
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 then right turn direct LODGE WP and hold.

ATIS	CHAMPAIGN APP CON ★	CHAMPAIGN TOWER ★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	120.4 (CTAF) L 229.4	121.8	128.75	122.95







CATEGORY	A	B	C	D
LNAV MDA	1120-1 371 (400-1)			1120-1¼ 371 (400-1¼)
CIRCLING	1160-1 406 (500-1)	1220-1 466 (500-1)	1220-1½ 466 (500-1½)	1320-2 566 (600-2)

HIRL Rwy 14L-32R L
MIRL Rwy 4-22 L
MIRL Rwys 14R-32L and 18-36

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8102
CH 61110	316°	TDZE	749
W32A		Apt Elev	754

RNAV (GPS) RWY 32R

CHAMPAIGN-URBANA / UNIVERSITY OF ILLINOIS-WILLARD (CMI)

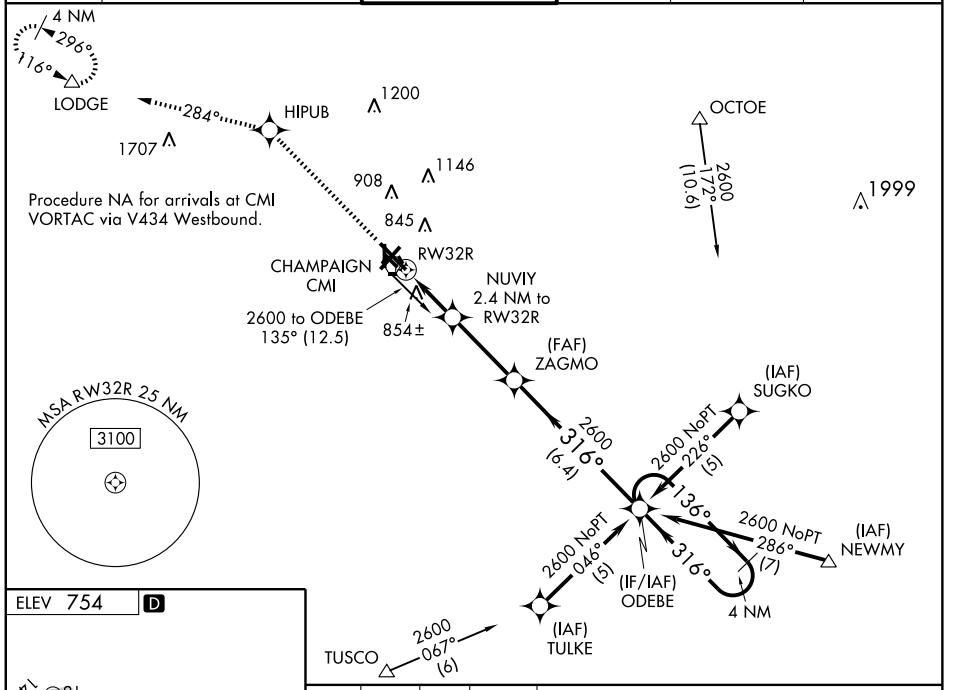
ASR

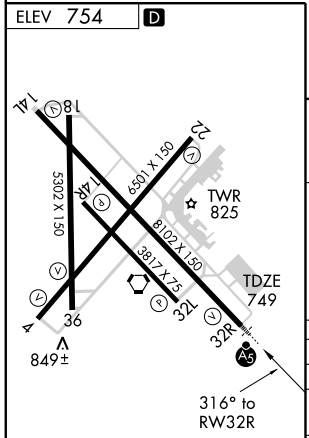
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Rantoul altimeter setting. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet, all MDA 60 feet, increase LNAV Cat. C visibility to RVR 4000. For inoperative MALSR, increase LNAV Cat. D visibility to RVR 6000.

MALSR

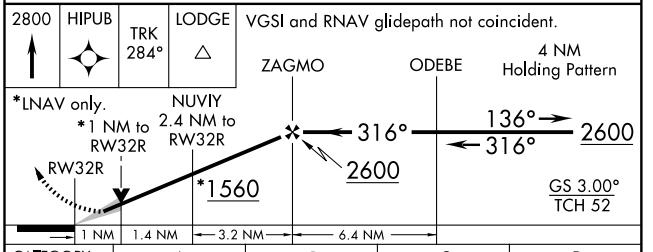
MISSED APPROACH: Climb to 2800 direct HIPUB and via 284° track to LODGE and hold.

ATIS	CHAMPAIGN APP CON★	CHAMPAIGN TOWER★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	120.4 (CTAF) L 229.4	121.8	128.75	122.95





HIRL Rwy 14L-32R L
MIRL Rwy 4-22 L
MIRL Rwys 14R-32L and 18-36



CATEGORY	A	B	C	D
LPV DA	999/24 250 (300-½)			
LNAV/VNAV DA	1153/50 404 (400-1)			
LNAV MDA	1120/24 371 (400-½)			1120/50 371 (400-1)
CIRCLING	1160-1 406 (500-1)	1220-1 466 (500-1)	1220-1½ 466 (500-1½)	1320-2 566 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC CMI 110.0 Chan 37	APP CRS 142°	Rwy Idg 8102 TDZE 754 Apt Elev 754

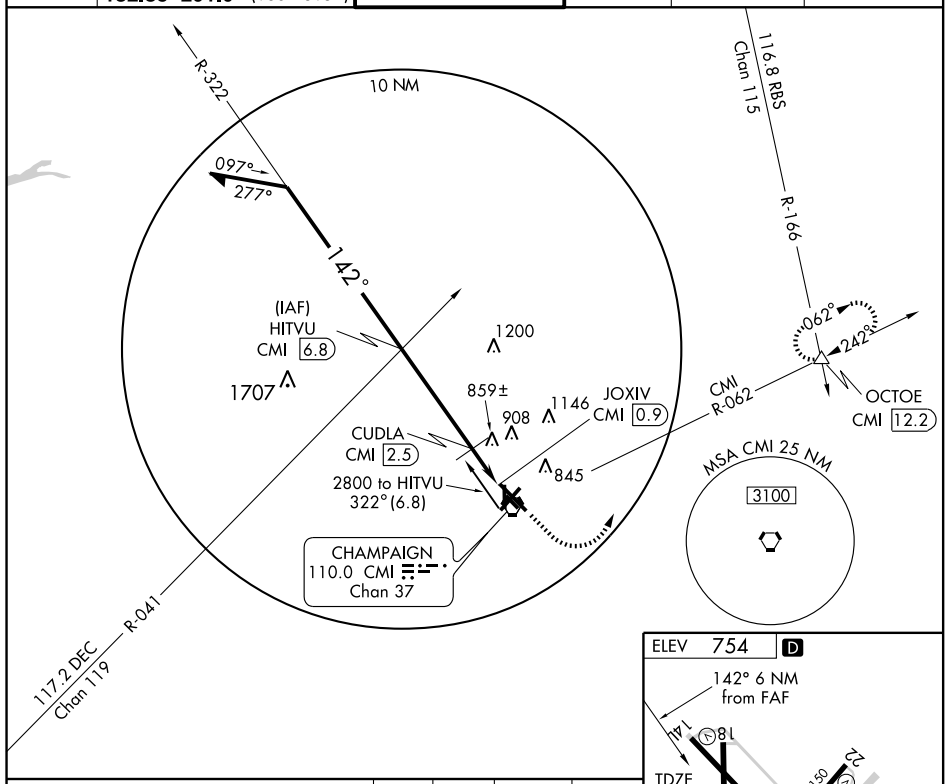
VOR/DME RWY 14L

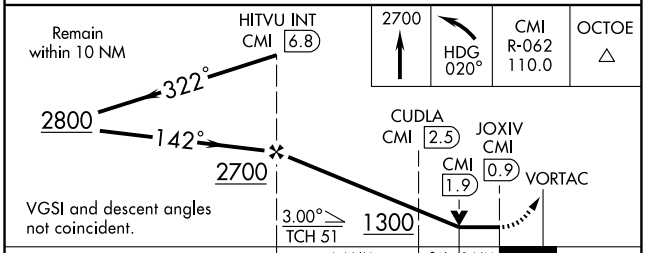
CHAMPAIGN-URBANA/UNIVERSITY OF ILLINOIS-WILLARD (CMI)

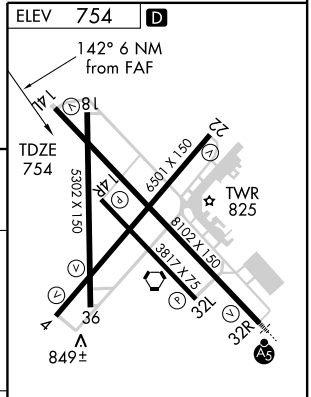
▼ When local altimeter setting not received, use Rantoul Natl altimeter setting and increase all MDA 60 feet and increase Cat. C and D visibilities ¼ mile.
▲ ASR VDP NA when using Rantoul Natl altimeter setting.

MISSED APPROACH: Climb to 2700 then left turn heading 020° and CMI R-062 to OCTOE Int/12.2 DME and hold.

ATIS	CHAMPAIGN APP CON ★	CHAMPAIGN TOWER ★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316° -135°) 132.85 291.0 (136° -315°)	120.4 (CTAF) L 229.4	121.8	128.75	122.95







CATEGORY	A	B	C	D
S-14L	1120-1 366 (400-1)			1120-1¼ 366 (400-1¼)
CIRCLING	1160-1 406 (500-1)	1220-1 466 (500-1)	1220-1½ 466 (500-1½)	1320-2 566 (600-2)

HIRL Rwy 14L-32R L
MIRL Rwy 4-22 L
MIRL Rwys 14R-32L and 18-36

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC CMI	APP CRS	Rwy Idg	6501
110.0	207°	TDZE	749
Chan 37		Apt Elev	754

VOR/DME RWY 22

CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

ASR

MISSED APPROACH: Climb to 2800 then right turn via heading 340° and CMI R-297 to LODGE Int/CMI 13.2 DME and hold.

ATIS	CHAMPAIGN APP CON ★	CHAMPAIGN TOWER ★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	120.4 (CTAF) L 229.4	121.8	128.75	122.95

MSA CMI 25 NM
3100

IAF
ROBERTS
116.8 RBS
Chan 115

2800 NoPT
165° (17.7)

R-027

VINEY INT
CMI 18

2800 NoPT
268°
(24)

R-268

R-165

10 NM

2800 to FASOB
207° (6)

252°

072°

2800 NoPT
CMI 12 Arc

FASOB
CMI 12

IAF
DANVILLE
111.0 DNV
Chan 47

R-029

297°

117°

LODGE
CMI 13.2

2500

207°
(6)

2800 NoPT
CMI 12 Arc

1200

(IAF)
STADI
CMI 6

1146

908

JOKOP
CMI 2.8

852±

845

LOLIY
CMI 0.7

1999

(IAF)
ENOYE
CMI 12

1707

R-297

117.2 DEC
Chan 119

2800 to ENOYE
117° (1.2)

2800 to STADI
027° (6)

CHAMPAIGN
110.0 CMI
Chan 37

R-121

(IAF)
FEXIL
CMI 12

ELEV 754 D

207° to LOLIY

TDZE
749

TWR
825

6501 X 150

5302 X 150

8102 X 150

3817 X 75

14L

18

32L

32R

36

4

849±

A5

2800

HDG
340°

CMI
R-297
110.0

LODGE

STADI
CMI 6

Remain within 10 NM

027°

2800

207°

LOLIY
CMI
0.7

JOKOP
CMI 2.8

VORTAC

CMI
1.7

2500

1460

3.04°
TCH 41

1 NM 1.1 3.2 NM

CATEGORY	A	B	C	D
S-22	1120-1 371 (400-1)			1120-1¼ 371 (400-1¼)
CIRCLING	1160-1 406 (500-1)	1220-1 466 (500-1)	1220-1½ 466 (500-1½)	1320-2 566 (600-2)

HIRL Rwy 14L-32R L
MIRL Rwy 4-22 L
MIRL Rwys 14R-32L and 18-36

EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC CMI	APP CRS	Rwy Idg	6501
110.0	052°	TDZE	751
Chan 37		Apt Elev	755

VOR RWY 4

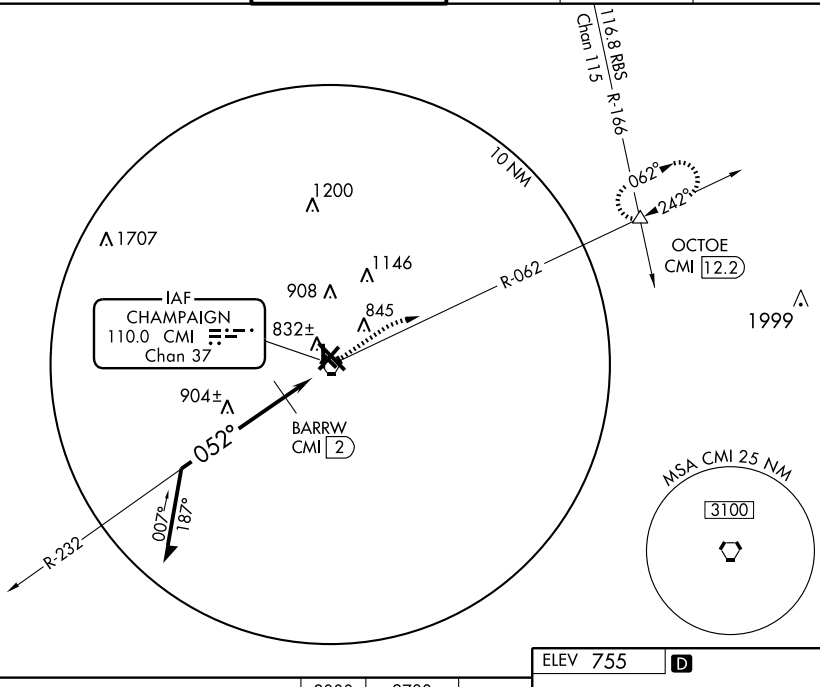
CHAMPAIGN-URBANA/UNIVERSITY OF ILLINOIS-WILLARD (CMI)

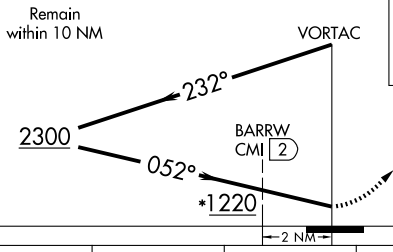
ASR

When local altimeter setting not received, use Rantoul altimeter setting and increase all MDA 60 feet, increase S-4 Cat. C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 via CMI VORTAC R-062 to OCTOE Int/CMI 12.2 DME and hold.

ATIS	CHAMPAIGN APP CON★	CHAMPAIGN TOWER★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316° -135°) 132.85 291.0 (136° -315°)	120.4(CTAF)L 229.4	121.8	128.75	122.95

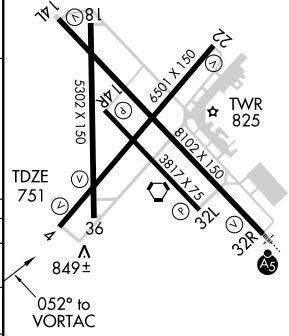




2000	2700	OCTOE
	CMI R-062 110.0	

*1280 when using Rantoul altimeter setting.

ELEV 755 D



CATEGORY	A	B	C	D
S-4	1220-1 469 (500-1)		1220-1¼ 469 (500-1¼)	1220-1½ 469 (500-1½)
CIRCLING	1220-1 465 (500-1)		1220-1½ 465 (500-1½)	1320-2 565 (600-2)
BARRW FIX MINIMUMS				
S-4	1140-1 389 (400-1)			1140-1¼ 389 (400-1¼)
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)

HIRL Rwy 14L-32R L
MIRL Rwy 4-22 L
MIRL Rwys 14R-32L and 18-36

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC CMI	APP CRS	Rwy Idg	5302
110.0	164°	TDZE	753
Chan 37		Apt Elev	754

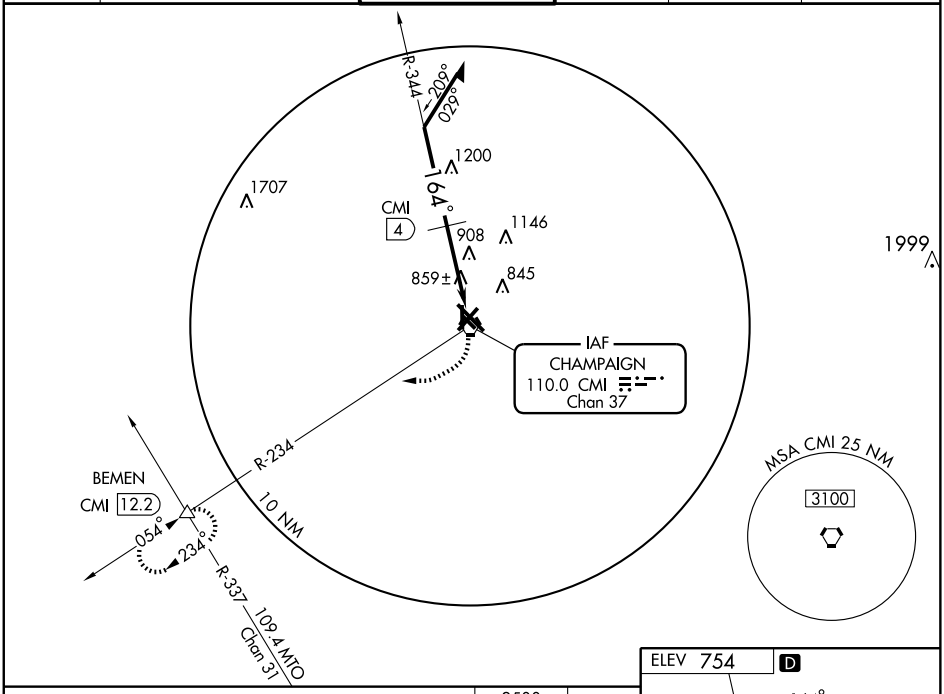
VOR RWY 18

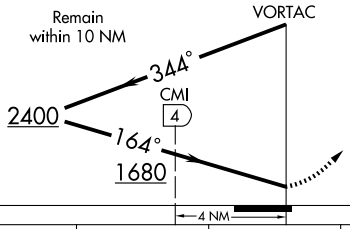
CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

NA
ASR

MISSED APPROACH: Climbing right turn to 2500 via CMI R-234 to BEMEN Int and hold.

ATIS	CHAMPAIGN APP CON★	CHAMPAIGN TOWER★	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	120.4(CTAF)L 229.4	121.8	128.75	122.95

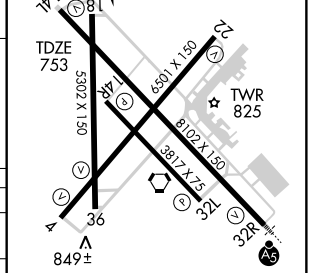




2500
CMI R-234
110.0

BEMEN

CATEGORY	A	B	C	D
S-18	1680-1¼ 927 (1000-1¼)		1680-2¾ 927 (1000-2¾)	1680-3 927 (1000-3)
CIRCLING	1680-1¼ 926 (1000-1¼)		1680-2¾ 926 (1000-2¾)	1680-3 926 (1000-3)
DME MINIMUMS				
S-18	1220-1 467 (500-1)		1220-1¼ 467 (500-1¼)	1220-1½ 467 (500-1½)
CIRCLING	1220-1 466 (500-1)	1240-1 486 (500-1)	1240-1½ 486 (500-1½)	1320-2 566 (600-2)



HIRL Rwy 14L-32R L
MIRL Rwy 4-22 L
MIRL Rwys 14R-32L and 18-36

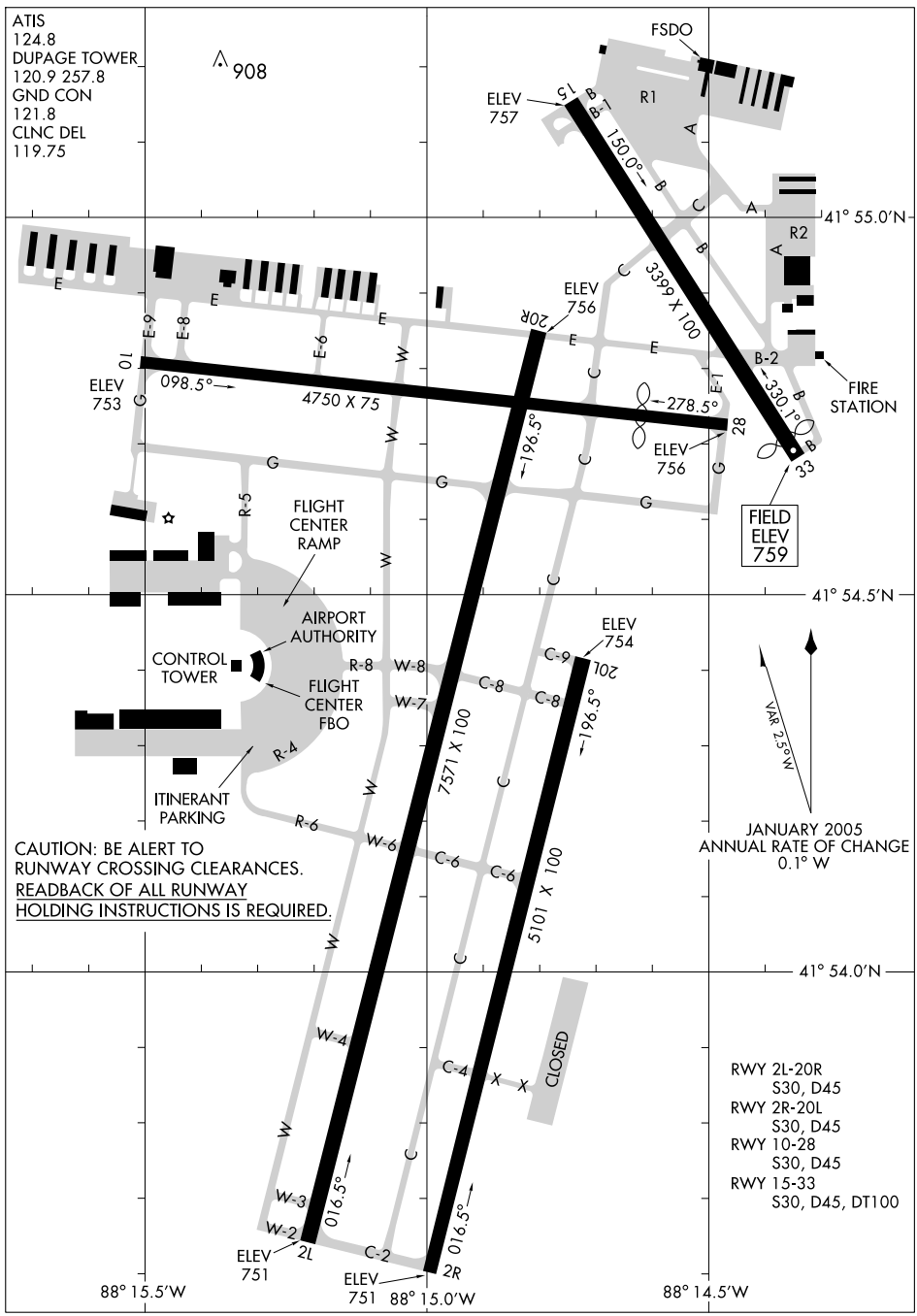
EC-3, 14 JAN 2010 to 11 FEB 2010

09015

AIRPORT DIAGRAM

AL-5104 (FAA)

CHICAGO/ DU PAGE (DPA)
CHICAGO (WEST CHICAGO), ILLINOIS



EC-3, 14 JAN 2010 to 11 FEB 2010

CHICAGO (WEST CHICAGO), ILLINOIS AL-5104 (FAA)

LOC I-GVK	APP CRS	Rwy ldg	7571
111.7	015°	TDZE	754
		Apt Elev	758

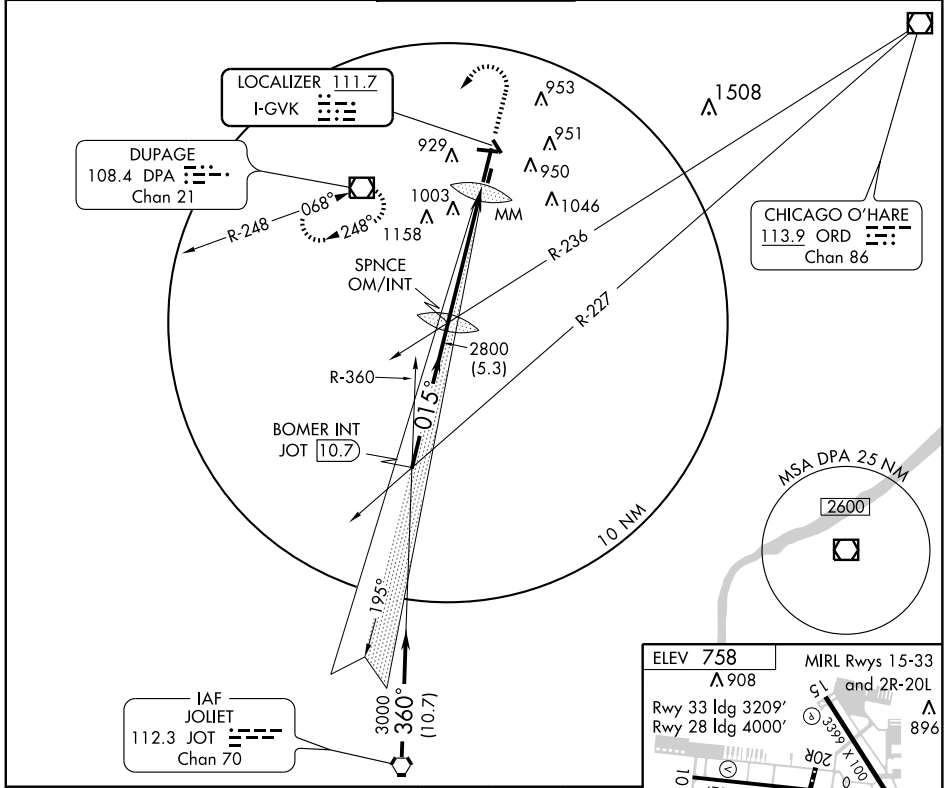
ILS RWY 2L

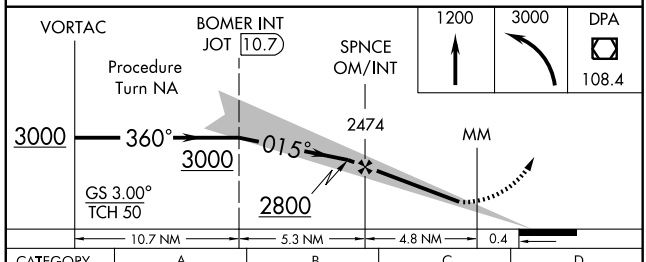
CHICAGO/ DU PAGE (DPA)

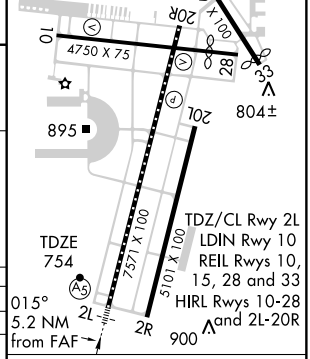
MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct DPA VOR/DME and hold.

ATIS	CHICAGO APP CON	DU PAGE TOWER	GND CON	CLNC DEL
124.8	133.5 349.0	120.9 257.8	121.8	119.75







CATEGORY	A	B	C	D
S-ILS 2L	954-½ 200 (200-½)			
S-LOC 2L	1400-½ 646 (700-½)		1400-1¼ 646 (700-1¼)	1400-1½ 646 (700-1½)
CIRCLING	1400-1 642 (700-1)		1400-1¾ 642 (700-1¾)	1400-2 642 (700-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-3. 14 JAN 2010 to 11 FEB 2010

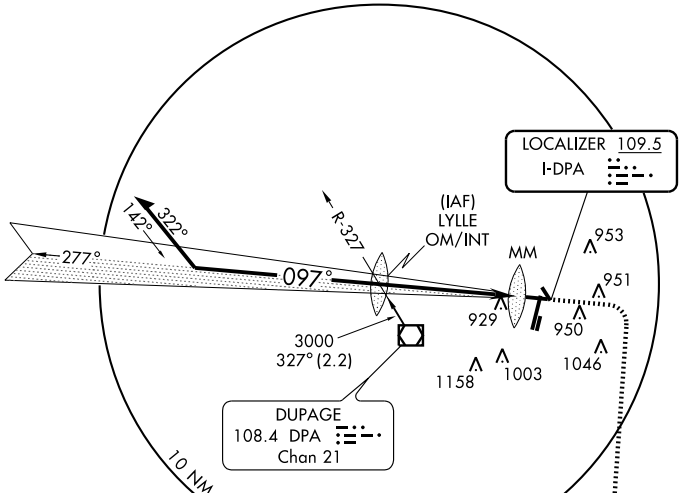
LOC I-DPA	APP CRS		
109.5	097°	Rwy ldg	4750
		TDZE	756
		Apt Elev	758

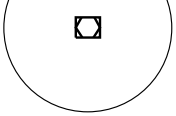
ILS RWY 10
CHICAGO/DU PAGE (DPA)

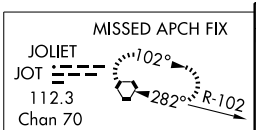
Inoperative components table does not apply.
Air carrier landing visibility reduction for local conditions not authorized.

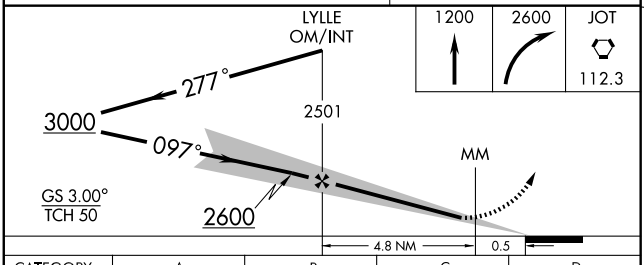
MISSED APPROACH: Climb to 1200, then climbing right turn to 2600 direct JOT VORTAC and hold.

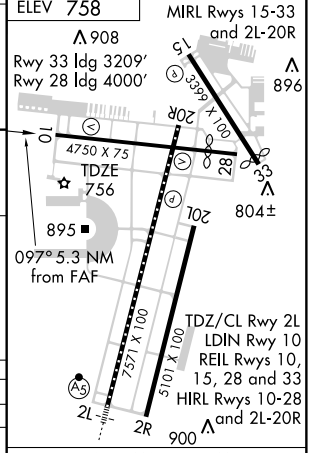
ATIS	CHICAGO APP CON	DU PAGE TOWER	GND CON	CLNC DEL
124.8	133.5 349.0	120.9 257.8	121.8	119.75











CATEGORY	A	B	C	D
S-ILS 10		1006-¾ 250 (300-¾)		
S-LOC 10	1180-1 424 (500-1)		1180-1¼ 424 (500-1¼)	
CIRCLING	1260-1 502 (600-1)		1320-1½ 562 (600-1½)	1320-2 562 (600-2)

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-3. 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 20R

CHICAGO/ DUPAGE (DPA)

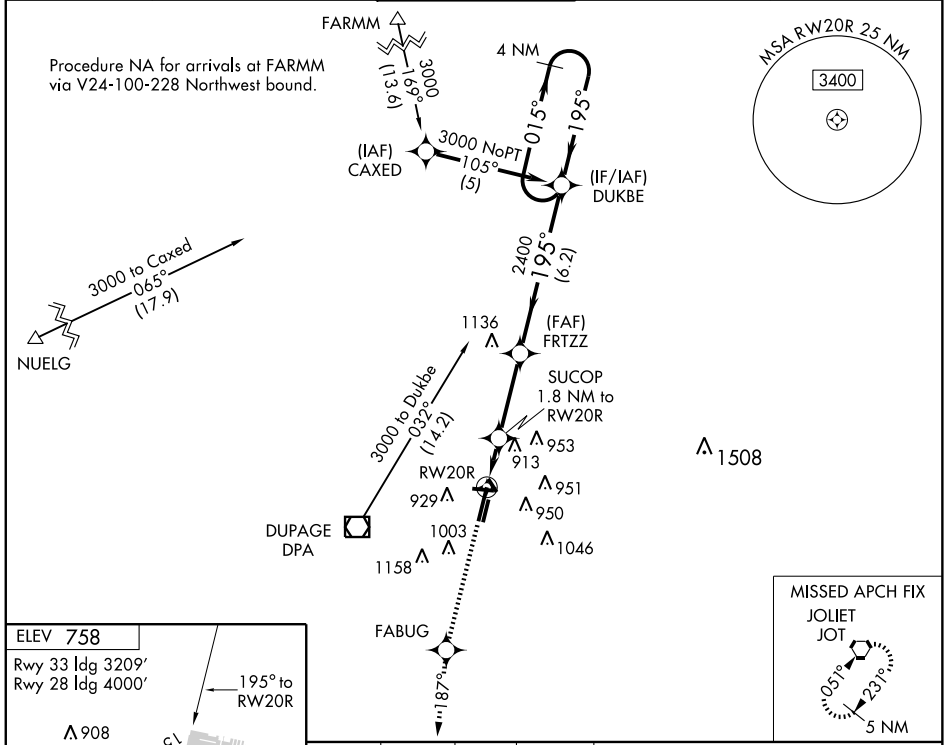
APP CRS		
195°	Rwy ldg	7571
	TDZE	758
	Apt Elev	758

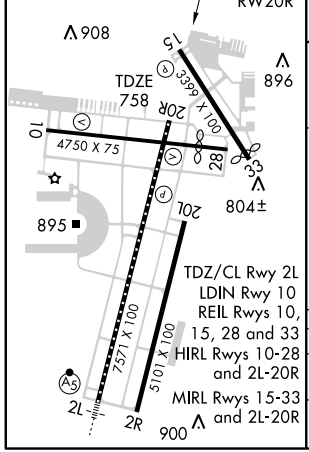
When local altimeter setting not received, use Aurora altimeter setting and increase all MDAs 40 feet and LNAV Cat D visibility ¼ mile. VDP NA using Aurora altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

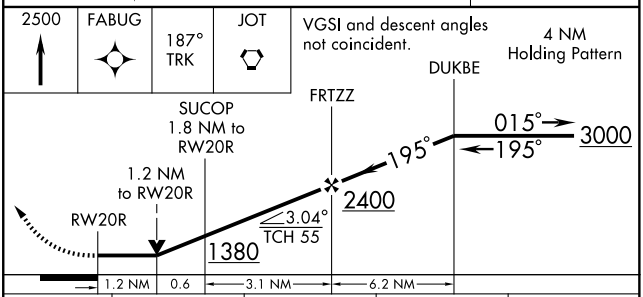
MISSED APPROACH: Climb to 2500 direct FABUG then via 187° track to JOT VORTAC and hold.

ATIS	CHICAGO APP CON	DUPAGE TOWER	GND CON	CLNC DEL
124.8	133.5 349.0	120.9 257.8	121.8	119.75

Procedure NA for arrivals at FARMM via V24-100-228 Northwest bound.







CATEGORY	A	B	C	D
LNAV MDA	1180-1 422 (500-1)		1180-1¼ 422 (500-1¼)	
CIRCLING	1260-1 502 (600-1)		1360-1¾ 602 (700-1¾)	1360-2 602 (700-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC JOT	APP CRS	Rwy Idg	7571
112.3	006°	TDZE	754
Chan 70		Apt Elev	758

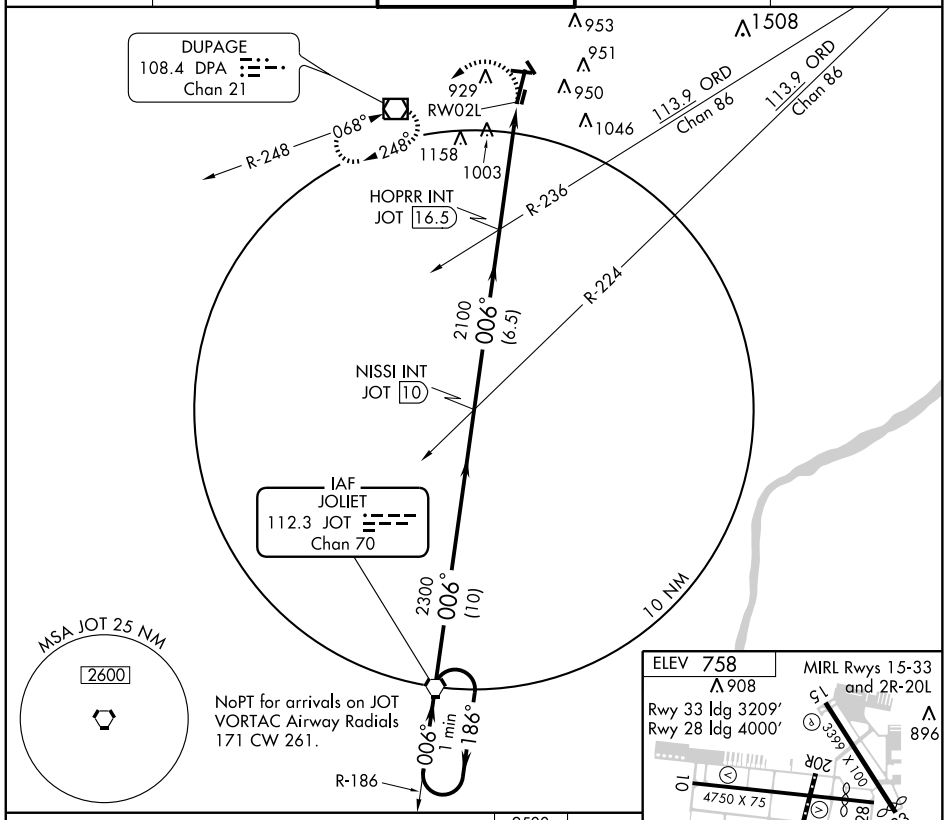
VOR or GPS RWY 2L

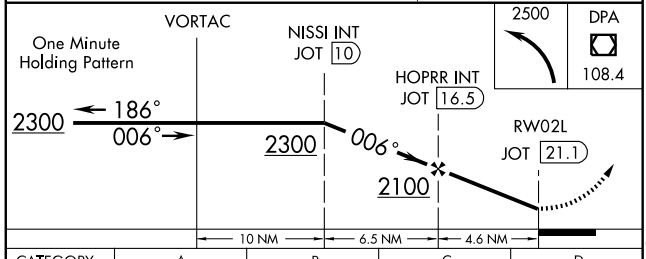
CHICAGO/ DU PAGE (DPA)

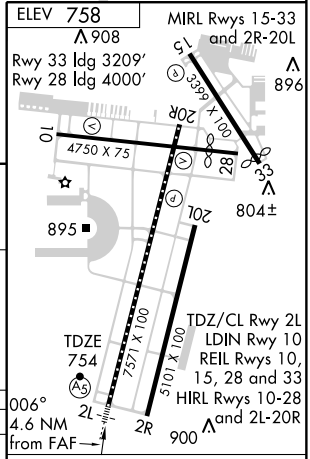
MALSR

MISSED APPROACH: Climbing left turn to 2500 direct DPA VOR/DME and hold.

ATIS	CHICAGO APP CON	DU PAGE TOWER	GND CON	CLNC DEL
124.8	133.5 349.0	120.9 257.8	121.8	119.75







CATEGORY	A	B	C	D
S-2L	1420-½ 666 (700-½)	1420-¾ 666 (700-¾)	1420-1¼ 666 (700-1¼)	1420-1½ 666 (700-1½)
CIRCLING	1420-1 662 (700-1)	1420-1¼ 662 (700-1¼)	1420-1¾ 662 (700-1¾)	1420-2 662 (700-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

EC-3. 14 JAN 2010 to 11 FEB 2010

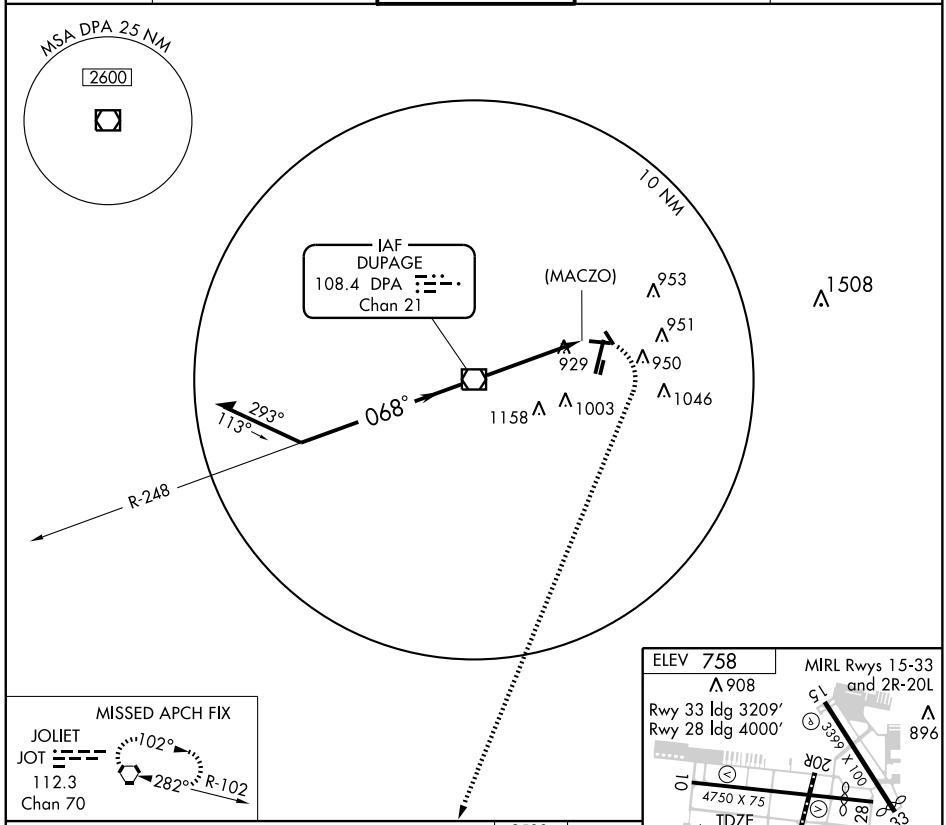
VOR/DME DPA	APP CRS	Rwy Idg	4750
108.4	068°	TDZE	756
Chan 21		Apt Elev	758

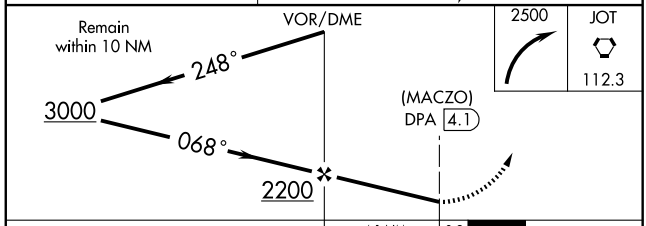
VOR or GPS RWY 10

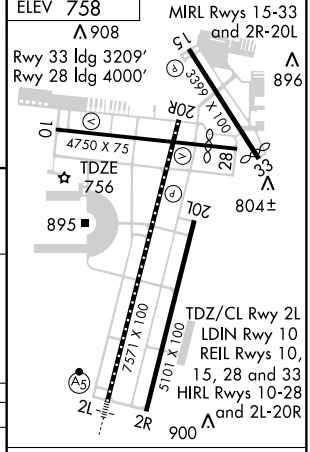
CHICAGO/ DU PAGE (DPA)

MISSED APPROACH: Climbing right turn to 2500 direct JOT VORTAC and hold.

ATIS	CHICAGO APP CON	DU PAGE TOWER	GND CON	CLNC DEL
124.8	133.5 349.0	120.9 257.8	121.8	119.75







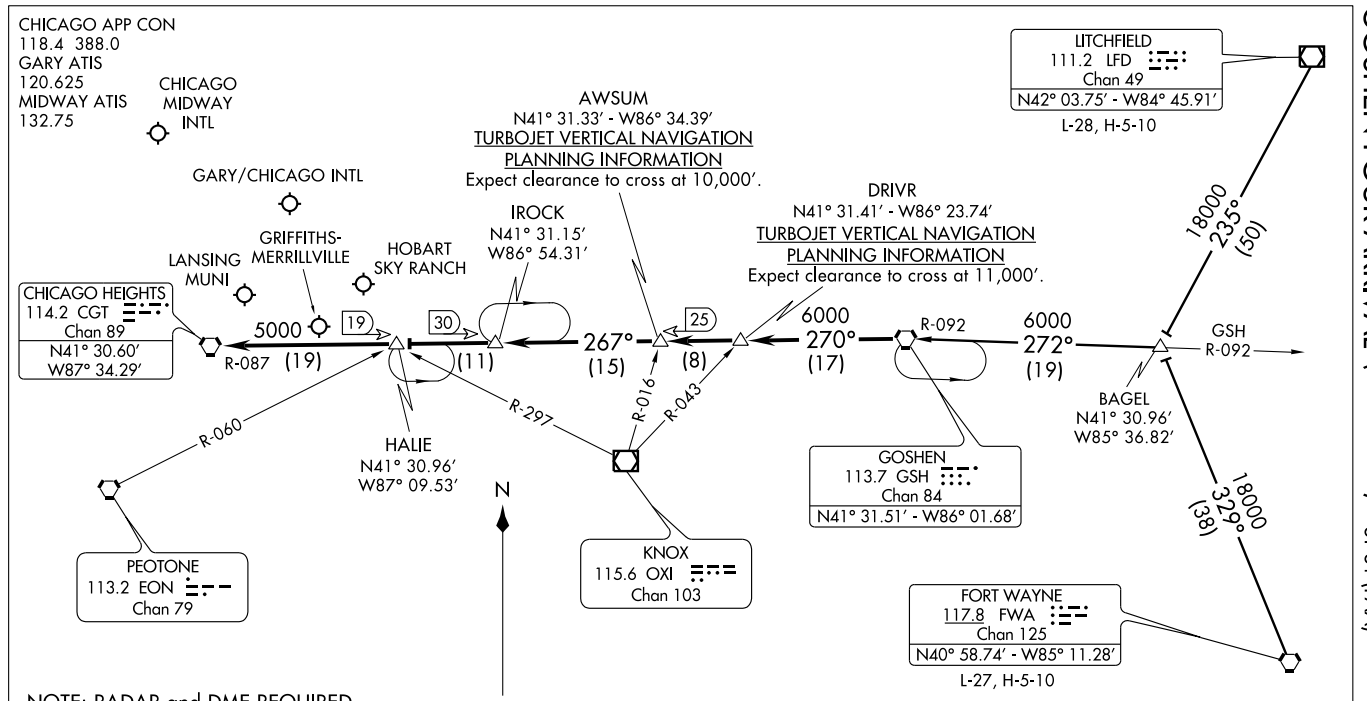
CATEGORY	A	B	C	D
S-10	1200-1	444 (500-1)	1200-1¼ 444 (500-1¼)	1200-1½ 444 (500-1½)
CIRCLING	1260-1	502 (600-1)	1320-1½ 562 (600-1½)	1320-2 562 (600-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

EC-3. 14 JAN 2010 to 11 FEB 2010

GOSHEN FOUR ARRIVAL (GSH.GSH4)



NOTE: RADAR and DME REQUIRED.

FORT WAYNE TRANSITION (FWA.GSH4): From over FWA VORTAC via FWA R-329 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence....

LITCHFIELD TRANSITION (LFD.GSH4): From over LFD VOR/DME via LFD R-235 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence...

.... From over GSH VORTAC via GSH R-270 to DRIVR INT, then via GSH R-270 to AWSUM INT/GSH 25 DME, then via CGT R-087 to IROCK/CGT 30 DME , then via CGT R-087 to HALIE INT/CGT 19 DME, then via CGT R-087 to CGT VORTAC. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

LOC/DME I-XJX	APP CRS	Rwy Idg 4002
109.15	002°	TDZE 620
Chan 28 (Y)		Apt Elev 620

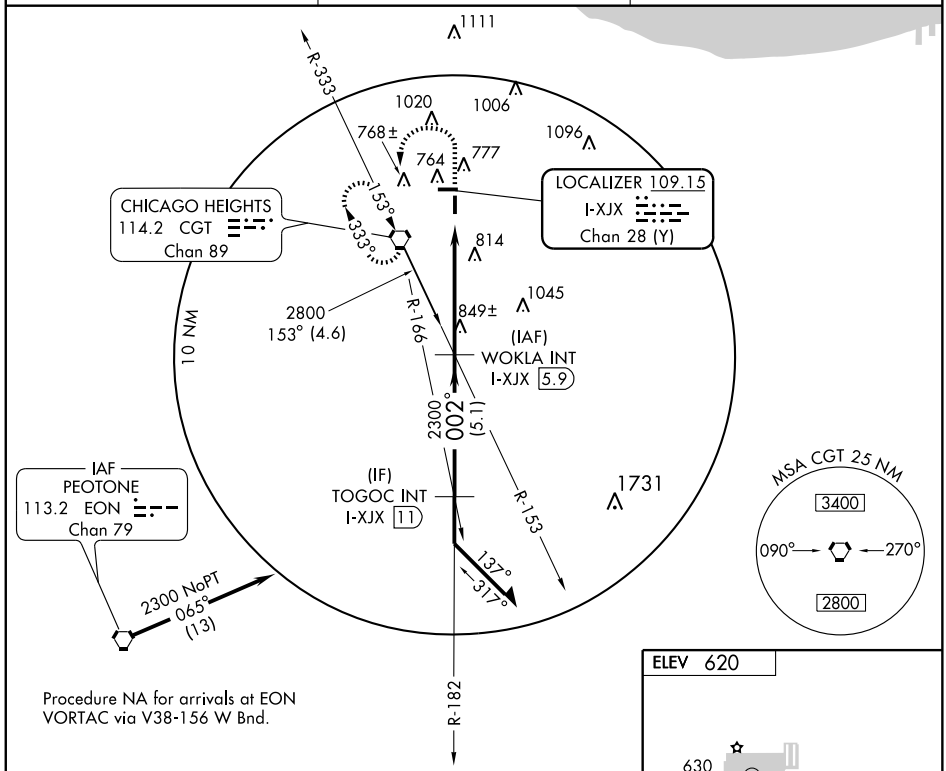
LOC RWY 36

CHICAGO/LANSING MUNI (IGQ)

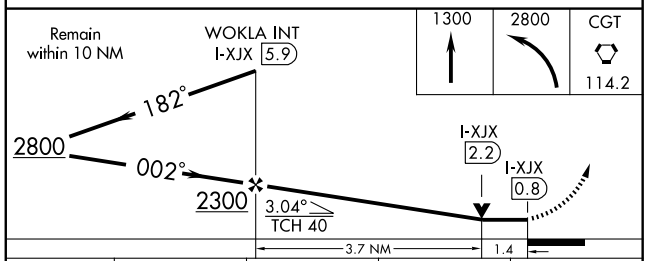
T NA — If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. VDP NA when using Chicago Midway Intl altimeter setting.

MISSED APPROACH: Climb to 1300 then climbing left turn to 2800 direct CGT VORTAC and hold. Continue climb-in-hold to 2800.

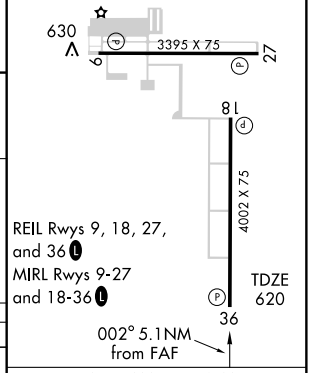
AWOS-3	CHICAGO APP CON	UNICOM
119.275	118.4 285.6	122.7 (CTAF) L



Procedure NA for arrivals at EON VORTAC via V38-156 W Bnd.



CATEGORY	A	B	C	D
S-36	1100-1 480 (500-1)		NA	
CIRCLING	1140-1 520 (600-1)		NA	



FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3395
092°	TDZE	617
	Apt Elev	620

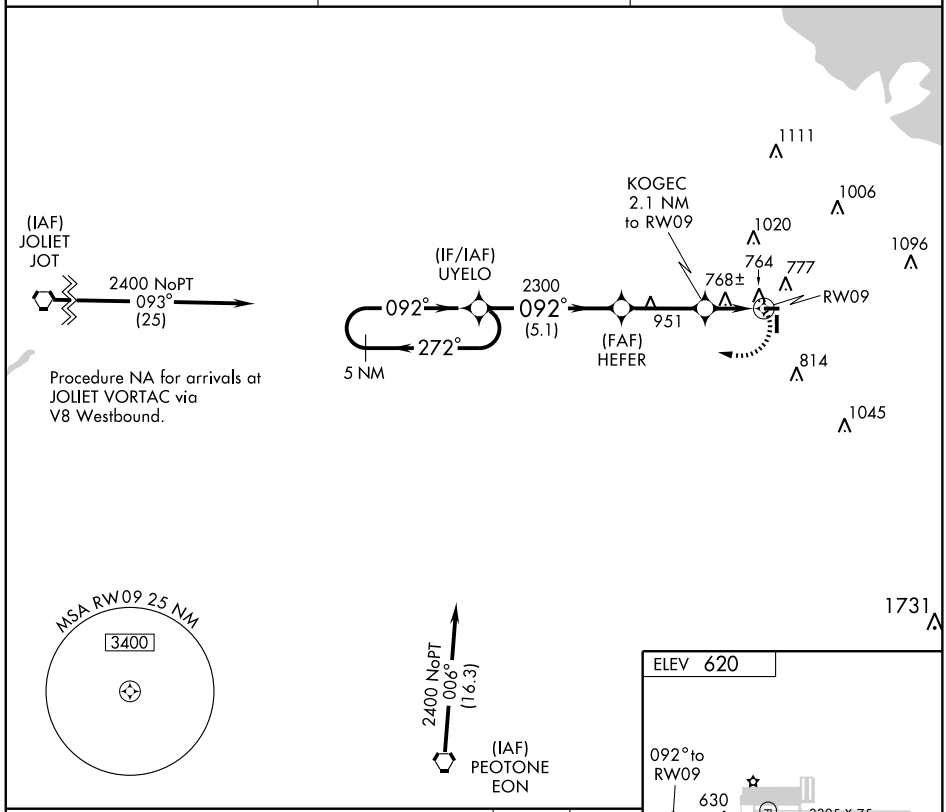
RNAV (GPS) RWY 9

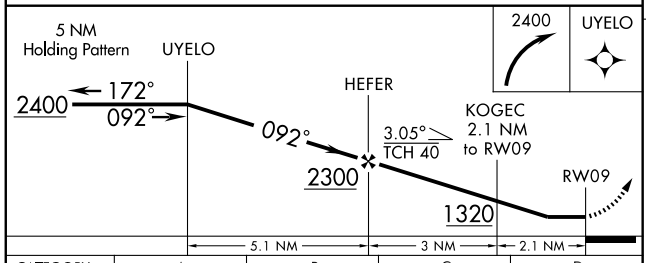
CHICAGO/LANSING MUNI (IGQ)

If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

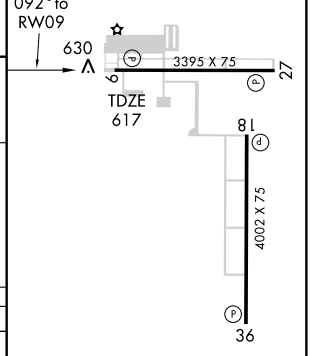
MISSED APPROACH: Climbing right turn to 2400 direct UYELO and hold.

AWOS-3	CHICAGO APP CON	UNICOM
119.275	118.4 285.6	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1020-1	403 (400-1)	NA	
CIRCLING	1140-1	520 (600-1)	NA	



REIL Rwys 9, 18, 27, and 36 L
MIRL Rwys 9-27 and 18-36 L

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	3395
CH 61303	272°	TDZE	617
W27A		Apt Elev	620

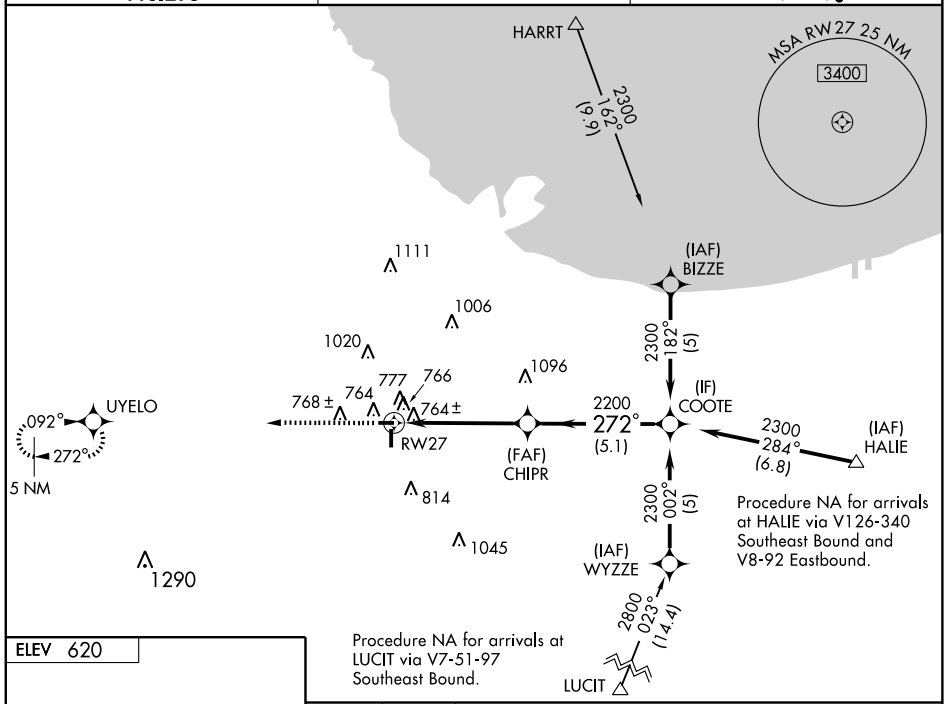
RNAV (GPS) RWY 27

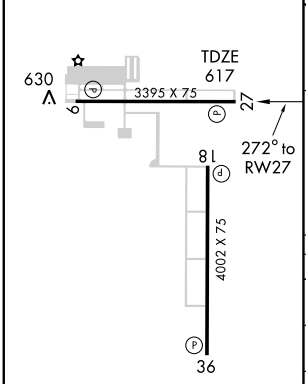
CHICAGO/LANSING MUNI (IGQ)

If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all DAs 42 feet and all MDAs 60 feet. Baro-VNAV NA when using Chicago Midway Intl altimeter setting. VDP NA when using Chicago Midway Intl altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2400 direct UYELO and hold.

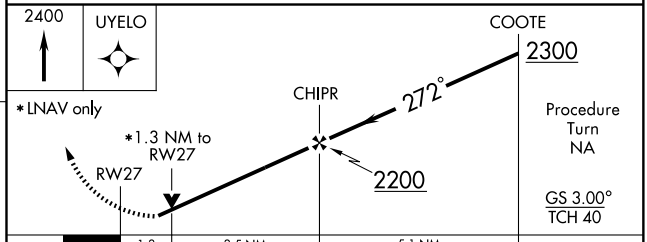
AWOS-3	CHICAGO APP CON	UNICOM
119.275	118.4 285.6	122.7 (CTAF) L





REIL Rwys 9, 18, 27, and 36 L

MIRL Rwys 9-27 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	1016-1½ 399 (400-1½)		NA	
LNAV/VNAV DA	1072-1¾ 455 (500-1¾)		NA	
LNAV MDA	1080-1 463 (500-1)		NA	
CIRCLING	1140-1 520 (600-1)		NA	

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4002
002°	TDZE	620
	Apt Elev	620

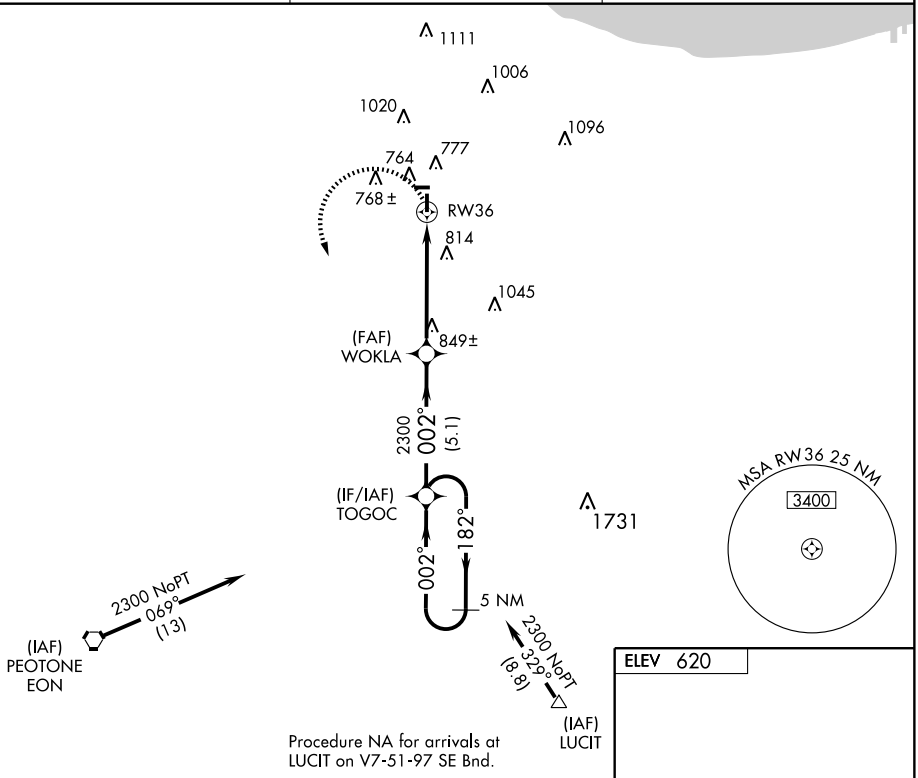
RNAV (GPS) RWY 36

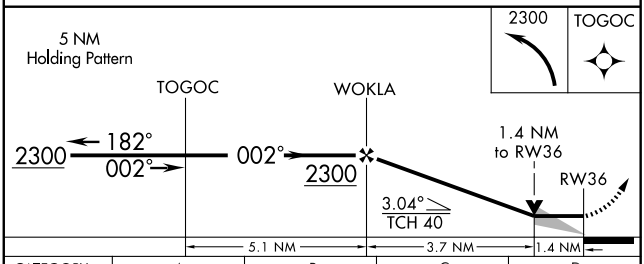
CHICAGO/LANSING MUNI (IGQ)

If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. VDP NA when using Chicago Midway Intl altimeter setting.

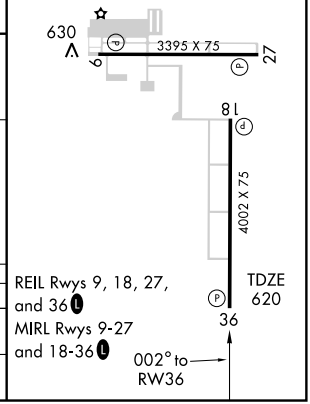
MISSED APPROACH: Climbing left turn to 2300 direct TOGOC and hold.

AWOS-3	CHICAGO APP CON	UNICOM
119.275	118.4 285.6	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1100-1	480 (500-1)	NA	
CIRCLING	1140-1	520 (600-1)	NA	



EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC CGT	APP CRS	Rwy Idg	N/A
114.2	049°	TDZE	N/A
Chan 89		Apt Elev	620

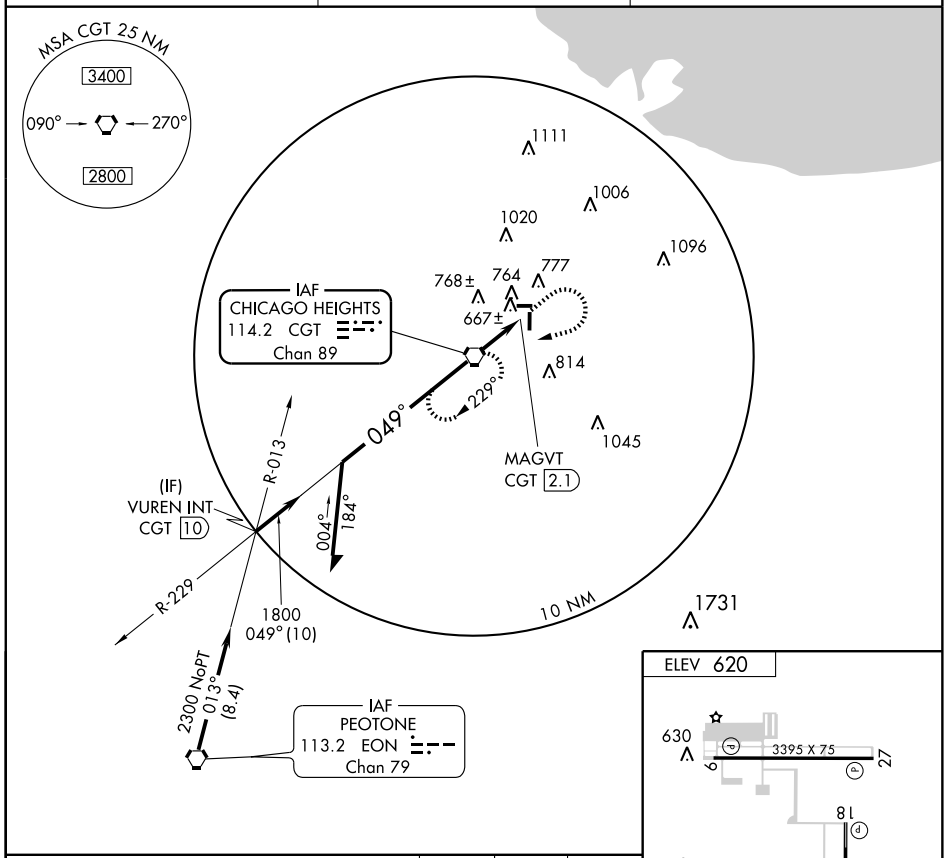
VOR-A

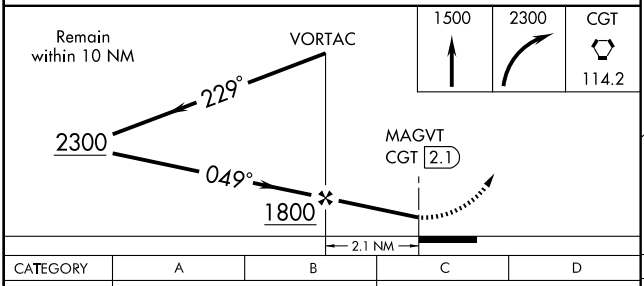
CHICAGO/LANSING MUNI (IGQ)

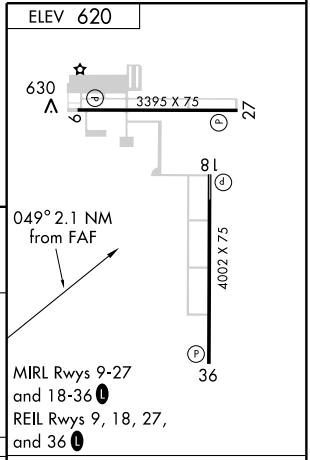
If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 direct CGT VORTAC and hold.

AWOS-3	CHICAGO APP CON	UNICOM
119.275	118.4 285.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1140-1 520 (600-1)		NA	

FAF to MAP 2.1 NM

Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

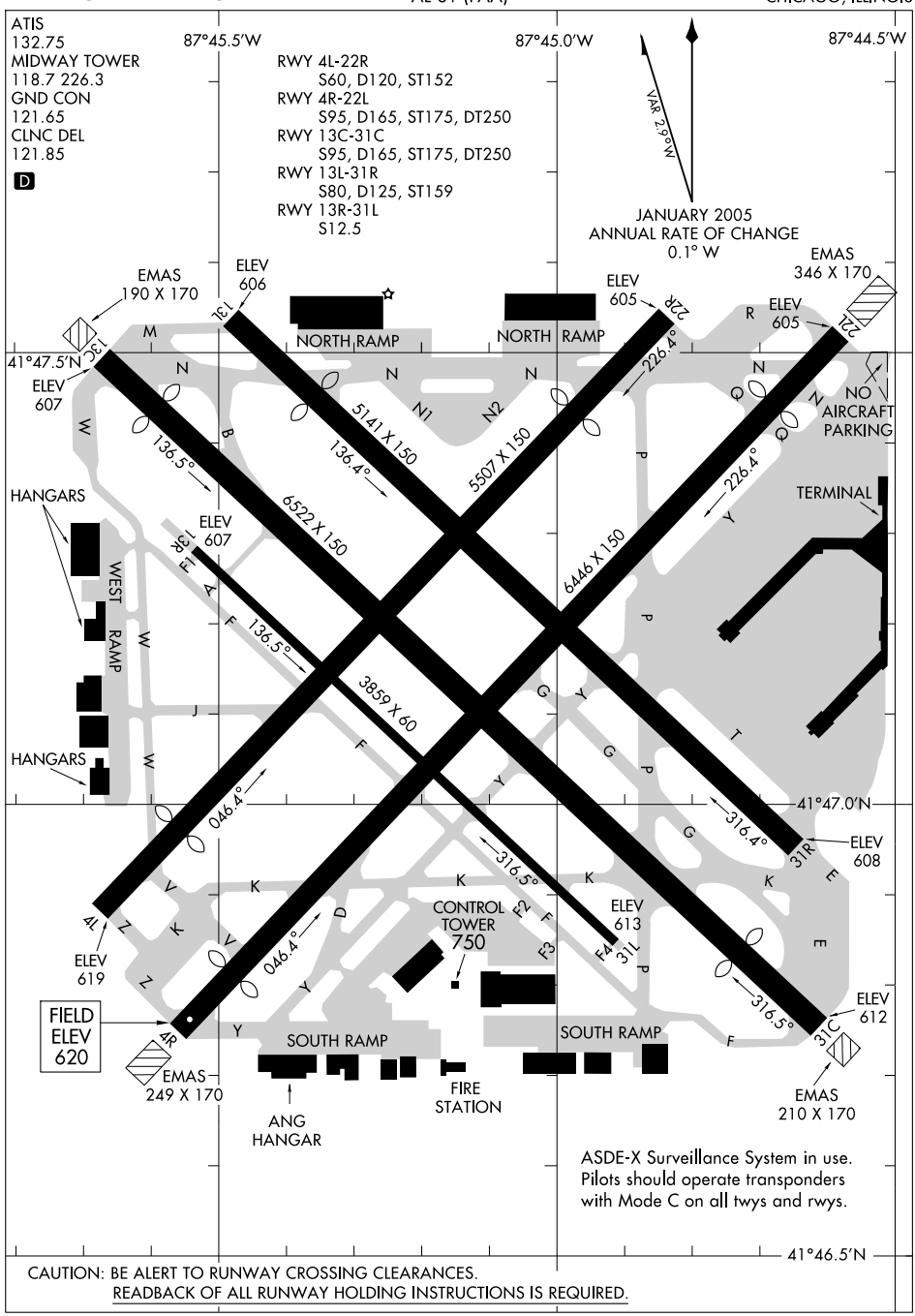
EC-3. 14 JAN 2010 to 11 FEB 2010

09351

AIRPORT DIAGRAM

AL-81 (FAA)

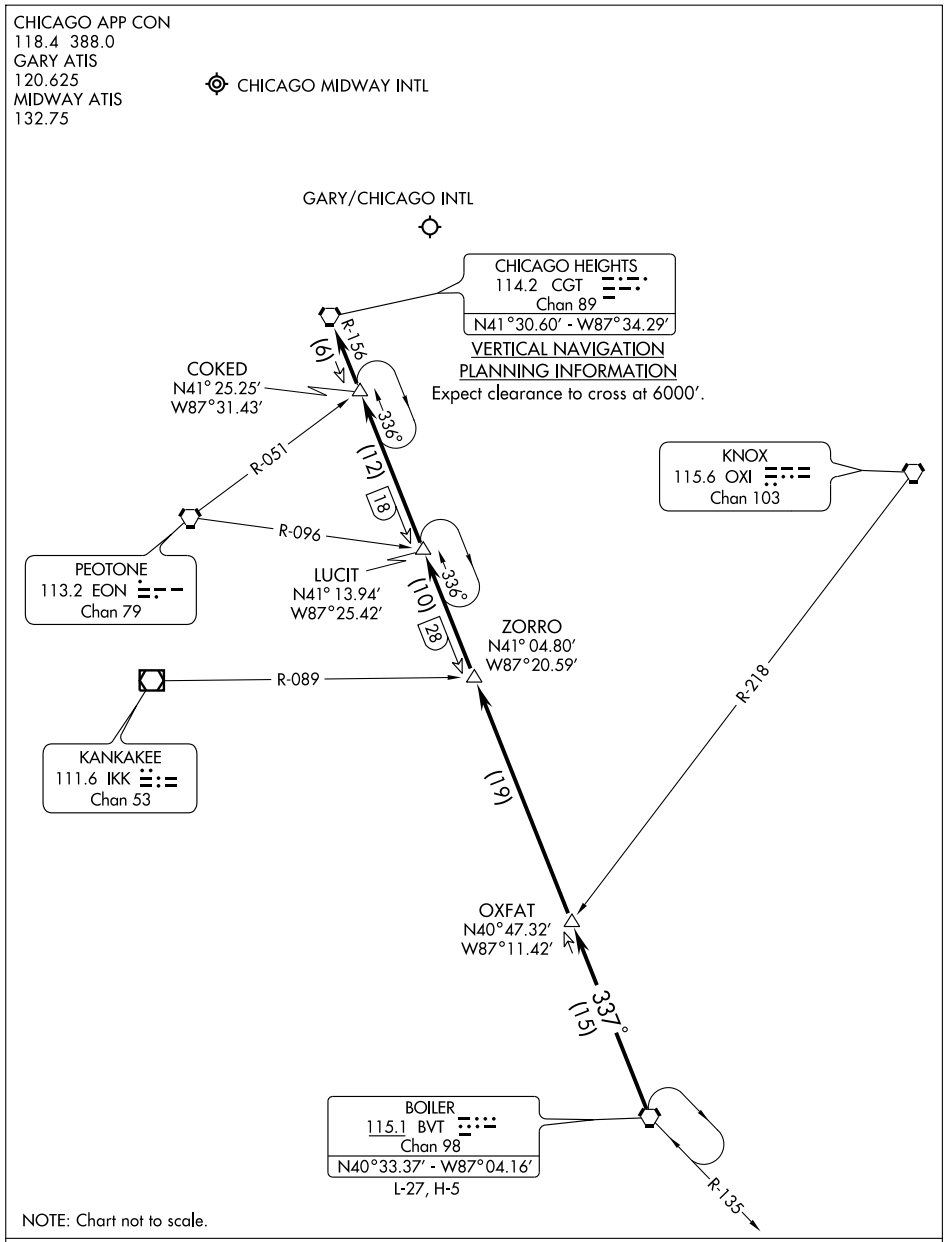
CHICAGO MIDWAY INTL (MDW)
CHICAGO, ILLINOIS



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-3, 14 JAN 2010 to 11 FEB 2010

BOILER TWO ARRIVAL (BVT.BVT2) ST-81 (FAA) CHICAGO, ILLINOIS

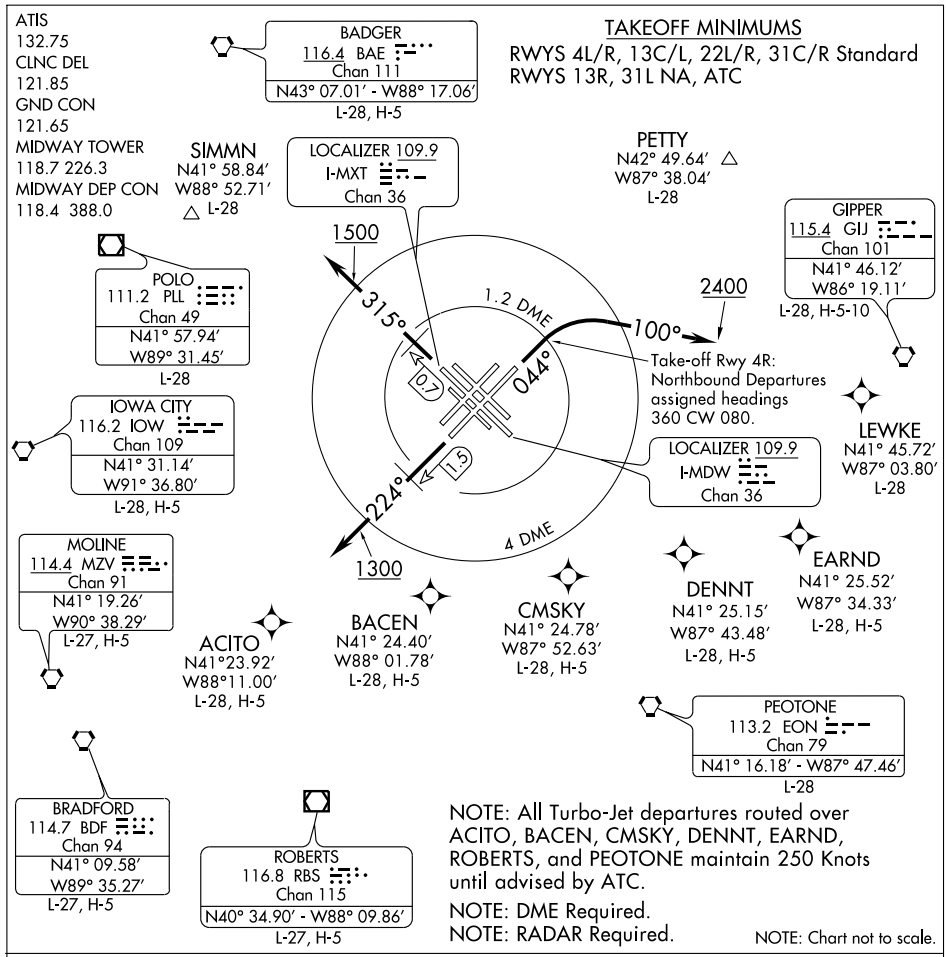


From over BVT VORTAC via BVT R-337 and CGT R-156 to CGT VORTAC.
Expect vectors to final approach course.

CICERO FOUR DEPARTURE

SL-81 (FAA)

CHICAGO MIDWAY INTL (MDW)
CHICAGO, ILLINOIS



TAKEOFF MINIMUMS

RWYS 4L/R, 13C/L, 22L/R, 31C/R Standard
RWYS 13R, 31L NA, ATC

NOTE: All Turbo-Jet departures routed over ACITO, BACEN, CMSKY, DENNT, EARND, ROBERTS, and PEOTONE maintain 250 Knots until advised by ATC.

NOTE: DME Required.
NOTE: RADAR Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

V

ALL AIRCRAFT: Expect radar vectors to first enroute fix. Maintain 3000 feet or assigned lower altitude. Expect clearance to requested altitude/flight level 10 (ten) minutes after departure. Complete initially assigned turn within 4 DME of Midway.

TAKE-OFF RWY 4R: Northbound departures assigned headings 360° (CW) thru 080° fly heading 044° to 1.2 DME, turn right, climb on heading 100° until leaving 2400 feet, Thence . . . .

TAKE-OFF RWY 22L: Fly heading 224° to 1.5 DME. Continue climb to 1300 feet, thence via tower assigned heading/vector to assigned route. Thence . . . .

TAKE-OFF RWY 31C: Fly heading 315° to 0.7 DME. Continue climb to 1500'. Thence . . . .

TAKE-OFF ALL OTHER RWYS: Fly assigned heading to 1.2 DME. Thence . . . .

. . . .via tower assigned heading/vector to assigned route.

EC-3, 14 JAN 2010 to 11 FEB 2010

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 4L, Fence 18 feet from DER, 257 feet left of centerline, 12 feet AGL/616 feet MSL. Vehicle plus road 143 feet from DER, 163 feet left of centerline, 16 feet AGL/620 feet MSL. Bldg 251 feet from DER, 217 feet left of centerline, 26 feet AGL/630 feet MSL. Sign 1,912 feet from DER, 330 feet left of centerline, 88 feet AGL/692 feet MSL. Multiple Lt poles and trees beginning 375 feet from DER, 98 feet right of centerline, up to 75 feet AGL/679 feet MSL.

NOTE: RWY 4R, LOC 300 feet from DER, on centerline, 10 feet AGL/614 feet MSL. Lt pole and multiple trees beginning 40 feet from DER, 369 feet left of centerline, up to 75 feet AGL/679 feet MSL. Blast fence 277 feet from DER, 45 feet left of centerline, 9 feet AGL/613 feet MSL. Tower 3,983 feet from DER, 1,142 feet left of centerline, 109 feet AGL/708 feet MSL. Multiple lt poles and trees beginning 96 feet from DER, 21 feet right of centerline, up to 53 feet AGL/657 feet MSL. Train beginning 1,483 feet from DER, 570 feet right of centerline, 48 feet AGL/654 feet MSL.

NOTE: RWY 13C, LOC 248 feet from DER, on centerline, 8 feet AGL/619 feet MSL. Bldg 101 feet from DER, 254 feet left of centerline, 14 feet AGL/625 feet MSL. Trees beginning 288 feet from DER, 459 feet left of centerline, up to 76 feet AGL/680 feet MSL. Trees beginning 109 feet from DER, 402 feet right of centerline, up to 86 feet AGL/700 feet MSL.

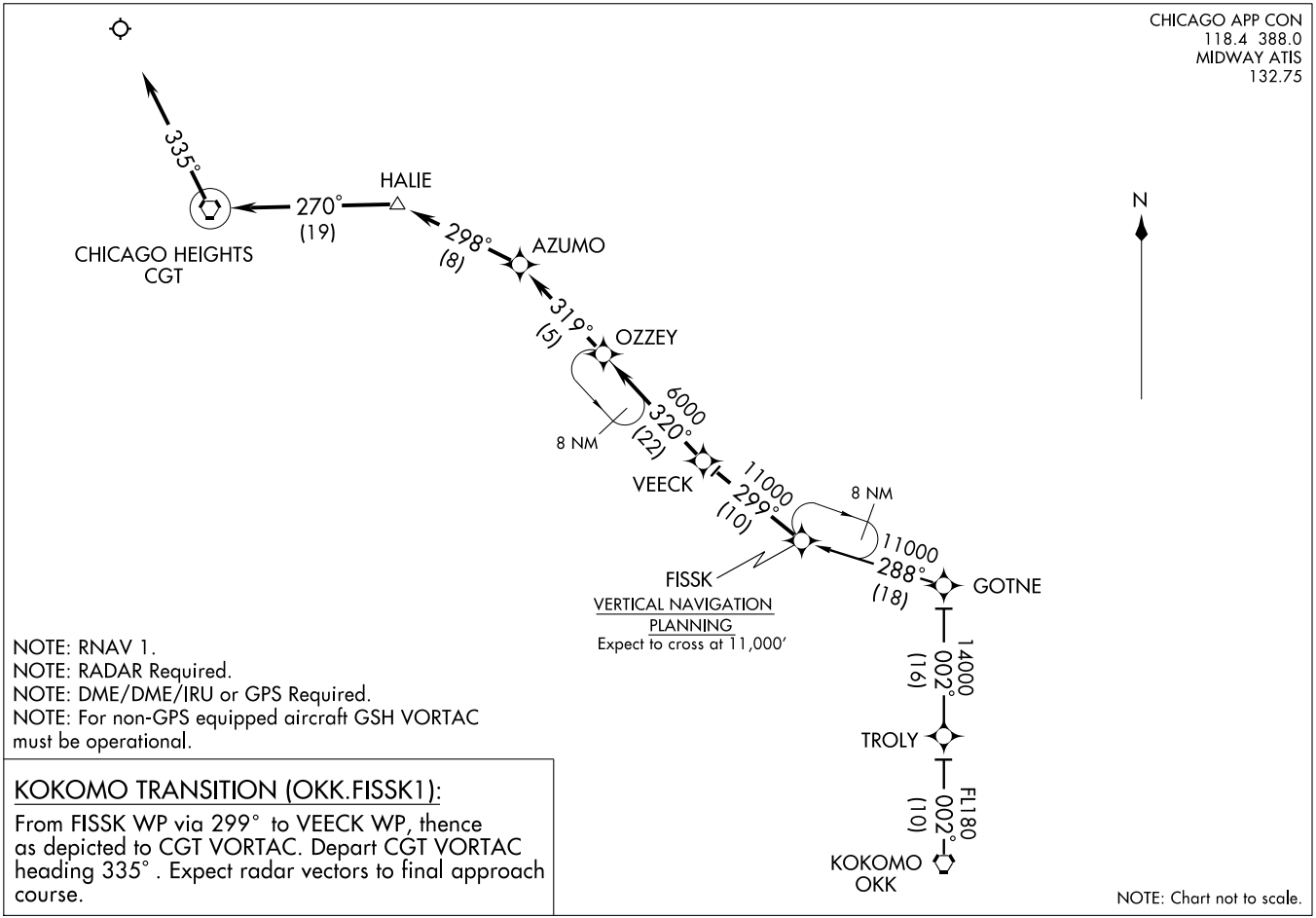
NOTE: RWY 13L, Multiple poles and trees beginning 362 feet from DER, 215 feet left of centerline, up to 71 feet AGL/675 feet MSL. Trees beginning 1,136 feet from DER, 54 feet right of centerline, up to 76 feet AGL/680 feet MSL.

NOTE: RWY 22L, Multiple poles and trees beginning 74 feet from DER, 375 feet left of centerline, up to 70 feet AGL/689 feet MSL. Multiple poles and trees beginning 465 feet from DER, 49 feet right of centerline, up to 60 feet AGL/679 feet MSL. Tank 4,100 feet from DER, 161 feet right of centerline, 109 feet AGL/728 feet MSL.

NOTE: RWY 22R, Multiple poles and trees beginning 575 feet from DER, 168 feet left of centerline, up to 58 feet AGL/677 feet MSL. Tank 4,100 feet from DER, 161 feet left of centerline, 109 feet AGL/728 feet MSL. Fence 198 feet from DER, 3 feet right of centerline, 12 feet AGL/630 feet MSL. Trees beginning 183 feet from DER, 65 feet right of centerline, up to 72 feet AGL/686 feet MSL.

NOTE: RWY 31C, LOC 239 feet from DER, on centerline, 10 feet AGL/617 feet MSL. Trees beginning 452 feet from DER, 454 feet left of centerline, up to 63 feet AGL/667 feet MSL. Spire 2,207 feet from DER, 699 feet left of centerline, 78 feet AGL/684 feet MSL. Multiple poles and trees beginning 142 feet from DER, 28 feet right of centerline, up to 73 feet AGL/672 feet MSL. DME 183 feet from DER, 309 feet right of centerline, 17 feet AGL/624 feet MSL. Sign 1,528 feet from DER, 270 feet right of centerline, 52 feet AGL/652 feet MSL. Tank 5,576 feet from DER, 1,430 feet right of centerline, 162 feet AGL/756 feet MSL.

NOTE: RWY 31R, Multiple poles and trees beginning 379 feet from DER, 49 feet left of centerline, up to 65 feet AGL/664 feet MSL. Pole and trees beginning 70 feet from DER, 50 feet right of centerline, up to 68 feet AGL/667 feet MSL.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft GSH VORTAC must be operational.

KOKOMO TRANSITION (OKK.FISSK1):

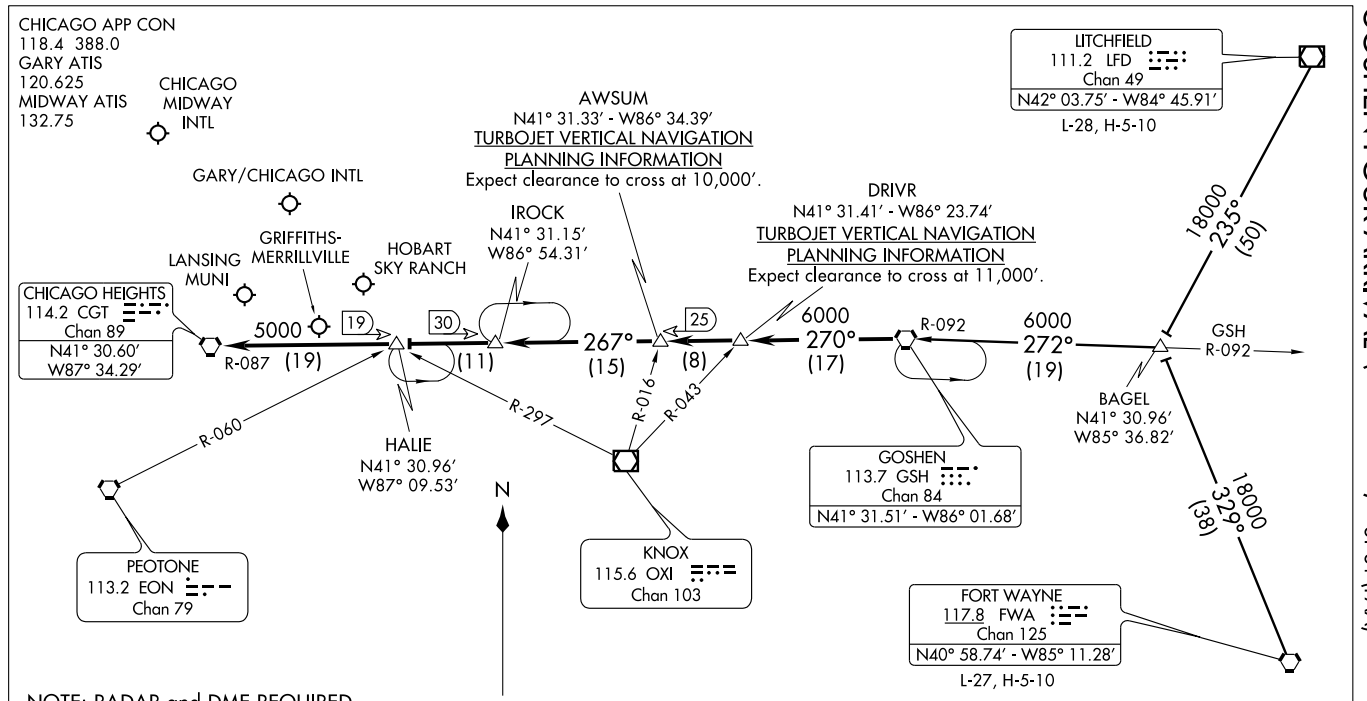
From FISSK WP via 299° to VEECK WP, thence as depicted to CGT VORTAC. Depart CGT VORTAC heading 335°. Expect radar vectors to final approach course.

FISSK ONE ARRIVAL (RNAV) (FISSK.FISSK1) 07074

ST-81 (FAA)

CHICAGO MIDWAY INTL
CHICAGO, ILLINOIS

GOSHEN FOUR ARRIVAL (GSH.GSH4)



NOTE: RADAR and DME REQUIRED.

FORT WAYNE TRANSITION (FWA.GSH4): From over FWA VORTAC via FWA R-329 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence....

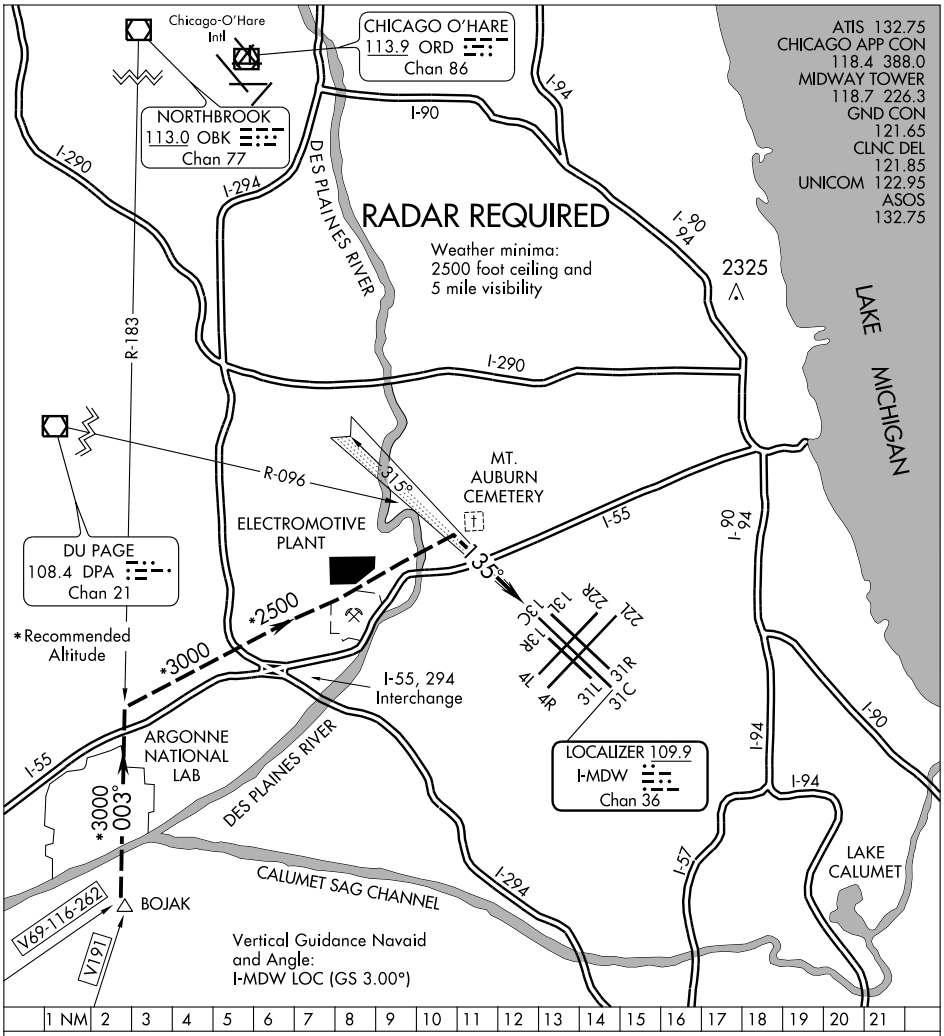
LITCHFIELD TRANSITION (LFD.GSH4): From over LFD VOR/DME via LFD R-235 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence...

.... From over GSH VORTAC via GSH R-270 to DRIVR INT, then via GSH R-270 to AWSUM INT/GSH 25 DME, then via CGT R-087 to IROCK/CGT 30 DME , then via CGT R-087 to HALIE INT/CGT 19 DME, then via CGT R-087 to CGT VORTAC. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

I-55 VISUAL APPROACH RWY 13C

CHICAGO MIDWAY INTL (MDW)
CHICAGO, ILLINOIS



I-55 APPROACH (VISUAL) RWY 13C

Radar vectors will be provided to Bojak Int via V69-116-262 or V191. When cleared for the I-55 Visual Approach aircraft are to depart Bojak Int on a 003° heading until reaching Interstate 55. Aircraft will then parallel the northside of Interstate 55 until reaching Mt. Auburn Cemetery. Aircraft will proceed from Mt. Auburn via 135° heading/MDW Localizer (109.9) to Rwy 13C. All aircraft shall remain south of the DPA VOR/DME R-096 at all times.

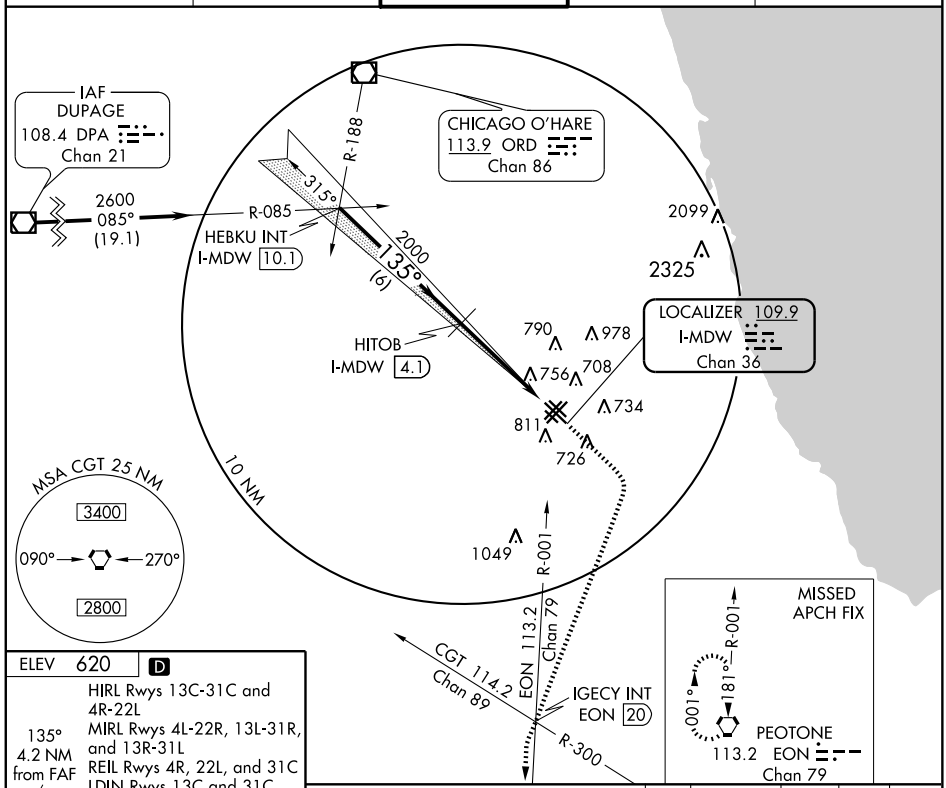
LOC/DME I-MDW	APP CRS	Rwy Idg	6059
109.9	135°	TDZE	611
Chan 36		Apt Elev	620

ILS or LOC/DME RWY 13C

CHICAGO MIDWAY INTL (MDW)

MISSED APPROACH: Climb to 1100, then climbing right turn to 2100 via heading 280° and EON VORTAC R-001 until crossing IGECY Int, then climb to 2600 to EON VORTAC and hold.

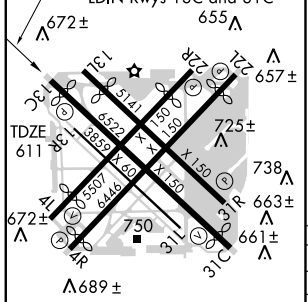
ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85

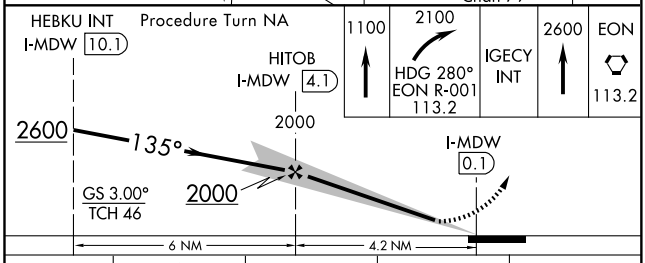


ELEV 620 D

HIRL Rwys 13C-31C and 4R-22L
MIRL Rwys 4L-22R, 13L-31R, and 13R-31L
REIL Rwys 4R, 22L, and 31C
LDIN Rwys 13C and 31C

135° 4.2 NM from FAF





CATEGORY	A	B	C	D
S-ILS 13C	861/50 250 (300-1)			
S-LOC 13C	1000/50 389 (400-1)			1000/60 389 (400-1¼)
CIRCLING	1120-1 500 (500-1)		1120-1½ 500 (500-1½)	1180-2 560 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

CHICAGO, ILLINOIS

AL-81 (FAA)

LOC/DME I-MXT	APP CRS	Rwy Idg	5826
109.9	315°	TDZE	613
Chan 36		Apt Elev	620

ILS or LOC/DME RWY 31C

CHICAGO MIDWAY INTL (MDW)

MISSED APPROACH: Climb to 1100 then climbing left turn to 2100 via heading 150° and EON VORTAC R-001 until crossing IGECY Int, then climb to 2600 to EON VORTAC and hold.

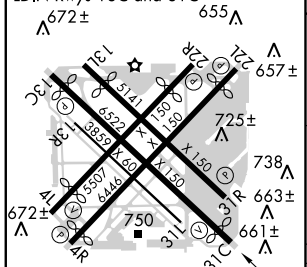
ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85

MSA CGT 25 NM
3400
090° — 270°
2800

2099
2325
790
978
756
708
734
HOBEL I-MXT 4.2
811
726
1700
315° (2.5)
LOM
1049
R-001
RUNTS I-MXT 6.7
*2500
315° (4.4)
*4000
315° (3)
10 NM
LOCALIZER 109.9
I-MXT
Chan 36
IGECY INT EON 20
GLEAM INT I-MXT 11.2
R-355 CGT
HILLS INT I-MXT 14.1
R-011
135°
R-300
*5000
011° (7.4)
IAF
CHICAGO HEIGHTS
114.2 CGT
Chan 89
EON 113.2 Chan 79
* 2200 when authorized by ATC.

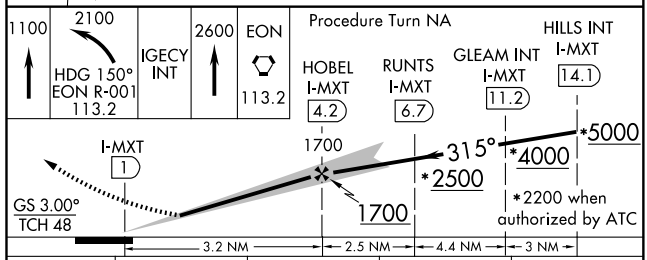
MISSED APCH FIX
R-001
181°
001°
PEOTONE
113.2 EON
Chan 79

ELEV 620 D
HIRL Rwys 13C-31C and 4R-22L
MIRL Rwys 4L-22R, 13L-31R, and 13R-31L
REIL Rwys 4R, 22L, and 31C
LDIN Rwys 13C and 31C



1100	2100	IGECY INT	2600	EON
	HDG 150° EON R-001 113.2			113.2

Procedure Turn NA



CATEGORY	A	B	C	D
S-ILS 31C	863/40		250 (300-¾)	
S-LOC 31C	1020/50	407 (400-1)	1020/60	407 (400-1¼)
CIRCLING	1120-1	500 (500-1)	1120-1½ 500 (500-1½)	1180-2 560 (600-2)

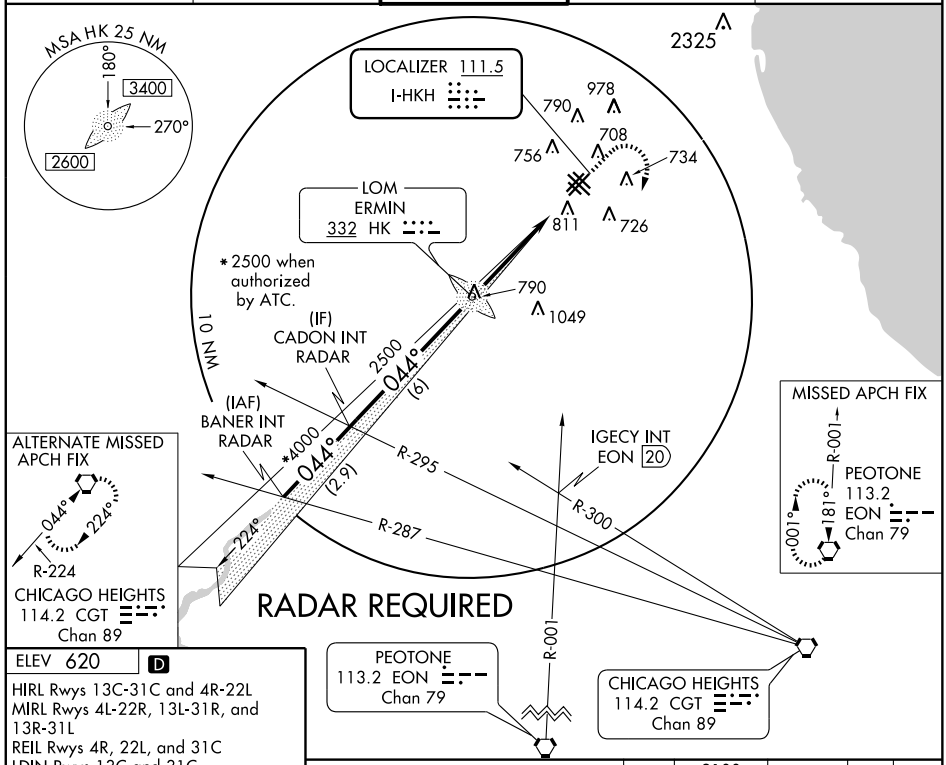
EC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-HKH	APP CRS	Rwy ldg	5928
111.5	044°	TDZE	619
		Apt Elev	620

ILS or LOC RWY 4R
CHICAGO MIDWAY INTL (MDW)

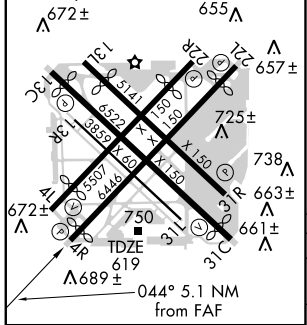
MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 via EON VORTAC R-001 until crossing IGECY Int/EON 20 DME, then climb to 2600 to PEOTONE VORTAC and hold.

ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85

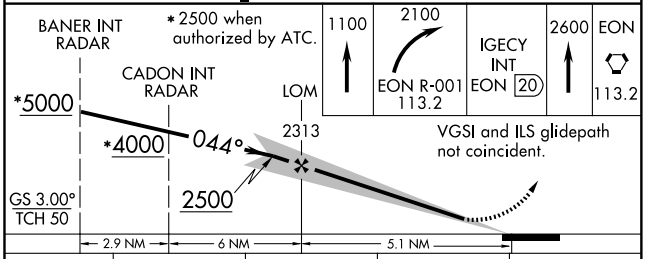


ELEV 620 D

HIRL Rwys 13C-31C and 4R-22L
MIRL Rwys 4L-22R, 13L-31R, and 13R-31L
REIL Rwys 4R, 22L, and 31C
LDIN Rwys 13C and 31C



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



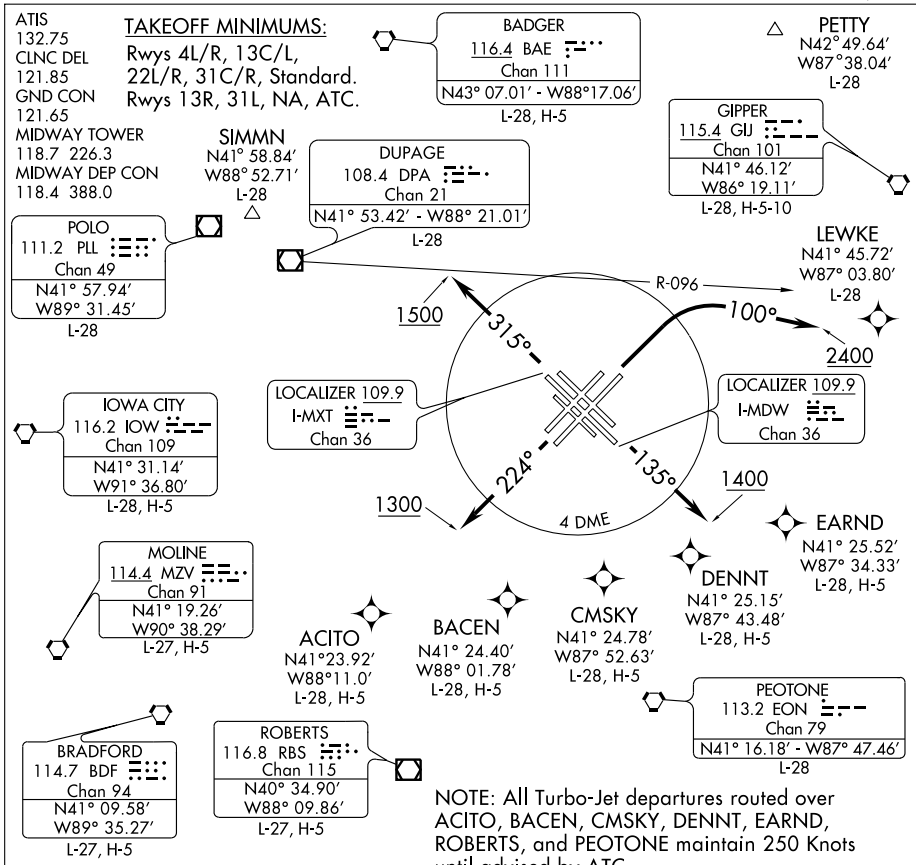
CATEGORY	A	B	C	D
S-ILS 4R	869/50		250 (300-1)	
S-LOC 4R	1040/50	421 (500-1)	1040/60	421 (500-1¼)
CIRCLING	1120-1	500 (500-1)	1120-1½ 500 (500-1½)	1180-2 560 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

MIDWAY SEVEN DEPARTURE

SL-81 (FAA)

CHICAGO MIDWAY INTL (MDW)
CHICAGO, ILLINOIS



DEPARTURE ROUTE DESCRIPTION

T ALL AIRCRAFT:

TAKE-OFF RWYS 4L/R: Northbound departures assigned headings 360° (CW) thru 080°, climbing right turn to 2400 heading 100° before proceeding on course, thence. . . .

TAKE-OFF RWY 13C: Climb heading 135° to 1400 before turning, thence. . . .

TAKE-OFF RWY 13L: Climb heading 135° to 1400 before turning, thence. . . .

TAKE-OFF RWY 22L: Climb heading 224° to 1300 before turning, thence. . . .

TAKE-OFF RWY 22R: Climb heading 224° to 1300 before turning, thence. . . .

TAKE-OFF RWY 31C: Climb heading 315° to 1500 before turning, thence. . . .

TAKE-OFF RWY 31R: Climb heading 315° to 1500 before turning, thence. . . .

DME EQUIPPED AIRCRAFT: Complete initially assigned turn within 4 DME of Midway. Maintain 3000 feet or assigned lower altitude, thence. . . .

NON-DME EQUIPPED AIRCRAFT: Complete initially assigned turn south of DPA R-096, maintain 3000 feet or assigned lower altitude, thence. . . .

....expect radar vectors to first enroute fix. Expect clearance to requested altitude/flight level 10 (ten) minutes after departure.

EC-3, 14 JAN 2010 to 11 FEB 2010

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 4L, Fence 18 feet from DER, 257 feet left of centerline, 12 feet AGL/616 feet MSL. Vehicle plus road 143 feet from DER, 163 feet left of centerline, 16 feet AGL/620 feet MSL. Bldg 251 feet from DER, 217 feet left of centerline, 26 feet AGL/630 feet MSL. Sign 1,912 feet from DER, 330 feet left of centerline, 88 feet AGL/692 feet MSL. Multiple Lt poles and trees beginning 375 feet from DER, 98 feet right of centerline, up to 75 feet AGL/679 feet MSL.

NOTE: RWY 4R, LOC 300 feet from DER, on centerline, 10 feet AGL/614 feet MSL. Lt pole and multiple trees beginning 40 feet from DER, 369 feet left of centerline, up to 75 feet AGL/679 feet MSL. Blast fence 277 feet from DER, 45 feet left of centerline, 9 feet AGL/613 feet MSL. Tower 3,983 feet from DER, 1,142 feet left of centerline, 109 feet AGL/708 feet MSL. Multiple lt poles and trees beginning 96 feet from DER, 21 feet right of centerline, up to 53 feet AGL/657 feet MSL. Train beginning 1,483 feet from DER, 570 feet right of centerline, 48 feet AGL/654 feet MSL.

NOTE: RWY 13C, LOC 248 feet from DER, on centerline, 8 feet AGL/619 feet MSL. Bldg 101 feet from DER, 254 feet left of centerline, 14 feet AGL/625 feet MSL. Trees beginning 288 feet from DER, 459 feet left of centerline, up to 76 feet AGL/680 feet MSL. Trees beginning 109 feet from DER, 402 feet right of centerline, up to 86 feet AGL/700 feet MSL.

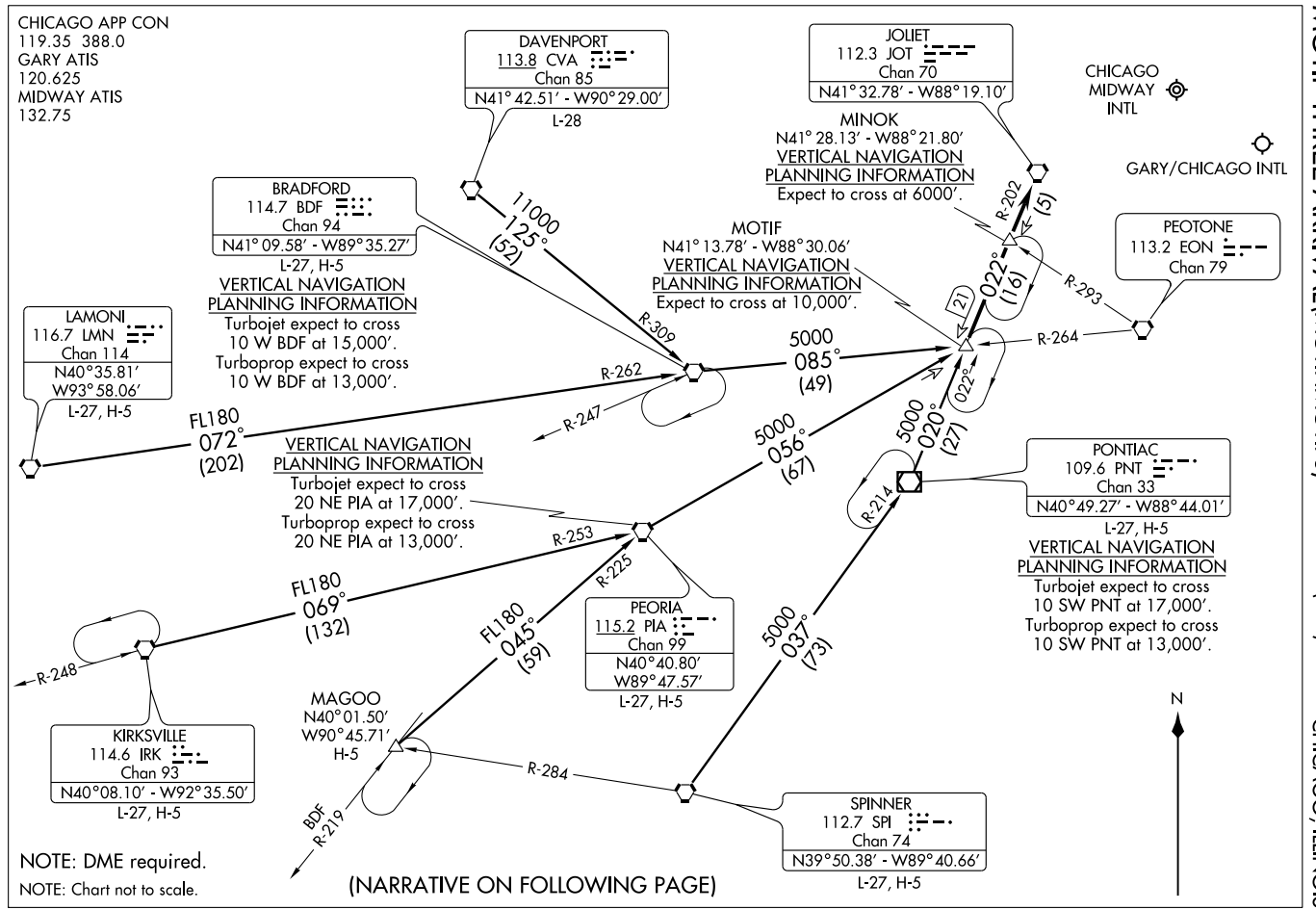
NOTE: RWY 13L, Multiple poles and trees beginning 362 feet from DER, 215 feet left of centerline, up to 71 feet AGL/675 feet MSL. Trees beginning 1,136 feet from DER, 54 feet right of centerline, up to 76 feet AGL/680 feet MSL.

NOTE: RWY 22L, Multiple poles and trees beginning 74 feet from DER, 375 feet left of centerline, up to 70 feet AGL/689 feet MSL. Multiple poles and trees beginning 465 feet from DER, 49 feet right of centerline, up to 60 feet AGL/679 feet MSL. Tank 4,100 feet from DER, 161 feet right of centerline, 109 feet AGL/728 feet MSL.

NOTE: RWY 22R, Multiple poles and trees beginning 575 feet from DER, 168 feet left of centerline, up to 58 feet AGL/677 feet MSL. Tank 4,100 feet from DER, 161 feet left of centerline, 109 feet AGL/728 feet MSL. Fence 198 feet from DER, 3 feet right of centerline, 12 feet AGL/630 feet MSL. Trees beginning 183 feet from DER, 65 feet right of centerline, up to 72 feet AGL/686 feet MSL.

NOTE: RWY 31C, LOC 239 feet from DER, on centerline, 10 feet AGL/617 feet MSL. Trees beginning 452 feet from DER, 454 feet left of centerline, up to 63 feet AGL/667 feet MSL. Spire 2,207 feet from DER, 699 feet left of centerline, 78 feet AGL/684 feet MSL. Multiple poles and trees beginning 142 feet from DER, 28 feet right of centerline, up to 73 feet AGL/672 feet MSL. DME 183 feet from DER, 309 feet right of centerline, 17 feet AGL/624 feet MSL. Sign 1,528 feet from DER, 270 feet right of centerline, 52 feet AGL/652 feet MSL. Tank 5,576 feet from DER, 1,430 feet right of centerline, 162 feet AGL/756 feet MSL.

NOTE: RWY 31R, Multiple poles and trees beginning 379 feet from DER, 49 feet left of centerline, up to 65 feet AGL/664 feet MSL. Pole and trees beginning 70 feet from DER, 50 feet right of centerline, up to 68 feet AGL/667 feet MSL.


CHICAGO APP CON
119.35 388.0
GARY ATIS
120.625
MIDWAY ATIS
132.75
DAVENPORT
113.8 CVA
Chan 85
N41° 42.51′ - W90° 29.00′
L-28
JOLIET
112.3 JOT
Chan 70
N41° 32.78′ - W88° 19.10′
CHICAGO MIDWAY INTL
GARY/CHICAGO INTL
MINOK
N41° 28.13′ - W88° 21.80′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 6000′.
BRADFORD
114.7 BDF
Chan 94
N41° 09.58′ - W89° 35.27′
L-27, H-5
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojet expect to cross 10 W BDF at 15,000′.
Turboprop expect to cross 10 W BDF at 13,000′.
MOTIF
N41° 13.78′ - W88° 30.06′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 10,000′.
PEOTONE
113.2 EON
Chan 79
LAMONI
116.7 LMN
Chan 114
N40° 35.81′
W93° 58.06′
L-27, H-5
11000
125°
(52)
R-309
R-202
(5)
022°
(16)
(21)
R-293
R-264
5000
085°
(49)
R-262
R-247
FL180
072°
(202)
5000
056°
(67)
5000
020°
(27)
022°
PONTIAC
109.6 PNT
Chan 33
N40° 49.27′ - W88° 44.01′
L-27, H-5
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojet expect to cross 20 NE PIA at 17,000′.
Turboprop expect to cross 20 NE PIA at 13,000′.
R-214
R-253
R-225
FL180
069°
(132)
FL180
045°
(59)
5000
037°
(73)
PEORIA
115.2 PIA
Chan 99
N40° 40.80′
W89° 47.57′
L-27, H-5
R-248
KIRKSVILLE
114.6 IRK
Chan 93
N40° 08.10′ - W92° 35.50′
L-27, H-5
MAGOO
N40° 01.50′
W90° 45.71′
H-5
R-284
BDF
R-219
SPINNER
112.7 SPI
Chan 74
N39° 50.38′ - W89° 40.66′
L-27, H-5
N
NOTE: DME required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

MOTIF THREE ARRIVAL (MOTIF.MOTIF3) ST-81 (FAA) CHICAGO, ILLINOIS

ARRIVAL DESCRIPTION

BRADFORD TRANSITION (BDF.MOTIF3): From over BDF VORTAC via BDF R-085 to MOTIF INT. Thence. . . .

DAVENPORT TRANSITION (CVA.MOTIF3): From over CVA VORTAC via CVA R-125 and BDF R-309 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .

KIRKSVILLE TRANSITION (IRK.MOTIF3): From over IRK VORTAC via IRK R-069 and PIA R-253 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .

LAMONI TRANSITION (LMN.MOTIF3): From over LMN VORTAC via LMN R-072 and BDF R-262 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .

MAGOO TRANSITION (MAGOO.MOTIF3): From over MAGOO INT via PIA R-225 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .

PEORIA TRANSITION (PIA.MOTIF3): From over PIA VORTAC via PIA R-056 to MOTIF INT. Thence. . . .

PONTIAC TRANSITION (PNT.MOTIF3): From over PNT VOR/DME via PNT R-020 to MOTIF INT. Thence. . . .

SPINNER TRANSITION (SPI.MOTIF3): From over SPI VORTAC via SPI R-037 and PNT R-214 to PNT VOR/DME, then via PNT R-020 to MOTIF INT. Thence. . . .

. . . .From over MOTIF INT via JOT R-202 to JOT VORTAC. Expect vector to final approach course.

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4751
044°	TDZE	617
	Apt Elev	620

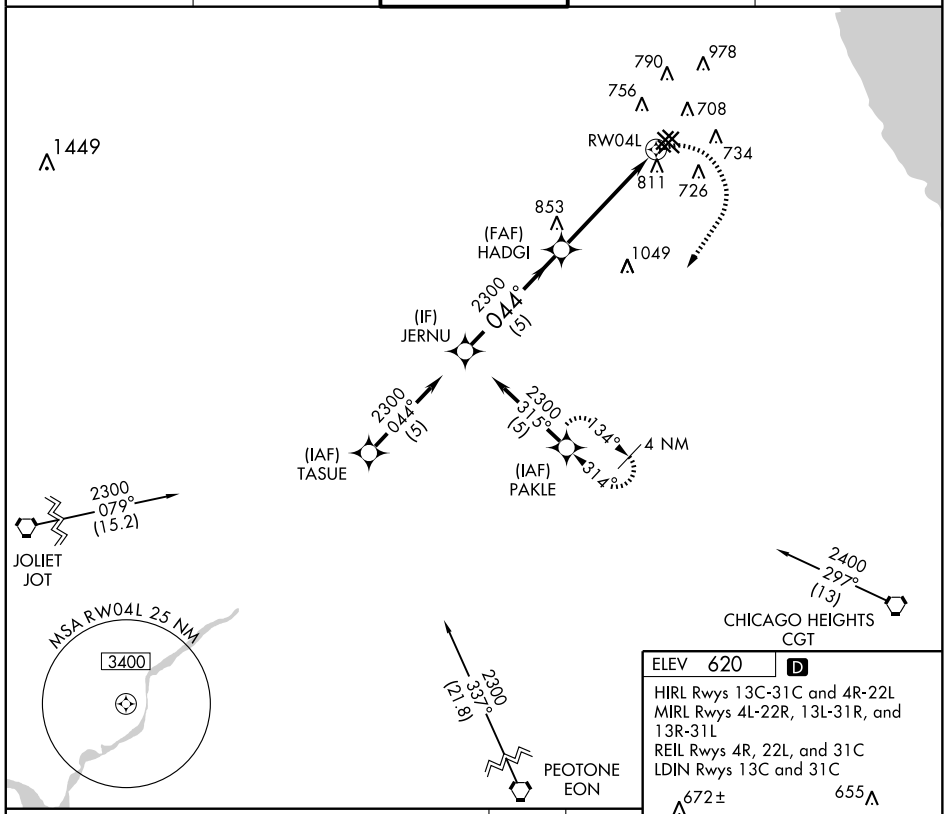
RNAV (GPS) RWY 4L
CHICAGO MIDWAY INTL (MDW)

NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA
Straight-in Minimums NA at night.

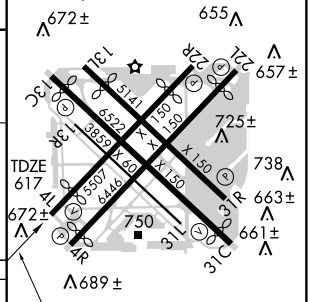
MISSED APPROACH: Climbing right turn to 2400 direct PAKLE WP and hold.

ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85

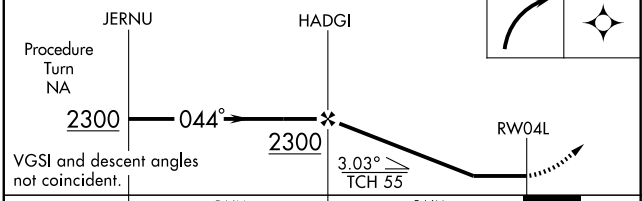


ELEV 620 D

HIRL Rwys 13C-31C and 4R-22L
MIRL Rwys 4L-22R, 13L-31R, and 13R-31L
REIL Rwys 4R, 22L, and 31C
LDIN Rwys 13C and 31C



044° to RW04L



CATEGORY	A	B	C	D
LNAV MDA	1080-1	463 (500-1)	1080-1¼ 463 (500-1¼)	1080-1½ 463 (500-1½)
CIRCLING	1120-1	500 (500-1)	1120-1½ 500 (500-1½)	1180-2 560 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

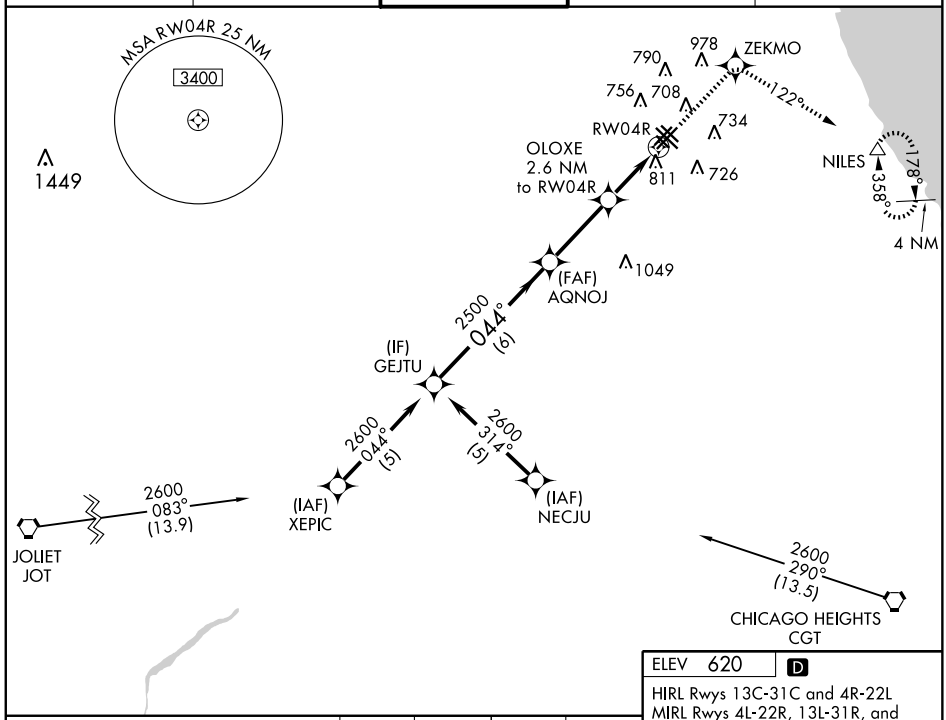
WAAS	APP CRS	Rwy Idg	5928
CH 65614	044°	TDZE	619
W04A		Apt Elev	620

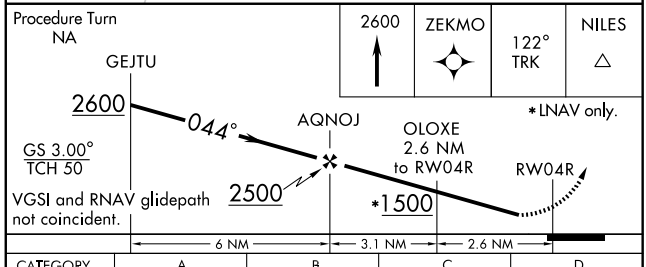
RNAV (GPS) RWY 4R
CHICAGO MIDWAY INTL (MDW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct ZEKMO and via 122° track to NILES and hold.

ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85

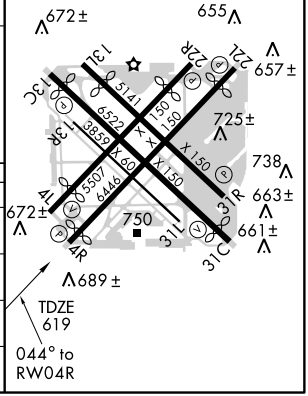




CATEGORY	A	B	C	D
LPV DA	980/60	361 (400-1¼)		
LNAV/VNAV DA	1080-1½	461 (500-1½)		
LNAV MDA	1080/50 461 (500-1)		1080/60 461 (500-1¼)	1080-1½ 461 (500-1½)
CIRCLING	1120-1 500 (500-1)		1120-1½ 500 (500-1½)	1180-2 560 (600-2)

ELEV 620 D

HIRL Rwys 13C-31C and 4R-22L
MIRL Rwys 4L-22R, 13L-31R, and 13R-31L
REIL Rwys 4R, 22L, and 31C
LDIN Rwys 13C and 31C



APP CRS	Rwy Idg	4389
135°	TDZE	609
	Apt Elev	620

RNAV (GPS) RWY 13L

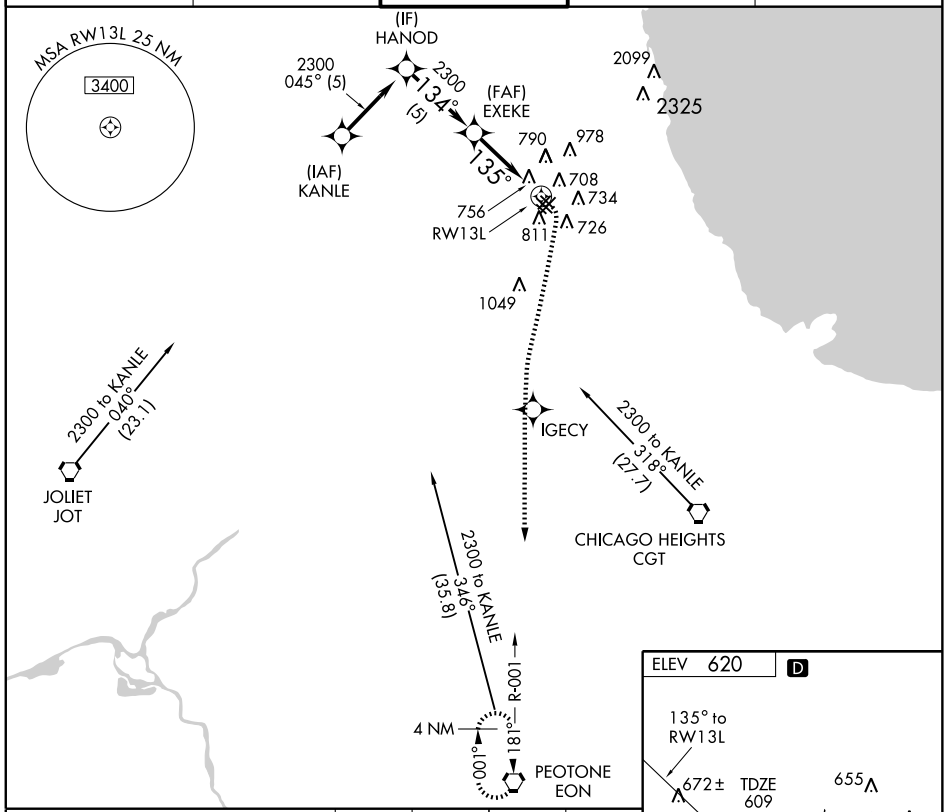
CHICAGO MIDWAY INTL (MDW)

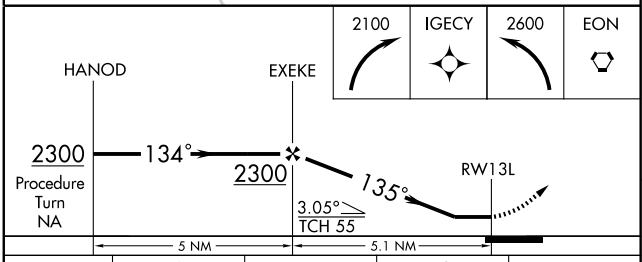
NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA
Straight-in Minimums NA at night.

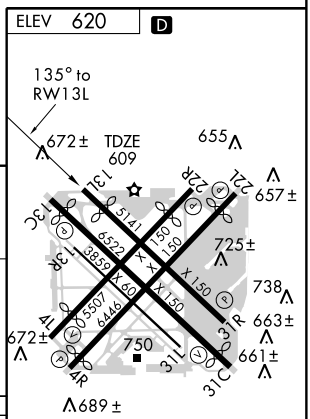
MISSED APPROACH: Climbing right turn to 2100 direct IGECY WP then climbing left turn to 2600 direct EON VORTAC and hold.

ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85





CATEGORY	A	B	C	D
LNAV MDA	1020-1 411 (400-1)		1020-1¼ 411 (400-1¼)	
CIRCLING	1120-1 500 (500-1)		1120-1½ 500 (500-1½)	1180-2 560 (600-2)



HIRL Rwys 13C-31C and 4R-22L
MIRL Rwys 4L-22R, 13L-31R, and 13R-31L
REIL Rwys 4R, 22L, and 31C
LDIN Rwys 13C and 31C

APP CRS	Rwy Idg	4629
225°	TDZE	612
	Apt Elev	620

RNAV (GPS) RWY 22R

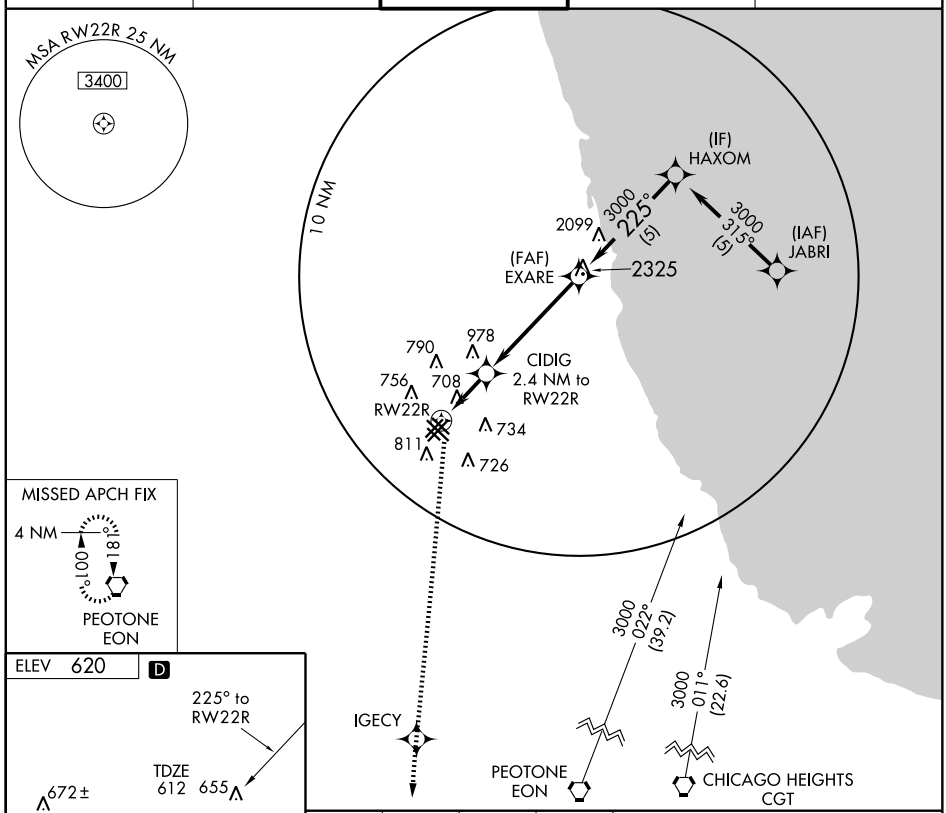
CHICAGO MIDWAY INTL (MDW)

T
A NA

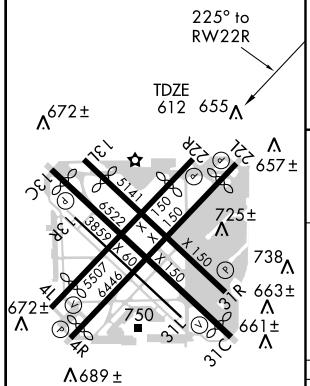
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA
Straight-in Minimums NA at night.

MISSED APPROACH: Climb to 2100 direct IGECY WP then climbing right turn to 3000 direct EON VORTAC and hold.

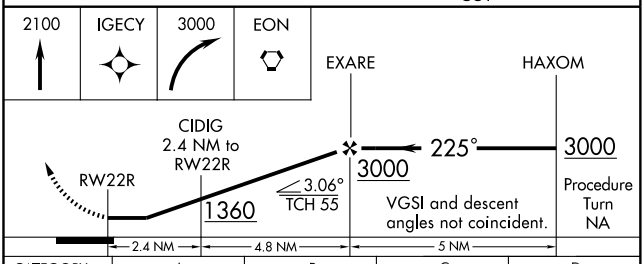
ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85



ELEV 620 D



HIRL Rwys 13C-31C and 4R-22L
MIRL Rwys 4L-22R, 13L-31R, and 13R-31L
REIL Rwys 4R, 22L, and 31C
LDIN Rwys 13C and 31C



CATEGORY	A	B	C	D
LNAV MDA	1020-1 408 (400-1)		1020-1¼ 408 (400-1¼)	
CIRCLING	1120-1 500 (500-1)		1120-1½ 500 (500-1½)	1180-2 560 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5826
CH 50512	315°	TDZE	613
W31A		Apt Elev	620

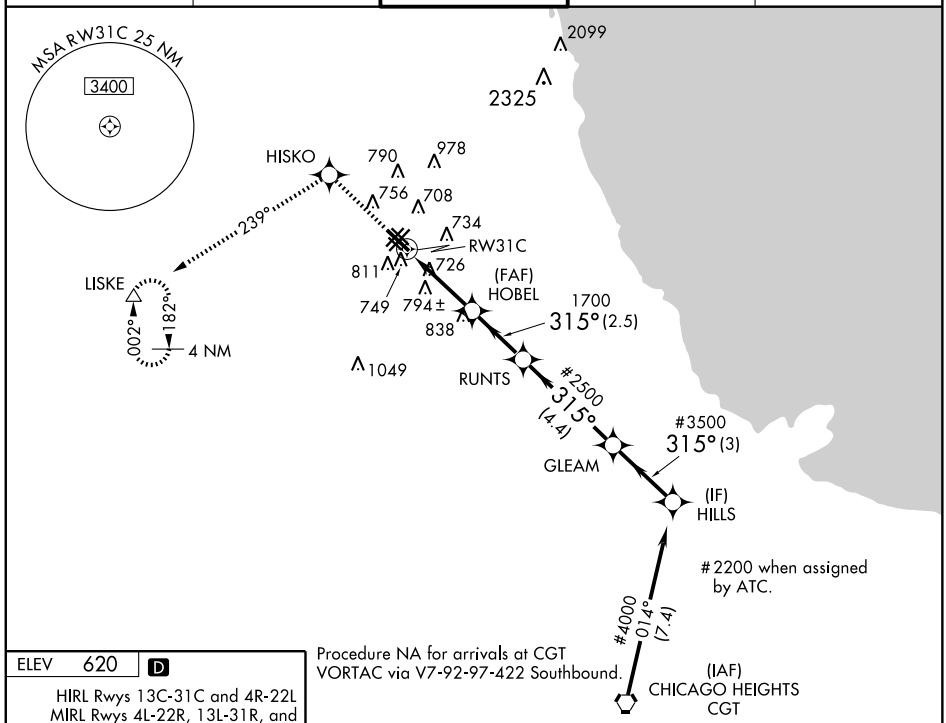
RNAV (GPS) RWY 31C

CHICAGO MIDWAY INTL (MDW)

Circling to Rwy 4L, 13L-31R, 13R-31L NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 46° C (114° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

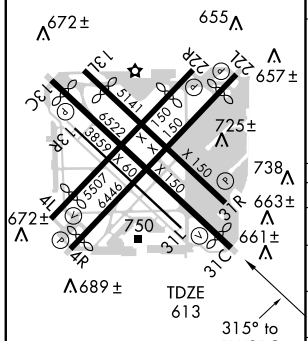
MISSED APPROACH: Climb to 2500 direct HISKO and via 239° track to LISKE and hold.

ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85



ELEV 620 D

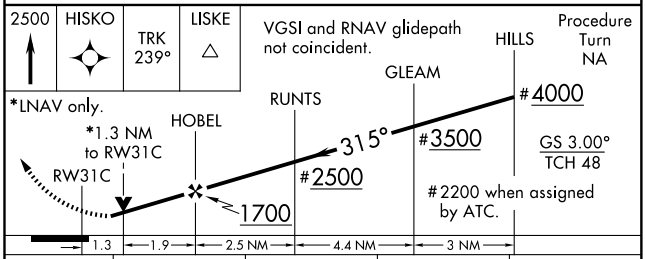
HIRL Rwys 13C-31C and 4R-22L
MIRL Rwys 4L-22R, 13L-31R, and 13R-31L
REIL Rwys 4R, 22L, and 31C
LDIN Rwys 13C and 31C



2500	HISKO	TRK 239°	LISKE

VGSI and RNAV glidepath not coincident.

Procedure Turn NA



CATEGORY	A	B	C	D
LPV DA	886/50 273 (300-1)			
LNAV/VNAV DA	1049-1½ 436 (500-1½)			
LNAV MDA	1080/50 467 (500-1)		1080/60 467 (500-1¼)	1080-1½ 467 (500-1½)
CIRCLING	1120-1 500 (500-1)		1120-1½ 500 (500-1½)	1180-2 560 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5142
315°	TDZE	609
	Apt Elev	620

RNAV (GPS) RWY 31R

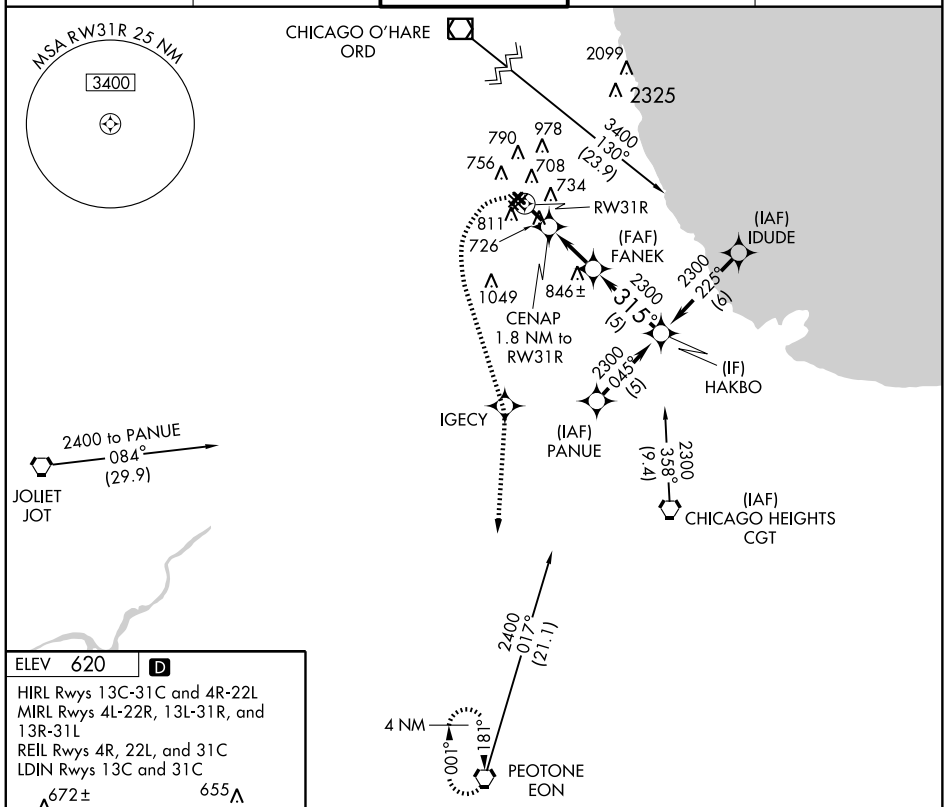
CHICAGO MIDWAY INTL (MDW)

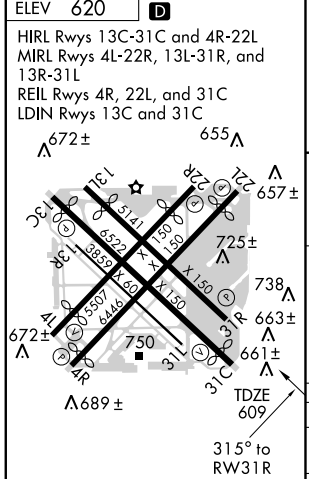
NA

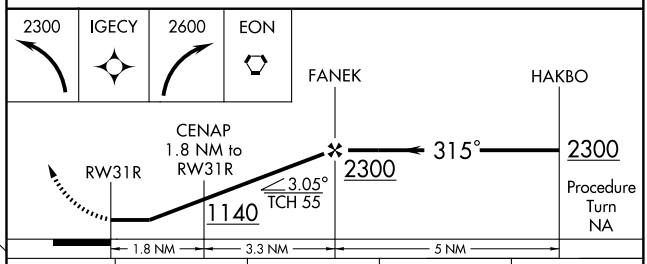
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Straight-in Minimums NA at night.

MISSED APPROACH: Climbing left turn to 2300 direct IGECY WP then climbing right turn to 2600 direct EON VORTAC and hold.

ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85







CATEGORY	A	B	C	D
LNAV MDA	1060-1 451 (500-1)		1060-1¼ 451 (500-1¼)	1060-1½ 451 (500-1½)
CIRCLING	1120-1 500 (500-1)		1120-1½ 500 (500-1½)	1180-2 560 (600-2)

APP CRS	Rwy Idg	6059
135°	TDZE	611
	Apt Elev	620

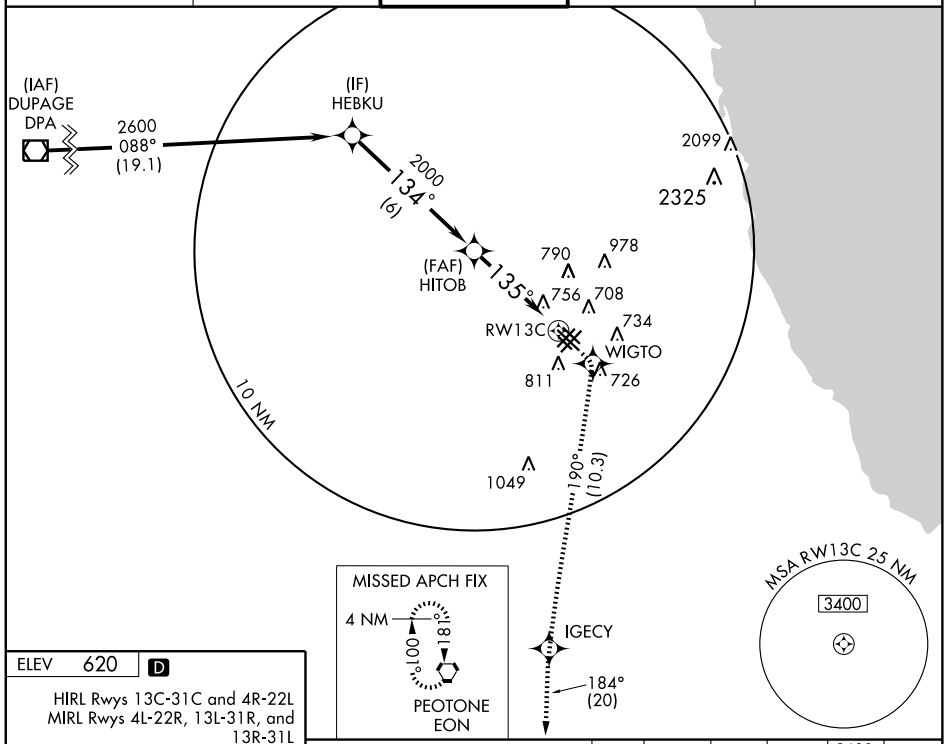
RNAV (GPS) Z RWY 13C

CHICAGO MIDWAY INTL (MDW)

DME/DME RNP-0.3 NA.
Circling NA at night to Rwy 4L, 13L-31R, 13R-31L.
When VGSI inoperative, procedure NA at night.
Baro-VNAV NA below -16° C (4° F).

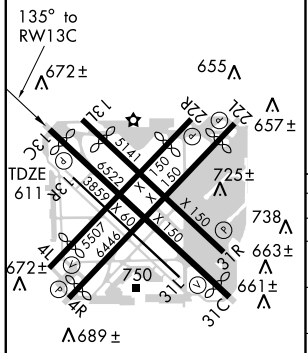
MISSED APPROACH: Climb to 2100 direct WIGTO and via 190° track to IGECY, then climb to 2600 via 184° track to EON VORTAC and hold.

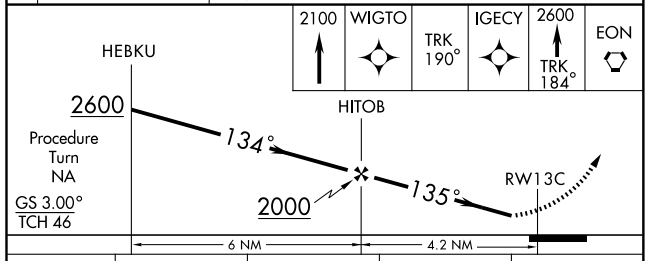
ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85



ELEV 620 D

HIRL Rwys 13C-31C and 4R-22L
MIRL Rwys 4L-22R, 13L-31R, and 13R-31L
REIL Rwys 4R, 22L, and 31C
LDIN Rwys 13C and 31C





CATEGORY	A	B	C	D
LPV DA	NA			
LNAV/VNAV DA	1040-1½ 429 (500-1½)			
LNAV MDA	1020/50 409 (400-1)		1020/60 409 (400-1¼)	
CIRCLING	1120-1½ 500 (500-1½)			1180-2 560 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6059
135°	TDZE	611
	Apt Elev	620

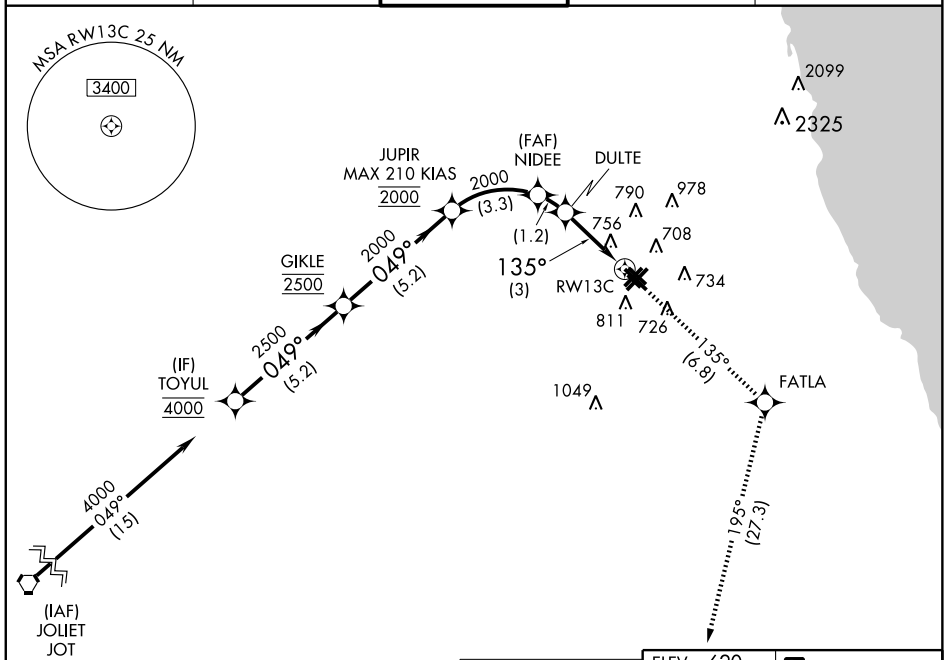
RNAV (RNP) Y RWY 13C

CHICAGO MIDWAY INTL (MDW)

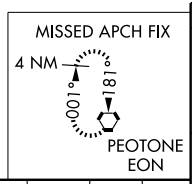
RF, GPS, and RADAR REQUIRED. For uncompensated Baro-VNAV systems, procedure NA below -15° C (5° F) or above 47° C (116° F). When VGSI inop, procedure NA at night.

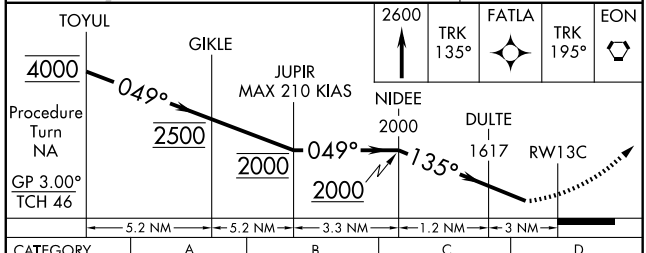
MISSED APPROACH: Climb to 2600 via 135° track to FATLA and 195° track to EON VORTAC and hold.

ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85



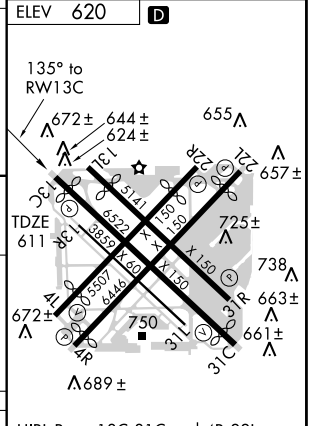
Procedure NA for arrivals at JOT VORTAC via V8 Westbound.





CATEGORY	A	B	C	D
RNP 0.30 DA	1065-1½ 454 (500-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL Rwys 13C-31C and 4R-22L
MIRL Rwys 4L-22R, 13L-31R, and 13R-31L
REIL Rwys 4R, 22L, and 31C
LDIN Rwys 13C and 31C

EC-3, 14 JAN 2010 to 11 FEB 2010

CHICAGO, ILLINOIS

AL-81 (FAA)

VORTAC CGT	APP CRS	Rwy Idg	5812
114.2	235°	TDZE	610
Chan 89		Apt Elev	620

VOR/DME RNAV or GPS RWY 22L

CHICAGO MIDWAY INTL (MDW)

RADAR REQUIRED

MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 via EON VORTAC R-001 until crossing IGECY Int, then climb to 2600 to EON VORTAC and hold.

ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85

MANLI
N41° 54.54'-W87° 30.10'
114.2 CGT 005.4° -24.1
630

2099
(FAF) 2325
(BAWJU)
6 NM from MAP WP
N41° 50.72'-W87° 37.95'
3000
235°
(7)
978
790
235°
756 708
2 NM from MAP WP
N41° 48.53'-W87° 42.44'
734
811 726
10 NM

MAP
HINSN
N41° 47'44' - W87° 44.68'
114.2 CGT 333.2° -18.6
630

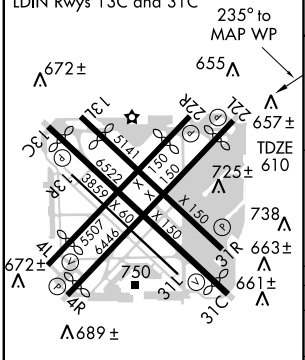
MISSED APCH FIX
R-001
181°
001°
PEOTONE
113.2 EON
Chan 79

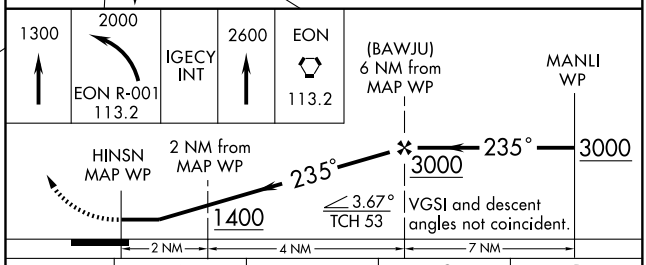
R-001
IGECY INT
EON 20
R-300
CGT 114.2
Chan 89
EON 113.2
Chan 79

MSA HINSN 25 NM
3400

ELEV 620 D

HIRL Rwys 13C-31C and 4R-22L
MIRL Rwys 4L-22R, 13L-31R, and 13R-31L
REIL Rwys 4R, 22L, and 31C
LDIN Rwys 13C and 31C





CATEGORY	A	B	C	D
S-22L	1300-1 690 (700-1)		1300-2 690 (700-2)	1300-2¼ 690 (700-2¼)
CIRCLING	1300-1 680 (700-1)		1300-2 680 (700-2)	1300-2¼ 680 (700-2¼)

EC-3, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-166 (FAA)

CHICAGO-O'HARE INTL (ORD)
CHICAGO, ILLINOIS

ATIS
135.4 282.225
O'HARE TOWER NORTH
128.15
O'HARE TOWER CENTER
120.75 126.9 132.7 390.9
GND CON TOWER NORTH
124.125
GND CON TOWER CENTER
121.75 348.6 (OBND)
121.9 348.6 (IBND)
CLNC DEL
121.6

D

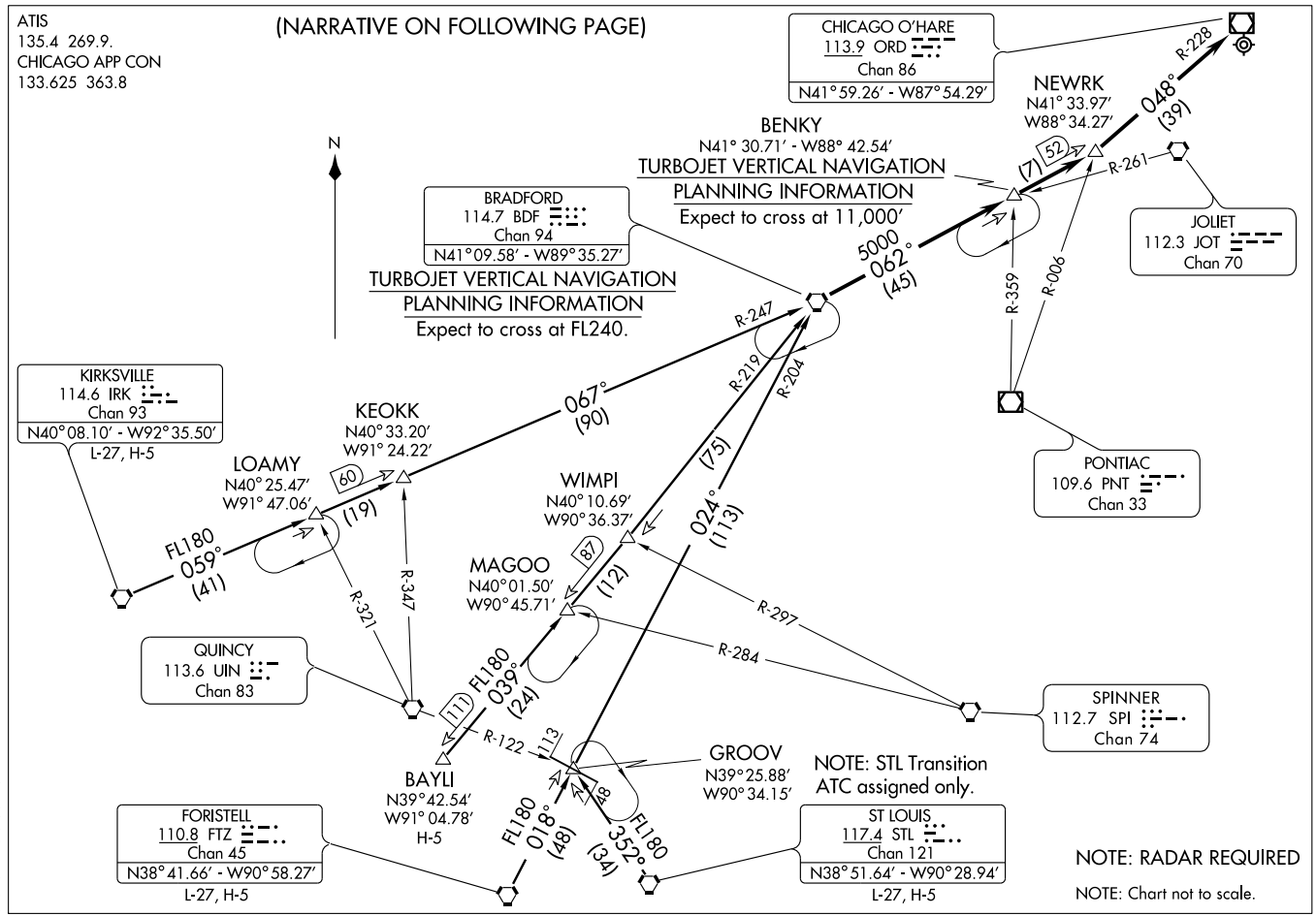
ASDE-X Surveillance System in use.
Pilots should operate transponders with Mode C on all twys and rwys.

ELEV 668
HOT 10
092.8°
7500 X 150
272.8°
16
27R
ELEV 653
ELEV 664
42° 00′ N
14L PAD
CONTROL TOWER 910
14R PAD
ELEV 666
SCENIC HOLD PAD
10005 X 150
ELEV 648
NORTHEAST CARGO RAMP
FIRE STATION
LAHSO
7500 X 150
SEE INSET
7967 X 150
FBO RAMP
FIELD ELEV 672
ELEV 660
ELEV 650
41° 59′ N
ELEV 656
LAHSO
32R PAD
ELEV 648
13000 X 200
CONTROL TOWER 905
B PAD
HOT 8
28 PAD
10 PAD
HOT 7
ELEV 672
EMAS 490 X 170
092.7°
HZ 0.3% DOWN
LAHSO
13000 X 150
272.7°
ELEV 654
41° 58′ N
SOUTH CARGO RAMP
FIRE STATION
32L PAD
ELEV 651
ELEV 649
8075 X 150
0.3% DOWN
SOUTH CARGO RAMP
4R PAD
EMAS 303 X 170
ELEV 661
VAR 2.8° W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1 W
41° 57′ N
87°56′ W
87°55′ W
87°54′ W
87°53′ W

RWY 4R-22L
PCN 108 R/C/W/U
S100, D200,ST175, DT350
RWY 9L-27R
S75, D210, DT500, DDT913
RWY 9R-27L
PCN 108 R/C/W/U
S100, D210, ST175, DT350
RWYS 10-28, 14R-32L, 14L-32R, 4L-22R
PCN 108 R/C/W/U
S100, D185, ST175, DT350

CAUTION BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-3, 14 JAN 2010 to 11 FEB 2010



(BDF.BDF5) 08325

BRADFORD FIVE ARRIVAL

ST-166 (FAA)

CHICAGO O'HARE INTL
CHICAGO, ILLINOIS

ARRIVAL DESCRIPTION

BAYLI TRANSITION (BAYLI.BDF5): From over BAYLI INT via BDF R-219 to BDF VORTAC. Thence....

FORISTELL TRANSITION (FTZ.BDF5): From over FTZ VORTAC via FTZ R-018 and BDF R-204 to BDF VORTAC. Thence....

KIRKSVILLE TRANSITION (IRK.BDF5): From over IRK VORTAC via IRK R-059 and BDF R-247 to BDF VORTAC. Thence....

ST LOUIS TRANSITION (STL.BDF5): From over STL VORTAC via STL R-352 and BDF R-204 to BDF VORTAC. Thence....

....from over the BDF VORTAC via BDF R-062 to NEWRK INT, thence direct ORD VOR/DME. Expect vector to final approach course.

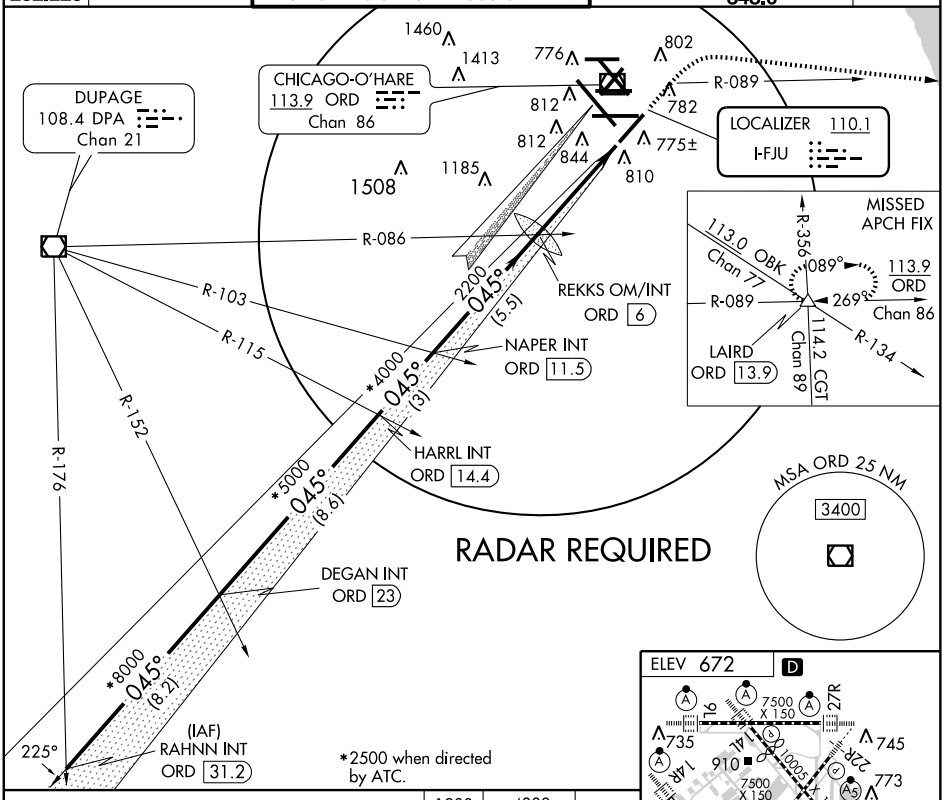
LOC I-FJU	APP CRS	Rwy Idg	8075
110.1	045°	TDZE	661
		Apt Elev	672

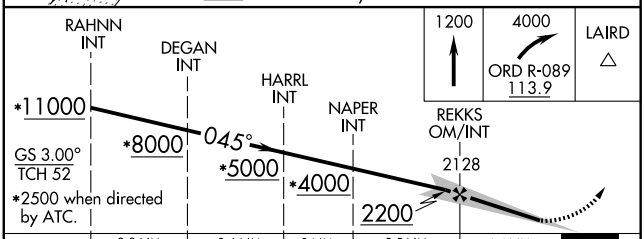
ILS or LOC RWY 4R
CHICAGO-O'HARE INTL (ORD)

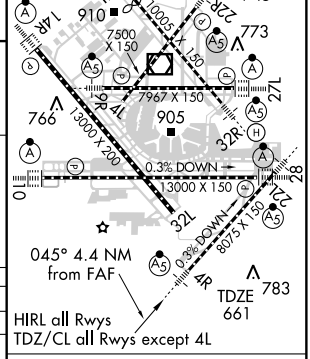
MALSR

MISSED APPROACH: Climb to 1200, then climbing right turn to 4000 via ORD R-089 to LAIRD Int and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6







CATEGORY	A	B	C	D
S-ILS 4R	861/18		200 (200-½)	
S-LOC 4R	1260/24 599 (600-½)		1260/50 599 (600-1)	1260/60 599 (600-1¼)
CIRCLING	1260-1 588 (600-1)		1260-1½ 588 (600-1½)	1260-2 588 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-3. 14 JAN 2010 to 11 FEB 2010

CHICAGO, ILLINOIS

AL-166 (FAA)

LOC/DME I-SAJ	APP CRS	Rwy Idg	7500
111.75	093°	TDZE	668
Chan 54 (Y)		Apt Elev	672

ILS or LOC RWY 9L

CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 9R and 10.
Localizer unusable for rollout guidance.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via OBK VOR/DME R-166 to OBK VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6

RADAR REQUIRED

NORTHBROOK
113.0 OBK
Chan 77

R-272 092° 272°

CHICAGO-O'HARE
113.9 ORD
Chan 86

10 NM

R-166

ALTERNATE MISSED APCH FIX
DEERE
ORD 18.5
045°
225°
113.9 ORD
R-045
Chan 86
Chan 89
R-356
114.2 CGT

(IF)
TRYXI INT
I-SAJ 15.7
RADAR

DOOGY INT
I-SAJ 9.9
RADAR

OBK R-216

OBK R-198

OGSIE
I-SAJ 3

LOCALIZER 111.75
I-SAJ
Chan 54(Y)

†4000
273°
093°
(5.9)
R-230 OBK
2300
093°
(5.1)
1460
899±
IM
776
778
812
802
782
775±
844
810
1413
1508
1185
ZENAH INT
I-SAJ 4.7
RADAR

MSA ORD 25 NM
3400
2099
2325

† When assigned by ATC, intercept glidepath at 4000.

TRYXI INT
I-SAJ 15.7
RADAR

DOOGY INT
I-SAJ 9.9
RADAR

ZENAH INT
I-SAJ 4.7
RADAR

1100 | 4000 OBK R-166 | OBK 113.0

4000
GS 3.00°
TCH 55
093°
† 4000
093°
2300
OGSIE
I-SAJ 3
2300
*1720
I-SAJ
DME
ANTENNA
I-SAJ 1
I-SAJ 0.2
IM

† When assigned by ATC, intercept glidepath at 4000.
*LOC Only.

5.9 NM | 5.1 NM | 1.8 NM | 2 NM | 1 NM | 0.1

CATEGORY	A	B	C	D
S-ILS 9L	868/18 200 (200-½)			
S-LOC 9L	1720/40 1052 (1100-¾)	1720/50 1052 (1100-1)	1720-2½ 1052 (1100-2½)	
CIRCLING	1720-1¼ 1048 (1100-1¼)	1720-1½ 1048 (1100-1½)	1720-3 1048 (1100-3)	
OGSIE FIX MINIMUMS				
S-LOC 9L	1080/24 412 (500-½)		1080/40 412 (500-¾)	
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

ELEV 672 D

093° 4.9 NM from FAF

TDZE 668

7500 X 150

10005 X 150

7967 X 150

13000 X 200

13000 X 150

8075 X 150

0.3% DOWN

0.3% DOWN

735 910 745 773 766 905 783

HIRL all Rwys
TDZ/CL all Rwys except 4L

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-JAV	APP CRS	Rwy Idg	7967
110.5	093°	TDZE	660
Chan 42		Apt Elev	672

ILS or LOC RWY 9R

CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 9L and 10. DME or RADAR Required.

MALSR

MISSED APPROACH: Climb to 4000 via ORD VOR/DME R-089 to GRABL Int/ORD 19.5 DME/RADAR and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6

RADAR REQUIRED

MSA ORD 25 NM
3400

10 NM

113.0 OBK
Chan 77

ALTERNATE MISSED APCH FIX
065°
245°
108.4 DPA
R-065
Chan 21
THORR INT
DPA 36.3
114.2 CGT
R-356
Chan 89

(IF)
WASCO
I-JAV 20.2
RADAR

GEMMS
I-JAV 17.3
RADAR

CHILR
I-JAV 14.4
RADAR

DEVON
I-JAV 11.5
RADAR

R-195
R-188

YONUT INT
I-JAV 4.4

CHICAGO-O'HARE
113.9 ORD
Chan 86

273°
093°
*6000
*5000
*4000
2300
(2.9)
(2.9)
(3)
(5.1)
1460
1413
829±
776
802
812
782
775±
812
844
810
1185
1508

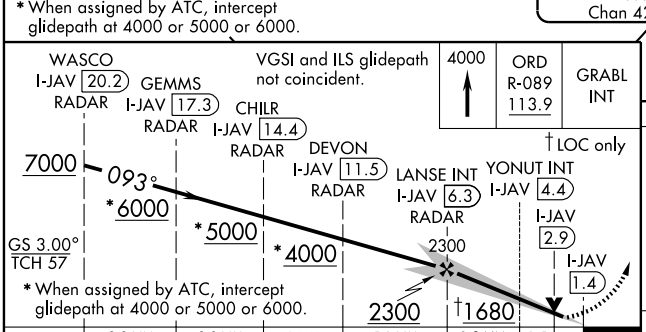
ORD
R-089

LANSE INT
I-JAV 6.3
RADAR

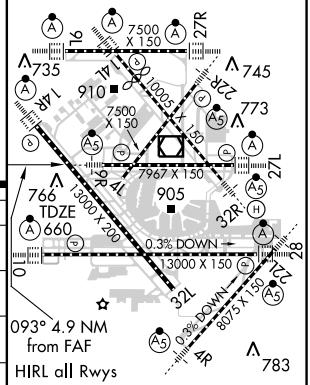
MISSED APCH FIX
089°
269°
113.9 ORD
R-089
Chan 86
GRABL INT
ORD 19.5
RADAR
114.2 CGT
R-007
Chan 89

LOCALIZER 110.5
I-JAV
Chan 42

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.



ELEV 672 D



HIRL all Rwys
TDZ/CL all Rwys except 4L

CATEGORY	A	B	C	D
S-ILS 9R	860/18 200 (200-½)			
S-LOC 9R	1680/40 1020 (1100-¾)	1680/50 1020 (1100-1)	1680-2½ 1020 (1100-2½)	
CIRCLING	1680-1¼ 1008 (1100-1¼)	1680-1½ 1008 (1100-1½)	1680-3 1008 (1100-3)	
YONUT FIX MINIMUMS				
S-LOC 9R	1200/24 540 (600-½)		1200/50 540 (600-1)	1200/60 540 (600-1¼)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-3. 14 JAN 2010 to 11 FEB 2010

CHICAGO, ILLINOIS

AL-166 (FAA)

LOC/DME I-MED	APP CRS	Rwy Idg	12246
111.1	093°	TDZE	672
Chan 48		Apt Elev	672

ILS or LOC RWY 10

CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 9R/L. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via DPA VOR/DME R-084 to DPA VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4	119.0 393.1	128.15 (NORTH)	124.125	121.75 (OBND)	121.6
282.225		120.75 126.9 132.7 390.9 (CENTER)		121.9 (IBND) 348.6

ALTERNATE MISSED APCH FIX

CGT R-008

ORD R-091

113.9 ORD Chan 86

091°

271°

114.2 CGT Chan 89

BLUTO INT ORD 19.8

RADAR REQUIRED

NORTHBROOK 113.0 OBK Chan 77

MSA ORD 25 NM

3400

10 NM

R-197

CHICAGO-O'HARE 113.9 ORD Chan 86

LOCALIZER 111.1 I-MED Chan 48

(IF) BURKE I-MED 21.1 RADAR

SYSCO I-MED 18.2 RADAR

PRATT I-MED 15.3 RADAR

CARLE I-MED 12.4 RADAR

BUGSE INT I-MED 7.3 RADAR

6000 5000 4000 2300

093° 093° 093° 093°

(2.9) (2.9) (3) (5.1)

273°

1460 1413 1508

776 812 812 1185 758± 844 IM 810 775± 802 782

DUPAGE 108.4 DPA Chan 21

POPME I-MED 3.8

R-248 068° 248° R-084

BURKE I-MED 21.1 RADAR

SYSCO I-MED 18.2 RADAR

PRATT I-MED 15.3 RADAR

CARLE I-MED 12.4 RADAR

BUGSE INT I-MED 7.3 RADAR

POPME I-MED 3.8

I-MED 2.4

IM

7000

093°

**6000

**5000

**4000

2300

*1180

GS 3.00°

TCH 56

** When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.

* LOC only

1100 4000 DPA

DPA R-084 108.4

VGSI and ILS glide-path not coincident.

2.9 NM 2.9 NM 3 NM 5.1 NM 3.5 NM 1.3 0.1

CATEGORY	A	B	C	D
S-ILS 10		872/18	200 (200-½)	
S-LOC 10	1180/24 508 (600-½)		1180/50 508 (600-1)	
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)
POPME FIX MINIMUMS				
S-LOC 10	1100/24 428 (500-½)		1100/40 428 (500-¾)	1100/50 428 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

ELEV 672 D

7500 X 150

7500 X 150

10005 X 150

7967 X 150

13000 X 200

13000 X 150

8075 X 150

0.3% DOWN

0.3% DOWN

TDZE 672

093° 4.9 NM from FAF

HIRL all Rwys

TDZ/CL all Rwys except 4L

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-OHA	APP CRS	Rwy Idg	8007
110.9	143°	TDZE	653
Chan 46		Apt Elev	672

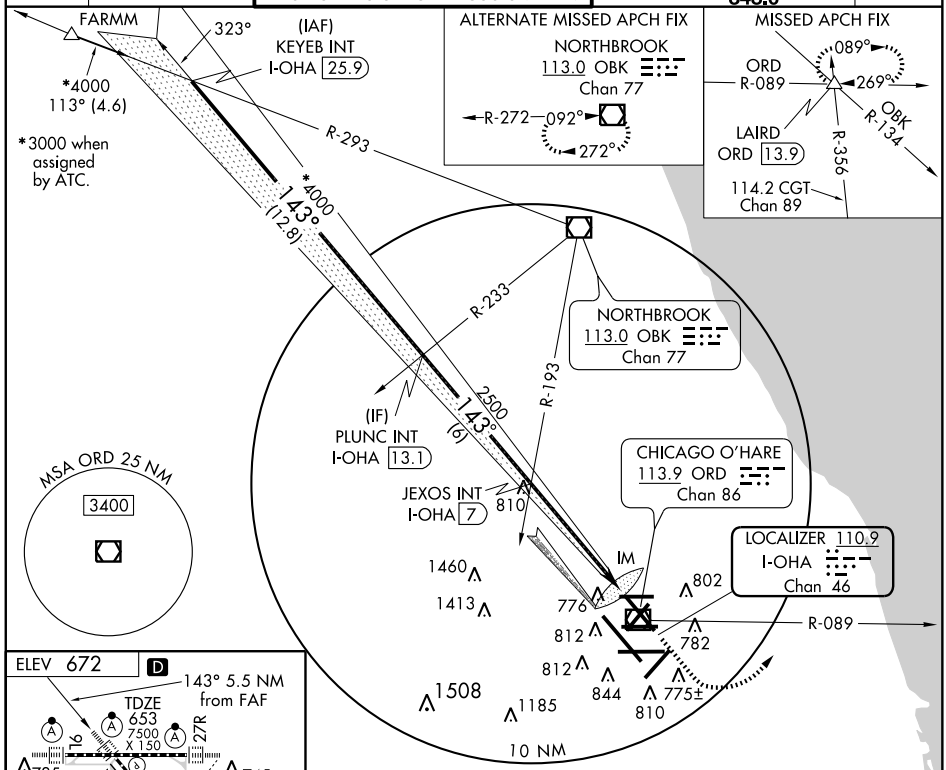
ILS or LOC RWY 14L
CHICAGO-O'HARE INTL (ORD)

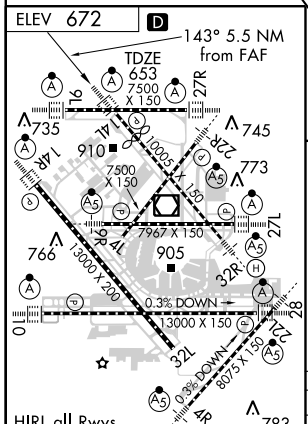
Simultaneous approach authorized with Rwy 14R.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 059° and ORD R-089 to LAIRD Int and hold, continue climb-in-hold to 4000.

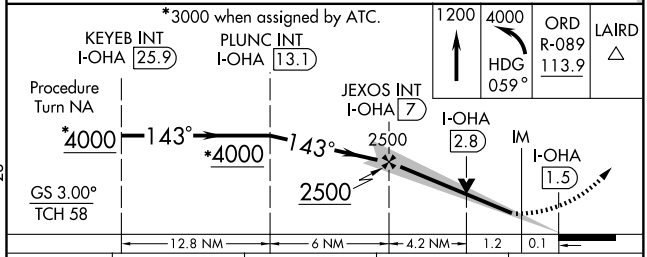
ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6





FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 14L	853/18	200 (200-½)		
S-LOC 14L	1140/24	487 (500-½)	1140/40 487 (500-¾)	1140/50 487 (500-1)
CIRCLING	1220-1	548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-ORD	APP CRS	Rwy Idg	13000
109.75	143°	TDZE	668
Chan 34 (Y)		Apt Elev	672

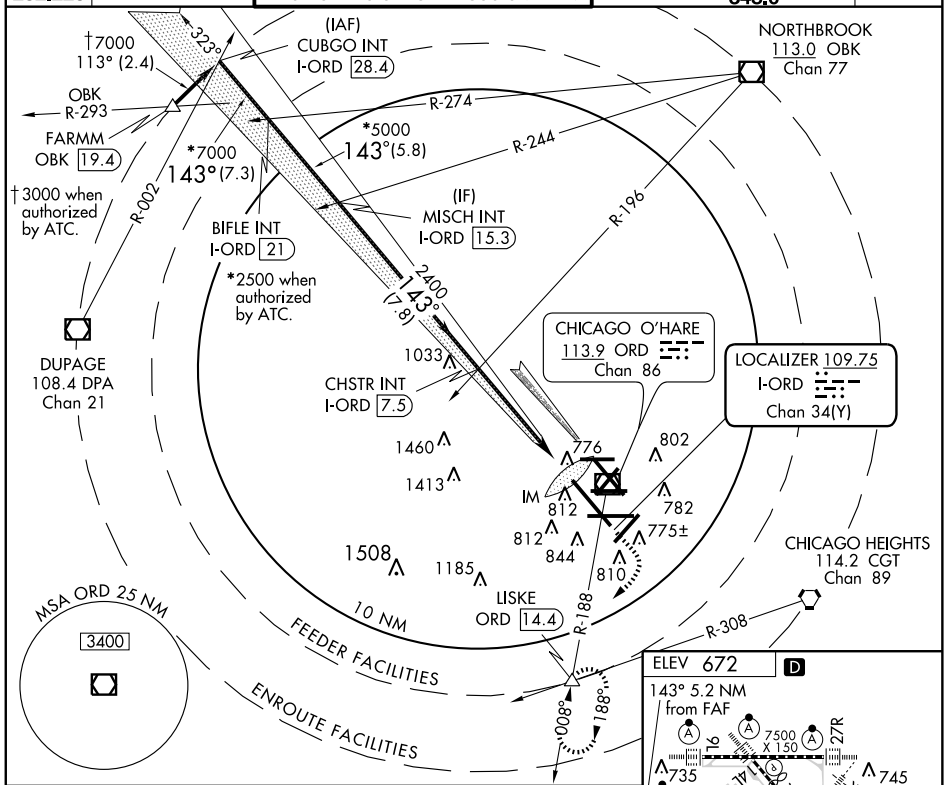
ILS or LOC RWY 14R
CHICAGO-O'HARE INTL (ORD)

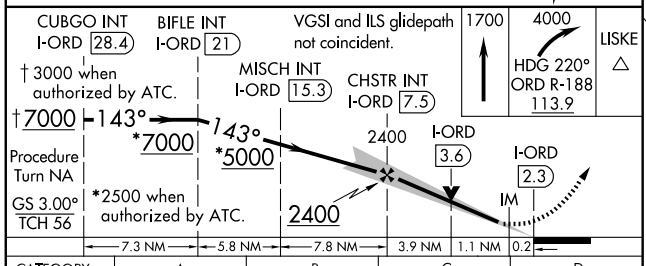
Simultaneous approach authorized with Rwy 14L.

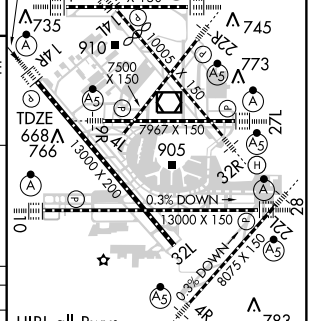
ALSF-2

MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 via heading 220° and ORD VOR/DME R-188 to LISKE Int/ORD 14.4 DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6







HIRL all Rwys
TDZ/CL all Rwys except 4L

CATEGORY	A	B	C	D
S-ILS 14R	868/18 200 (200-½)			
S-LOC 14R	1140/24 472 (500-½)		1140/40 472 (500-¾)	1140/50 472 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC I-LQQ	APP CRS	Rwy ldg	8075
110.1	225°	TDZE	654
		Apt Elev	672

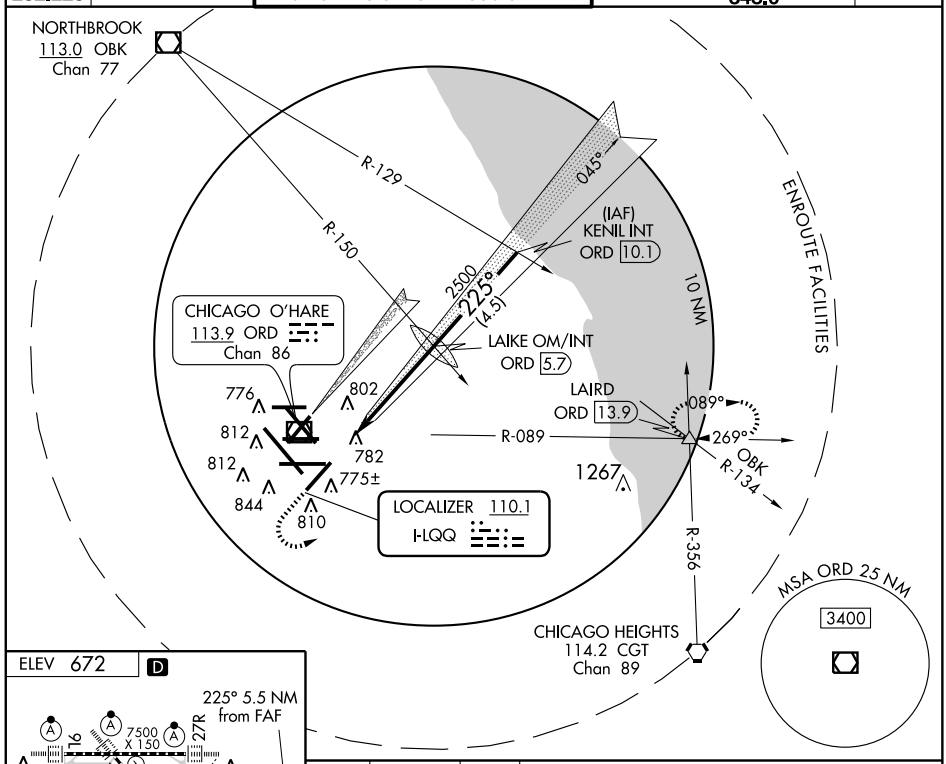
ILS or LOC RWY 22L
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 22R. RADAR REQUIRED.

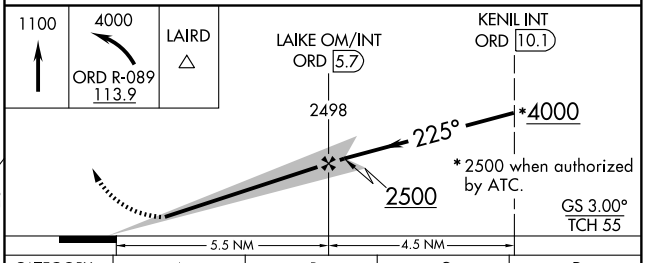
MALSR

MISSED APPROACH: Climb to 1100, then climbing left turn to 4000 via ORD VOR/DME R-089 to LAIRD Int and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 22L	854/18 200 (200-½)			
S-LOC 22L	1080/24 426 (500-½)		1080/40 426 (500-¾)	
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-RXZ	APP CRS	Rwy ldg	7500
111.3	223°	TDZE	651
		Apt Elev	672

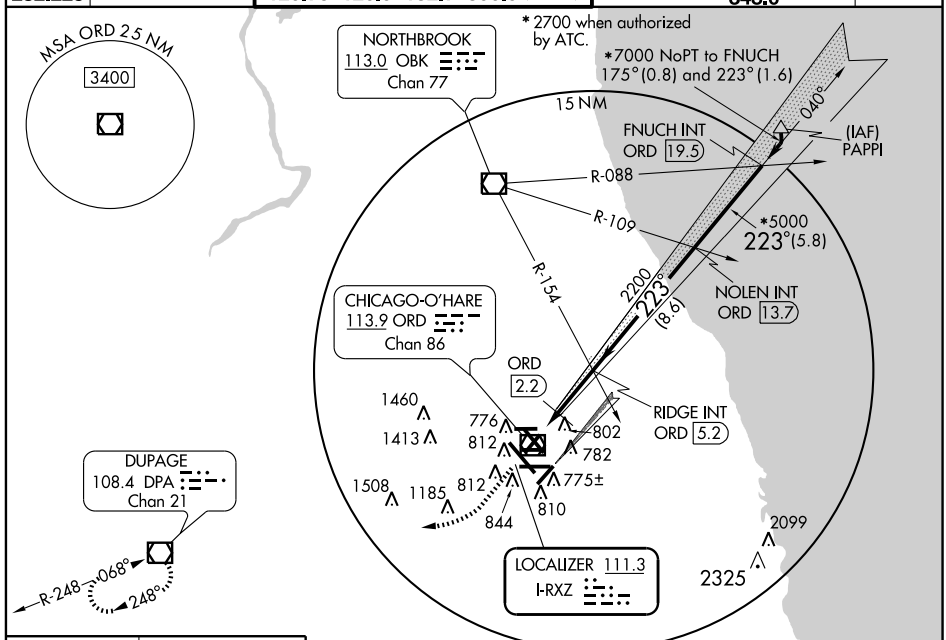
ILS or LOC RWY 22R
CHICAGO-O'HARE INTL (ORD)

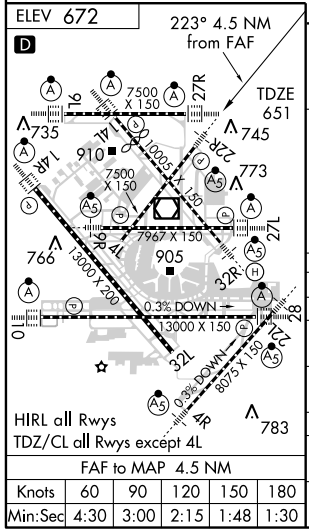
Simultaneous approach authorized with Rwy 22L. For inoperative MALSR, increase DME minimums S-LOC 22R Cat. D visibility to RVR 5000. DME from ORD VOR/DME.

MALSR

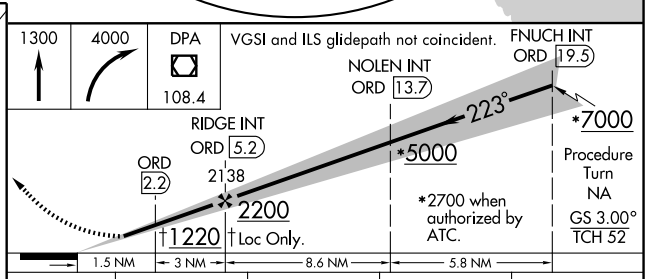
MISSED APPROACH: Climb to 1300, then climbing right turn to 4000 direct DPA VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6





FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-ILS 22R	851/18 200 (200-½)			
S-LOC 22R	1220/24 569 (600-½)		1220/50 569 (600-1)	1220/60 569 (600-1¼)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)
DME MINIMUMS				
S-LOC 22R	980/24 329 (400-½)			980/40 329 (400-¾)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-IAC	APP CRS	Rwy Idg	7967
110.5	273°	TDZE	653
Chan 42		Apt Elev	672

ILS or LOC RWY 27L
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27R and 28. DME or RADAR required. Light poles and sign up to 739 MSL located between 580 ft and 980 ft south of Rwy.

ALSF-2

MISSED APPROACH: Climb to 4000 via ORD VOR/DME R-267 to WASCO Int/ORD 19.4 DME/RADAR and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6

NORTHBROOK
113.0 OBK
Chan 77

ALTERNATE MISSED APCH FIX
CGT R-322
142°
322°
DPA R-021
UKUNE
CGT 48
RADAR
108.4 DPA Chan 21
114.2 CGT Chan 89

MSA ORD 25 NM
3400

MISSED APCH FIX
ORD R-267
DPA R-004
113.9 ORD
Chan 86
087°
267°
WASCO
ORD 19.4
RADAR
108.4 DPA Chan 21

CHICAGO-O'HARE
113.9 ORD
Chan 86

OBK R-154

10 NM

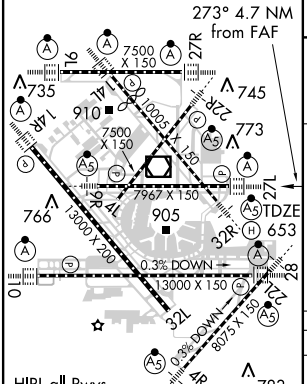
1460
ORD R-267
1413
776
IM
802
860
2200
273° (5.4)
*4000
273° (3)
*5000
273° (2.9)
*6000
273° (2.9)
093°
812
812
782
816
1508
1185
844
810
775±
TAFFS INT
I-IAC 4.5
RADAR
EBENS
I-IAC 10
RADAR
BASHH
I-IAC 12.9
RADAR
RIPPR
I-IAC 15.8
RADAR
(IF)
GRABL
I-IAC 18.7
RADAR
2099
2325

LOCALIZER 110.5
I-IAC
Chan 42

RADAR REQUIRED

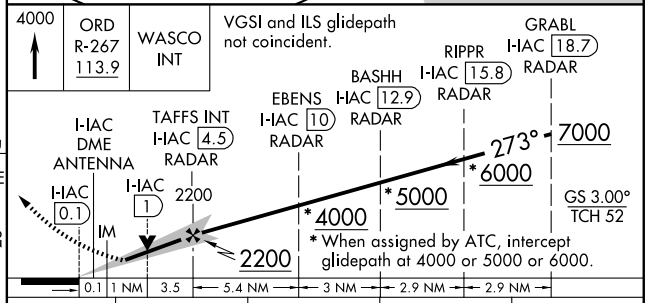
* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.

ELEV 672 D



HIRL all Rwys
TDZ/CL all Rwys except 4L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-ILS 27L	853/18 200 (200-½)			
S-LOC 27L	1080/24 427 (500-½)		1080/40 427 (500-¾)	1080/50 427 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-ABU	APP CRS	Rwy Idg	7500
111.75	273°	TDZE	664
Chan 54 (Y)		Apt Elev	672

ILS or LOC RWY 27R
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27L and 28.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via OBK VOR/DME R-183 to OBK VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6

RADAR REQUIRED

NORTHBROOK 113.0 OBK Chan 77

LOCALIZER 111.75 I-ABU Chan 54 (Y)

CHICAGO-O'HARE 113.9 ORD Chan 86

092° 272° R-183 R-128 R-154 R-139

ALTERNATE MISSED APCH FIX
R-333 153° R-027 333° R-293
UMUZI ORD 17.9
OBK 113.0 Chan 77
DPA 108.4 Chan 21
ORD 113.9 Chan 86

*When assigned by ATC, intercept glidepath at 4000.

(IF) HAREE INT I-ABU 17.3 RADAR

IM 1460 1413 776 812 812 844 1508 1185 810 775± 782 802 2200 (5.4) 273° *4000 (5.9) 273° 093°

SIBLY INT I-ABU 6 RADAR

BONZO INT I-ABU 11.4 RADAR

MSA ORD 25 NM 3400 2099 2325

ELEV 672 D

TDZE 664 273° 4.6 NM from FAF

7500 X 150 9L 27R 14L 735 910 10000 X 150 745 14R 28R 7500 X 150 773 27L 7967 X 150 766 905 13000 X 200 0.3% DOWN 3000 X 150 32R 28 0 21L 32L 0.3% DOWN 8075 X 150 4R 783

HIRL all Rwys
TDZ/CL all Rwys except 4L

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

1100 4000 OBK R-183 OBK 113.0

BONZO INT I-ABU 11.4 RADAR
HAREE INT I-ABU 17.3 RADAR
SIBLY INT I-ABU 6 RADAR
2200 273° 273° 4000 *4000 GS 3.00° TCH 55
I-ABU 1.4 I-ABU 2.5 IM 2200
*When assigned by ATC, intercept glidepath at 4000.
0.1 1.0 3.5 NM 5.4 NM 5.9 NM

CATEGORY	A	B	C	D
S-ILS 27R	864/18 200 (200-½)			
S-LOC 27R	1060/24 396 (400-½)			1060/40 396 (400-¾)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

CHICAGO, ILLINOIS

AL-166 (FAA)

ILS or LOC RWY 28

CHICAGO-O'HARE INTL (ORD)

LOC/DME I-TSL	APP CRS	Rwy Idg	13000
111.1	273°	TDZE	651
Chan 48		Apt Elev	672

Simultaneous approach authorized with Rwy 27L/R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6

NORTHBROOK 113.0 OBK Chan 77

DUPAGE 108.4 DPA Chan 21 068° 248° R-248 MISSED APCH FIX

CHICAGO O'HARE 113.9 ORD Chan 86

ALTERNATE MISSED APCH FIX: BURKE INT ORD 19.9 RADAR, R-358, ORD 113.9 Chan 86, 085° R-265 265°, DPA 108.4 Chan 21

MSA ORD 25 NM 3400

R-155

10 NM

WAVIE I-TSL 12.8 RADAR

(IF) BLUTO I-TSL 18.6 RADAR

ADAME I-TSL 9.8 RADAR

ROCSE I-TSL 15.7 RADAR

WILLT INT I-TSL 4.4 RADAR

LOCALIZER 111.1 I-TSL Chan 48

108.4 DPA R-082 Chan 21

1460 1413 1508 1185 776 802 782 812 812 844 810 IM 775± 810 888 2200 2099 2325 273° (5.4) 273° (3) 4000 5000 273° (2.9) 6000 273° (2.9) 093°

RADAR REQUIRED

ELEV 672 D

7500 X 150 9L 27R 14L 10000 X 150 14R 22L 22R 7500 X 150 7967 X 150 13000 X 200 9R 27L 13000 X 150 0.3% DOWN 32R 28 10 32L 0.3% DOWN 8075 X 150 4R 27C TDZE 651 735 745 910 773 766 905 783

HIRL all Rwys
TDZ/CL all Rwys except 4L

273° 4.6 NM from FAF

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

1100 | 4000 HDG 215° DPA R-082 | DPA 108.4

* When assigned by ATC, intercept glidepath at 4000, or 5000 or 6000.

I-TSL DME ANTENNA I-TSL 0.3 I-TSL 0.8 IM WILLT INT I-TSL 4.4 RADAR 2200 ADAME I-TSL 9.8 RADAR WAVIE I-TSL 12.8 RADAR ROCSE I-TSL 15.7 RADAR BLUTO I-TSL 18.6 RADAR 273° *4000 *5000 *6000 7000 GS 3.00° TCH 51

0.2 | 0.9 | 3.6 NM | 5.4 NM | 3 NM | 2.9 NM | 2.9 NM

CATEGORY	A	B	C	D
S-ILS 28	851/18 200 (200-½)			
S-LOC 28	1060/24 409 (400-½)		1060/40 409 (400-¾)	
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-RVG	APP CRS	Rwy Idg	13000
108.95	323°	TDZE	654
Chan 26 (Y)		Apt Elev	672

ILS or LOC RWY 32L

CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 32R.

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via DPA VOR/DME R-068 to DPA VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6

DME OR RADAR REQUIRED

ENROUTE FACILITIES

FEEDER FACILITIES

10 NM

LOCALIZER 108.95
I-RVG
Chan 26(Y)

CHICAGO-O'HARE
113.9 ORD
Chan 86

776 802 812 812 844 MM 810 782 775± 775 1185

JOCKY INT
I-RVG 7.9
RADAR

2500
323°(1.5)
887

2099
2325

GRETI OM
I-RVG 9.4
RADAR

R-248 068° 248° R-068

DUPAGE
108.4 DPA
Chan 21

DUPGE INT

*3000 323° (3)

*4000 (3)

LUMPY
I-RVG 15.3
RADAR

(IF)
KITTS
I-RVG 12.4
RADAR

R-045

MSA ORD 25 NM
3400

Chicago Midway Intl

*5000 323° (5.8)

*2500 when authorized by ATC.

FORDD
I-RVG 23.9
RADAR

LITKY
I-RVG 21.1
RADAR

*7000 (2.8)

JEEFF INT
RADAR

*8000 323° (8.2)

R-043

JOLIET
112.3 JOT
Chan 70

IAF
CHICAGO HEIGHTS
114.2 CGT
Chan 89

*11000
043° (6.1)

143°

ELEV 672 D

7500 X 150
9L 27R
14L 32R
10000 X 150
14R 22L
22R 4L
7967 X 150
13000 X 150
0.3% DOWN
13000 X 200
TDZE 654
32L
8075 X 150
0.3% DOWN
4R

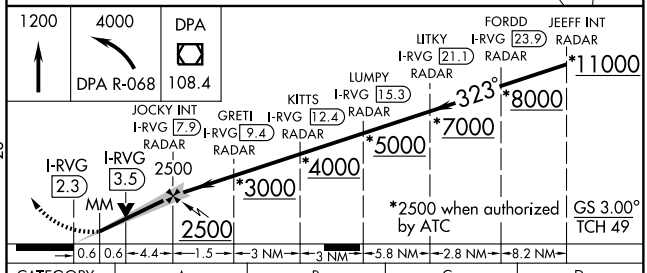
735 910 745 773 766 905 783

323° 5.6 NM from FAF

HIRL all Rwys
TDZ/CL all Rwys except 4L

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-ILS 32L	854/40 200 (200-¾)			
S-LOC 32L	1100/50 446 (500-1)		1100/60 446 (500-1¼)	1100-1½ 446 (500-1½)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC I-IDN	APP CRS	Rwy Idg	10003
110.75	323°	TDZE	653
		Apt Elev	672

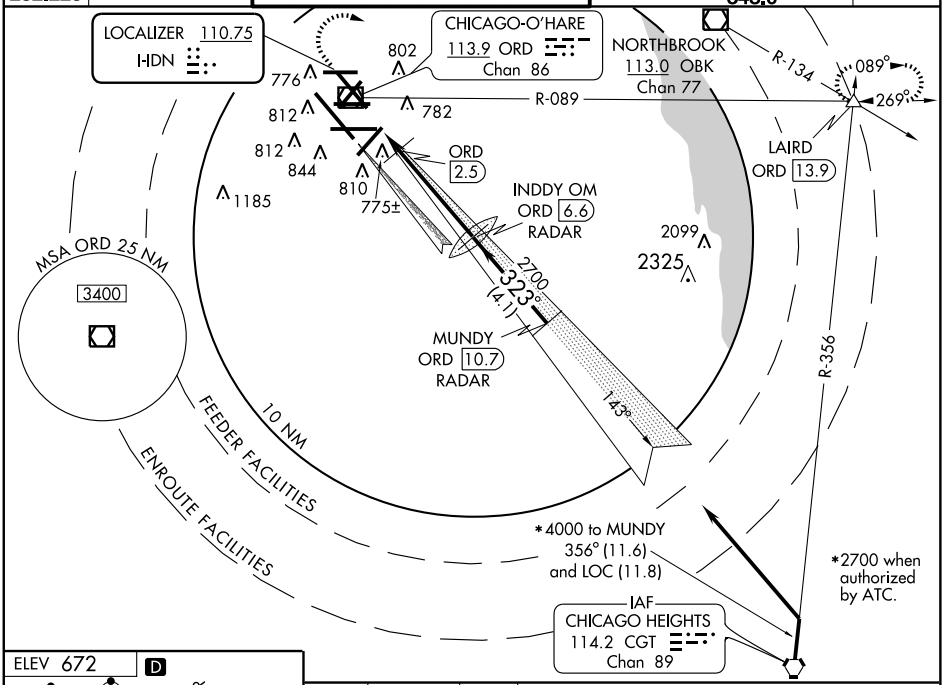
ILS or LOC RWY 32R
CHICAGO-O'HARE INTL (ORD)

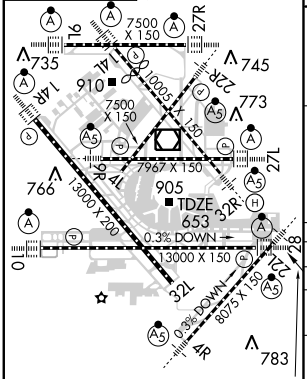
Simultaneous approach authorized with Rwy 32L. DME from ORD VOR/DME.

MALSR

MISSED APPROACH: Climb to 1100, then climbing right turn to 4000 via ORD R-089 to LAIRD Int/ORD 13.9 DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6

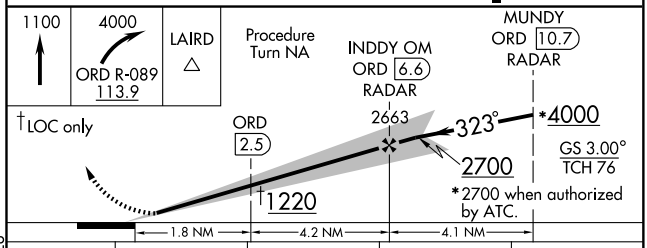




HIRL all Rwys
TDZ/CL all Rwys except 4L

323° 6 NM from FAF

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 32R	853/18 200 (200-½)			
S-LOC 32R	1220/24 567 (600-½)		1220/50 567 (600-1)	1220/60 567 (600-1¼)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)
DME MINIMUMS				
S-LOC 32R	1100/24 447 (500-½)		1100/40 447 (500-¾)	1100/50 447 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-SAJ	APP CRS	Rwy Idg	7500
111.75	093°	TDZE	668
Chan 54 (Y)		Apt Elev	672

ILS RWY 9L (CAT II)

CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 9R and 10.
Localizer unusable for rollout guidance.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via OBK VOR/DME R-166 to OBK VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6

RADAR REQUIRED

NORTHBROOK
113.0 OBK
Chan 77

R-272 092° 272°

ALTERNATE MISSED APCH FIX

DEERE
ORD 18.5

045° 225°

113.9 ORD R-045 Chan 86

114.2 CGT R-356 Chan 89

CHICAGO-O'HARE
113.9 ORD
Chan 86

10 NM

R-166

(IF)
TRYXI INT
I-SAJ 15.7
RADAR

DOOGY INT
I-SAJ 9.9
RADAR

OBK R-216

OBK R-198

LOCALIZER 111.75
I-SAJ
Chan 54 (Y)

†4000
273° 093° (5.9)
2300
093° (5.1)
1460
899±
IM
776
778
812
802
782
775±
844
810
1413
1508
1185
812

R-230 OBK

ZENAH INT
I-SAJ 4.7
RADAR

MSA ORD 25 NM
3400
2099
2325

† When assigned by ATC, intercept glidepath at 4000.

1100	4000	OBK
	OBK R-166	113.0

TRYXI INT
I-SAJ 15.7
RADAR

DOOGY INT
I-SAJ 9.9
RADAR

ZENAH INT
I-SAJ 4.7
RADAR

4000
GS 3.00°
TCH 55

093°
†4000

093°
2300

2300

IM

DH
RA 104

668
MSL

† When assigned by ATC, intercept glidepath at 4000.

5.9 NM | 5.1 NM | 4.8 NM | 859' | 1160'

CATEGORY	A	B	C	D
S-ILS 09L	RA 104/12 100 DA 768			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 672 D

TDZE 668

7500 X 150

10005 X 150

7500 X 150

7967 X 150

13000 X 200

13000 X 150

8075 X 150

0.3% DOWN

0.3% DOWN

735 745 773 766 905 783

HIRL all Rwys
TDZ/CL all Rwys except 4L

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-SAJ	APP CRS	Rwy Idg	7500
111.75	093°	TDZE	668
Chan 54 (Y)		Apt Elev	672

ILS RWY 9L (CAT III)
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 9R and 10.
Localizer unusable for rollout guidance.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via OBK VOR/DME R-166 to OBK VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6

RADAR REQUIRED

NORTHBROOK
113.0 OBK
Chan 77

R-272 092° 272°

CHICAGO-O'HARE
113.9 ORD
Chan 86

10 NM

R-166

ALTERNATE MISSED APCH FIX
DEERE
ORD 18.5
045° 225°
113.9 ORD R-045 Chan 86
114.2 CGT R-356 Chan 89

(IF)
TRYXI INT
I-SAJ 15.7
RADAR

DOOGY INT
I-SAJ 9.9
RADAR

OBK R-216
OBK R-198

LOCALIZER 111.75
I-SAJ
Chan 54 (Y)

†4000
273° 093° (5.9)
2300
093° (5.1)
R-230 OBK

1460 899± IM 776 802
778 812 782
812 775±
844 810
1413
ZENAH INT
I-SAJ 4.7
RADAR
1508 1185

MSA ORD 25 NM
3400
2099
2325

† When assigned by ATC, intercept glidepath at 4000.

TRYXI INT
I-SAJ 15.7
RADAR

DOOGY INT
I-SAJ 9.9
RADAR

ZENAH INT
I-SAJ 4.7
RADAR

1100	4000	OBK
	OBK R-166	113.0

4000
GS 3.00°
TCH 55
093° †4000
093° 2300
2300
IM 768
668 MSL

† When assigned by ATC, intercept glidepath at 4000.

5.9 NM 5.1 NM 4.8 NM 860' 1160'

CATEGORY	A	B	C	D
S-ILS 9L	CAT IIIa RVR 07			
S-ILS 9L	CAT IIIb NA			
S-ILS 9L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 672 D
TDZE 668

7500 X 150
10005 X 150
7500 X 150
7967 X 150
13000 X 200
13000 X 150
8075 X 150
0.3% DOWN
0.3% DOWN

735 910 745 773 766 905 783

HIRL all Rwys
TDZ/CL all Rwys except 4L

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-MED	APP CRS	Rwy Idg 12246
111.1 Chan 48	093°	TDZE 672
		Apt Elev 672

ILS RWY 10 (CAT II)
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 9R/L. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via DPA VOR/DME R-084 to DPA VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 348.6	121.6

ALTERNATE MISSED APCH FIX

CGT R-008 ORD R-091 091° 271° 113.9 ORD Chan 86 114.2 CGT Chan 89 BLUTO INT ORD 19.8

RADAR REQUIRED

NORTHBROOK 113.0 OBK Chan 77

MSA ORD 25 NM 3400

10 NM R-197

CHICAGO-O'HARE 113.9 ORD Chan 86

LOCALIZER 111.1 I-MED Chan 48

(IF) BURKE I-MED 21.1 RADAR

SYSCO I-MED 18.2 RADAR

PRATT I-MED 15.3 RADAR

CARLE I-MED 12.4 RADAR

BUGSE INT I-MED 7.3 RADAR

6000 5000 4000 2300

093° 093° 093° 093°

(2.9) (2.9) (3) (5.1)

273°

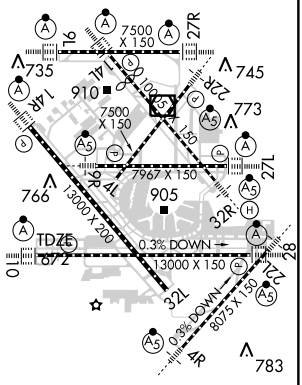
1460 1413 1508 1185 776 812 812 758± 844 IM 810 775± 802 782

DUPAGE 108.4 DPA Chan 21

POPME I-MED 3.8

R-248 068° 248° R-084

ELEV 672 D



HIRL all Rwys
TDZ/CL all Rwys except 4L

BURKE I-MED 21.1 RADAR

SYSCO I-MED 18.2 RADAR

PRATT I-MED 15.3 RADAR

CARLE I-MED 12.4 RADAR

BUGSE INT I-MED 7.3 RADAR

VGSI and ILS glide-path not coincident.

1100 4000 DPA DPA R-084 108.4

7000 093° **6000 **5000 **4000 2300 IM

DH RA 95 672 MSL

GS 3.00° TCH 56

** When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.

2300

2.9 NM 2.9 NM 3 NM 5.1 NM 4.8 NM 840' 1114'

CATEGORY	A	B	C	D
S-ILS 10	RA 95/12 100 DA 772			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-MED	APP CRS	Rwy Idg 12246
111.1 Chan 48	093°	TDZE 672
		Apt Elev 672

ILS RWY 10 (CAT III)
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 9R/L. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via DPA VOR/DME R-084 to DPA VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 348.6	121.6

ALTERNATE MISSED APCH FIX

CGT R-008 ORD R-091 091° 271° 113.9 ORD Chan 86 114.2 CGT Chan 89 BLUTO INT ORD 19.8

RADAR REQUIRED

NORTHBROOK 113.0 OBK Chan 77

MSA ORD 25 NM 3400

10 NM R-197

CHICAGO-O'HARE 113.9 ORD Chan 86

LOCALIZER 111.1 I-MED Chan 48

(IF) BURKE I-MED 21.1 RADAR

SYSCO I-MED 18.2 RADAR

PRATT I-MED 15.3 RADAR

CARLE I-MED 12.4 RADAR

BUGSE INT I-MED 7.3 RADAR

6000 093° (2.9) 5000 093° (2.9) 4000 093° (3) 2300 093° (5.1) 273°

1460 1413 1508 1185 776 812 812 758± 844 IM 810 775± 802 782

DUPAGE 108.4 DPA Chan 21

POPME I-MED 3.8

R-248 068° 248° R-084

ELEV 672 D

VGSI and ILS glide-path not coincident.

1100 4000 DPA R-084 DPA 108.4

BURKE I-MED 21.1 RADAR SYSCO I-MED 18.2 RADAR PRATT I-MED 15.3 RADAR CARLE I-MED 12.4 RADAR BUGSE INT I-MED 7.3 RADAR IM

7000 093° **6000 **5000 **4000 2300 772 672 MSL

GS 3.00° TCH 56

** When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.

2.9 NM 2.9 NM 3 NM 5.1 NM 4.8 NM 840' 114'

CATEGORY	A	B	C	D
S-ILS 10	CAT IIIa RVR 07			
S-ILS 10	CAT IIIb RVR 06			
S-ILS 10	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

7500 X 150 9L 27R 735 745 10000 X 150 14L 22R 910 7500 X 150 150 773 9R 27L 7967 X 150 14R 905 766 13000 X 200 32R 0.3% DOWN TDZE 672 13000 X 150 10 28 32L 0.3% DOWN 8075 X 150 4R 783

HIRL all Rwys
TDZ/CL all Rwys except 4L

EC-3. 14 JAN 2010 to 11 FEB 2010

CHICAGO, ILLINOIS

AL-166 (FAA)

LOC/DME I-OHA	APP CRS	Rwy Idg	8007
110.9	143°	TDZE	653
Chan 46		Apt Elev	672

ILS RWY 14L (CAT II)

CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 14R.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 059° and ORD R-089 to LAIRD Int and hold, continue climb-in-hold to 4000.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6

FARMM

323°

(IAF)
KEYEB INT
I-OHA 25.9

*4000
113° (4.6)

*3000 when assigned by ATC.

R-293

*4000
143°
(12.8)

ALTERNATE MISSED APCH FIX
NORTHBROOK
113.0 OBK
Chan 77
R-272 092° 272°

MISSED APCH FIX
089°
ORD R-089
269°
LAIRD
ORD 13.9
R-356
OBK R-134
114.2 CGT
Chan 89

R-233

NORTHBROOK
113.0 OBK
Chan 77

R-193

2500
143°
(6)

(IF)
PLUNC INT
I-OHA 13.1

JEXOS INT
I-OHA 7
810

CHICAGO O'HARE
113.9 ORD
Chan 86

LOCALIZER 110.9
I-OHA
Chan 46

IM

MSA ORD 25 NM
3400

1460
1413
776
812
812
1508
1185
844
775±
810
802
782
R-089

10 NM

ELEV 672 D

TDZE
653

7500 X 150
10005 X 150
7967 X 150
13000 X 200
13000 X 150
80/75 X 150

0.3% DOWN
0.3% DOWN

735
745
910
773
766
905
783

HIRL all Rwys
TDZ/CL all Rwys except 4L

KEYEB INT
I-OHA 25.9

PLUNC INT
I-OHA 13.1

JEXOS INT
I-OHA 7

Procedure Turn NA

*4000
143°
*4000

*3000 when assigned by ATC.

2500

2500
GS 3.00°
TCH 58

DH
RA 102
IM

653 MSL

1200	4000 HDG 059°	ORD R-089 113.9	LAIRD △

12.8 NM | 6 NM | 5.4 NM | 889' | 1064'

CATEGORY	A	B	C	D
S-ILS 14L	RA 102/12 100 DA 753			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 14 JAN 2010 to 11 FEB 2010

CHICAGO, ILLINOIS

AL-166 (FAA)

LOC/DME I-OHA	APP CRS	Rwy Idg	8007
110.9	143°	TDZE	653
Chan 46		Apt Elev	672

ILS RWY 14L (CAT III)

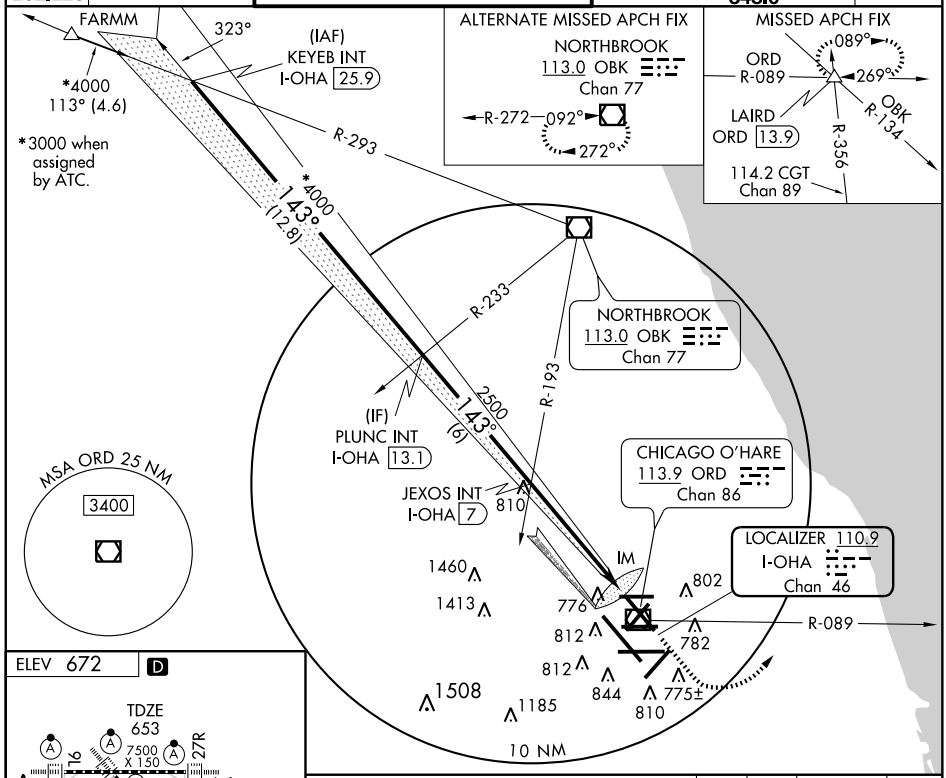
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 14R.

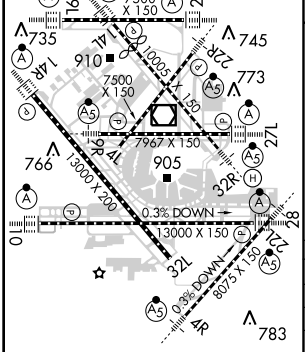
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 059° and ORD R-089 to LAIRD Int and hold, continue climb-in-hold to 4000.

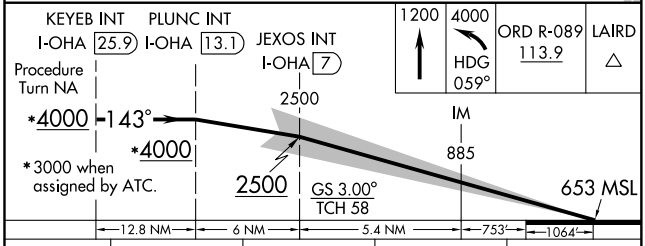
ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6



ELEV 672 D



HIRL all Rwys
TDZ/CL all Rwys except 4L



CATEGORY	A	B	C	D
S-ILS 14L	Cat IIIa	RVR 07		
S-ILS 14L	Cat IIIb	RVR 06		
S-ILS 14L	Cat IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3. 14 JAN 2010 to 11 FEB 2010

CHICAGO, ILLINOIS

AL-166 (FAA)

LOC/DME I-ORD	APP CRS	Rwy Idg	13000
109.75	143°	TDZE	668
Chan 34(Y)		Apt Elev	672

ILS RWY 14R (CAT II)

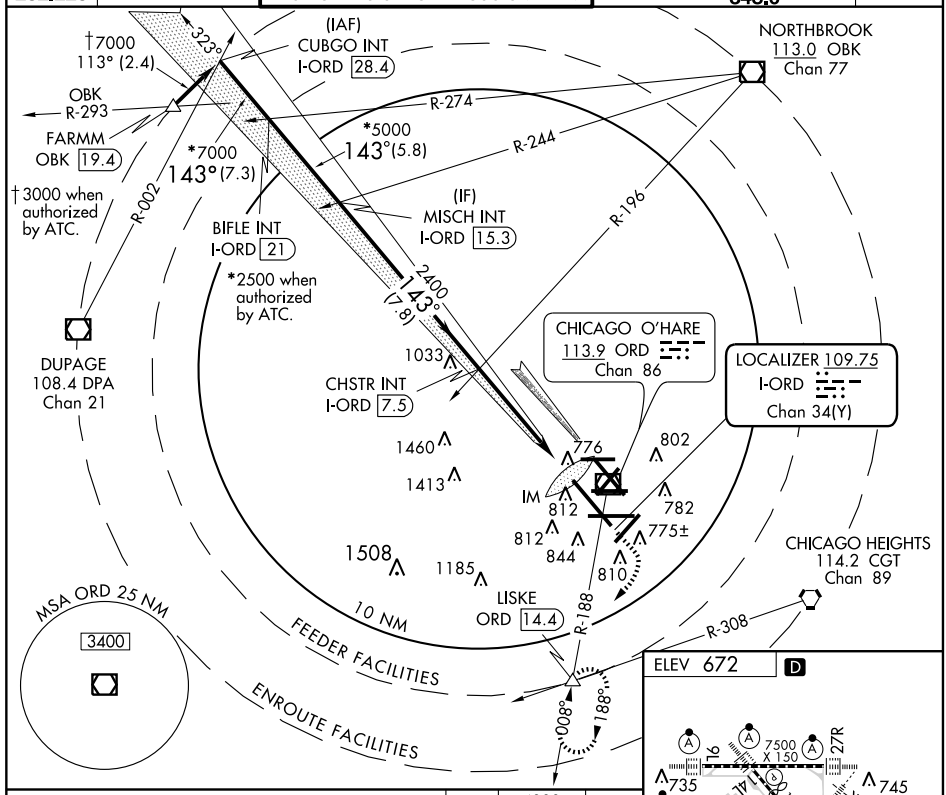
CHICAGO-O'HARE INTL (ORD)

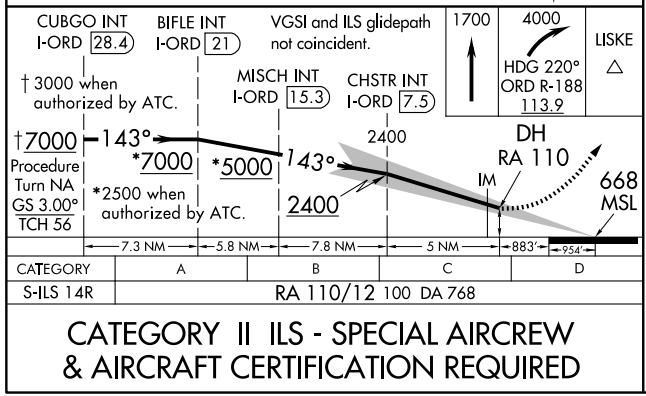
Simultaneous approach authorized with Rwy 14L.

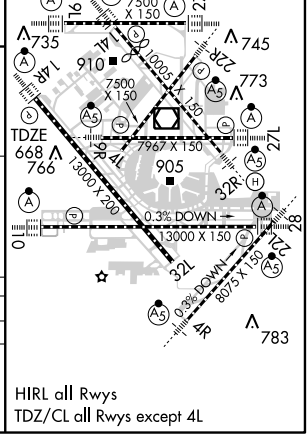
ALSF-2

MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 via heading 220° and ORD VOR/DME R-188 to LISKE Int/ORD 14.4 DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 348.6	121.6







HIRL all Rwys
TDZ/CL all Rwys except 4L

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-ORD	APP CRS	Rwy Idg 13000
109.75	143°	TDZE 668
Chan 34 (Y)		Apt Elev 672

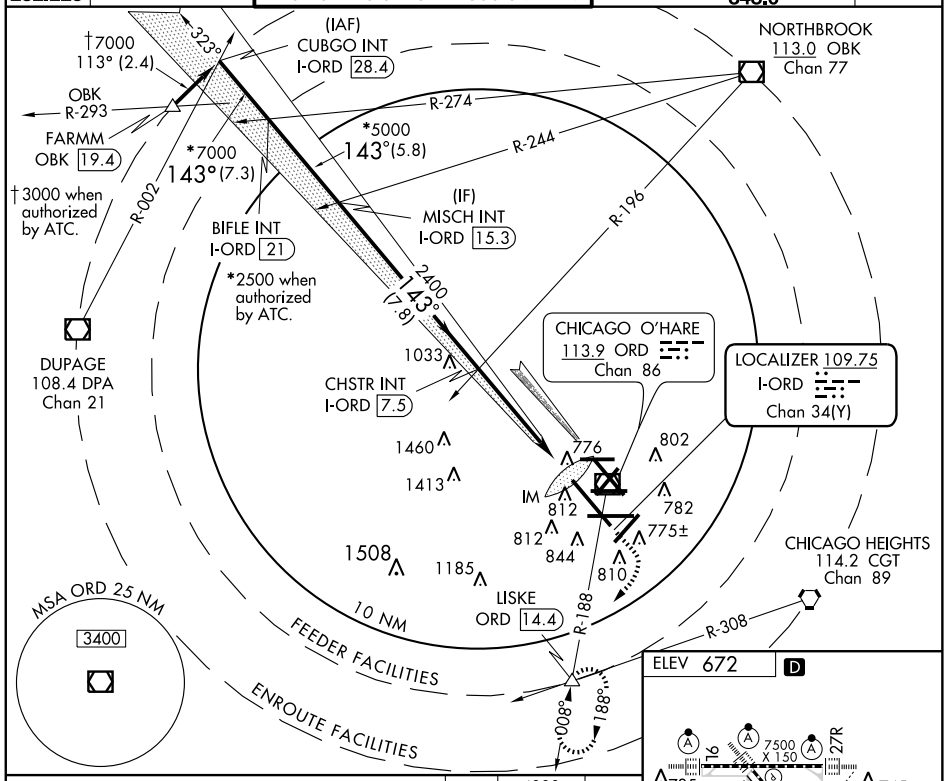
ILS RWY 14R (CAT III)
CHICAGO-O'HARE INTL (ORD)

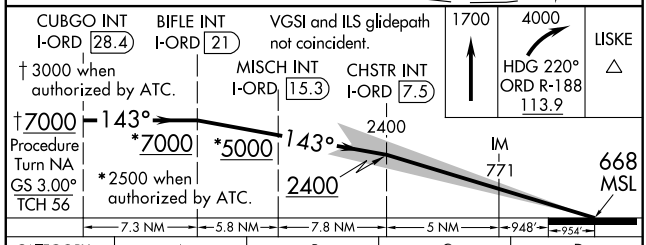
Simultaneous approach authorized with Rwy 14L.

ALSF-2

MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 via heading 220° and ORD VOR/DME R-188 to LISKE Int/ORD 14.4 DME and hold.

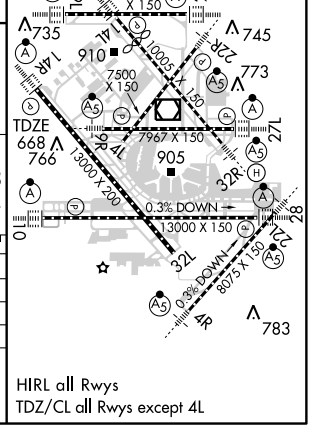
ATIS	CHICAGO APP CON	O'HARE TOWERS	GND CON (TWR NORTH)	GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 348.6	121.6





CATEGORY	A	B	C	D
S-ILS 14R		CAT IIIa	RVR 07	
S-ILS 14R		CAT IIIb	RVR 06	
S-ILS 14R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
TDZ/CL all Rwys except 4L

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-IAC	APP CRS	Rwy Idg	7967
110.5	273°	TDZE	653
Chan 42		Apt Elev	672

ILS RWY 27L (CAT II)
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27R and 28. DME or RADAR REQUIRED. Light poles and sign up to 739 MSL located between 580 feet and 980 feet south of Rwy.

ALSF-2

MISSED APPROACH: Climb to 4000 via ORD VOR/DME R-267 to WASCO Int/ORD 19.4 DME/RADAR and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6

NORTHBROOK
113.0 OBK
Chan 77

ALTERNATE MISSED APCH FIX
CGT R-322
142°
322°
DPA R-021
UKUNE
CGT 48
RADAR
108.4 DPA Chan 21
114.2 CGT Chan 89

MSA ORD 25 NM
3400

MISSED APCH FIX
ORD R-267
087°
267°
DPA R-004
113.9 ORD
Chan 86
WASCO
ORD 19.4
RADAR
108.4 DPA Chan 21

CHICAGO-O'HARE
113.9 ORD
Chan 86

10 NM

OBK R-154

1460
1413
ORD R-267
1508
1185
776
IM
802
860
812
812
782
816
775±
844
810
2200
273° (5.4)
*4000
273° (3)
*5000
273° (2.9)
*6000
273° (2.9)
093°

TAFFS INT
I-IAC 4.5
RADAR

EBENS
I-IAC 10
RADAR

BASHH
I-IAC 12.9
RADAR

RIPPR
I-IAC 15.8
RADAR

(IF)
GRABL
I-IAC 18.7
RADAR

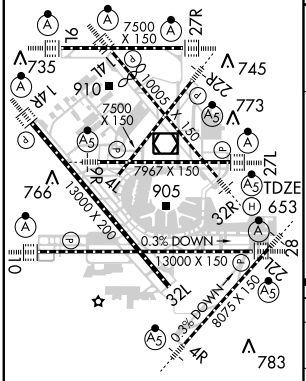
LOCALIZER 110.5
I-IAC
Chan 42

2099
2325

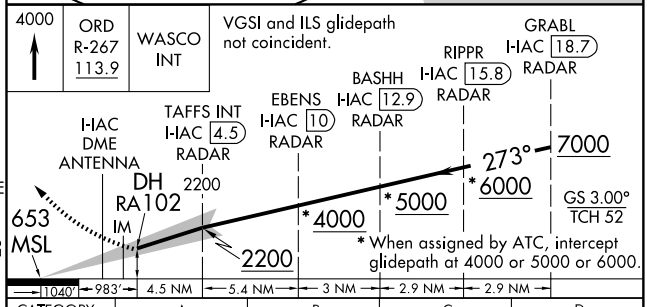
RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.

ELEV 672 D



HIRL all Rwys
TDZ/CL all Rwys except 4L



CATEGORY	A	B	C	D
S-ILS 27L	RA 102/12 100 DA 753			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-IAC	APP CRS	Rwy Idg	7967
110.5	273°	TDZE	653
Chan 42		Apt Elev	672

ILS RWY 27L (CAT III)
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27R and 28. DME or RADAR REQUIRED. Light poles and sign up to 739 MSL located between 580 feet and 980 feet south of Rwy.

ALSF-2

MISSED APPROACH: Climb to 4000 via ORD VOR/DME R-267 to WASCO Int/ORD 19.4 DME/RADAR and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6

NORTHBROOK 113.0 OBK Chan 77

ALTERNATE MISSED APCH FIX
DPA R-021
CGT R-322
142°
322°
UKUNE
CGT 48
RADAR
108.4 DPA Chan 21
114.2 CGT Chan 89

MSA ORD 25 NM
3400

MISSED APCH FIX
ORD R-267
DPA R-004
113.9 ORD Chan 86
087°
267°
WASCO
ORD 19.4
RADAR
108.4 DPA Chan 21

CHICAGO-O'HARE 113.9 ORD Chan 86

10 NM

OBK R-154

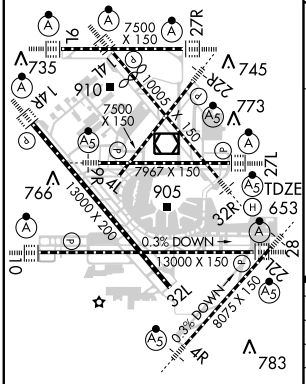
1460
776
IM
802
860
ORD R-267
1413
812
782
816
2200
273° (5.4)
*4000
273° (3)
*5000
273° (2.9)
*6000
273° (2.9)
093°
812
844
775±
1508
1185
810
TAFFS INT I-IAC 4.5 RADAR
EBENS I-IAC 10 RADAR
BASHH I-IAC 12.9 RADAR
RIPPR I-IAC 15.8 RADAR
(IF) GRABL I-IAC 18.7 RADAR
2099
2325

LOCALIZER 110.5 I-IAC Chan 42

RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.

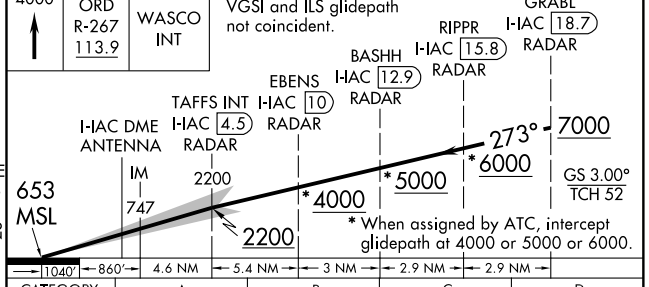
ELEV 672 D



HIRL all Rwys
TDZ/CL all Rwys except 4L

4000 ORD R-267 113.9 WASCO INT

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 27L	CAT IIIa RVR 07			
S-ILS 27L	CAT IIIb RVR 06			
S-ILS 27L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3. 14 JAN 2010 to 11 FEB 2010

CHICAGO, ILLINOIS

AL-166 (FAA)

LOC/DME I-ABU	APP CRS	Rwy Idg 7500
111.75	273°	TDZE 664
Chan 54 (Y)		Apt Elev 672

ILS RWY 27R (CAT II)

CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27L and 28.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via OBK VOR/DME R-183 to OBK VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	GND CON (TWR NORTH)	CLNC DEL
135.4	119.0 393.1	128.15 (NORTH)	124.125	121.75 (OBND)
282.225		120.75 126.9 132.7 390.9 (CENTER)		121.9 (IBND)
				348.6
				121.6

RADAR REQUIRED

NORTHBROOK 113.0 OBK Chan 77

092° 272°

R-183

LOCALIZER 111.75 I-ABU Chan 54 (Y)

CHICAGO-O'HARE 113.9 ORD Chan 86

R-128 R-154 R-139

ALTERNATE MISSED APCH FIX

R-333 153° R-027 333° R-293

UMUZI ORD 17.9

OBK 113.0 Chan 77

DPA 108.4 Chan 21

ORD 113.9 Chan 86

*When assigned by ATC, intercept glidepath at 4000.

(IF) HAREE INT I-ABU 17.3 RADAR

IM

1460 1413 776 812 812 844 1508 1185 810 802 782 775± 2200 273° (5.4) *4000 273° (5.9) 093°

SIBLY INT I-ABU 6 RADAR

BONZO INT I-ABU 11.4 RADAR

MSA ORD 25 NM 3400

2099 2325

ELEV 672 D

TDZE 664

7500 X 150 10025 X 150 7500 X 150 7967 X 150 13000 X 200 3000 X 150 8075 X 150

0.3% DOWN 0.3% DOWN

735 745 773 766 905 783

1100 4000 OBK R-183 OBK 113.0

*When assigned by ATC, intercept glidepath at 4000.

BONZO INT I-ABU 11.4 RADAR

HAREE INT I-ABU 17.3 RADAR

SIBLY INT I-ABU 6 RADAR

DH RA 101

2200

IM

664 MSL

273° 2200 273° *4000 *4000

GS 3.00° TCH 55

1136' 870' 4.4 NM 5.4 NM 5.9 NM

CATEGORY	A	B	C	D
S-ILS-27R	RA 101/12 100 DA 764			

HIRL all Rwys

TDZ/CL all Rwys except 4L

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 14 JAN 2010 to 11 FEB 2010

CHICAGO, ILLINOIS

AL-166 (FAA)

LOC/DME I-ABU	APP CRS	Rwy Idg	7500
111.75	273°	TDZE	664
Chan 54 (Y)		Apt Elev	672

ILS RWY 27R (CAT III)

CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27L and 28.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via OBK VOR/DME R-183 to OBK VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6

RADAR REQUIRED

NORTHBROOK 113.0 OBK Chan 77

092° 272°

R-183

LOCALIZER 111.75 I-ABU Chan 54 (Y)

CHICAGO-O'HARE 113.9 ORD Chan 86

R-128 R-154 R-139

ALTERNATE MISSED APCH FIX

R-333 153° R-027 333° R-293

UMUZI ORD 17.9

OBK 113.0 Chan 77

DPA 108.4 Chan 21

ORD 113.9 Chan 86

*When assigned by ATC, intercept glidepath at 4000.

(IF) HAREE INT I-ABU 17.3 RADAR

IM

1460 1413 776 812 812 844 1508 1185 810 802 782 775± 2200 273° (5.4) *4000 273° (5.9) 093°

SIBLY INT I-ABU 6 RADAR

BONZO INT I-ABU 11.4 RADAR

MSA ORD 25 NM 3400

2099 2325

ELEV 672 D

TDZE 664

7500 X 150 10025 X 150 7500 X 150 7967 X 150 13000 X 200 3000 X 150 8075 X 150

0.3% DOWN 0.3% DOWN

735 745 773 766 905 783

HIRL all Rwys

TDZ/CL all Rwys except 4L

1100 4000 OBK R-183 OBK 113.0

*When assigned by ATC, intercept glidepath at 4000.

SIBLY INT I-ABU 6 RADAR

BONZO INT I-ABU 11.4 RADAR

HAREE INT I-ABU 17.3 RADAR

IM 764 2200 273° 273° *4000 4000

664 MSL 2200

GS 3.00° TCH 55

1136' 860' 4.4 NM 5.4 NM 5.9 NM

CATEGORY	A	B	C	D
S-ILS-27R	CAT IIIa RVR 07			
S-ILS-27R	CAT IIIb RVR 06			
S-ILS-27R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 14 JAN 2010 to 11 FEB 2010

ILS RWY 28 (CAT II)

CHICAGO-O'HARE INTL (ORD)

LOC/DME I-TSL	APP CRS	Rwy Idg	13000
111.1	273°	TDZE	651
Chan 48		Apt Elev	672

Simultaneous approach authorized with Rwy 27L/R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6

NORTHBROOK
113.0 OBK
Chan 77

DUPAGE
108.4 DPA
Chan 21
068°
248°
R-248
MISSED APCH FIX

CHICAGO O'HARE
113.9 ORD
Chan 86

ALTERNATE MISSED APCH FIX
BURKE INT
ORD 19.9 RADAR
ORD
113.9
Chan 86
085°
265°
R-358
R-265
DPA
108.4
Chan 21

MSA ORD 25 NM
3400

R-155

10 NM

(IF)
BLUTO
I-TSL 18.6
RADAR

WAVIE
I-TSL 12.8
RADAR

ADAME
I-TSL 9.8
RADAR

WILLT INT
I-TSL 4.4
RADAR

ROCSE
I-TSL 15.7
RADAR

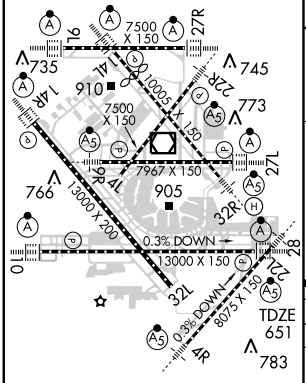
1460
1413
1508
1185
776
802
782
812
812
844
IM
810
775±
810
888
2200
273°
(5.4)
4000
273°
(3)
5000
273°
(2.9)
6000
273°
(2.9)
093°
2099
2325

108.4 DPA
R-082
Chan 21

LOCALIZER 111.1
I-TSL
Chan 48

RADAR REQUIRED

ELEV 672 D



HIRL all Rwys
TDZ/CL all Rwys except 4L

1100	4000	DPA
	HDG 215° DPA R-082	108.4

* When assigned by ATC, intercept glidepath at 4000, or 5000 or 6000.

DH
RA 100
651
MSL
IM
2200
*4000
2200
*5000
*6000
7000
GS 3.00°
TCH 51

1030' 933' 4.5 NM 5.4 NM 3 NM 2.9 NM 2.9 NM

CATEGORY	A	B	C	D
S-ILS-28	RA 100/12 100 DA 751			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 14 JAN 2010 to 11 FEB 2010

CHICAGO, ILLINOIS

AL-166 (FAA)

LOC/DME I-TSL	APP CRS	Rwy Idg	13000
111.1	273°	TDZE	651
Chan 48		Apt Elev	672

ILS RWY 28 (CAT III)

CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27L/R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	GND CON	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	(TWR NORTH) 124.125 (TWR CENTER) 121.75 (OBND) 121.9 (IBND) 348.6	121.6

NORTHBROOK
113.0 OBK
Chan 77

DUPAGE
108.4 DPA
Chan 21
068°
248°
R-248
MISSED APCH FIX

CHICAGO O'HARE
113.9 ORD
Chan 86

ALTERNATE MISSED APCH FIX
BURKE INT
ORD 19.9
RADAR
ORD
113.9
Chan 86
085°
265°
R-358
R-265
DPA
108.4
Chan 21

MSA ORD 25 NM
3400

R-155

10 NM

WAVIE
I-TSL 12.8
RADAR

(IF)
BLUTO
I-TSL 18.6
RADAR

ADAME
I-TSL 9.8
RADAR

ROCSE
I-TSL 15.7
RADAR

WILLT INT
I-TSL 4.4
RADAR

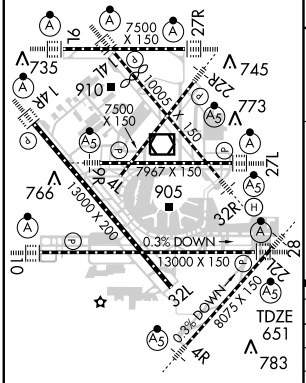
LOCALIZER 111.1
I-TSL
Chan 48

108.4 DPA
R-082
Chan 21

1460
1413
1508
1185
776
802
782
816
812
812
844
IM
810
775±
810
888
2200
4000
5000
6000
273°
273°
273°
273°
093°
(5.4)
(3)
(2.9)
(2.9)
2099
2325

RADAR REQUIRED

ELEV 672 D



1100	4000	DPA
	HDG 215° DPA R-082	108.4

* When assigned by ATC, intercept glidepath at 4000, or 5000 or 6000.

1030' — 930' — 4.5 NM — 5.4 NM — 3 NM — 2.9 NM — 2.9 NM

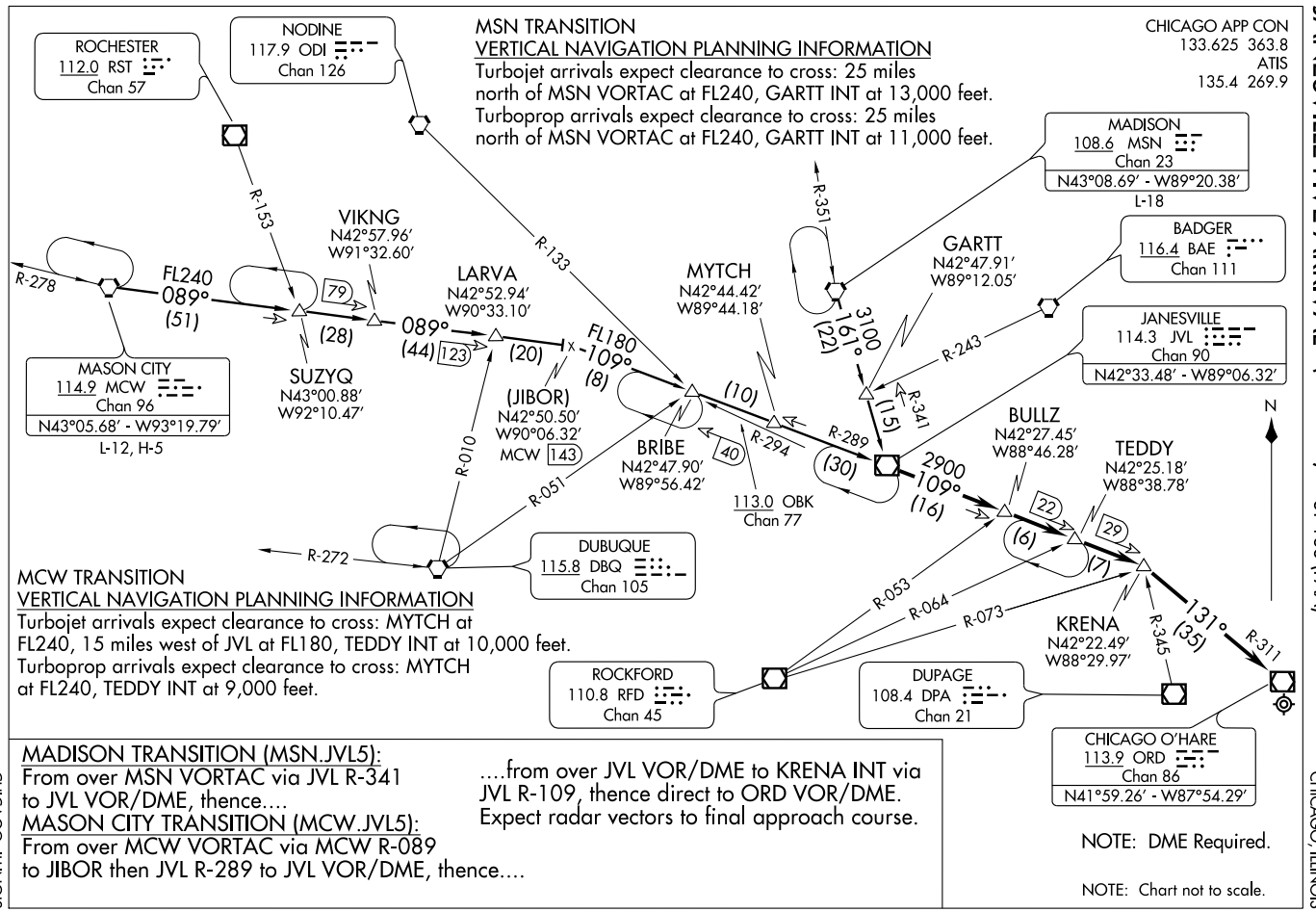
CATEGORY	A	B	C	D
S-ILS 28	CAT IIIa RVR 07			
S-ILS 28	CAT IIIb RVR 06			
S-ILS 28	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL all Rwys except 4L

EC-3. 14 JAN 2010 to 11 FEB 2010

JANESVILLE FIVE ARRIVAL (JVL.JVL5)



KNOX FOUR ARRIVAL

BRIGGS TRANSITION (BSV.OXI4): From over BSV VOR/DME via BSV R-286 and OXI R-095 to OXI VOR/DME. Thence. . . .

DRYER TRANSITION (DJB.OXI4): From over DJB VOR/DME via DJB R-270 and OXI R-095 to OXI VOR/DME. Thence. . . .

FORT WAYNE TRANSITION (FWA.OXI4): From over FWA VORTAC via FWA R-311 and OXI R-095 to OXI VOR/DME. Thence. . . .

WATERVILLE TRANSITION (VWV.OXI4): From over VWV VOR/DME via VWV R-248 and OXI R-095 to OXI VOR/DME. Thence. . . .

. . . . From over OXI VOR/DME via OXI R-345 to STYLE INT, then via 340° heading. Expect vectors to final approach course.

CHICAGO APP CON
119.0 393.1
ATIS
135.4 269.9

CHICAGO O'HARE
113.9 ORD
Chan 86
N41° 59.26′
W87° 54.29′

STYLE
N41° 46.44′
W86° 48.50′

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 12,000′

340°

GIPPER
115.4 GIJ
Chan 101

WATERVILLE
113.1 VWV
Chan 78
N41° 27.09′ - W83° 38.32′
L-28, H-10

DRYER
113.6 DJB
Chan 83
N41° 21.48′ - W82° 09.72′
L-30, H-10

R-297
26
8000
345°
(28)

HALIE
N41° 30.96′
W87°09.53′

WATSN
N41° 17.01′
W86° 02.12′

SPANN
N41° 15.28′
W85° 36.54′

KULHY
N41° 10.19′
W84° 28.01′

18000
248°
(41)

18000
270°
(105)

R-095
12000
(28)

14000
275°
(19)
47

18000
275°
(52)
99

275°
(15)
115

R-117

311°
14000
(25)

18000
286°
(125)

KNOX
115.6 OXI
Chan 103
N41° 19.32′ - W86° 38.96′

KUKEY
N41° 08.54′
W84° 07.67′

FORT WAYNE
117.8 FWA
Chan 125
N40° 58.74′ - W85° 11.28′
L-27, H-5-10

BRIGGS
112.4 BSV
Chan 71
N40° 44.44′ - W81° 25.93′
L-29 H-10

N

NOTE: RADAR and DME Required.
NOTE: RADAR Required from BSV VOR/DME to KUKEY.

NOTE: Chart not to scale.

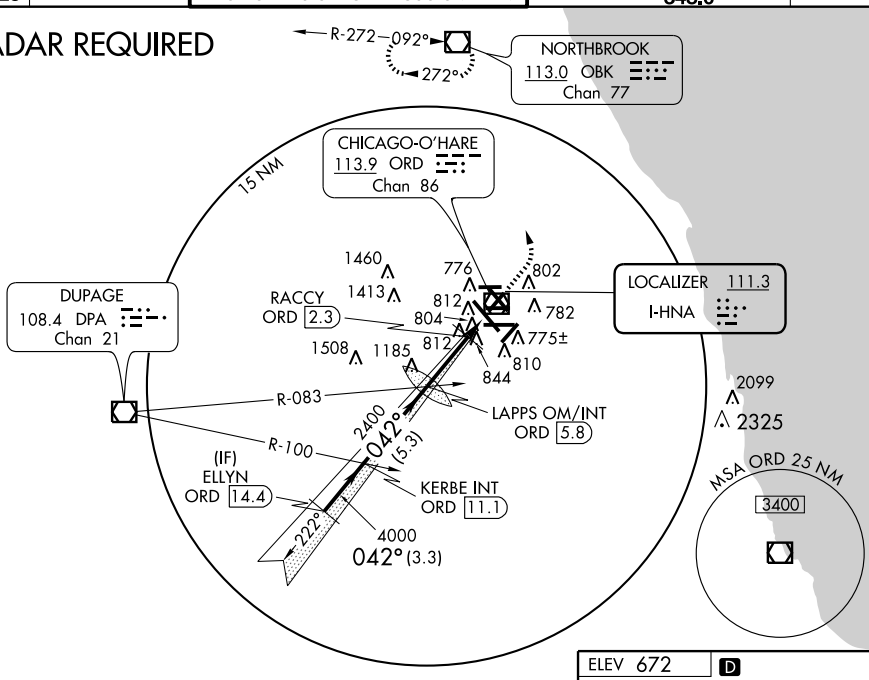
LOC I-HNA	APP CRS	Rwy Idg	7500
111.3	042°	TDZE	658
		Apt Elev	672

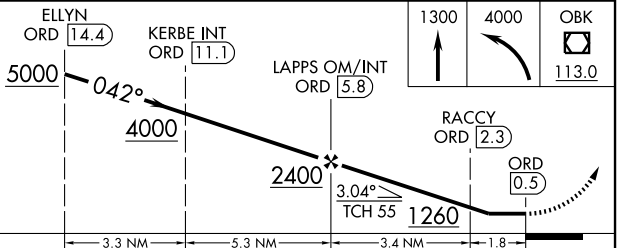
LOC RWY 4L
CHICAGO-O'HARE INTL (ORD)

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct OBK VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6

RADAR REQUIRED



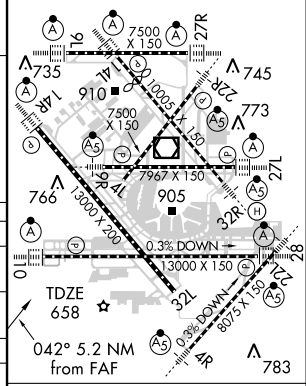


CATEGORY	A	B	C	D
S-4L	1260/50 602 (600-1)		1260-1¾ 602 (600-1¾)	1260-2 602 (600-2)
CIRCLING	1260-1 588 (600-1)		1260-1¾ 588 (600-1¾)	1260-2 588 (600-2)
RACCY FIX MINIMUMS				
S-4L	1060/50 402 (400-1)		1060/60 402 (400-1¼)	
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

ELEV 672 D

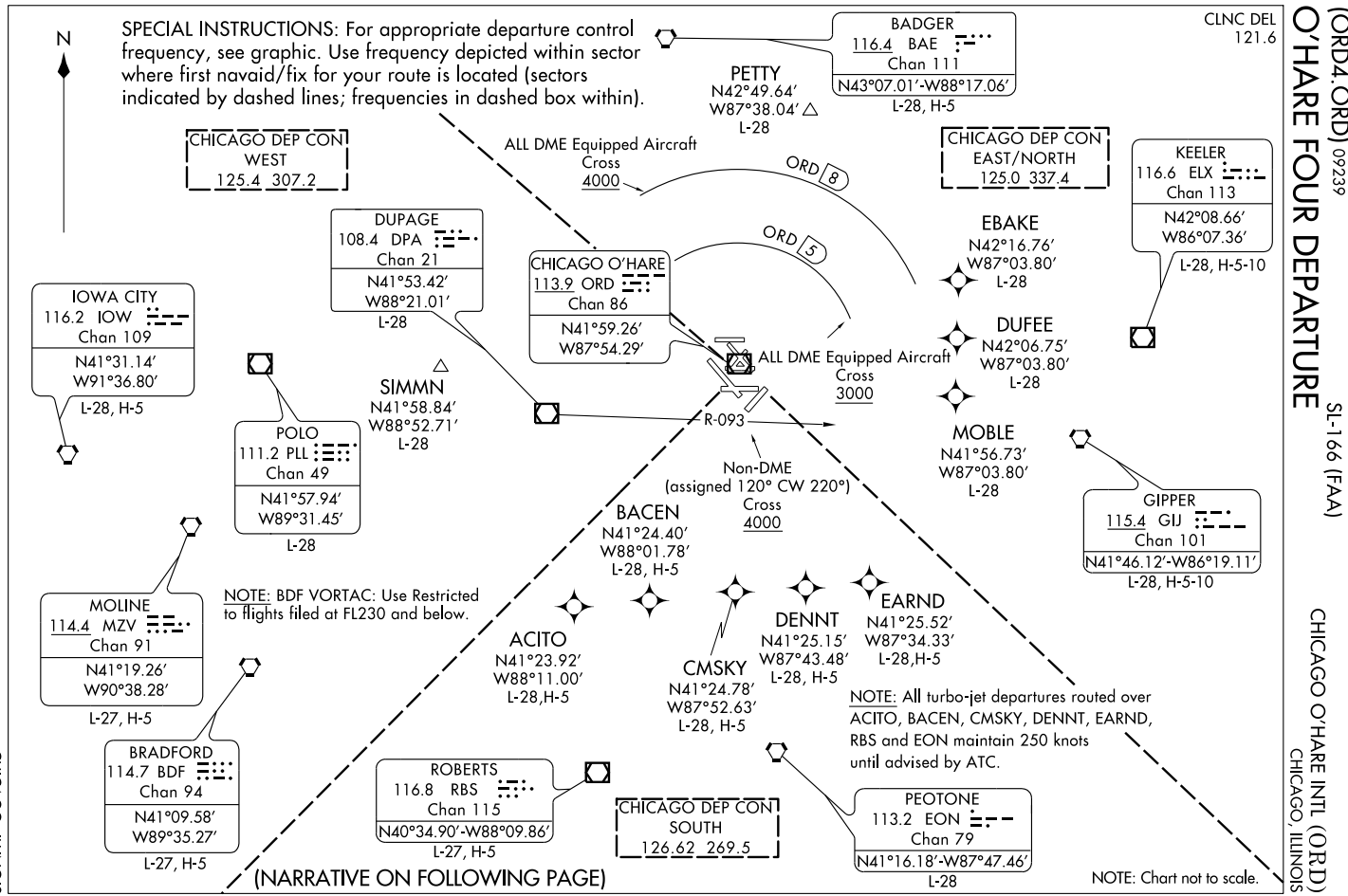
HIRL all Rwys

TDZ/CL all Rwys except 4L



FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44


SPECIAL INSTRUCTIONS: For appropriate departure control frequency, see graphic. Use frequency depicted within sector where first navaid/fix for your route is located (sectors indicated by dashed lines; frequencies in dashed box within).
N
CLNC DEL 121.6
BADGER 116.4 BAE Chan 111 N43°07.01'-W88°17.06' L-28, H-5
PETTY N42°49.64' W87°38.04' L-28
CHICAGO DEP CON WEST 125.4 307.2
ALL DME Equipped Aircraft Cross 4000
ORD 8
CHICAGO DEP CON EAST/NORTH 125.0 337.4
KEELER 116.6 ELX Chan 113 N42°08.66' W86°07.36' L-28, H-5-10
DUPAGE 108.4 DPA Chan 21 N41°53.42' W88°21.01' L-28
ORD 5
EBAKE N42°16.76' W87°03.80' L-28
CHICAGO O'HARE 113.9 ORD Chan 86 N41°59.26' W87°54.29'
IOWA CITY 116.2 IOW Chan 109 N41°31.14' W91°36.80' L-28, H-5
ALL DME Equipped Aircraft Cross 3000
DUFEE N42°06.75' W87°03.80' L-28
SIMMN N41°58.84' W88°52.71' L-28
POLO 111.2 PLL Chan 49 N41°57.94' W89°31.45' L-28
R-093
MOBLE N41°56.73' W87°03.80' L-28
Non-DME (assigned 120° CW 220°) Cross 4000
GIPPER 115.4 GIJ Chan 101 N41°46.12'-W86°19.11' L-28, H-5-10
BACEN N41°24.40' W88°01.78' L-28, H-5
NOTE: BDF VORTAC: Use Restricted to flights filed at FL230 and below.
MOLINE 114.4 MZV Chan 91 N41°19.26' W90°38.28' L-27, H-5
ACITO N41°23.92' W88°11.00' L-28,H-5
CMSKY N41°24.78' W87°52.63' L-28, H-5
DENNT N41°25.15' W87°43.48' L-28, H-5
EARND N41°25.52' W87°34.33' L-28,H-5
NOTE: All turbo-jet departures routed over ACITO, BACEN, CMSKY, DENNT, EARND, RBS and EON maintain 250 knots until advised by ATC.
BRADFORD 114.7 BDF Chan 94 N41°09.58' W89°35.27' L-27, H-5
ROBERTS 116.8 RBS Chan 115 N40°34.90'-W88°09.86' L-27, H-5
CHICAGO DEP CON SOUTH 126.62 269.5
PEOTONE 113.2 EON Chan 79 N41°16.18'-W87°47.46' L-28
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.
(ORD4.ORD) 09239
O'HARE FOUR DEPARTURE
SL-166 (FAA)
CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

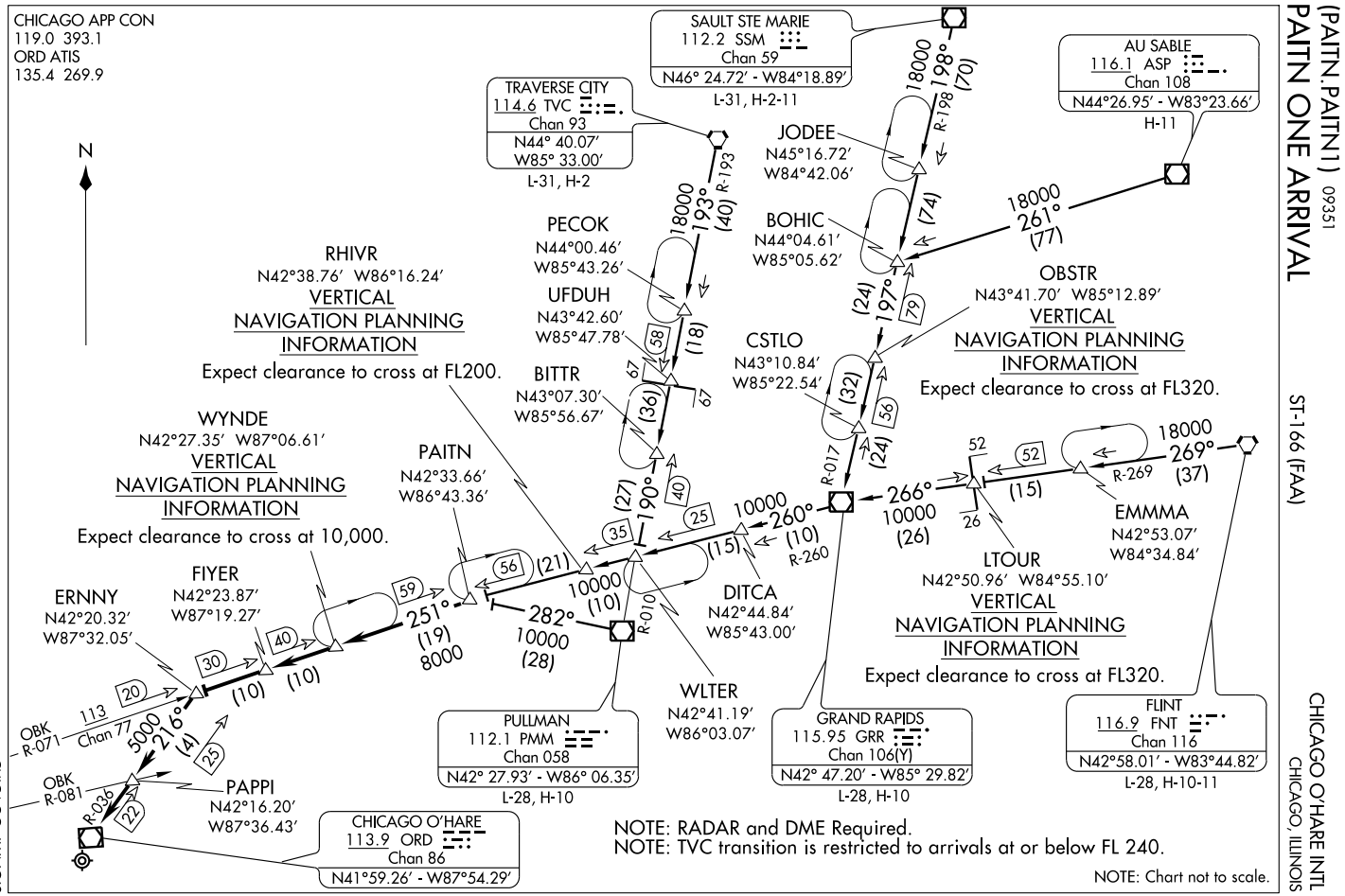
O'HARE FOUR DEPARTURE

DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT: Expect radar vectors to first enroute navaid/fix. Expect clearance to requested altitude/flight level ten minutes after departure.
ALL DME EQUIPPED AIRCRAFT: Cross 5 DME arc of ORD at or above 3000 feet MSL, cross 8 DME arc of ORD at or above 4000 feet, maintain 5000 feet or assigned altitude. If unable to comply advise ATC as soon as possible prior to departure.
NON-DME PROCEDURES: Aircraft intially assigned heading 120° CW 220°, cross DPA R-093 at or above 4000, maintain 5000 or assigned altitude. If unable to comply advise ATC as soon as possible prior to departure.

TAKE-OFF MINIMUMS:
Rwys 4L/R, 9L/R, 10, 14L/R, 22L/R, 32R, Standard.
Rwy 27L, Standard with minimum climb of 214 feet per NM to 1700, or 300-1¼ with minimum climb of 203 feet per NM to 1700, or alternatively, with Standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1500 feet prior to departure end of runway.
Rwy 27R, Standard with minimum climb of 228 feet per NM to 1800.
Rwy 28, Standard with minimum climb of 222 feet per NM to 1700.
Rwy 32L, Standard with minimum climb of 231 feet per NM to 1800.

TAKE-OFF OBSTACLES:
Rwy 4L: Multiple buildings beginning 3325' from DER, 1198' right of centerline, up to 101' AGL/750' MSL.
Rwy 4R: Multiple trees beginning 793' from DER, 568' right of centerline, up to 77' AGL/716' MSL. Multiple trees beginning 2266' from DER, 756' left of centerline, up to 84' AGL/723' MSL. Parked aircraft on ramp 153' from DER, 329' left of centerline, 80' AGL/735' MSL.
Rwy 9L: Building 2771' from DER, 1194' right of centerline, 94' AGL/745' MSL.
Rwy 9R: Street light 877' from DER, 686' right of centerline, 40' AGL/684' MSL.
Rwy 10: Multiple towers beginning 2522' from DER, 983' right of centerline, up to 127' AGL/771' MSL. Parked aircraft on ramp 33' from DER, 440' left of centerline, 80' AGL/735' MSL.
Rwy 14L: Multiple lights beginning 982' from DER, 745' left of centerline, up to 40' AGL/684' MSL. Parked aircraft on ramp and sign beginning 100' from DER, 363' right of centerline, up to 80' AGL/729' MSL.
Rwy 14R: Parked aircraft on ramp 1104' from DER, 766' right of centerline, 80' AGL 730' MSL.
Rwy 22L: Tree 972' from DER, 354' left of centerline, 31' AGL/690' MSL.
Rwy 22R: Parked aircraft on ramp 34' from DER, 430' left of centerline, 80' AGL/736' MSL.
Rwy 27L: Multiple poles, towers, and aircraft on ramp beginning 70' from DER, 408' left of centerline, 147' AGL/812' MSL.
Rwy 27R: Elevator 2778' from DER, 1021' left of centerline, 111' AGL/776' MSL. Tank 1489' from DER, 892' left of centerline, 55' AGL/723' MSL.
Rwy 32L: Flag pole 2036' from DER, 791' left of centerline, 58' AGL/732' MSL.
Rwy 32R: Multiple trees beginning 1438' from DER, 851' right of centerline, up to 71' AGL/715' MSL.


CHICAGO APP CON
119.0 393.1
ORD ATIS
135.4 269.9
N
SAULT STE MARIE
112.2 SSM
Chan 59
N46° 24.72' - W84°18.89'
L-31, H-2-11
TRAVERSE CITY
114.6 TVC
Chan 93
N44° 40.07'
W85° 33.00'
L-31, H-2
AU SABLE
116.1 ASP
Chan 108
N44°26.95' - W83°23.66'
H-11
JODEE
N45°16.72'
W84°42.06'
BOHIC
N44°04.61'
W85°05.62'
PECOK
N44°00.46'
W85°43.26'
UFDUH
N43°42.60'
W85°47.78'
BITTR
N43°07.30'
W85°56.67'
RHIVR
N42°38.76' W86°16.24'
VERTICAL
NAVIGATION PLANNING
INFORMATION
Expect clearance to cross at FL200.
CSTLO
N43°10.84'
W85°22.54'
OBSTR
N43°41.70' W85°12.89'
VERTICAL
NAVIGATION PLANNING
INFORMATION
Expect clearance to cross at FL320.
WYNDE
N42°27.35' W87°06.61'
VERTICAL
NAVIGATION PLANNING
INFORMATION
Expect clearance to cross at 10,000.
PAITN
N42°33.66'
W86°43.36'
EMMMA
N42°53.07'
W84°34.84'
LTOUR
N42°50.96' W84°55.10'
VERTICAL
NAVIGATION PLANNING
INFORMATION
Expect clearance to cross at FL320.
ERNNY
N42°20.32'
W87°32.05'
FIYER
N42°23.87'
W87°19.27'
DITCA
N42°44.84'
W85°43.00'
WLTER
N42°41.19'
W86°03.07'
OBK
R-071
113
Chan 77
OBK
R-081
PAPPI
N42°16.20'
W87°36.43'
PULLMAN
112.1 PMM
Chan 058
N42° 27.93' - W86° 06.35'
L-28, H-10
GRAND RAPIDS
115.95 GRR
Chan 106(Y)
N42° 47.20' - W85° 29.82'
L-28, H-10
FLINT
116.9 FNT
Chan 116
N42°58.01' - W83°44.82'
L-28, H-10-11
CHICAGO O'HARE
113.9 ORD
Chan 86
N41°59.26' - W87°54.29'
NOTE: RADAR and DME Required.
NOTE: TVC transition is restricted to arrivals at or below FL 240.
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

AU SABLE TRANSITION (ASP.PAITN1): From over ASP VOR/DME via ASP R-261 to BOHIC then via GRR R-017 to GRR VOR/DME then via GRR R-260 to PAITN. Thence....

FLINT TRANSITION (FNT.PAITN1): From over FNT VORTAC via FNT R-269 to GRR VOR/DME then via GRR R-260 to PAITN. Thence....

GRAND RAPIDS TRANSITION (GRR.PAITN1): From over GRR VOR/DME via GRR R-260 to PAITN. Thence....

PULLMAN TRANSITION (PMM.PAITN1): From over PMM VOR/DME via PMM R-282 to PAITN. Thence....

SAULT STE MARIE TRANSITION (SSM.PAITN1): From over SSM VOR/DME via SSM R-198 to BOHIC then via GRR R-17 to GRR VOR/DME then via GRR R-260 to PAITN. Thence....

TRAVERSE CITY TRANSITION (TVC.PAITN1): From over TVC VORTAC via TVC R-193 to BITTR/TVC R-190 to WLTER/TVC 122 DME then via GRR R-260 to PAITN. Thence....

....From over PAITN via OBK VOR/DME R-071 to WYNDE, then via OBK VOR/DME R-071 to FIYER, then via OBK VOR/DME R-071 to ERNNY, then via ORD VOR/DME R-036 to PAPPI, then via ORD VOR/DME R-036 to ORD VOR/DME. Expect radar vectors to final approach course.

WAAS	APP CRS	Rwy Idg	7500
CH 62905	042°	TDZE	658
W04A		Apt Elev	672

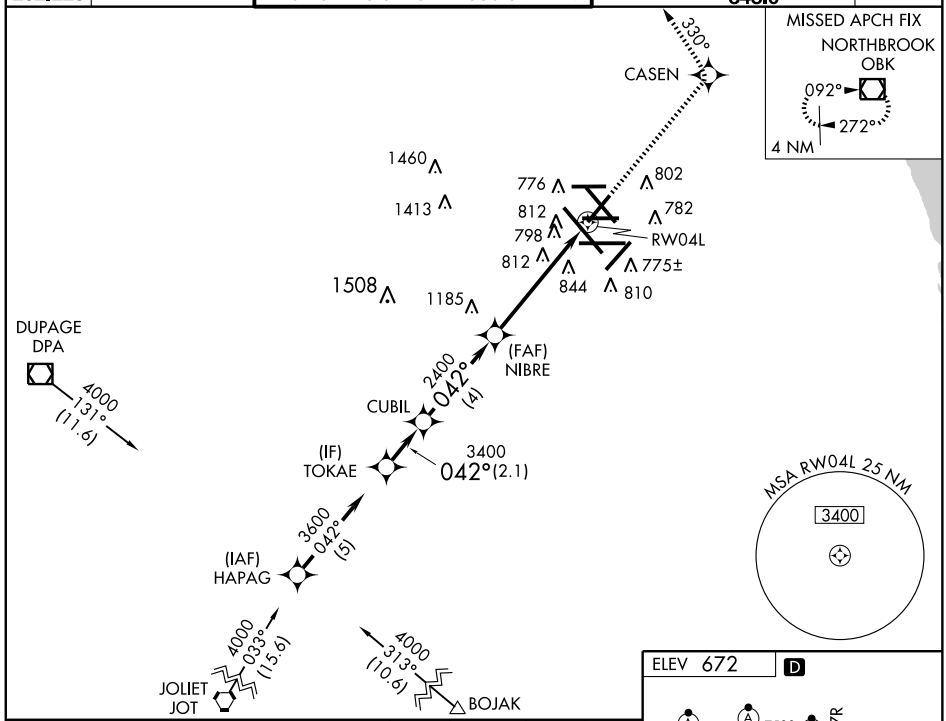
RNAV (GPS) RWY 4L

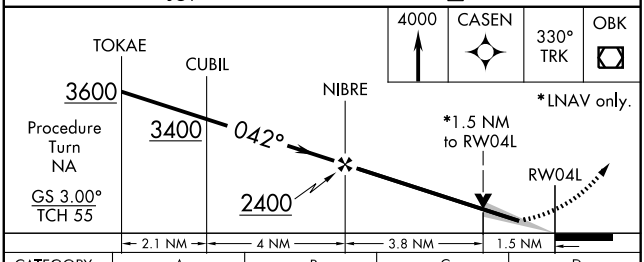
CHICAGO-O'HARE INTL (ORD)

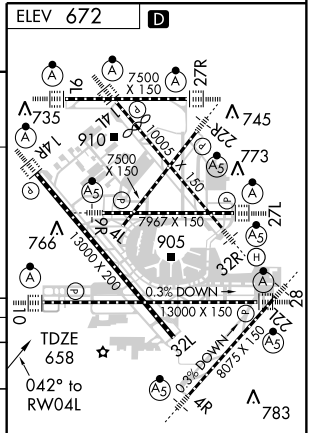
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct CASEN and via 330° track to NORTHBROOK VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON	(TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 348.6	121.6







HIRL all Rwys
TDZ/CL all Rwys except 4L

CATEGORY	A	B	C	D
LPV DA	908/40 250 (300-¾)			
LNAV/VNAV DA	1097-1½ 439 (500-1½)			
LNAV MDA	1180/50 522 (600-1)		1180-1½ 522 (600-1½)	1180-1¾ 522 (600-1¾)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	8075
041°	TDZE	661
	Apt Elev	672

RNAV (GPS) RWY 4R

CHICAGO-O'HARE INTL (ORD)

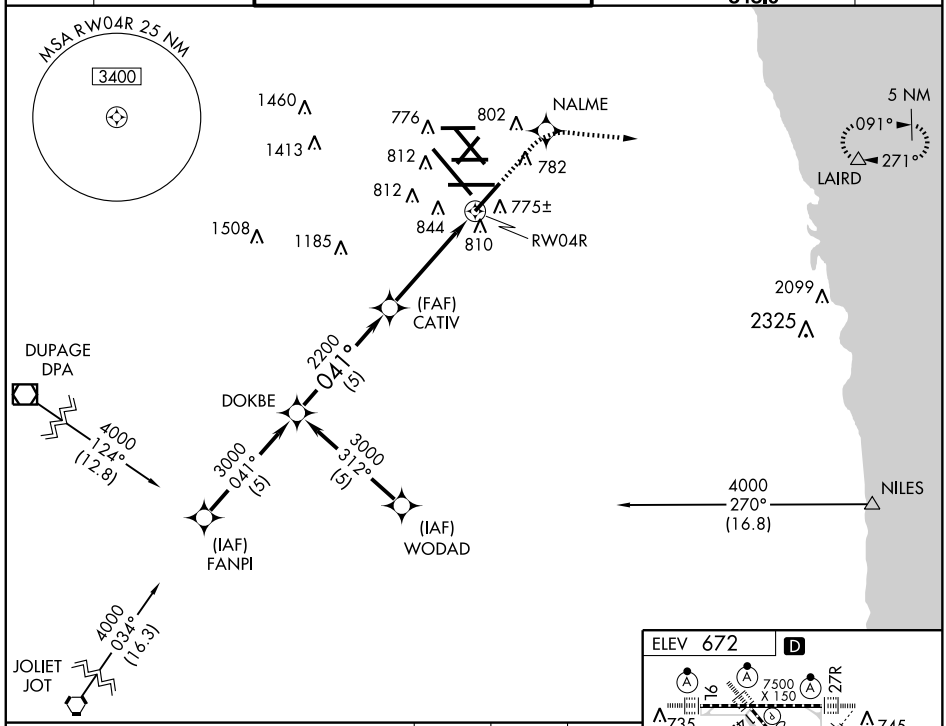
NA

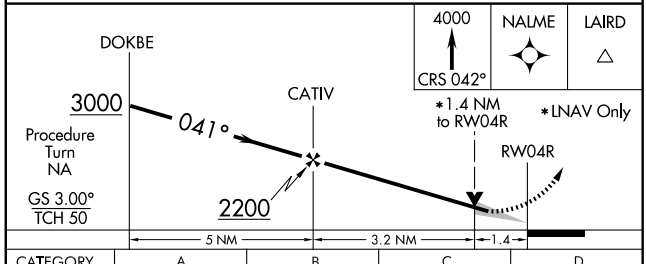
DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat. A and B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

MALSR

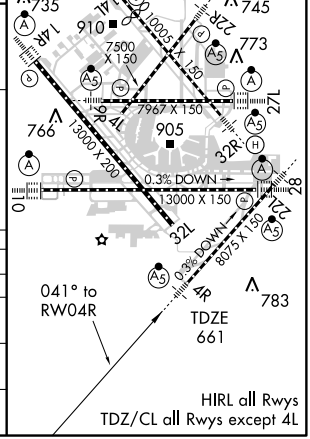
MISSED APPROACH: Climb to 4000 via 042° course to NALME WP then direct to LAIRD WP and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1136/60 475 (500-1¼)			
LNAV MDA	1160/40 499 (500-¾)			1160/50 499 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)



EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS CH 99508 W09B	APP CRS 093°	Rwy Idg 7500 TDZE 668 Apt Elev 672

RNAV (GPS) RWY 9L

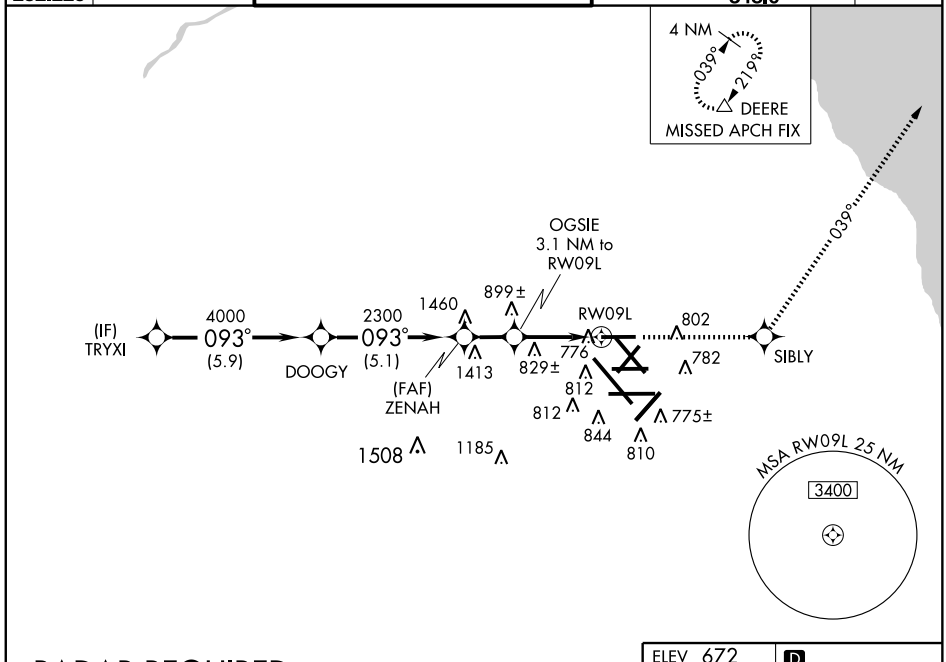
CHICAGO-O'HARE INTL (ORD)

For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

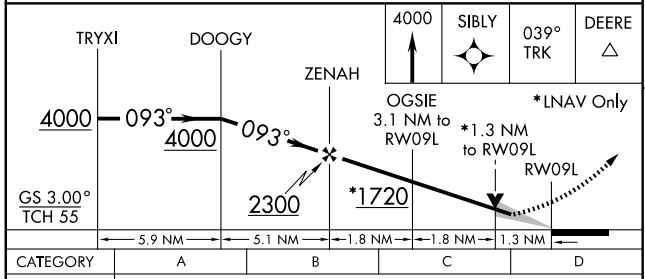
ALSF-2

MISSED APPROACH: Climb to 4000 direct SIBLY and via 039° track to DEERE and hold.

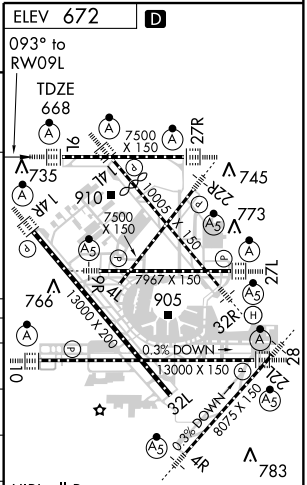
ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6



RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	944/24 276 (300-½)			
LNAV/VNAV DA	1106/50 438 (500-1)			
LNAV MDA	1140/24 472 (500-½)		1140/40 472 (500-¾)	1140/50 472 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)



EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7967
CH 78204	093°	TDZE	660
W09A		Apt Elev	672

RNAV (GPS) RWY 9R

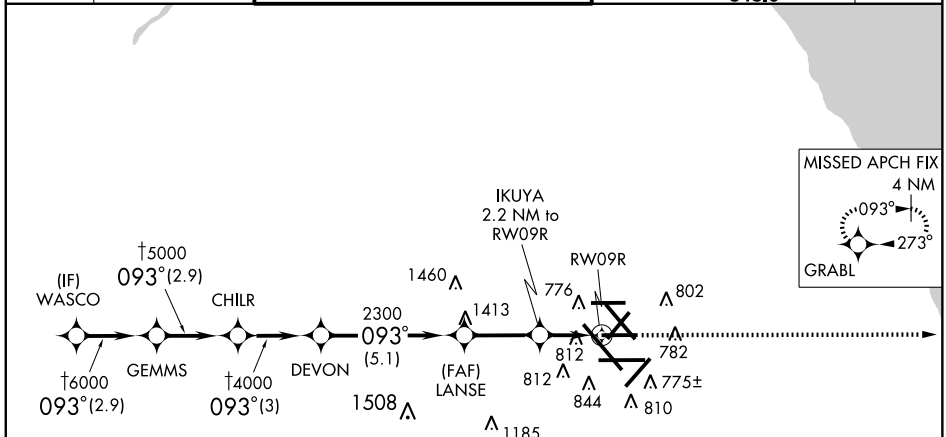
CHICAGO-O'HARE INTL (ORD)

For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

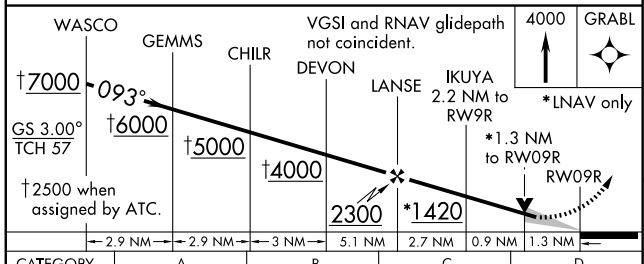
MALSR

MISSED APPROACH: Climb to 4000 direct GRABL and hold.

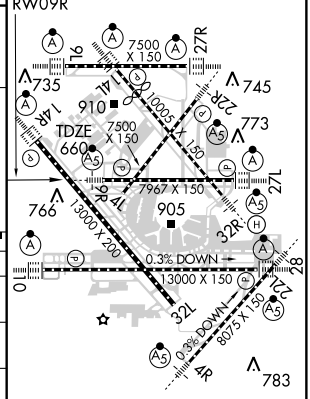
ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON	(TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 348.6	121.6



RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	976/24 316 (400-½)			
LNAV/VNAV DA	1097/50 437 (500-1)			
LNAV MDA	1160/24 500 (500-½)		1160/40 500 (500-¾)	1160/50 500 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)



WAAS	APP CRS	Rwy Idg	12246
CH 48904	093°	TDZE	672
W10A		Apt Elev	672

RNAV (GPS) RWY 10

CHICAGO-O'HARE INTL (ORD)

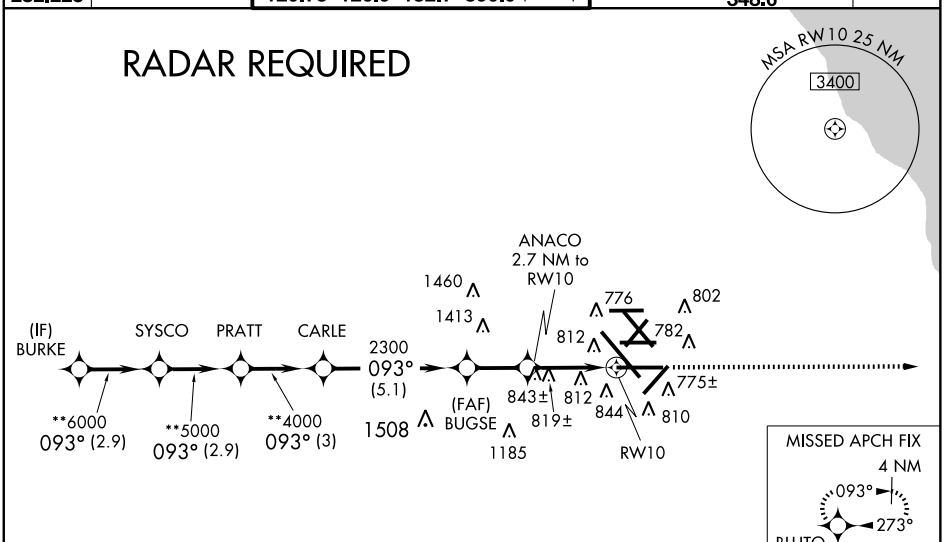
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

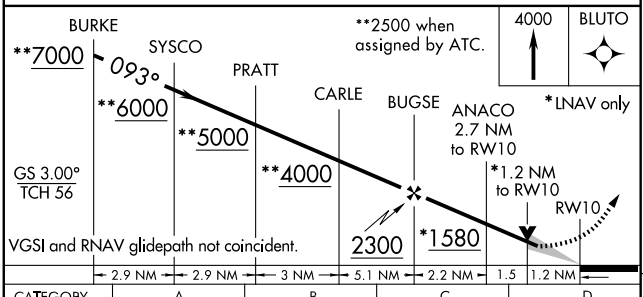
MISSED APPROACH: Climb to 4000 direct BLUTO and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6

RADAR REQUIRED

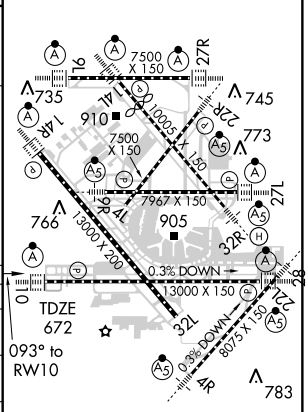


**2500 when assigned by ATC.



CATEGORY	A	B	C	D
LPV DA	922/24 250 (300-½)			
LNAV/VNAV DA	1119/50 447 (500-1)			
LNAV MDA	1100/24 428 (500-½)		1100/40 428 (500-¾)	1100/50 428 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

ELEV 672 D



HIRL all Rwys
TDZ/CL all Rwys except 4L

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8007
CH 70601	140°	TDZE	653
W14A		Apt Elev	672

RNAV (GPS) RWY 14L

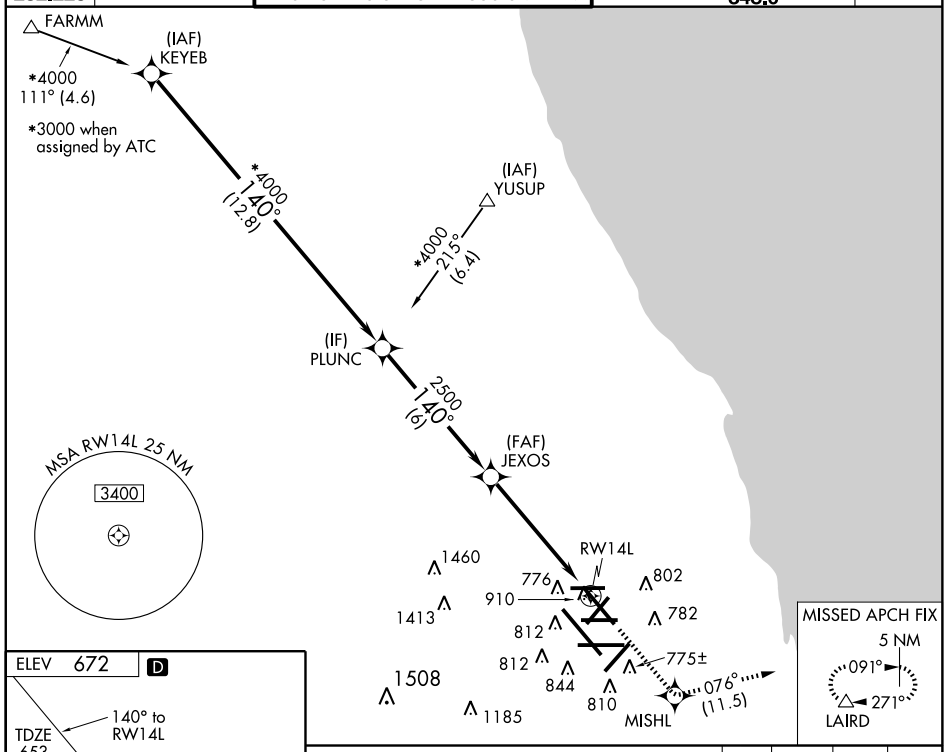
CHICAGO-O'HARE INTL (ORD)

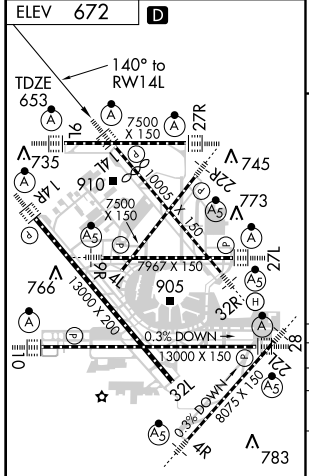
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (118° F). For inoperative ALSF-2, increase LPV visibility to RVR 6000 all cats.

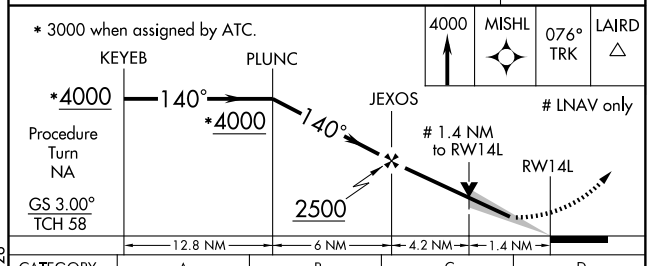
ALSF-2

MISSED APPROACH: Climb to 4000 direct MISHL and via 076° track to LAIRD and hold, continue climb-in-hold to 4000.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6







CATEGORY	A	B	C	D
LPV DA	1025/40 372 (400-¾)			
LNAV/VNAV DA	1160/60 507 (500-1¼)			
LNAV MDA	1160/24 507 (500-½)		1160/50 507 (500-1)	
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	13000
CH 93603	143°	TDZE	668
W14B		Apt Elev	672

RNAV (GPS) RWY 14R

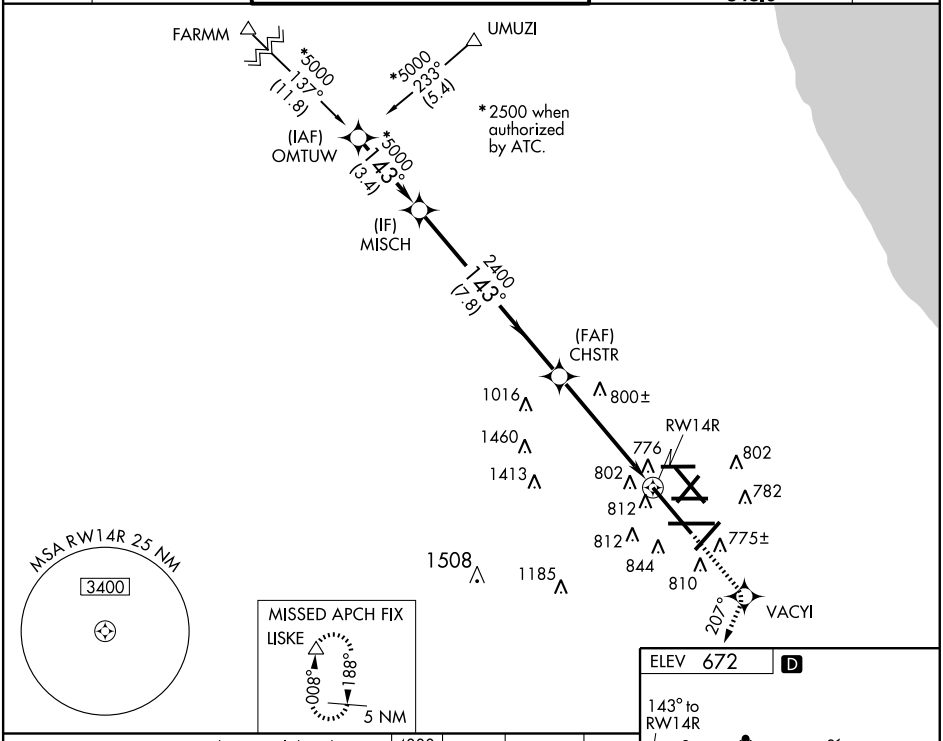
CHICAGO-O'HARE INTL (ORD)

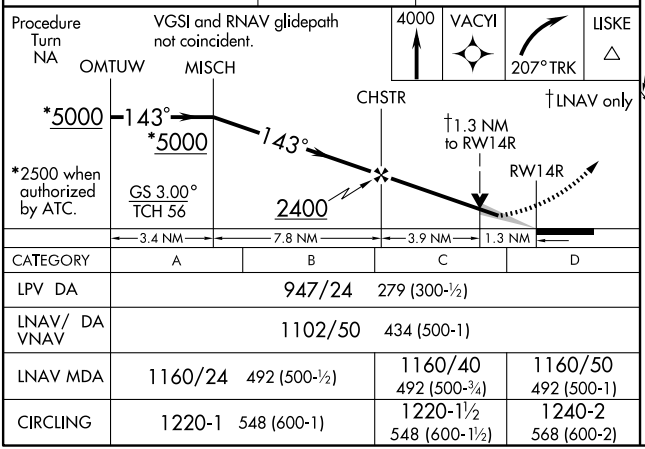
For inoperative ALSF, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

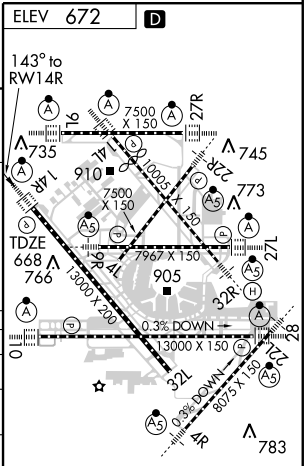
MISSED APPROACH: Climb to 4000 direct VACYI and right turn via 207° track to LISKE and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6





CATEGORY	A	B	C	D
LPV DA	947/24 279 (300-½)			
LNAV/ DA VNAV	1102/50 434 (500-1)			
LNAV MDA	1160/24 492 (500-½)		1160/40 492 (500-¾)	1160/50 492 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)



HIRL all Rwys
TDZ/CL all Rwys except 4L

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7500
CH 90504	223°	TDZE	651
W22A		Apt Elev	672

RNAV (GPS) RWY 22R

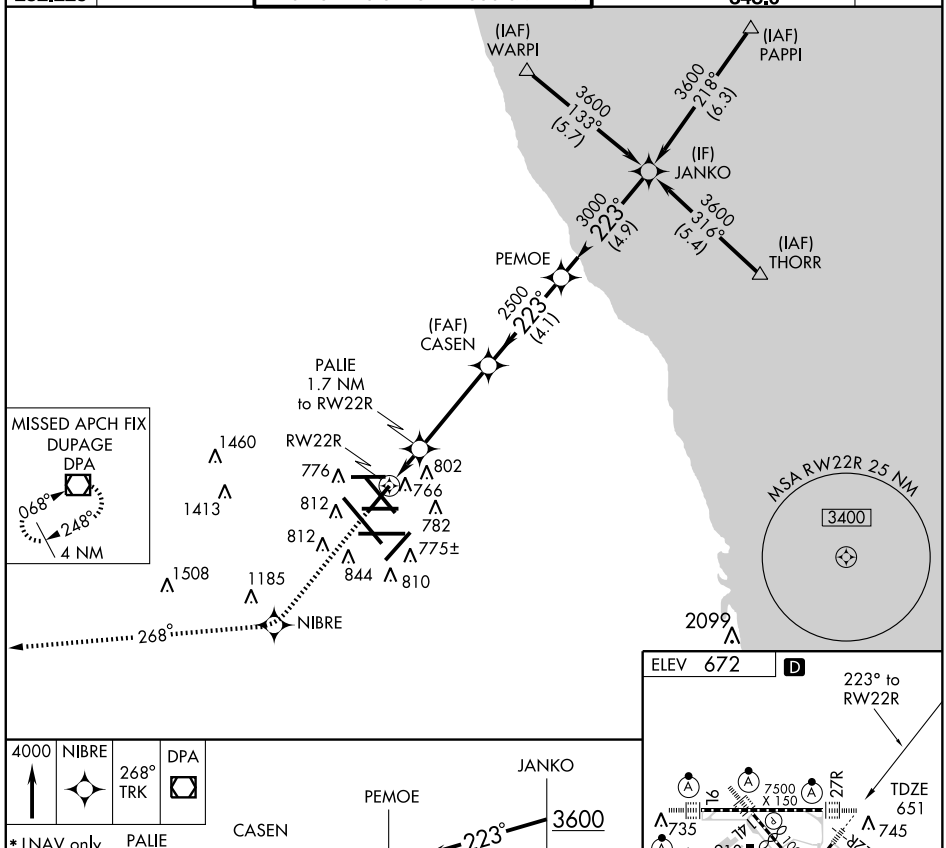
CHICAGO-O'HARE INTL (ORD)

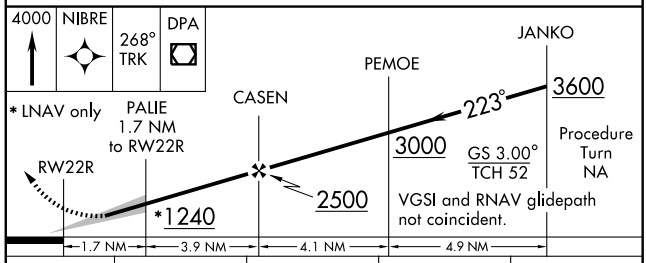
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

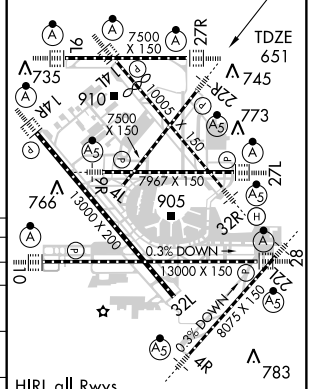
MALSR

MISSED APPROACH: Climb to 4000 direct NIBRE and via 268° track to DUPAGE VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 348.6	121.6







CATEGORY	A	B	C	D
LPV DA		927/24	276 (300-½)	
LNAV/VNAV DA		1111/50	460 (500-1)	
LNAV MDA	1120/24 469 (500-½)		1120/40 469 (500-¾)	1120/50 469 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7967
CH 77804	273°	TDZE	653
W27A		Apt Elev	672

RNAV (GPS) RWY 27L

CHICAGO-O'HARE INTL (ORD)

For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct WASCO and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4	119.0 393.1	128.15 (NORTH)	124.125	121.75 (OBND)	121.6
282.225		120.75 126.9 132.7 390.9 (CENTER)		121.9 (IBND) 348.6

RADAR REQUIRED

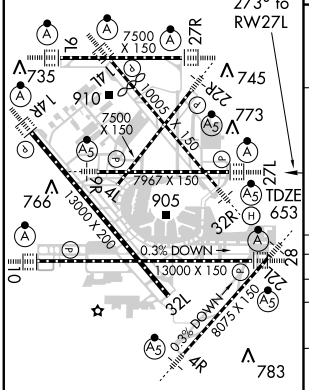
MISSED APCH FIX
WASCO
093°
273°
4 NM

†2500 when assigned by ATC.

RW27L
1460
1413
776
802
794
(FAF)
TAFFS
2200
273°
(5.4)
EBENS
†5000
273°(2.9)
RIPPR
(IF)
GRABL
812
812
782
816
775±
844
810
1508
1185
†4000
273°(3)
BASHH
†6000
273°(2.9)
2099
2325

MSA RW27L 25 NM
3400

ELEV 672 D



HIRL all Rwys
TDZ/CL all Rwys except 4L

4000 WASCO

VGSI and RNAV glidepath not coincident.

*LNAV only
*1.3 NM to RW27L
RW27L
TAFFS
EBENS
BASHH
RIPPR
GRABL
273°
†7000
†6000
†5000
†4000
2200
GS 3.00°
TCH 52
†2500 when assigned by ATC.
1.3 NM
3.4 NM
5.4 NM
3 NM
2.9 NM
2.9 NM

CATEGORY	A	B	C	D
LPV DA	935/24 282 (300-½)			
LNAV/VNAV DA	1111/50 458 (500-1)			
LNAV MDA	1120/24 467 (500-½)		1120/40 467 (500-¾)	1120/50 467 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS		
CH 69508 W27B	273°	Rwy Idg 7500 TDZE 664 Apt Elev 672	

RNAV (GPS) RWY 27R

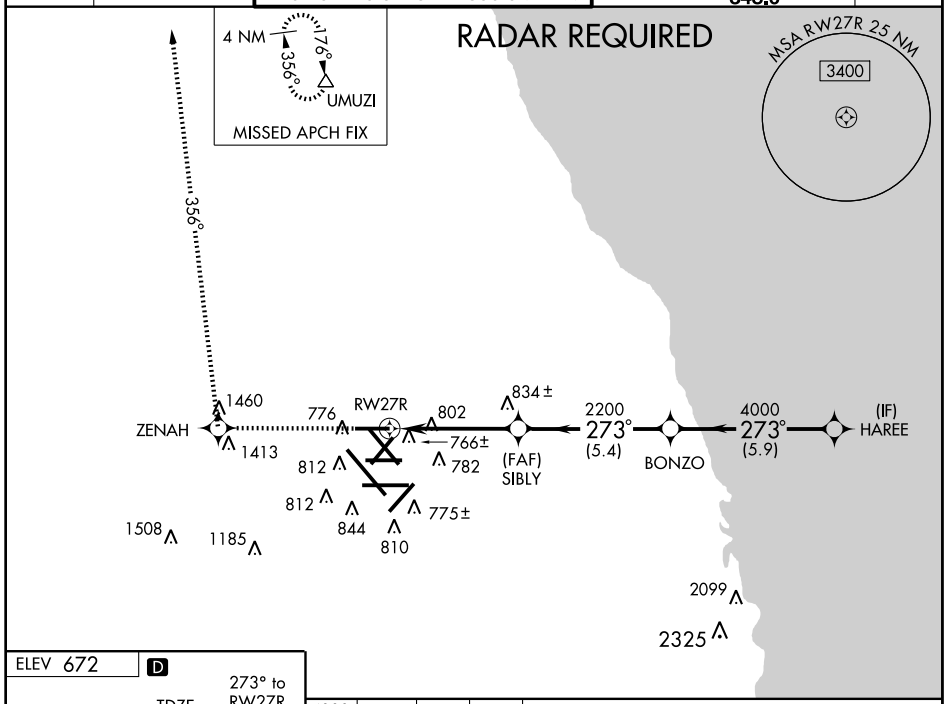
CHICAGO-O'HARE INTL (ORD)

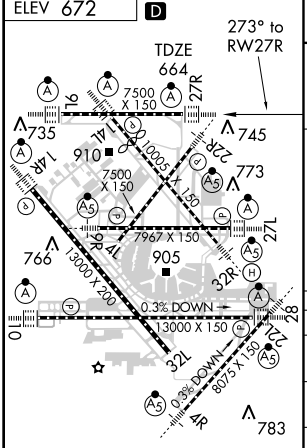
For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

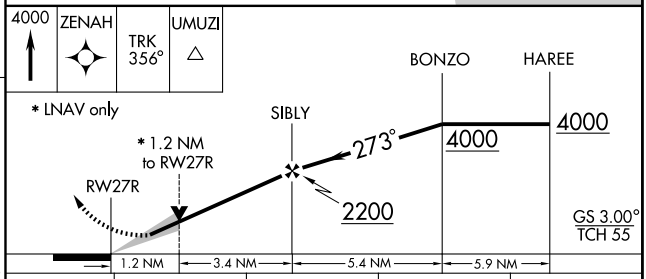
ALSF-2

MISSED APPROACH: Climb to 4000 direct ZENAH and via 356° track to UMUZI and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6







CATEGORY	A	B	C	D
LPV DA	977/24 313 (400-½)			
LNAV/ VNAV DA	1063/40 399 (400-¾)			
LNAV MDA	1100/24 436 (500-½)		1100/40 436 (500-¾)	1100/50 436 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	13000
CH 42804	273°	TDZE	651
W28A		Apt Elev	672

RNAV (GPS) RWY 28

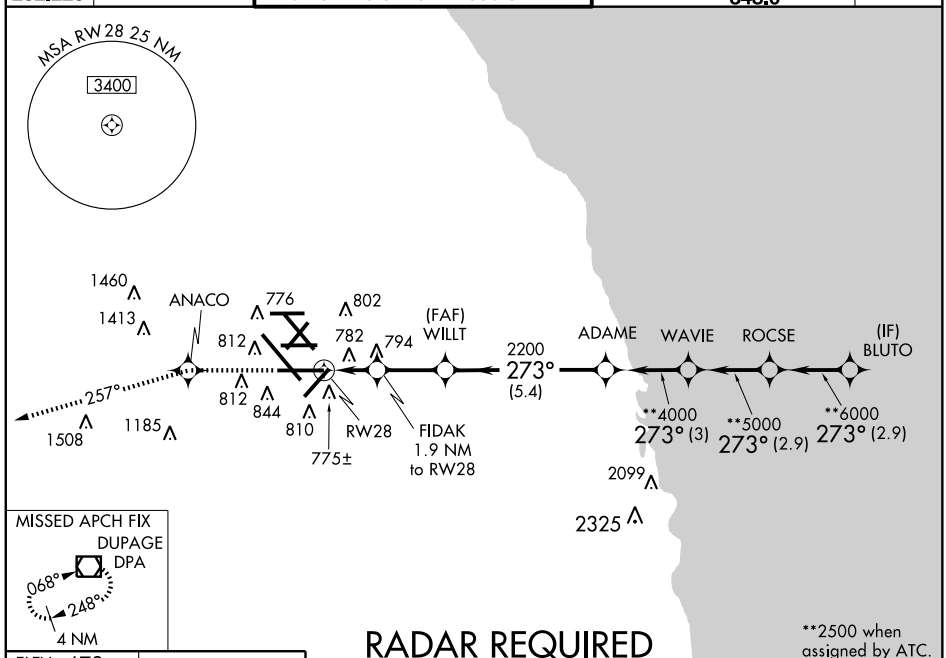
CHICAGO-O'HARE INTL (ORD)

T For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

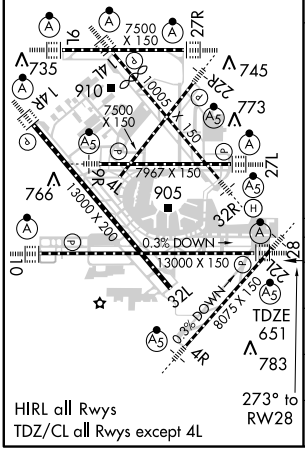
ALSF-2

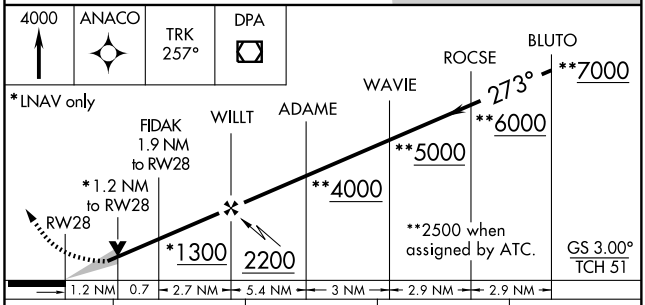
MISSED APPROACH: Climb to 4000 direct ANACO and via 257° track to DPA VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6



ELEV 672 D





CATEGORY	A	B	C	D
LPV DA	945/24 294 (300-½)			
LNAV/ VNAV DA	1133/60 482 (500-1¼)			
LNAV MDA	1100/24 449 (500-½)		1100/40 449 (500-¾)	1100/50 449 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS		
CH 77904	323°	Rwy Idg	13000
W32B		TDZE	654
		Apt Elev	672

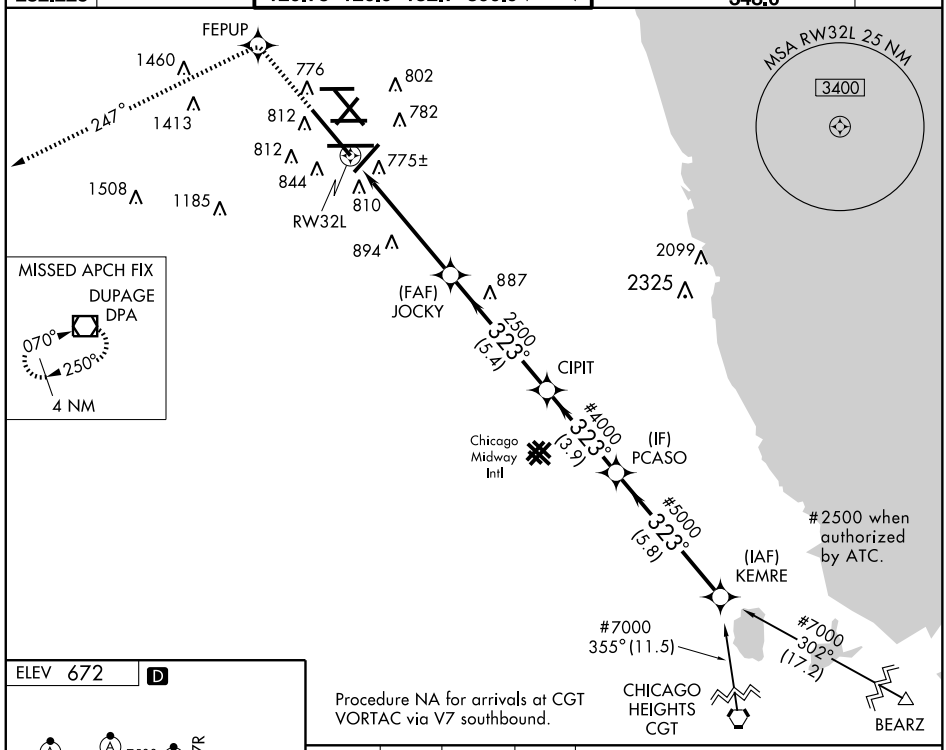
RNAV (GPS) RWY 32L

CHICAGO-O'HARE INTL (ORD)

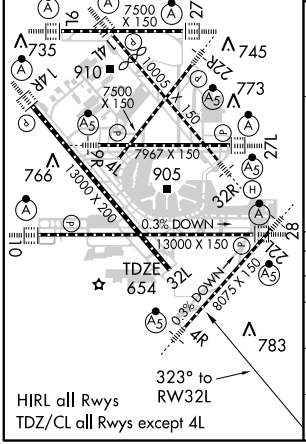
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

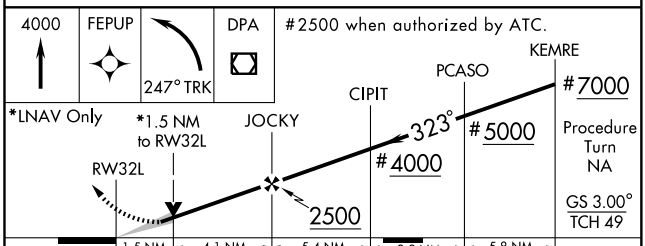
MISSED APPROACH: Climb to 4000 direct FEPUP and left turn via 247° track to DPA VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4	119.0 393.1	128.15 (NORTH)	124.125	121.75 (OBND)
282.225		120.75 126.9 132.7 390.9 (CENTER)		121.9 (IBND)
				348.6
				121.6



Procedure NA for arrivals at CGT VORTAC via V7 southbound.





CATEGORY	A	B	C	D
LPV DA		934/50	280 (300-1)	
LNAV/ VNAV DA		1103-1½	449 (500-1½)	
LNAV MDA	1180/50	526 (600-1)	1180-1½ 526 (600-1½)	1180-1¾ 526 (600-1¾)
CIRCLING	1220-1	548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	10005
CH 69504	323°	TDZE	653
W32A		Apt Elev	672

RNAV (GPS) RWY 32R

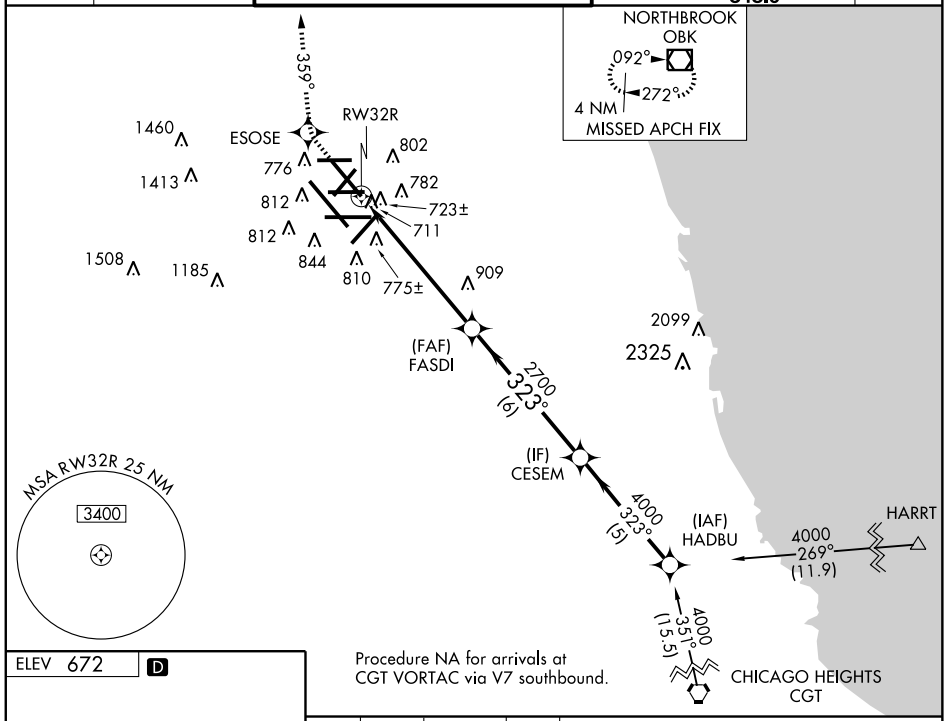
CHICAGO-O'HARE INTL (ORD)

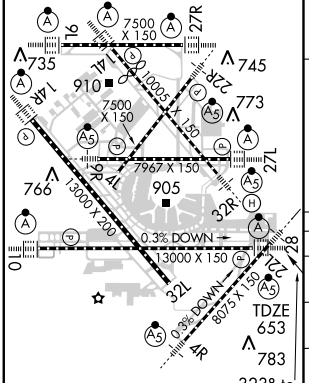
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

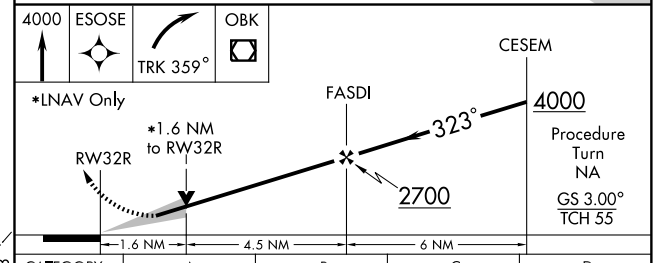
MALSR

MISSED APPROACH: Climb to 4000 direct ESOSE and right turn via 359° track to OBK VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6







CATEGORY	A	B	C	D
LPV DA	928/24 275 (300-½)			
LNAV/ VNAV DA	1073/50 420 (500-1)			
LNAV MDA	1220/24 567 (600-½)		1220/50 567 (600-1)	1220/60 567 (600-1¼)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

CHICAGO, ILLINOIS

AL-166 (FAA)

APP CRS	Rwy ldg	8075
222°	TDZE	654
	Apt Elev	672

RNAV (GPS) Y RWY 22L

CHICAGO-O'HARE INTL (ORD)

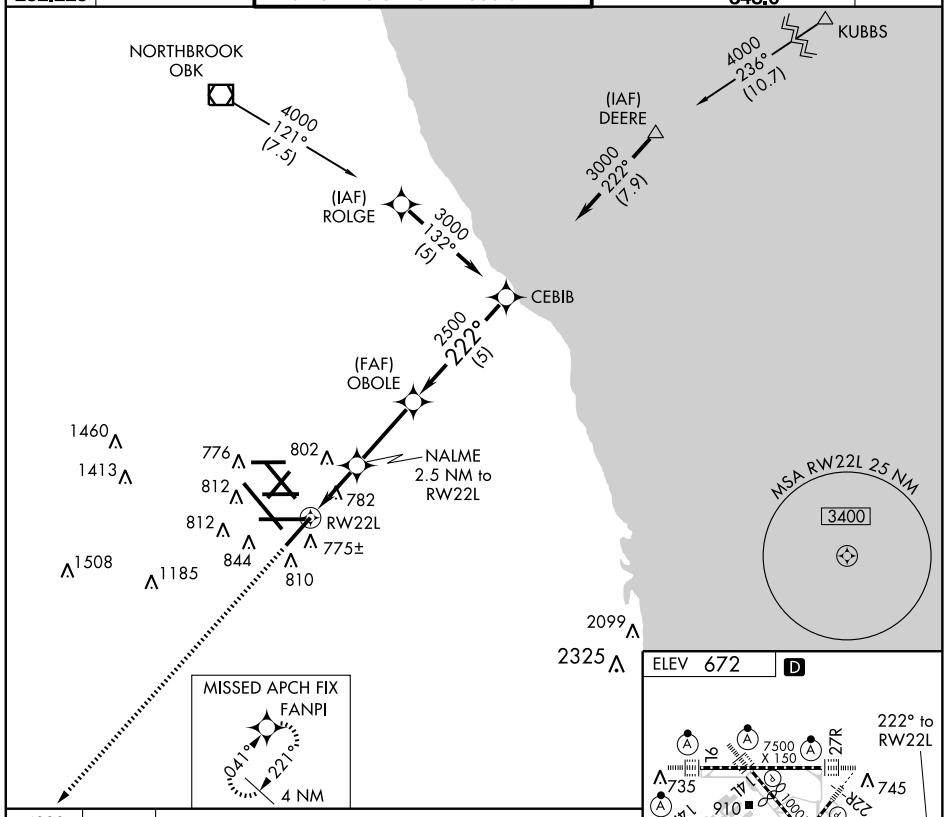
NA

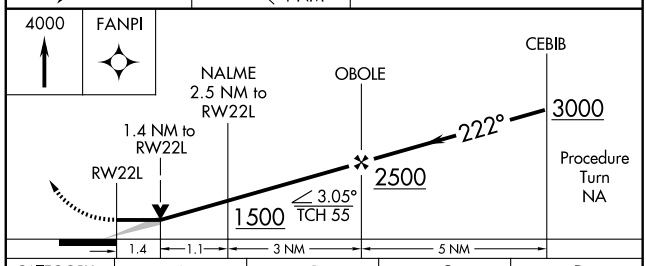
DME/DME RNP-0.3 NA.

MALSR

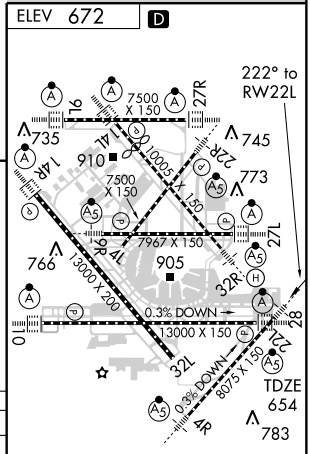
MISSED APPROACH: Climb to 4000 direct FANPI and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON (TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 348.6	121.6





CATEGORY	A	B	C	D
LNAV MDA	1160/24 506 (500-½)		1160/50 506 (500-1)	
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)



HIRL all Rwys
TDZ/CL all Rwys except 4L

EC-3. 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) Z RWY 22L

CHICAGO-O'HARE INTL (ORD)

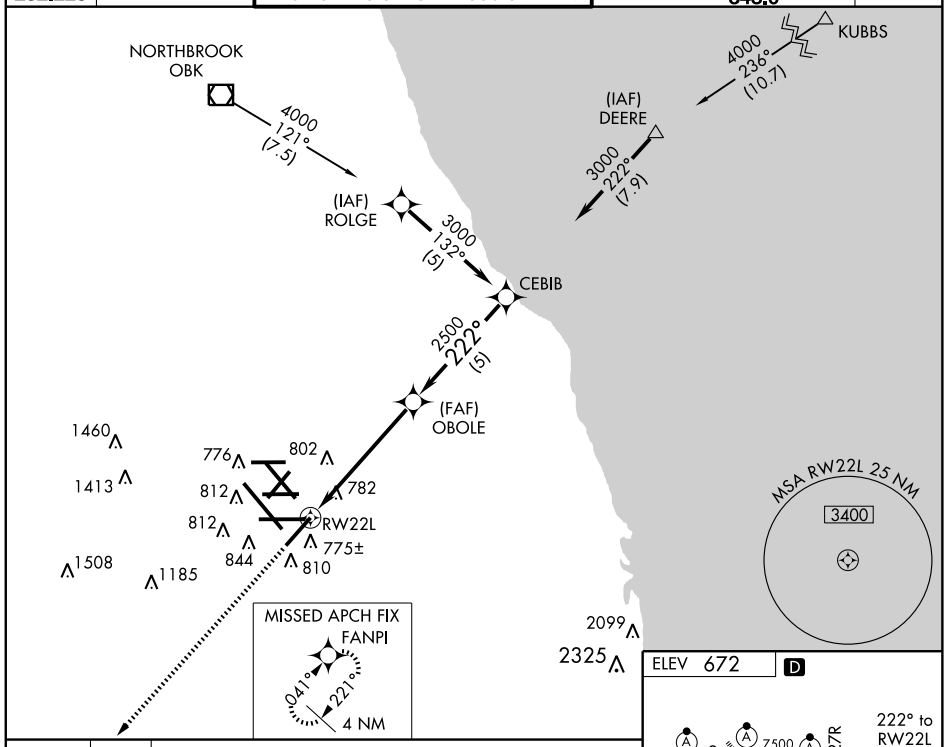
APP CRS	Rwy ldg	8075
222°	TDZE	654
	Apt Elev	672

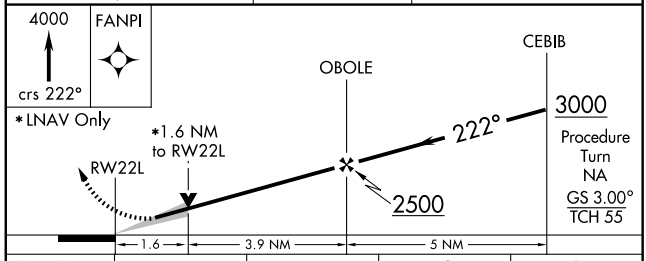
NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

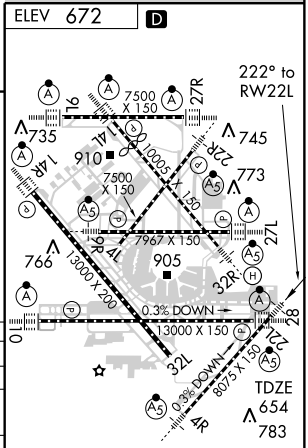
MALSR

MISSED APPROACH: Climb to 4000 via 222° course to FANPI WP and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON	(TWR CENTER)	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 390.9 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 348.6	121.6

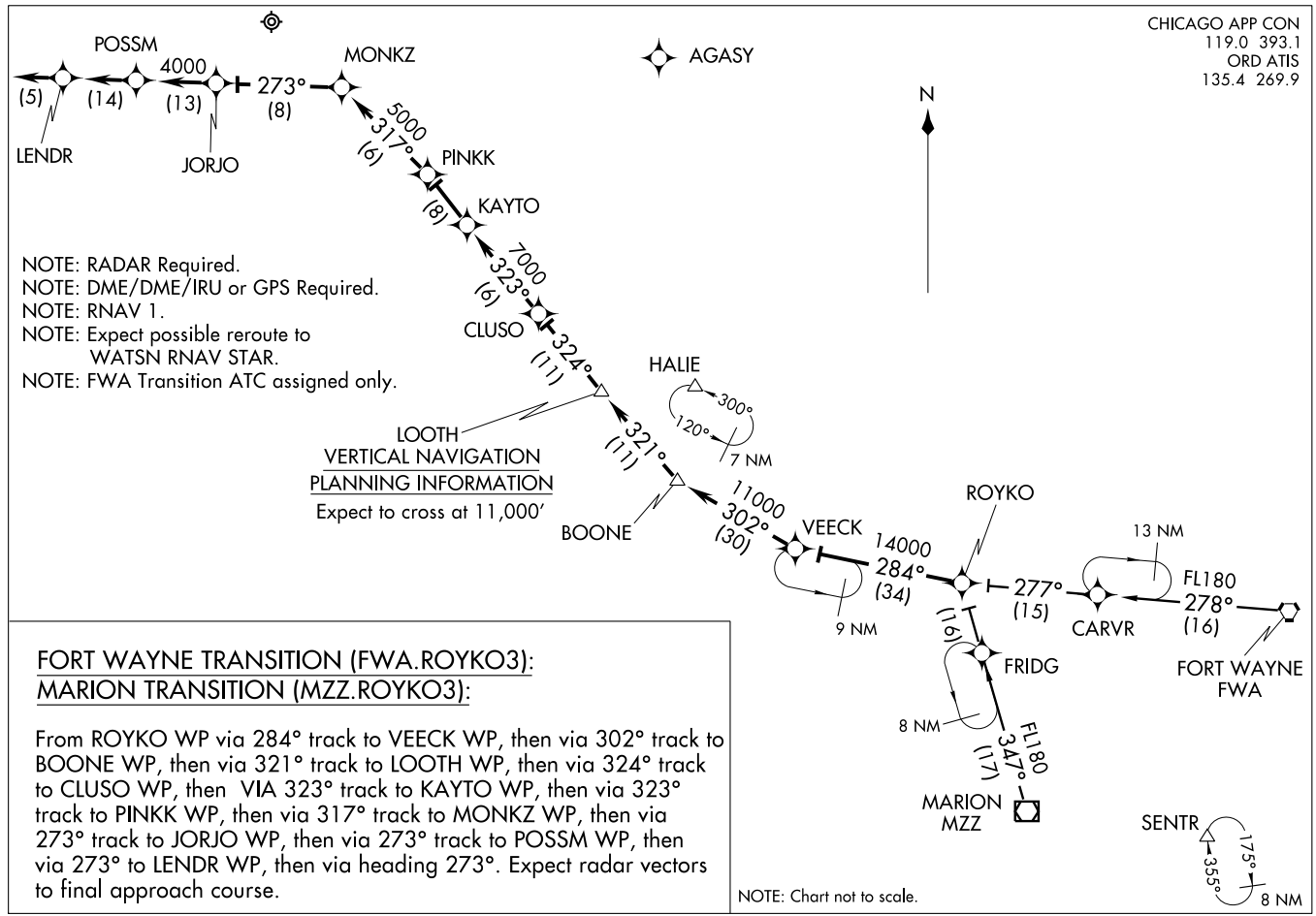




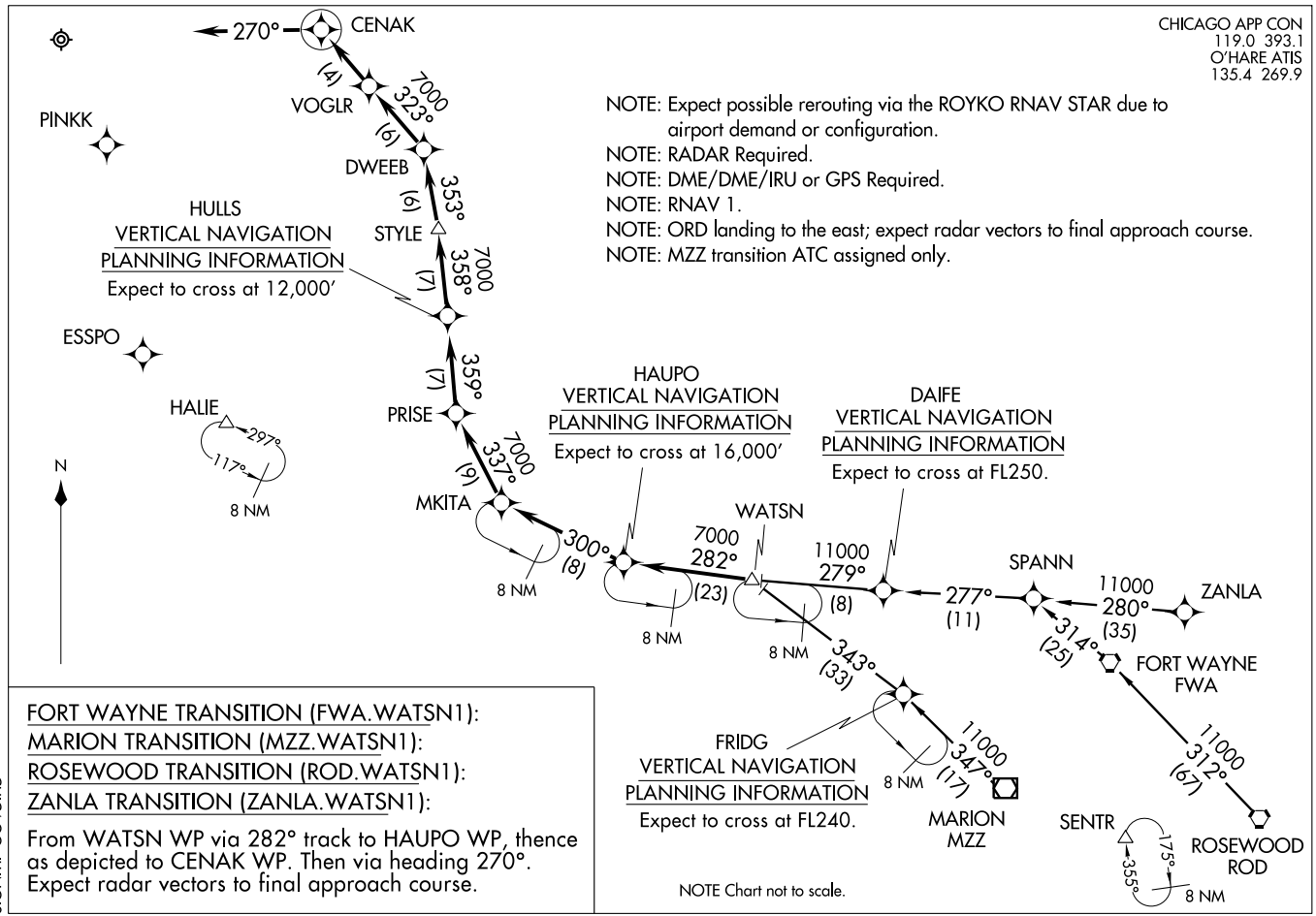


CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1060/50 406 (400-1)			
LNAV MDA	1220/24 566 (600-½)		1220/50 566 (600-1)	1220/60 566 (600-1¼)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010


CHICAGO APP CON
119.0 393.1
ORD ATIS
135.4 269.9
ROYKO THREE ARRIVAL (RNAV) ST-166 (FAA)
(ROYKO.ROYKO3) 08325
CHICAGO O'HARE INTL
CHICAGO, ILLINOIS
POSSM
4000
(5)
(14)
(13)
273°
(8)
LENDR
JORJO
MONKZ
AGASY
5000
317°
(6)
PINKK
(8)
KAYTO
7000
323°
(6)
CLUSO
324°
(11)
HALIE
300°
120°
7 NM
LOOTH
321°
(11)
BOONE
11000
302°
(30)
VEECK
14000
284°
(34)
9 NM
ROYKO
277°
(15)
13 NM
CARVR
FL180
278°
(16)
FORT WAYNE
FWA
(16)
FRIDG
8 NM
FL180
347°
(17)
MARION
MZZ
SENTR
355°
175°
8 NM
N
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Expect possible reroute to
WATSN RNAV STAR.
NOTE: FWA Transition ATC assigned only.
LOOTH
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross at 11,000'
FORT WAYNE TRANSITION (FWA.ROYKO3):
MARION TRANSITION (MZZ.ROYKO3):
From ROYKO WP via 284° track to VEECK WP, then via 302° track to BOONE WP, then via 321° track to LOOTH WP, then via 324° track to CLUSO WP, then VIA 323° track to KAYTO WP, then via 323° track to PINKK WP, then via 317° track to MONKZ WP, then via 273° track to JORJO WP, then via 273° track to POSSM WP, then via 273° to LENDR WP, then via heading 273°. Expect radar vectors to final approach course.
NOTE: Chart not to scale.

CHICAGO APP CON
119.0 393.1
O'HARE ATIS
135.4 269.9



NOTE: Expect possible rerouting via the ROYKO RNAV STAR due to airport demand or configuration.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: ORD landing to the east; expect radar vectors to final approach course.
NOTE: MZZ transition ATC assigned only.

FORT WAYNE TRANSITION (FWA.WATSN1):
MARION TRANSITION (MZZ.WATSN1):
ROSEWOOD TRANSITION (ROD.WATSN1):
ZANLA TRANSITION (ZANLA.WATSN1):

From WATSN WP via 282° track to HAUPO WP, thence as depicted to CENAK WP. Then via heading 270°. Expect radar vectors to final approach course.

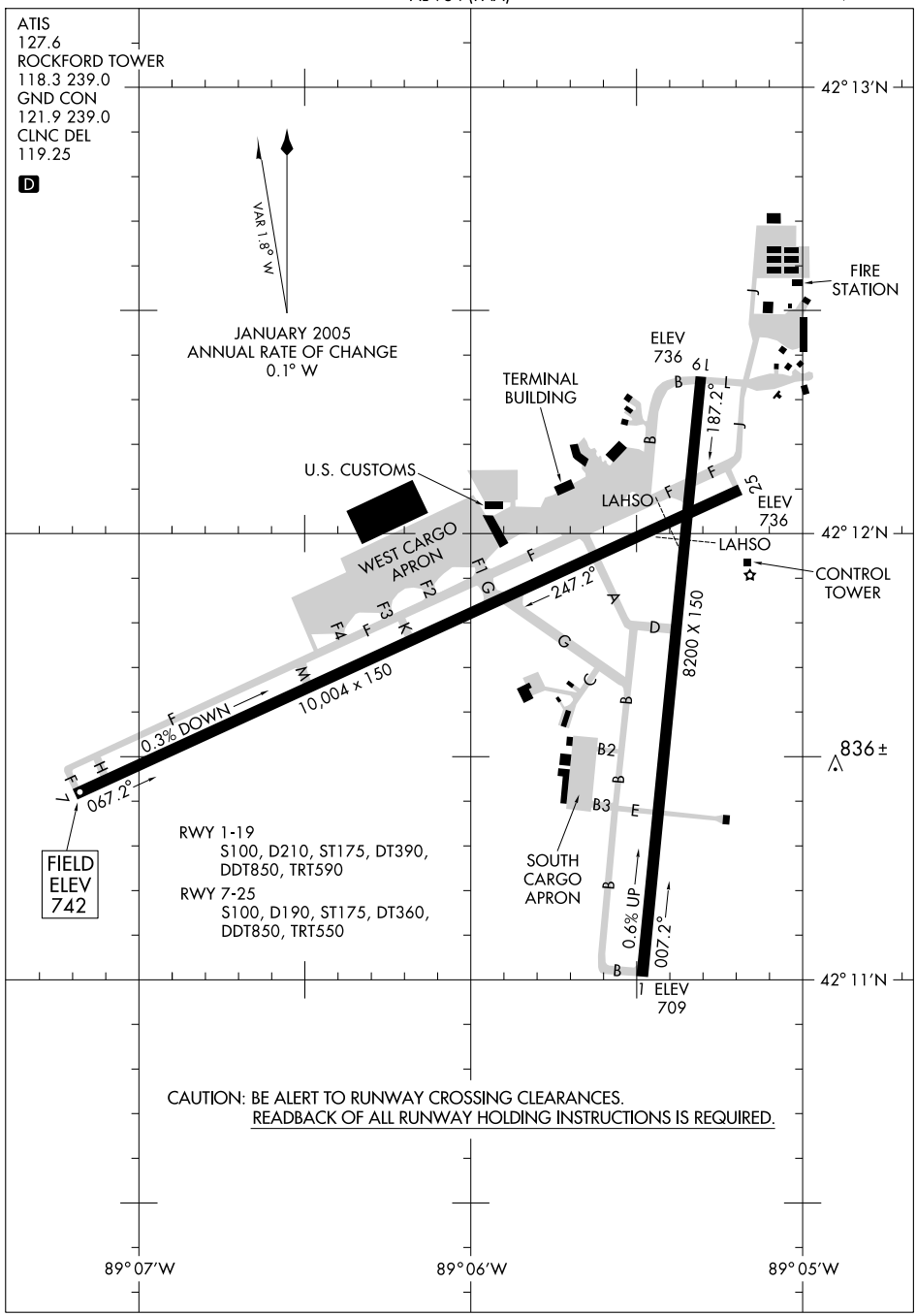
NOTE Chart not to scale.

09015

AIRPORT DIAGRAM

AL-954 (FAA)

CHICAGO/ROCKFORD INTL (RFD)
CHICAGO/ROCKFORD, ILLINOIS



EC-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-RFD	APP CRS	Rwy Idg	8199
109.3	005°	TDZE	729
Chan 30		Apt Elev	742

ILS or LOC RWY 1

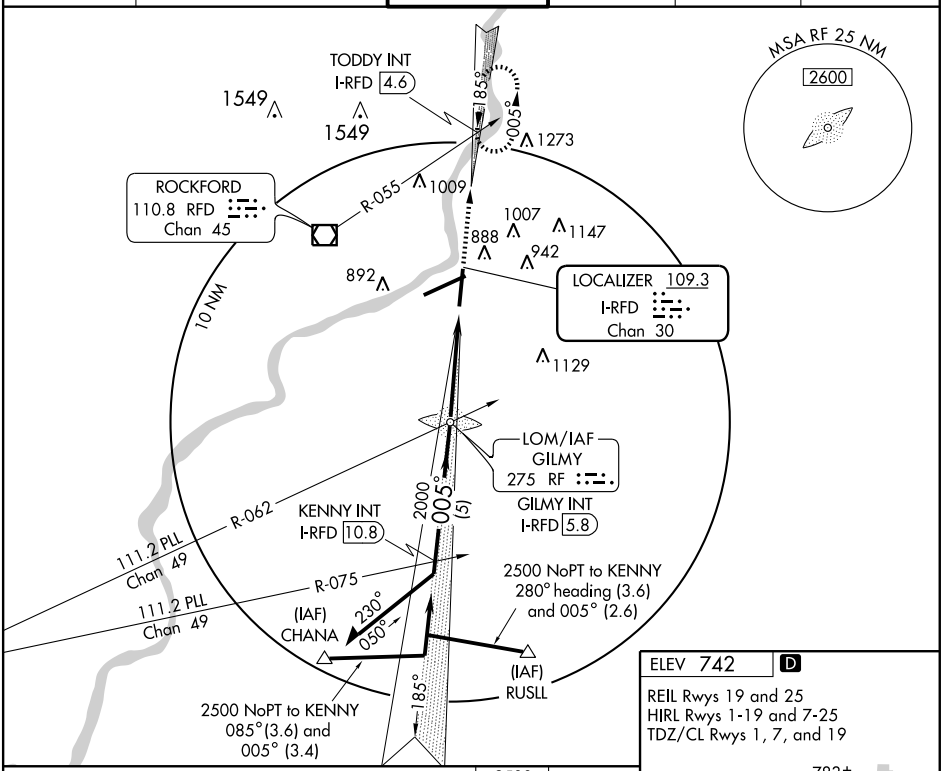
CHICAGO/ROCKFORD INTL (RFD)

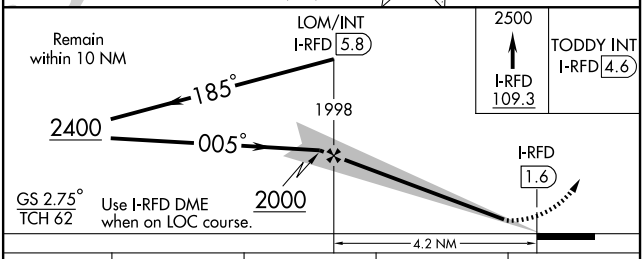
ASR

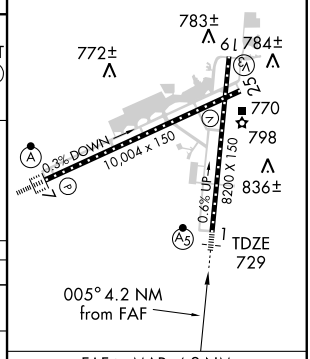
MALSR

MISSED APPROACH: Climb to 2500 via I-RFD North course to TODDY Int/I-RFD 4.6 DME and hold.

ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95







CATEGORY	A	B	C	D
S-ILS 1	929/24 200 (200-½)			
S-LOC 1	1140/24 411 (400-½)		1140/40 411 (400-¾)	
CIRCLING	1220-1 484 (500-1)	1240-1 504 (600-1)	1240-1½ 504 (600-1½)	1320-2 584 (600-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC I-UDY	APP CRS	Rwy Idg	10004
109.55	065°	TDZE	742
		Apt Elev	742

ILS or LOC RWY 7

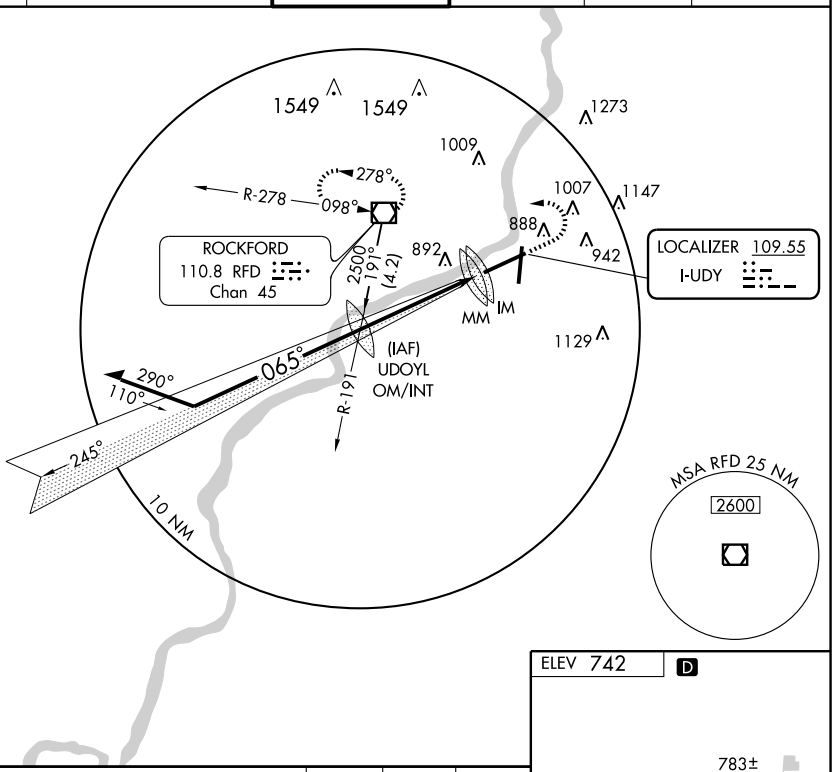
CHICAGO/ROCKFORD INTL (RFD)

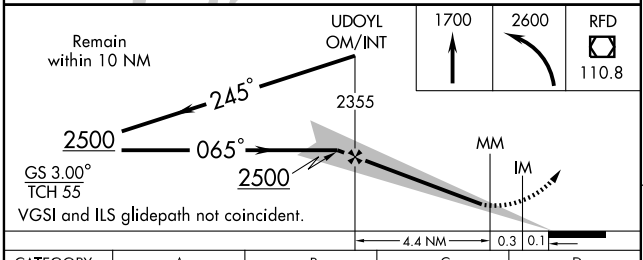
ASR

ALSF-2

MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct RFD VOR/DME and hold.

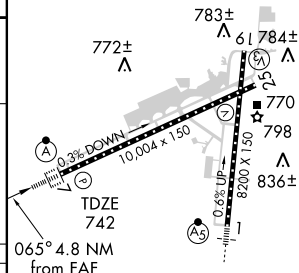
ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95





CATEGORY	A	B	C	D
S-ILS 7	942/18	200 (200-½)		
S-LOC 7	1200/24	458 (500-½)	1200/40 458 (500-¾)	1200/50 458 (500-1)
CIRCLING	1220-1 478 (500-1)	1240-1 498 (500-1)	1240-1½ 498 (500-1½)	1320-2 578 (600-2)

ELEV 742 D



REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1, 7, and 19

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

EC-3, 14 JAN 2010 to 11 FEB 2010

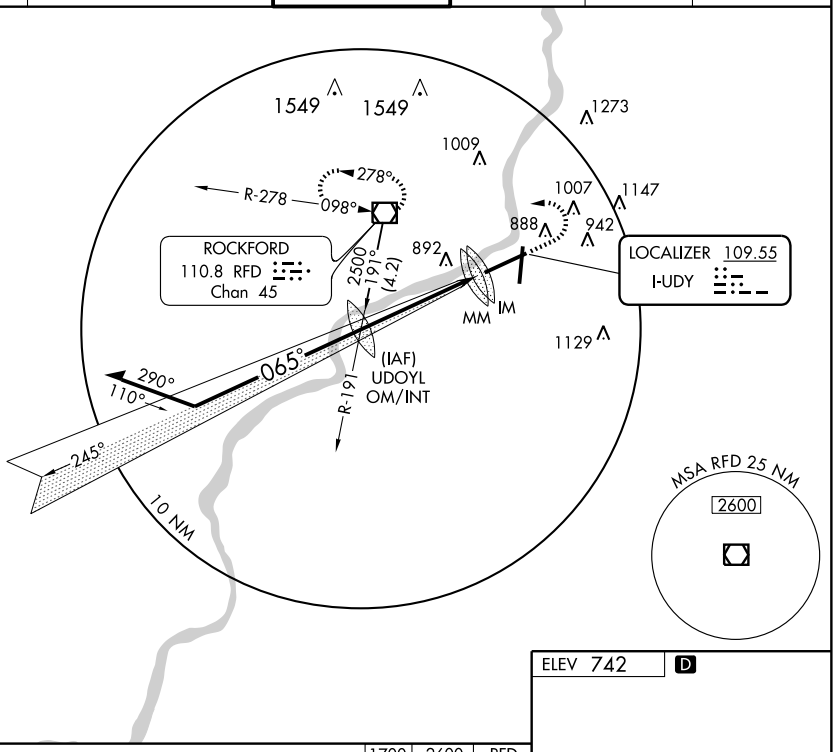
LOC I-UDY	APP CRS	Rwy Idg	10004
109.55	065°	TDZE	742
		Apt Elev	742

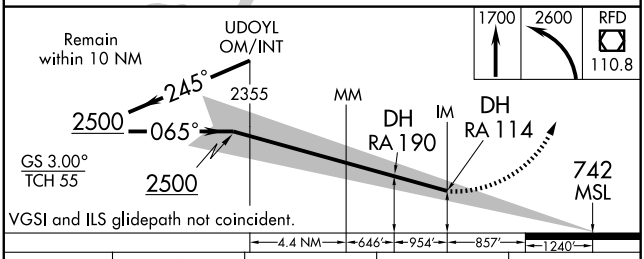
ILS RWY 7 (CAT II)

CHICAGO/ROCKFORD INTL (RFD)

ASR	ALSF-2	MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct RFD VOR/DME and hold.

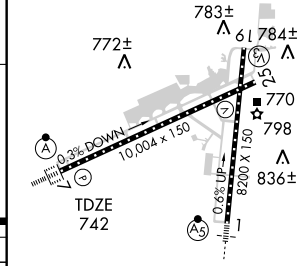
ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95





CATEGORY	A	B	C	D
S-ILS 7		RA 190/16 150 DA 892		
S-ILS 7		RA 114/12 100 DA 842		

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1, 7, and 19

EC-3. 14 JAN 2010 to 11 FEB 2010

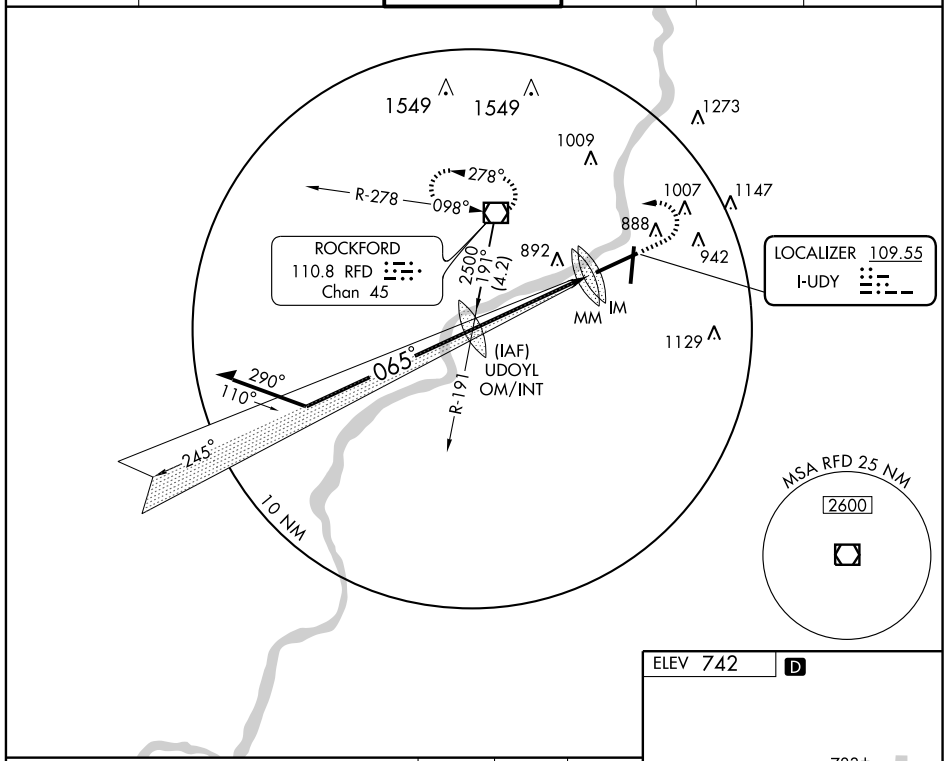
LOC I-UDY	APP CRS	Rwy Idg	10004
109.55	065°	TDZE	742
		Apt Elev	742

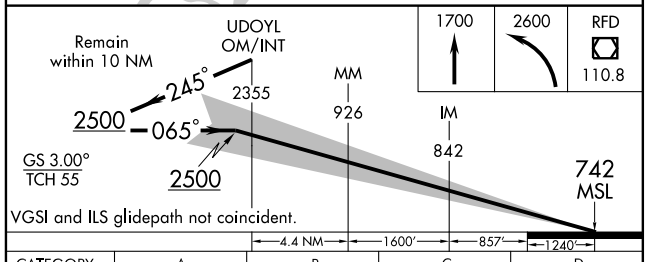
ILS RWY 7 (CAT III)

CHICAGO/ROCKFORD INTL (RFD)

ASR	ALSF-2	MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct RFD VOR/DME and hold.

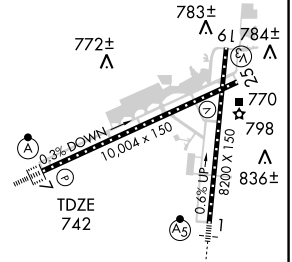
ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95





CATEGORY	A	B	C	D
S-ILS 7	CAT IIIa RVR 07			
S-ILS 7	CAT IIIb RVR 06			
S-ILS 7	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1, 7, and 19

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-RFD	APP CRS	Rwy Idg	8099
109.3	185°	TDZE	736
Chan 30		Apt Elev	742

LOC BC RWY 19

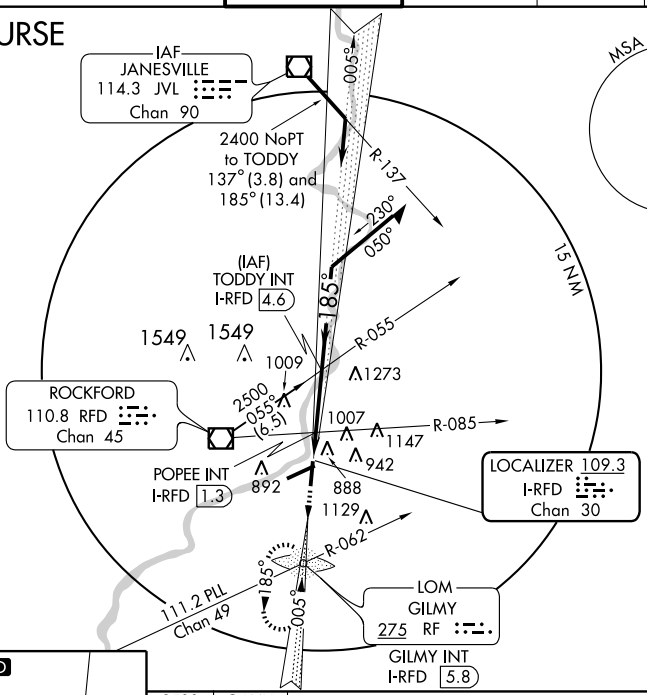
CHICAGO/ROCKFORD INTL (RFD)

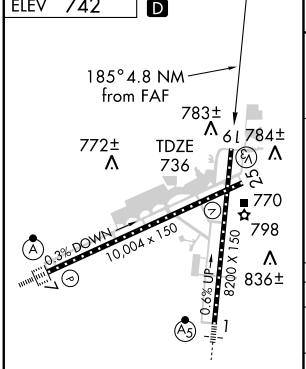
ASR

MISSED APPROACH: Climb to 2500 via I-RFD LOC S course to GILMY LOM/Int/I-RFD 5.8 DME and hold.

ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95

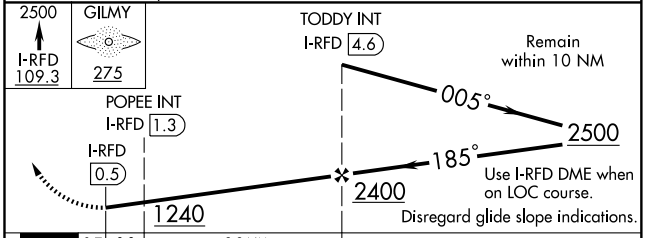
BACK COURSE





REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1, 7, and 19

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-19	1240-1 504 (500-1)		1240-1½ 504 (500-1½)	
CIRCLING	1240-1 504 (600-1)		1240-1½ 504 (600-1½)	1320-2 584 (600-2)
POPEE INT/DME MINIMUMS				
S-19	1140-1 404 (400-1)		1140-1¼ 404 (400-1¼)	
CIRCLING	1220-1 484 (500-1)	1240-1 504 (600-1)	1240-1½ 504 (600-1½)	1320-2 584 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

LOM RF	APP CRS	Rwy Idg	8199
275	004°	TDZE	729
		Apt Elev	742

NDB RWY 1

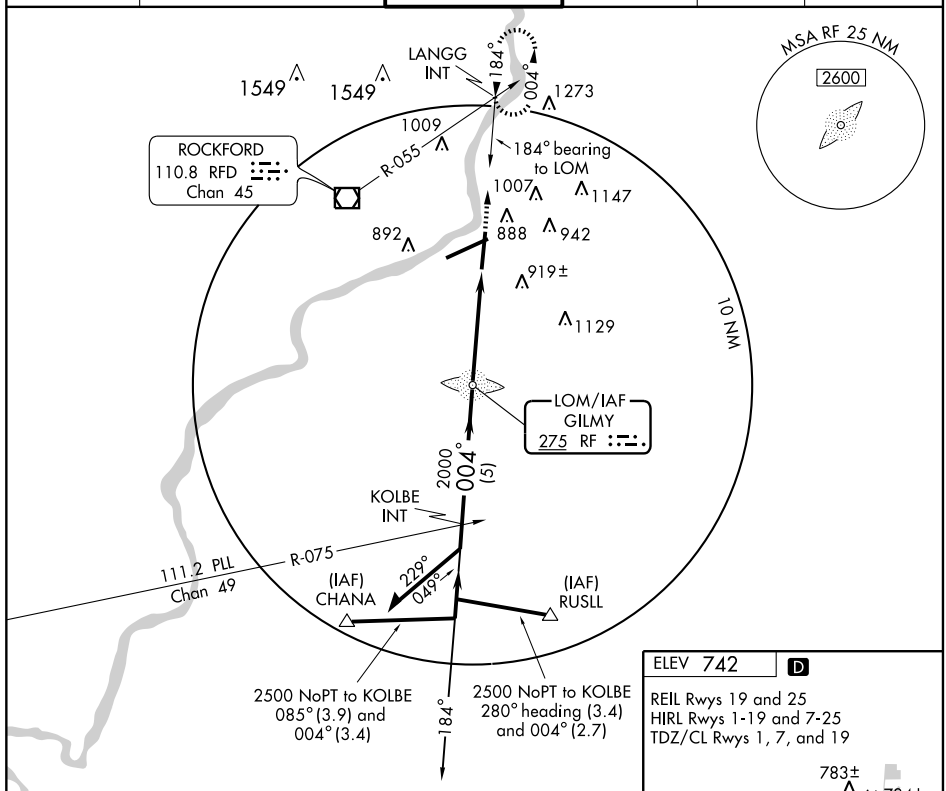
CHICAGO/ROCKFORD INTL (RFD)

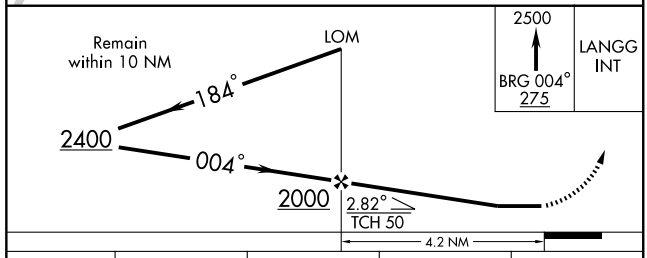
NA
ASR

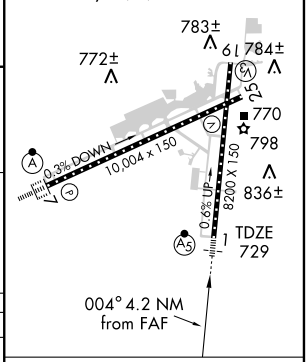
MALSR

MISSED APPROACH: Climb to 2500 via 004° bearing from RF LOM to LANGG Int and hold.

ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95







CATEGORY	A	B	C	D
S-1	1220/40 491 (500-¾)			1220/60 491 (500-1¼)
CIRCLING	1220-1 478 (500-1)	1240-1 498 (500-1)	1240-1½ 498 (500-1½)	1320-2 578 (600-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	8199
005°	TDZE	729
	Apt Elev	742

RNAV (GPS) RWY 1
CHICAGO/ROCKFORD INTL (RFD)

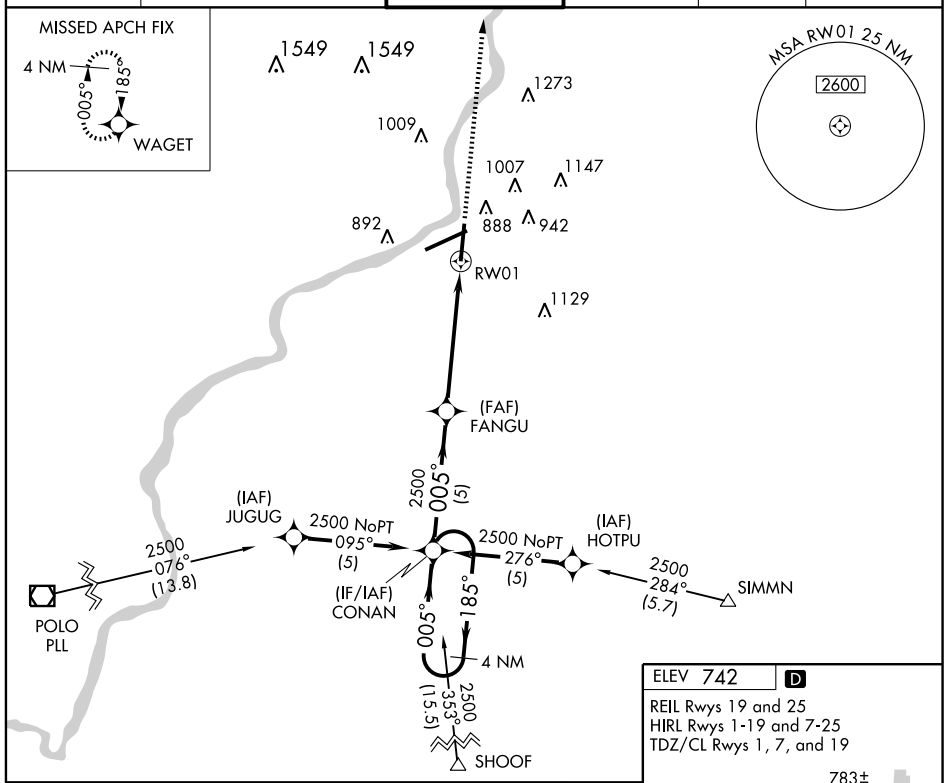
NA ASR

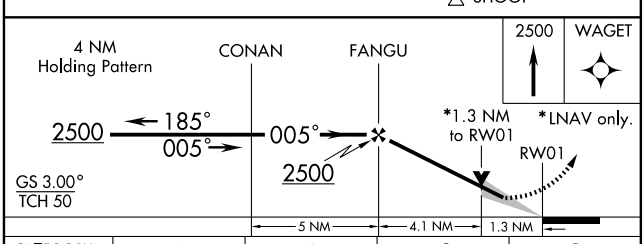
Baro-VNAV NA below -16° C (3° F)
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA

MALSR

MISSED APPROACH: Climb to 2500 direct WAGET WP and hold.

ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95

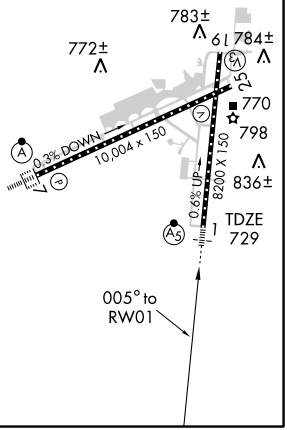




CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1080/40 351 (400-¾)			
LNAV MDA	1180/24 451 (500-½)			1180/50 451 (500-1)
CIRCLING	1220-1¼ 478 (500-1¼)	1240-1¼ 498 (500-1¼)	1240-1½ 498 (500-1½)	1320-2 578 (600-2)

ELEV 742 D

REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1, 7, and 19



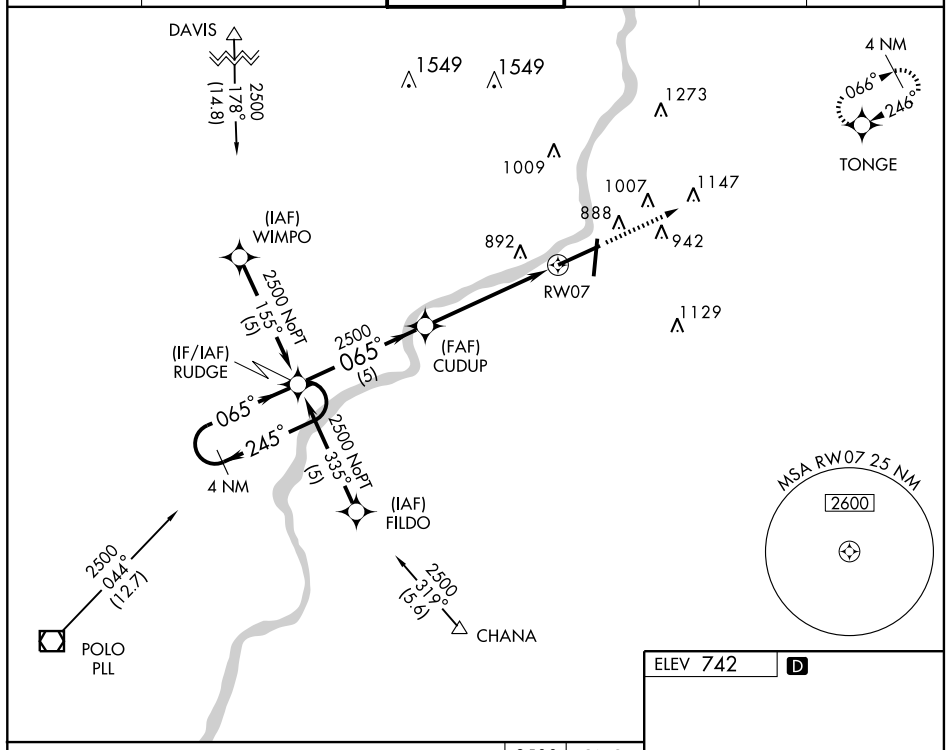
APP CRS	Rwy Idg	10004
065°	TDZE	742
	Apt Elev	742

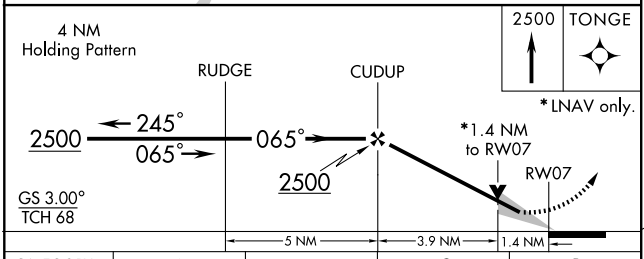
RNAV (GPS) RWY 7

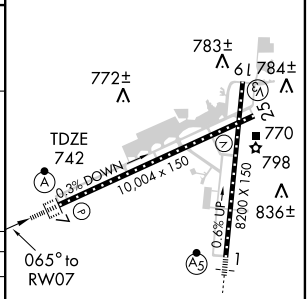
CHICAGO/ROCKFORD INTL (RFD)

NA ASR	Baro-VNAV NA below -16°C (3°F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	ALSF-2	MISSED APPROACH: Climb to 2500 direct TONGE WP and hold.

ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1140/40 398 (400-¾)			
LNAV MDA	1240/24 498 (500-½)		1240/40 498 (500-¾)	1240/50 498 (500-1)
CIRCLING	1240-1¼ 498 (500-1¼)		1240-1½ 498 (500-1½)	1320-2 578 (600-2)

REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1, 7, and 19

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	8099
185°	TDZE	736
	Apt Elev	742

RNAV (GPS) Y RWY 19

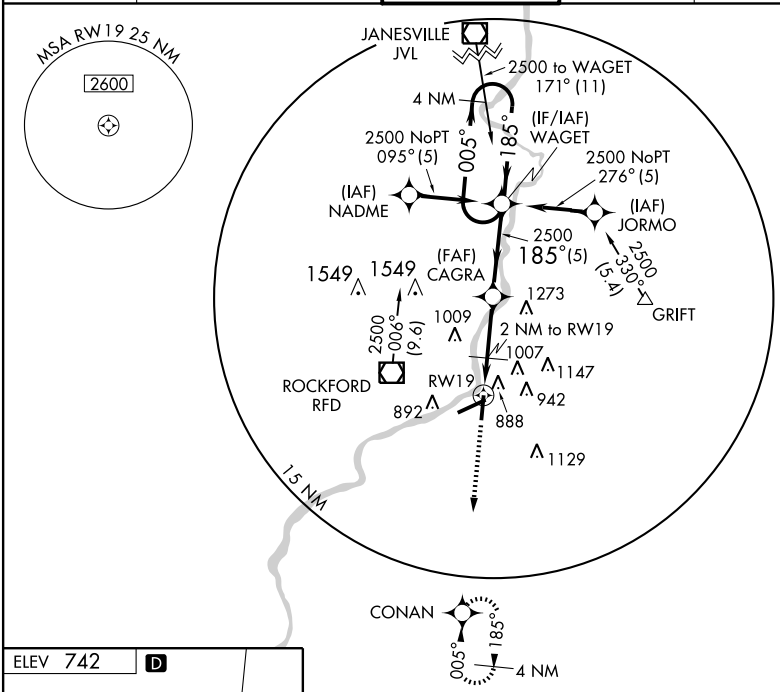
CHICAGO/ROCKFORD INTL (RFD)

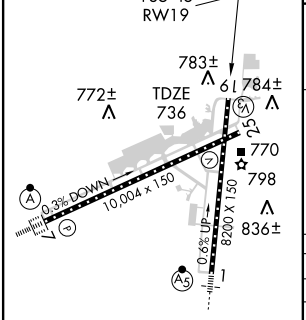
NA
ASR

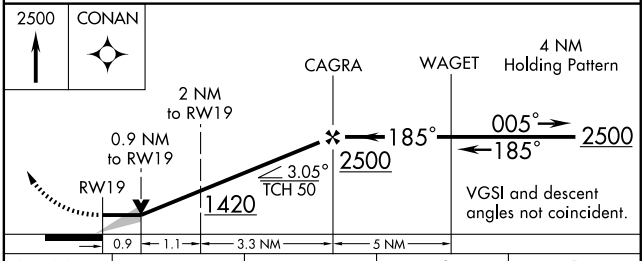
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 2500 direct CONAN WP and hold.

ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1080-1 344 (400-1)			1080-1¼ 344 (400-1¼)
CIRCLING	1220-1 478 (500-1)	1240-1 498 (500-1)	1240-1½ 498 (500-1½)	1320-2 578 (600-2)

REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1, 7, and 19

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	10004
246°	TDZE	735
	Apt Elev	742

RNAV (GPS) Y RWY 25

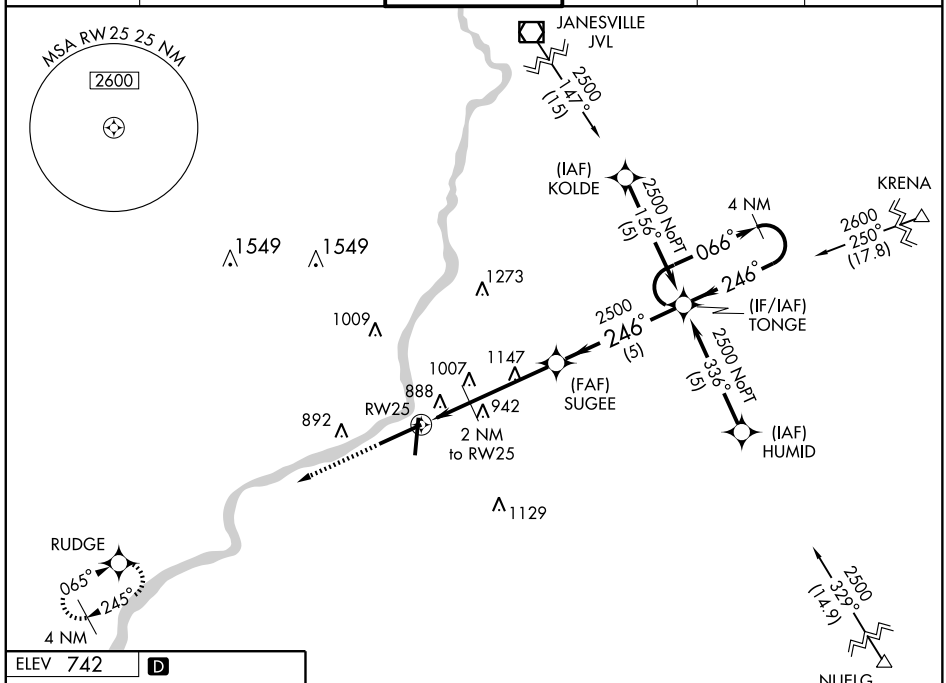
CHICAGO/ROCKFORD INTL (RFD)

NA
ASR

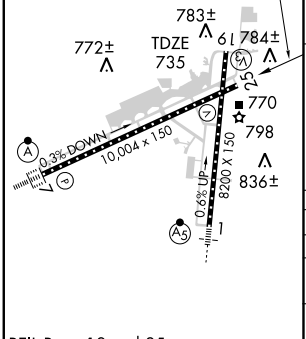
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

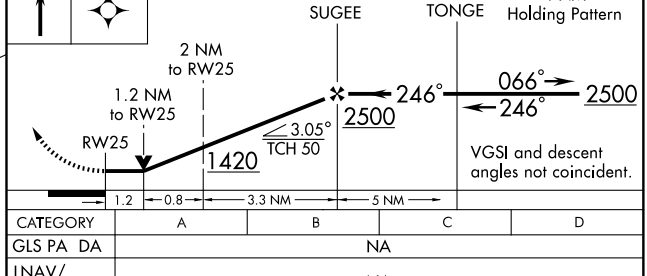
MISSED APPROACH: Climb to 2500 direct RUDGE WP and hold.

ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95



ELEV 742 D





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1160-1 425 (500-1)		1160-1¼ 425 (500-1¼)	
CIRCLING	1220-1 478 (500-1)	1240-1 498 (500-1)	1240-1½ 498 (500-1½)	1320-2 578 (600-2)

REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1, 7, and 19

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	8099
185°	TDZE	736
	Apt Elev	742

RNAV (GPS) Z RWY 19

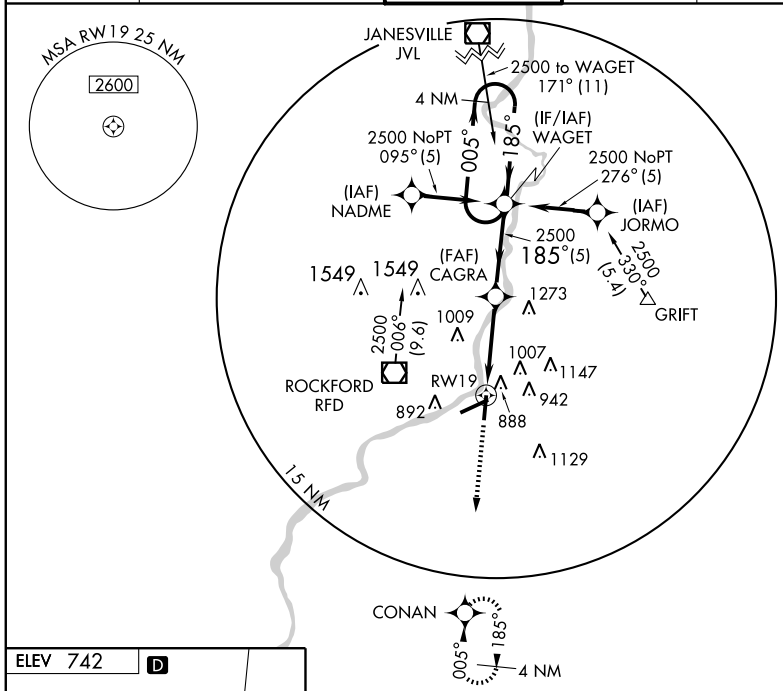
CHICAGO/ROCKFORD INTL (RFD)

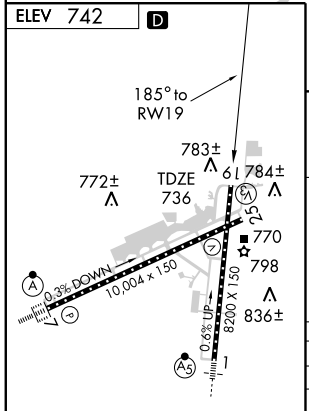
NA
ASR

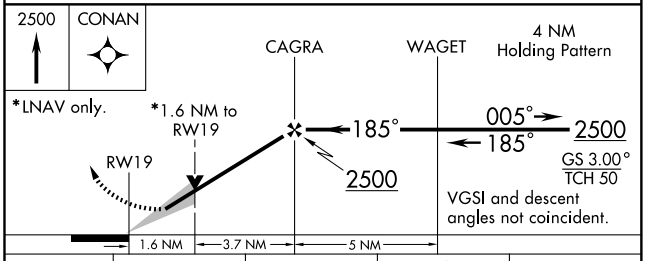
Baro-VNAV NA below -16° C (3° F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct CONAN WP and hold.

ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1060-1 324 (400-1)			
LNAV MDA	1300-1 564 (600-1)		1300-1½ 564 (600-1½)	1300-1¾ 564 (600-1¾)
CIRCLING	1300-1 558 (600-1)		1300-1½ 558 (600-1½)	1320-2 578 (600-2)

REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1, 7, and 19

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	10004
246°	TDZE	735
	Apt Elev	742

RNAV (GPS) Z RWY 25

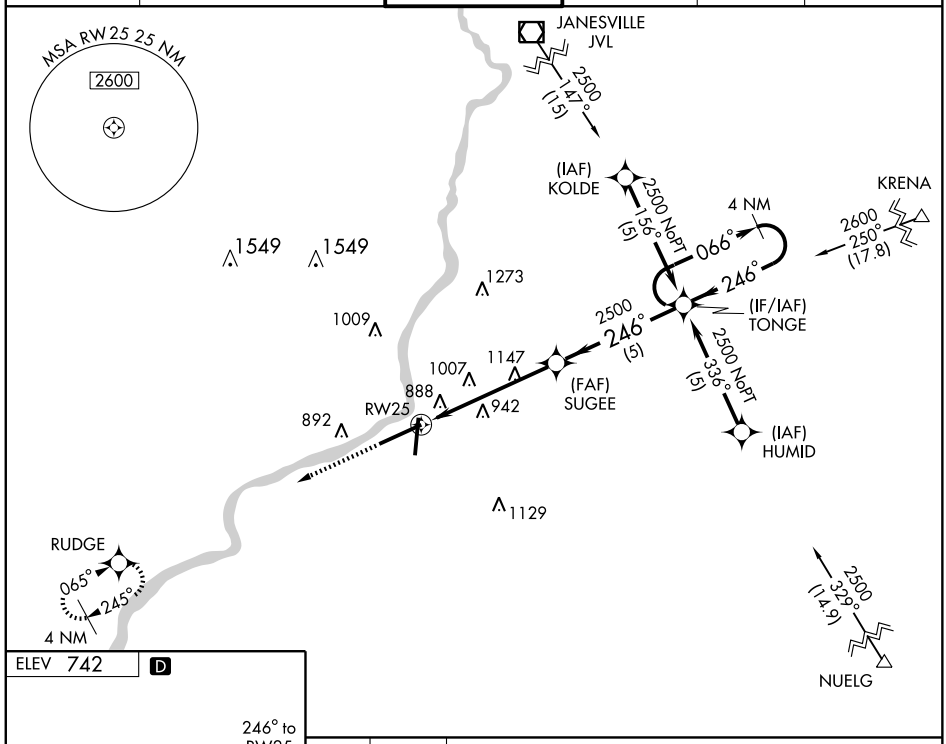
CHICAGO/ROCKFORD INTL (RFD)

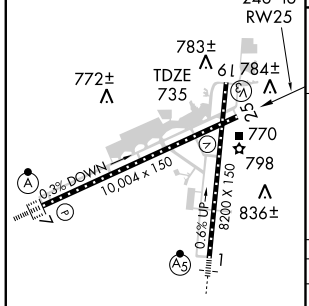
NA
ASR

Baro-VNAV NA below -16° C (3° F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

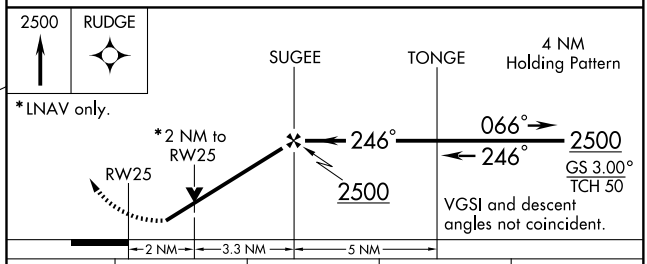
MISSED APPROACH: Climb to 2500 direct RUDGE WP and hold.

ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95

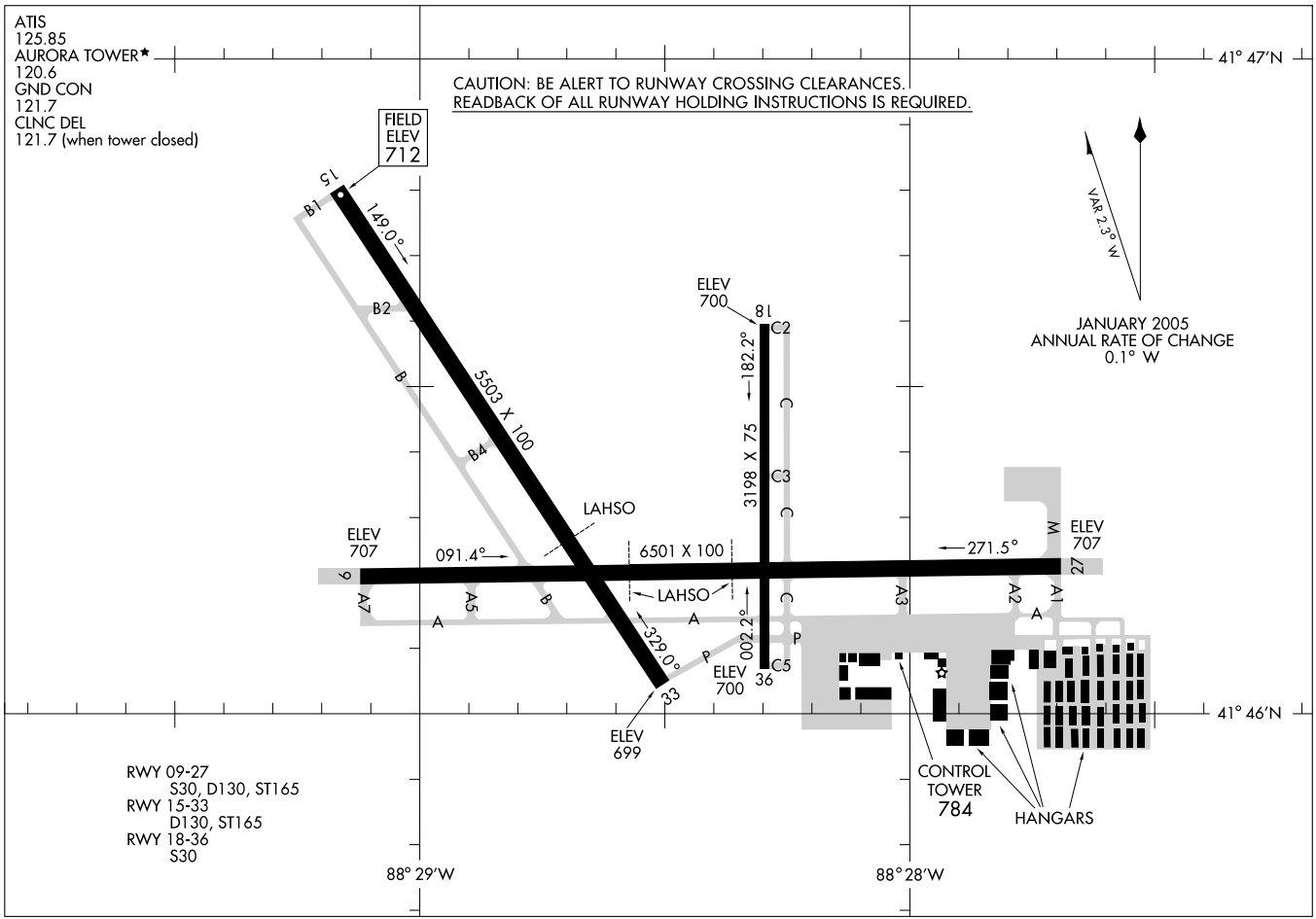




REIL Rwys 19 and 25
HIRL Rwys 1-19 and 7-25
TDZ/CL Rwys 1, 7, and 19



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1140-1½ 405 (400-1½)			
LNAV MDA	1420-1 685 (700-1)		1420-2 685 (700-2)	1420-2¼ 685 (700-2¼)
CIRCLING	1420-1½ 678 (700-1½)		1420-2 678 (700-2)	1420-2¼ 678 (700-2¼)



09275

AIRPORT DIAGRAM

AL-5103 (FAA)

CHICAGO/AURORA MUNI (ARR)
CHICAGO/AURORA, ILLINOIS

LOC I-ARR	APP CRS		
108.9	090°	Rwy Idg	6501
		TDZE	706
		Apt Elev	712

ILS or LOC RWY 9

CHICAGO/AURORA MUNI (ARR)

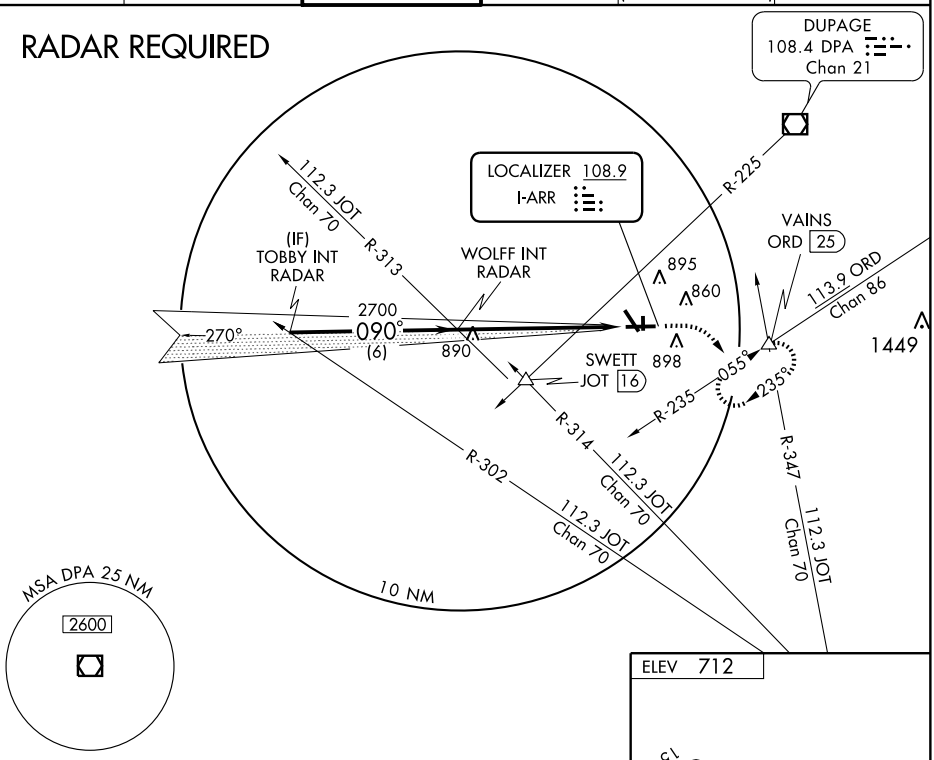
If local altimeter setting not received, use Chicago O'Hare Intl altimeter setting and increase all DA/MDAs 80 feet.

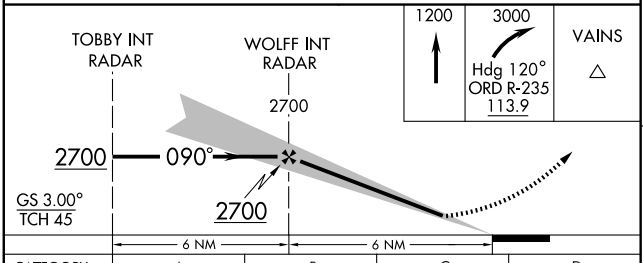
MALSR

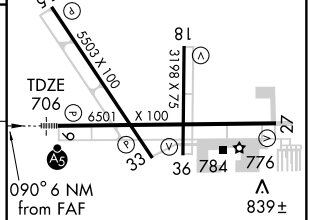
MISSED APPROACH: Climb to 1200, then climbing right turn to 3000 via heading 120° and ORD R-235 to VAINS Int/25 DME and hold, continue climb-in-hold to 3000.

ATIS	CHICAGO APP CON	AURORA TOWER ★	GND CON	CLNC DEL	UNICOM
125.85	133.5 349.0	120.6 (CTAF) L	121.7	121.7 (When tower closed)	122.95 123.5

RADAR REQUIRED







CATEGORY	A	B	C	D
S-ILS 9	906-½ 200 (200-½)			
S-LOC 9	1160-½ 454 (500-½)		1160-¾ 454 (500-¾)	1160-1 454 (500-1)
CIRCLING	1200-1 488 (500-1)		1200-1½ 488 (500-1½)	1280-2 568 (600-2)

MIRL Rwys 18-36 L
HIRL Rwys 15-33 and 9-27 L
REIL Rwys 15, 18, 27, 33 and 36 L

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-ROF	APP CRS	Rwy ldg	5503
111.15	328°	TDZE	706
Chan 48 (Y)		Apt Elev	712

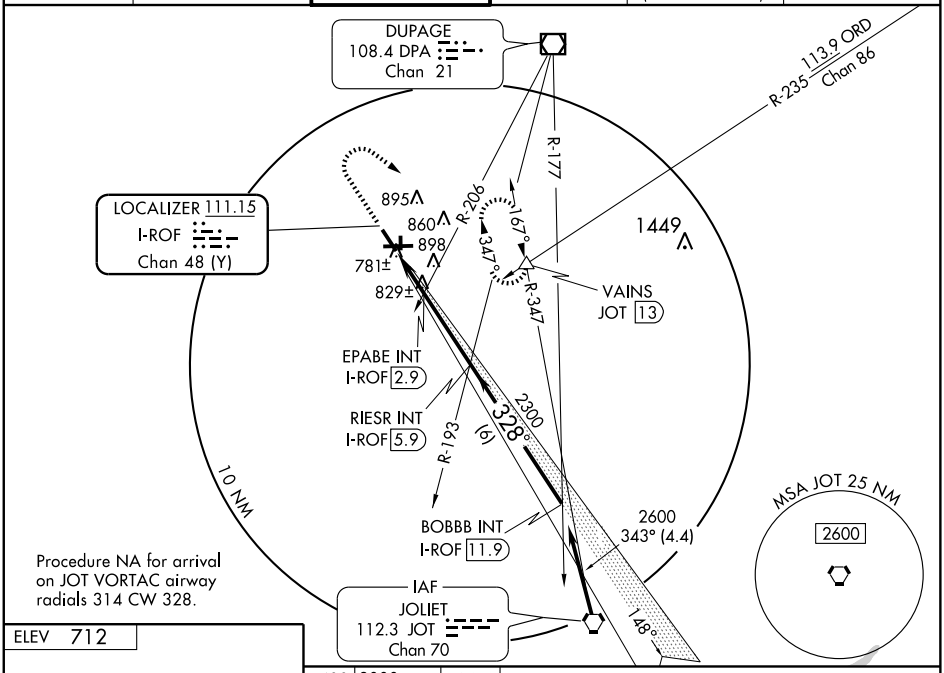
ILS or LOC RWY 33

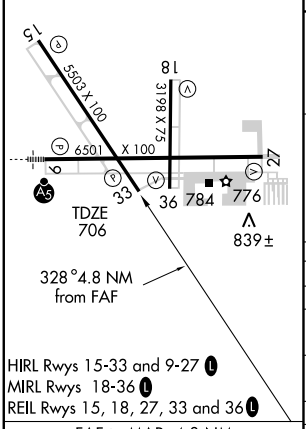
CHICAGO/AURORA MUNI (ARR)

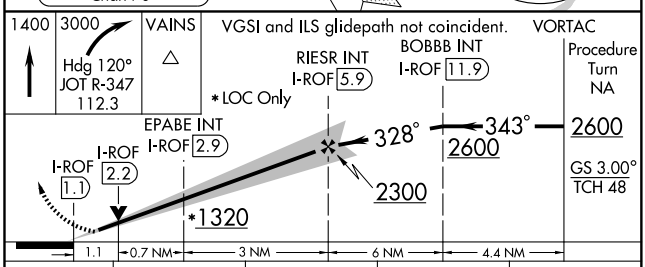
For inoperative MALSR, increase S-LOC 33 Cats A/B visibility to 1 mile, and EPABE fix minimums S-LOC 33 Cats A/B/C visibility to 1mile. Visibility reduction by helicopters NA. VDP NA when using Chicago O'Hare Intl altimeter setting. If local altimeter setting not received, use Chicago O'Hare Intl altimeter setting and increase all DAs 72 feet/MDAs 80 feet.

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via heading 120° and via JOT VORTAC R-347 to VAINS INT/13 DME and hold, continue climb-in-hold to 3000.

ATIS	CHICAGO APP CON	AURORA TOWER★	GND CON	CLNC DEL	UNICOM
125.85	133.5 349.0	120.6 (CTAF) L	121.7	121.7 (When tower closed)	122.95 123.5







HIRL Rwys 15-33 and 9-27 L
MIRL Rwys 18-36 L
REIL Rwys 15, 18, 27, 33 and 36 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
S-ILS 33	956-¾ 250 (300-¾)			
S-LOC 33	1320-¾ 614 (700-¾)		1320-1¼ 614 (700-1¼)	1320-1½ 614 (7001½)
CIRCLING	1320-1 608 (700-1)		1320-1¾ 608 (700-1¾)	1320-2 608 (700-2)
EPABE FIX MINIMUMS				
S-LOC 33	1080-¾ 374 (400-¾)			
CIRCLING	1200-1 488 (500-1)		1200-1½ 488 (500-1½)	1280-2 568 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH 45522 W09A	APP CRS 090°	Rwy Idg 6501 TDZE 706 Apt Elev 712

RNAV (GPS) RWY 9

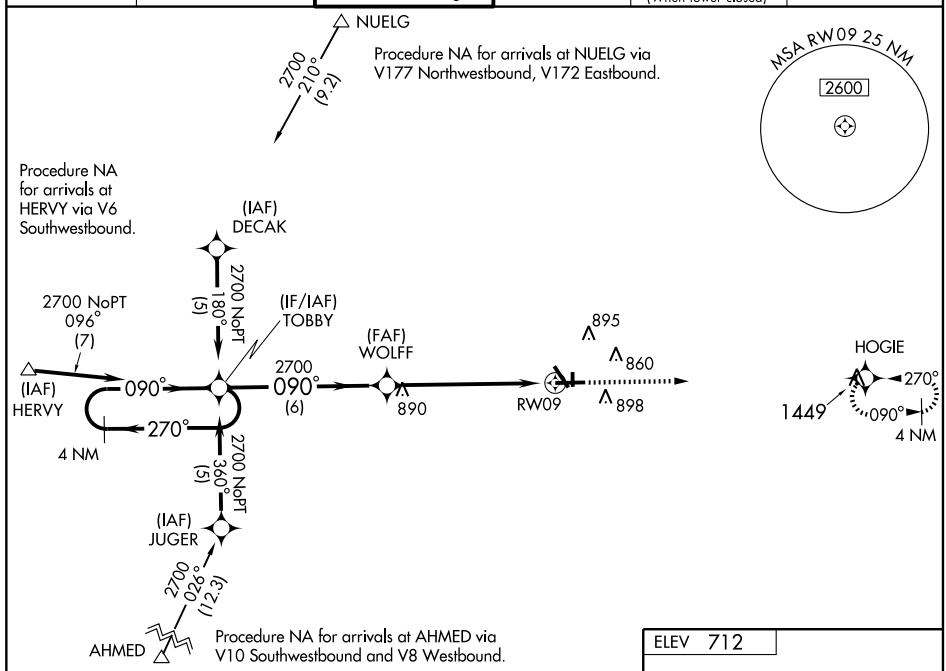
CHICAGO/AURORA MUNI (ARR)

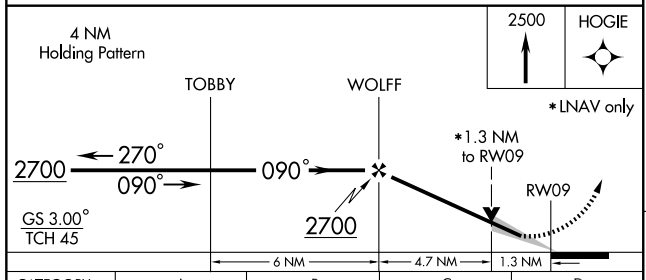
Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to 3/4 all Cats, and increase LNAV/VNAV Cat. D visibility to 1. If local altimeter setting not received, use Chicago O'Hare Intl. altimeter setting and increase all DA/MDAs 80 feet.
Baro-VNAV and VDP NA when using Chicago O'Hare Intl altimeter setting.

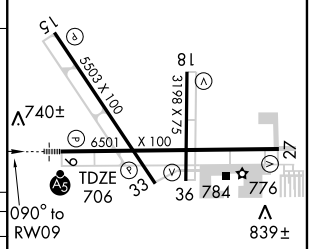
MALSR

MISSED APPROACH: Climb to 2500 direct HOGIE and hold.

ATIS	CHICAGO APP CON	AURORA TOWER★	GND CON	CLNC DEL	UNICOM
125.85	133.5 349.0	120.6 (CTAF) L	121.7	121.7 (When tower closed)	122.95 123.5







CATEGORY	A	B	C	D
LPV DA	956-½ 250 (300-½)			
LNAV/VNAV DA	990-½ 284 (300-½)			990-¾ 284 (300-¾)
LNAV MDA	1160-½ 454 (500-½)		1160-¾ 454 (500-¾)	1160-1 454 (500-1)
CIRCLING	1200-1 488 (500-1)		1200-1½ 488 (500-1½)	1280-2 568 (600-2)

MIRL Rwys 18-36 L
HIRL Rwys 15-33 and 9-27 L
REIL Rwys 15, 18, 27, 33 and 36 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5503
148°	TDZE	712
	Apt Elev	712

RNAV (GPS) RWY 15

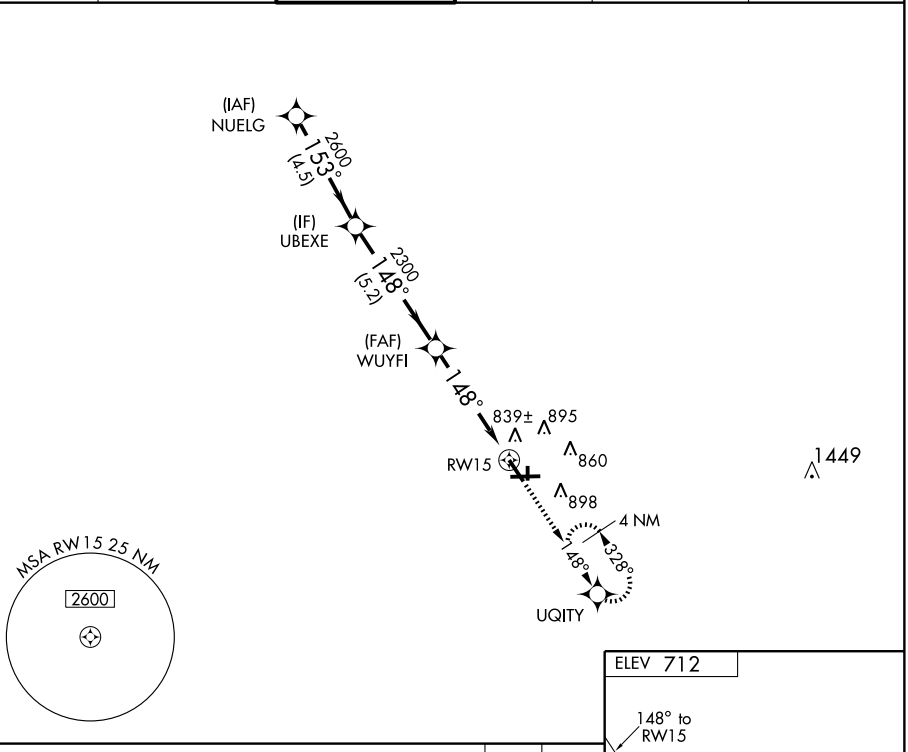
CHICAGO/AURORA MUNI (ARR)

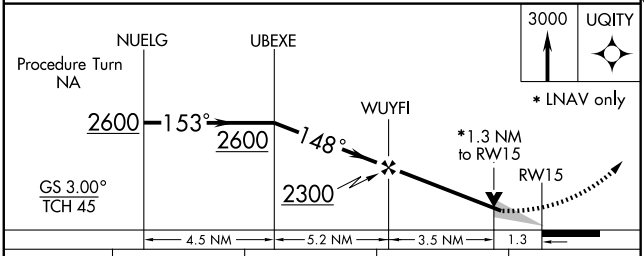
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16° C (4° F).

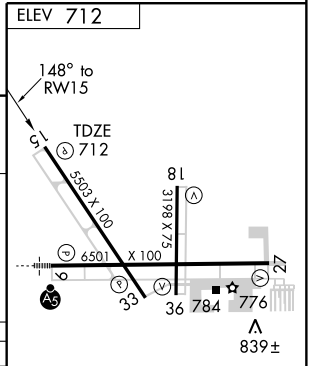
NA

MISSED APPROACH: Climb to 3000 direct UQITY WP and hold.

ATIS	CHICAGO APP CON	AURORA TOWER★	GND CON	CLNC DEL	UNICOM
125.85	133.5 349.0	120.6 (CTAF) L	121.7	121.7 (When tower closed)	122.95 123.5







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1100-1¼ 388 (400-1¼)			
LNAV MDA	1180-1 468 (500-1)		1180-1¼ 468 (500-1¼)	1180-1½ 468 (500-1½)
CIRCLING	1200-1¼ 488 (500-1¼)		1200-1½ 488 (500-1½)	1280-2 568 (600-2)

HIRL Rwys 15-33 and 9-27 L
MIRL Rwys 18-36 L
REIL Rwys 15, 18, 27, 33 and 36 L

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6501
270°	TDZE	706
	Apt Elev	712

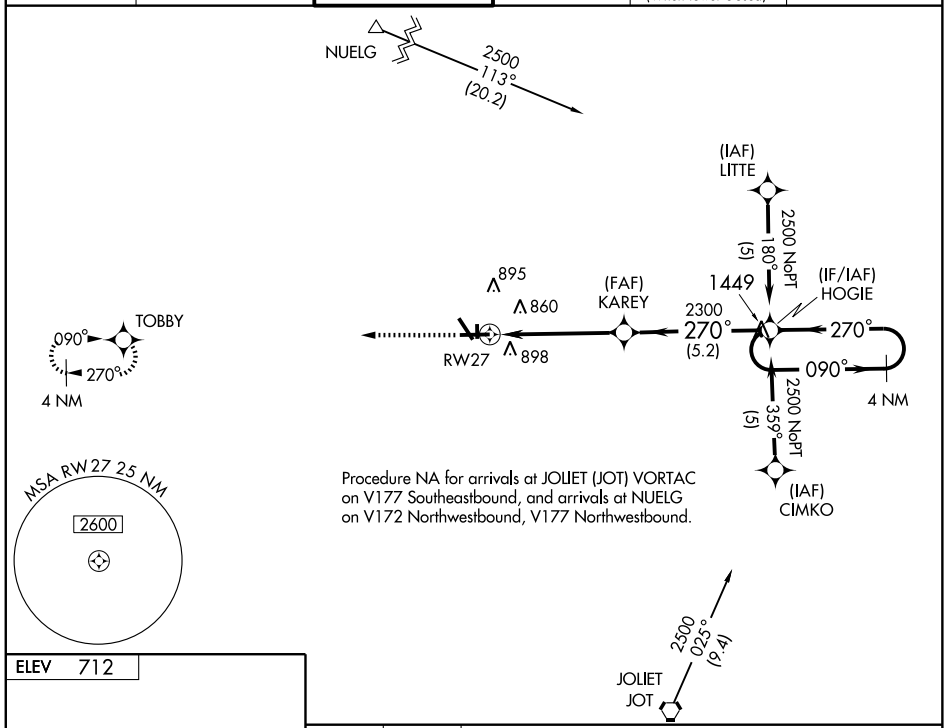
RNAV (GPS) RWY 27

CHICAGO/AURORA MUNI (ARR)

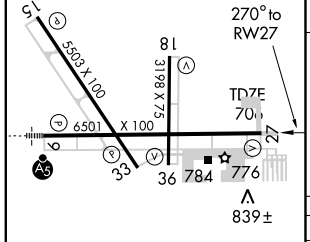
Baro-VNAV NA below -16°C (4°F).
NA GPS or RNP -0.3 Required, DME/DME RNP -0.3 NA.

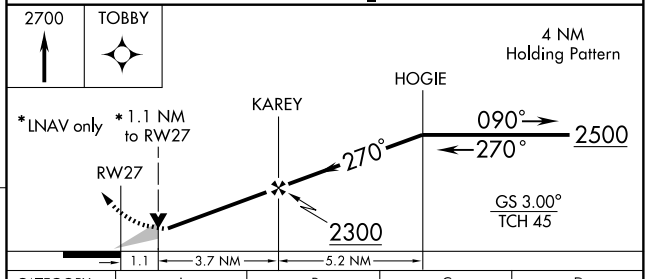
MISSED APPROACH: Climb to 2700 direct TOBBY WP and hold.

ATIS	CHICAGO APP CON	AURORA TOWER★	GND CON	CLNC DEL	UNICOM
125.85	133.5 349.0	120.6 (CTAF) L	121.7	121.7 (When tower closed)	122.95 123.5



ELEV 712





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1160-1½ 454 (500-1½)			
LNAV MDA	1100-1 394 (400-1)			1100-1¼ 394 (400-1¼)
CIRCLING	1200-1½ 488 (500-1½)			1280-2 568 (600-2)

MIRL Rwys 18-36 L
HIRL Rwys 15-33 and 9-27 L
REIL Rwys 15, 18, 27, 33 and 36 L

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy ldg	5503
CH 49105	328°	TDZE	706
W33A		Apt Elev	712

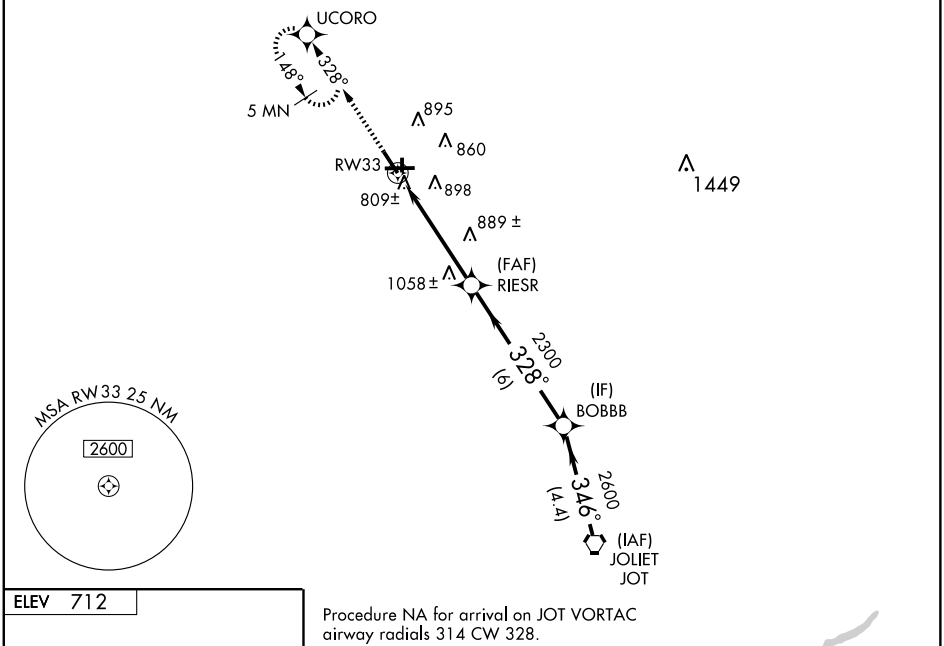
RNAV (GPS) RWY 33

CHICAGO/AURORA MUNI (ARR)

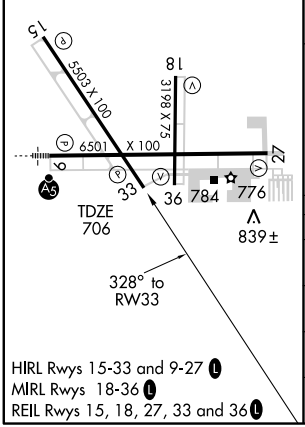
DME/DME RNP-0.3 NA. Baro-VNAV NA when using Chicago O'Hare Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). Visibility reduction by helicopters NA. VDP NA when using Chicago O'Hare Intl altimeter setting. If local altimeter setting not received, use Chicago O'Hare Intl altimeter setting and increase all DAs 72 feet/MDAs 80 feet. For inoperative MALSR, increase LPV visibility to 1¼ mile all Cats, LNAV Cats A/B visibility to 1 mile.

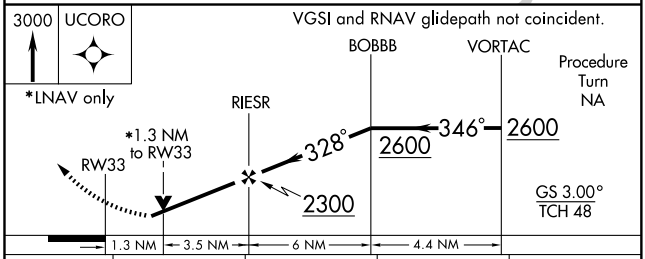
MISSED APPROACH: Climb to 3000 direct UCORO and hold, continue climb-in-hold to 3000.

ATIS	CHICAGO APP CON	AURORA TOWER★	GND CON	CLNC DEL	UNICOM
125.85	133.5 349.0	120.6 (CTAF) L	121.7	121.7 (When tower closed)	122.95 123.5



Procedure NA for arrival on JOT VORTAC airway radials 314 CW 328.





CATEGORY	A	B	C	D
LPV DA	1042-¾ 336 (400-¾)			
LNAV/VNAV DA	1194-1¼ 488 (500-1¼)			
LNAV MDA	1140-¾ 434 (500-¾)			1140-1 434 (500-1)
CIRCLING	1200-1 488 (500-1)		1200-1½ 488 (500-1½)	1280-2 568 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

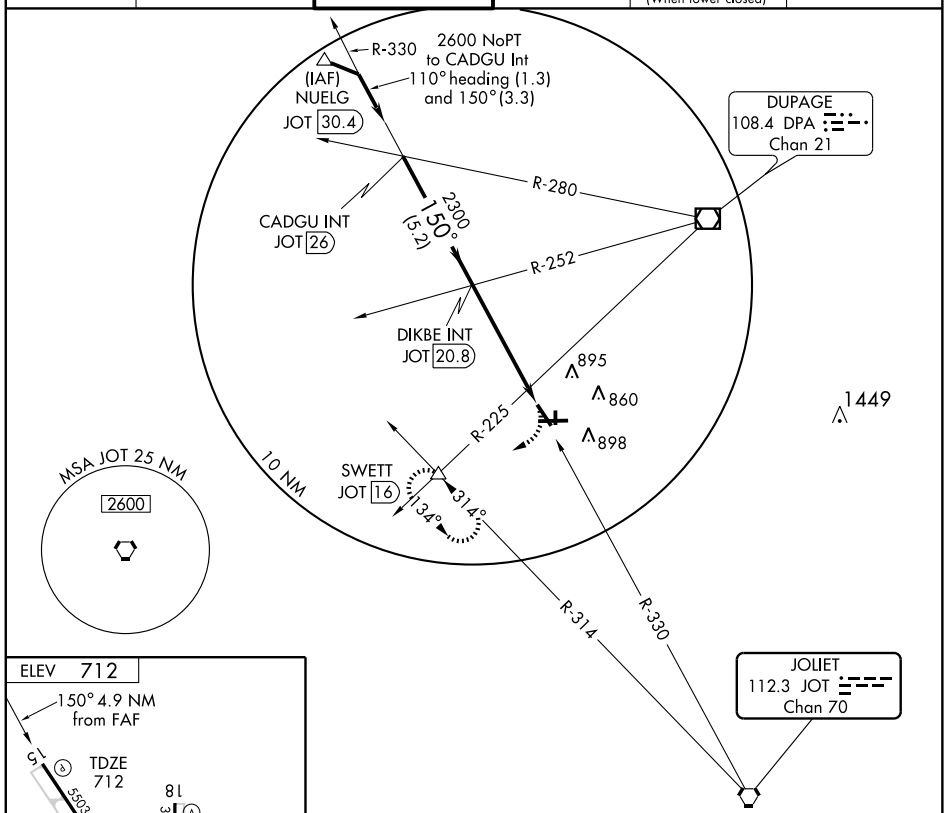
VORTAC JOT 112.3 Chan 70	APP CRS 150°	Rwy Idg 5503 TDZE 712 Apt Elev 712

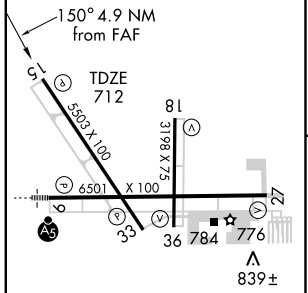
VOR RWY 15

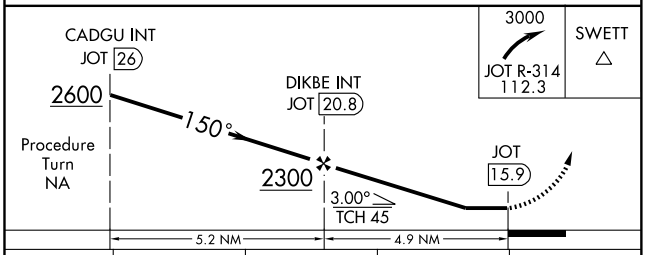
CHICAGO/AURORA MUNI (ARR)

MISSED APPROACH: Climbing right turn to 3000 via JOT R-314 to SWETT Int and hold.

ATIS	CHICAGO APP CON	AURORA TOWER★	GND CON	CLNC DEL	UNICOM
125.85	133.5 349.0	120.6 (CTAF) L	121.7	121.7 (When tower closed)	122.95 123.5







HIRL Rwys 15-33 and 9-27 L
MIRL Rwys 18-36 L
REIL Rwys 15, 18, 27, 33 and 36 L

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-15	1300-1 588 (600-1)		1300-1½ 588 (600-1½)	1300-1¾ 588 (600-1¾)
CIRCLING	1300-1 588 (600-1)		1300-1½ 588 (600-1½)	1300-2 588 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

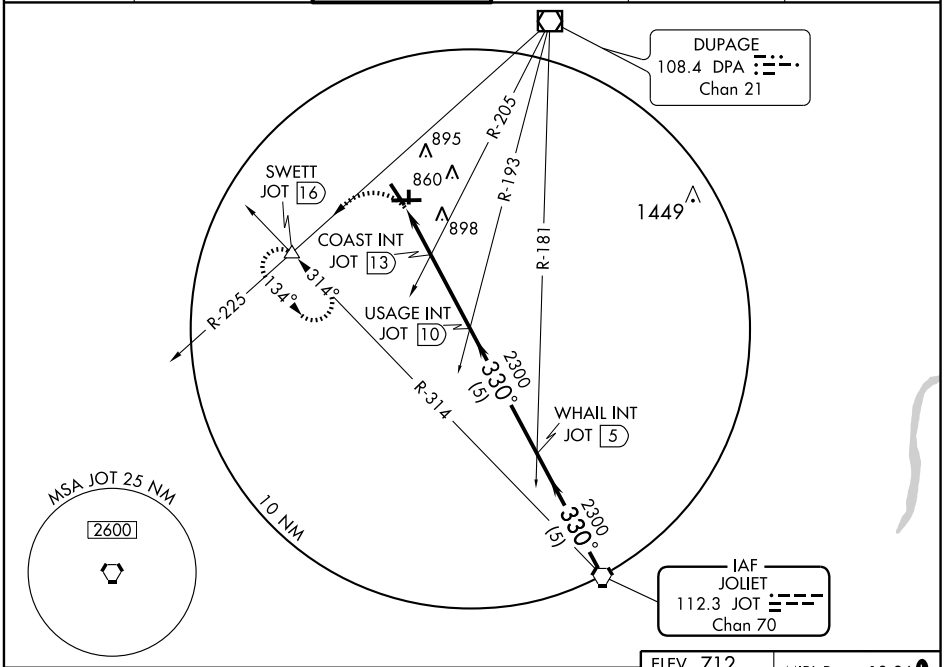
VORTAC JOT 112.3 Chan 70	APP CRS 330°	Rwy Idg 5503 TDZE 706 Apt Elev 712

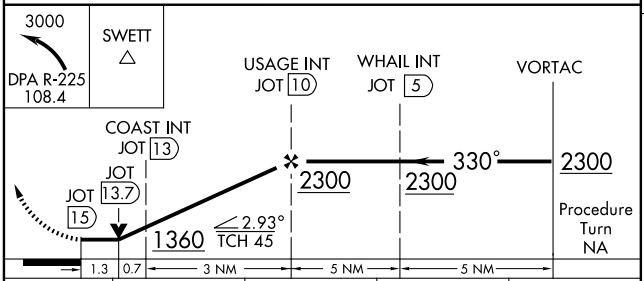
VOR RWY 33

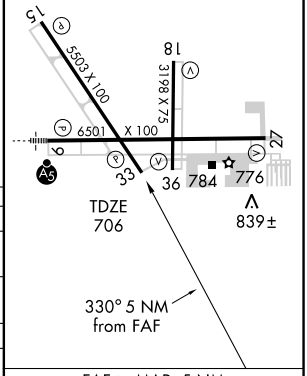
CHICAGO/AURORA MUNI (ARR)

MISSED APPROACH: Climbing left turn to 3000 via DPA R-225 to SWETT Int and hold.

ATIS	CHICAGO APP CON	AURORA TOWER★	GND CON	CLNC DEL	UNICOM
125.85	133.5 349.0	120.6 (CTAF) L	121.7	121.7 (When tower closed)	122.95 123.5







CATEGORY	A	B	C	D
S-33	1360-1 654 (700-1)		1360-1¾ 654 (700-1¾)	1360-2 654 (700-2)
CIRCLING	1360-1 648 (700-1)		1360-1¾ 648 (700-1¾)	1360-2 648 (700-2)
COAST FIX MINIMUMS				
S-33	1160-1 454 (500-1)		1160-1¼ 454 (500-1¼)	1160-1½ 454 (500-1½)
CIRCLING	1200-1 488 (500-1)		1200-1½ 488 (500-1½)	1280-2 568 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-3. 14 JAN 2010 to 11 FEB 2010

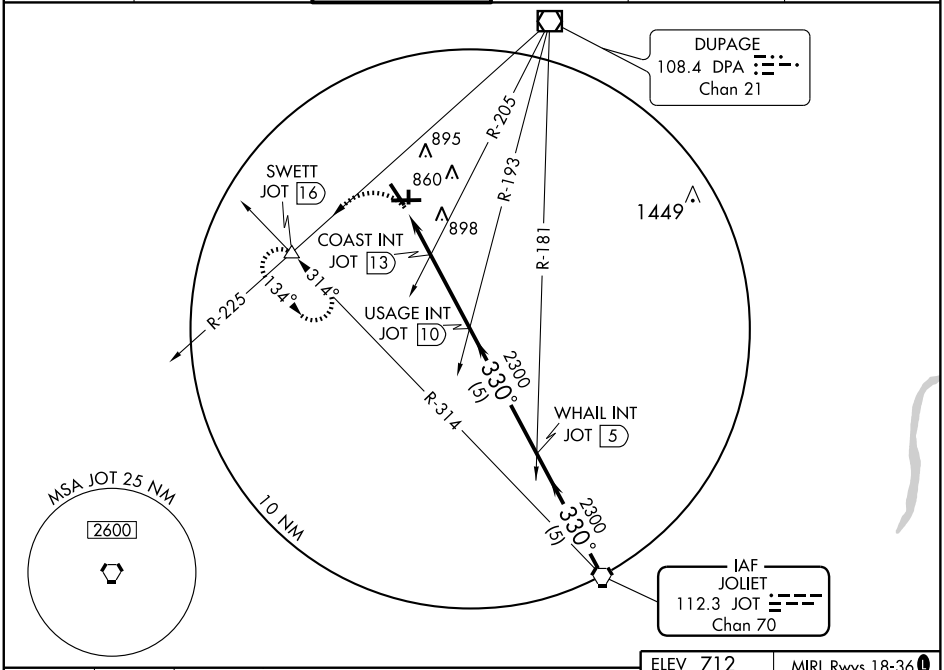
VORTAC JOT	APP CRS	Rwy Idg	3198
112.3	330°	TDZE	702
Chan 70		Apt Elev	712

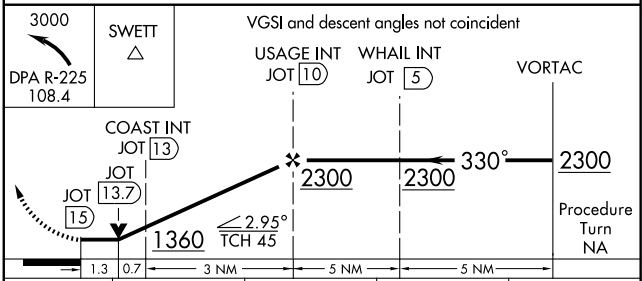
VOR RWY 36

CHICAGO/ AURORA MUNI (ARR)

MISSED APPROACH: Climbing left turn to 3000 via DPA R-225 to SWETT Int and hold.

ATIS	CHICAGO APP CON	AURORA TOWER★	GND CON	CLNC DEL	UNICOM
125.85	133.5 349.0	120.6 (CTAF) L	121.7	121.7 (When tower closed)	122.95 123.5

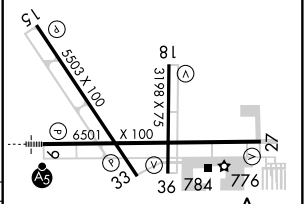




CATEGORY	A	B	C	D
S-36	1360-1 658 (700-1)		1360-1¾ 658 (700-1¾)	1360-2 658 (700-2)
CIRCLING	1360-1 648 (700-1)		1360-1¾ 648 (700-1¾)	1360-2 648 (700-2)
COAST FIX MINIMUMS				
S-36	1160-1 458 (500-1)		1160-1¼ 458 (500-1¼)	1160-1½ 458 (500-1½)
CIRCLING	1200-1 488 (500-1)		1200-1½ 488 (500-1½)	1280-2 568 (600-2)

ELEV 712

MIRL Rwys 18-36 L
HIRL Rwys 15-33 and 9-27 L
REIL Rwys 15, 18, 27, 33 and 36 L



FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3058
082°	TDZE	888
	Apt Elev	888

RNAV (GPS) RWY 8

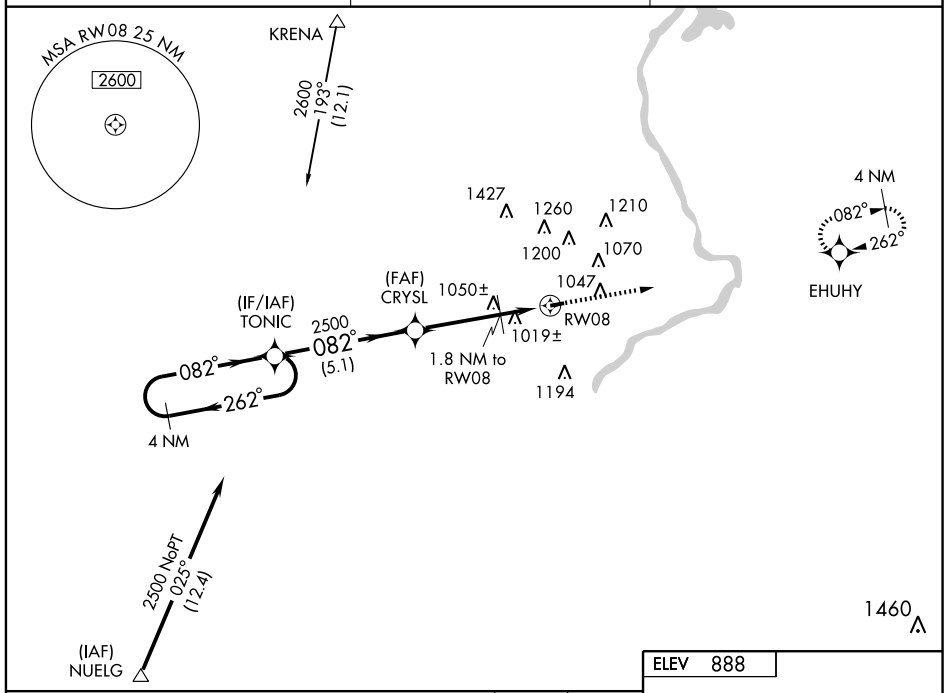
CHICAGO/LAKE IN THE HILLS/ LAKE IN THE HILLS (3CK)

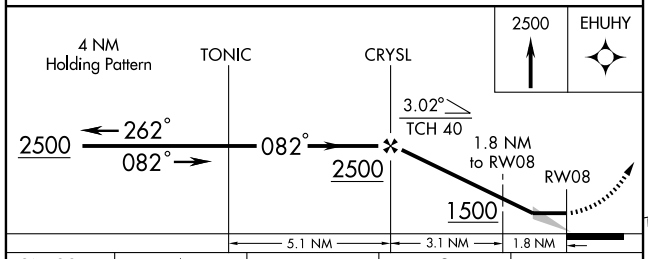
NA

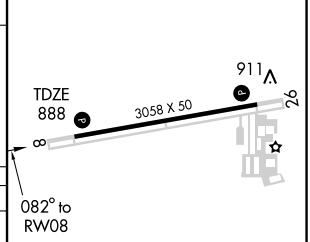
Obtain local altimeter setting on CTAF; when not received, use Chicago Du Page altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct EHUHY WP and hold.

CHICAGO APP CON	UNICOM	
120.55 315.6	123.05 (CTAF)	122.75 L







CATEGORY	A	B	C	D
LNAV MDA	1280-1 392 (400-1)			NA
CIRCLING	1380-1 492 (500-1)		1380-1½ 492 (500-1½)	NA
CHICAGO DU PAGE ALTIMETER SETTING MINIMUMS				
LNAV MDA	1340-1 452 (500-1)		1340-1¼ 452 (500-1¼)	NA
CIRCLING	1460-1 572 (600-1)		1460-1½ 572 (600-1½)	NA

REIL Rwy 8 L
MIRL Rwy 8-26

EC-3, 14 JAN 2010 to 11 FEB 2010

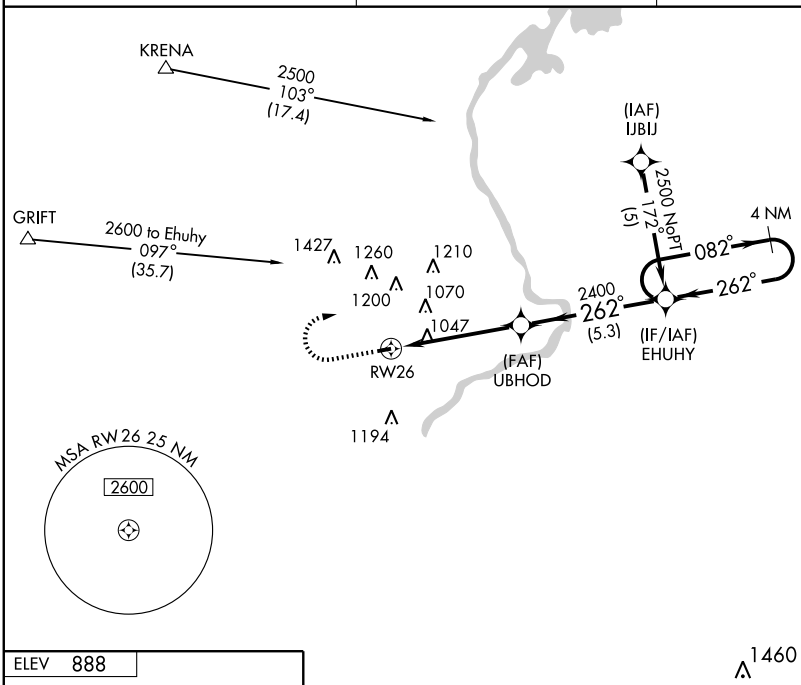
APP CRS	Rwy Idg	3058
262°	TDZE	888
	Apt Elev	888

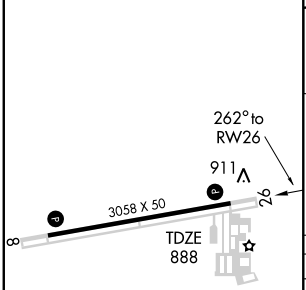
RNAV (GPS) RWY 26

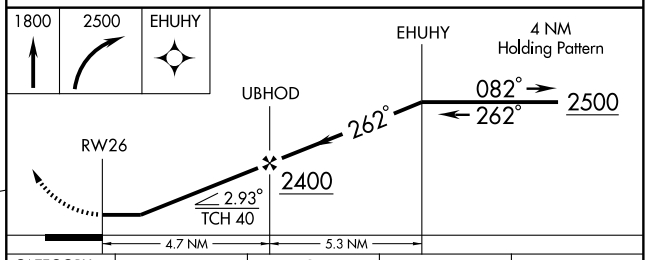
CHICAGO/LAKE IN THE HILLS/LAKE IN THE HILLS (3CK)

⚠ NA — Obtain local altimeter setting on CTAF; when not received use Chicago Du Page altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 1800, then climbing right turn to 2500 direct EHUHY WP and hold.

CHICAGO APP CON	UNICOM	
120.55 315.6	123.05 (CTAF)	122.75 L







CATEGORY	A	B	C	D
LNAV MDA	1300-1	412 (500-1)	1300-1¼ 412 (500-1¼)	NA
CIRCLING	1380-1	492 (500-1)	1380-1½ 492 (500-1½)	NA
CHICAGO DU PAGE ALTIMETER SETTING				
LNAV MDA	1360-1	472 (500-1)	1360-1¼ 472 (500-1¼)	NA
CIRCLING	1460-1	572 (600-1)	1460-1½ 572 (600-1½)	NA

REIL Rwy 8 L
MIRL Rwy 8-26

EC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME DPA	APP CRS	Rwy Idg	N/A
108.4	002°	TDZE	N/A
Chan 21		Apt Elev	888

VOR-A

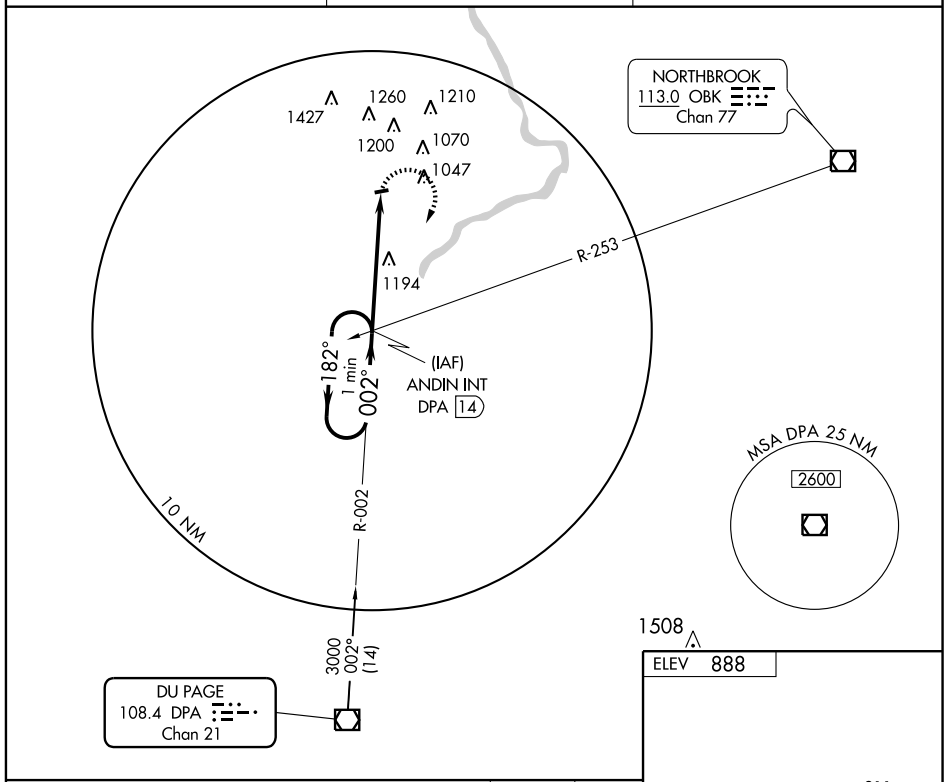
CHICAGO/LAKE IN THE HILLS / LAKE IN THE HILLS (3CK)

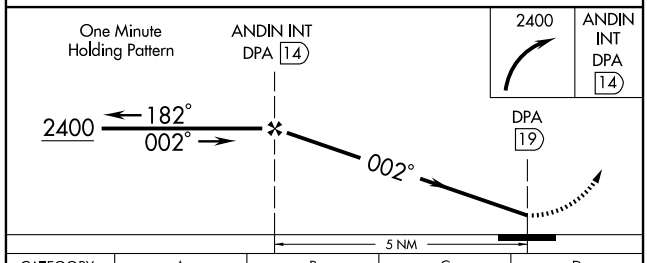
NA

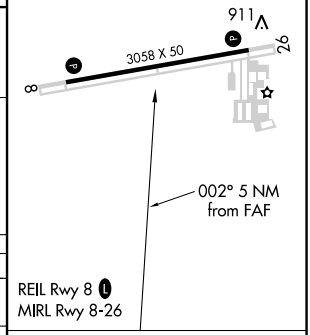
Obtain local altimeter setting on CTAF; when not received use Chicago Du Page altimeter setting.

MISSED APPROACH: Climbing right turn to 2400 direct ANDIN Int and hold.

CHICAGO APP CON	UNICOM	
120.55 315.6	123.05 (CTAF)	122.75 L







CATEGORY	A	B	C	D
CIRCLING	1500-1 612 (700-1)		1500-1¾ 612 (700-1¾)	NA
CHICAGO DU PAGE ALTIMETER SETTING				
CIRCLING	1560-1 672 (700-1)		1560-2 672 (700-2)	NA

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC OBK	APP CRS	Rwy Idg	3058
113.0	269°	TDZE	888
Chan 77		Apt Elev	888

VOR RWY 26

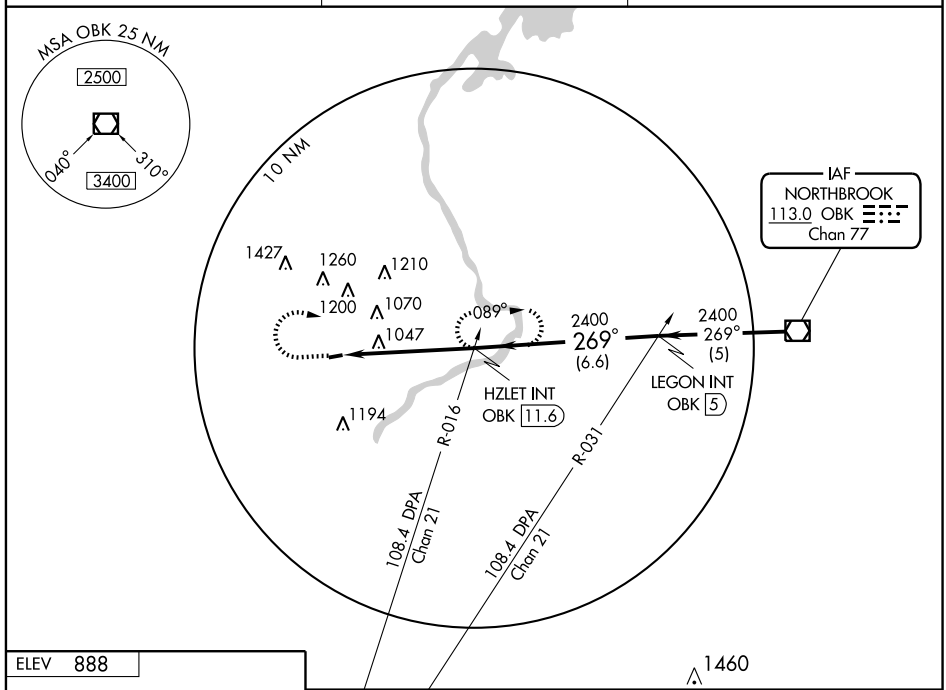
CHICAGO/LAKE IN THE HILLS/LAKE IN THE HILLS (3CK)

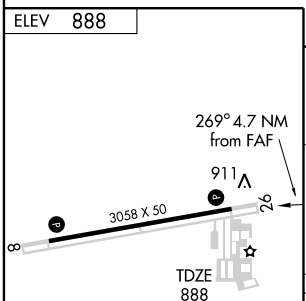
NA

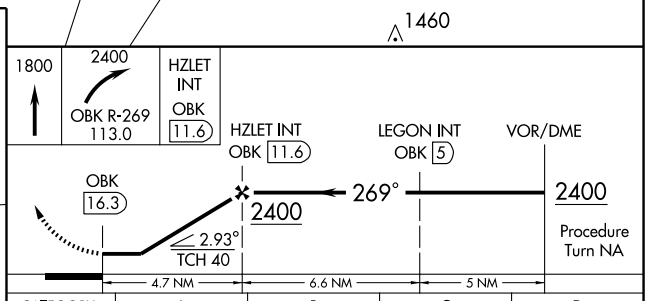
Obtain local altimeter setting on CTAF; when not received use Chicago Du Page altimeter setting.

MISSED APPROACH: Climb to 1800, then climbing right turn to 2400 via OBK R-269 to HZLET Int/11.6 DME and hold.

CHICAGO APP CON	UNICOM	
120.55 315.6	123.05 (CTAF)	122.75 L







REIL Rwy 8 L
MIRL Rwy 8-26

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-26	1380-1	492 (500-1)	1380-1¼ 492 (500-1¼)	NA
CIRCLING	1380-1	492 (500-1)	1380-1½ 492 (500-1½)	NA
CHICAGO DU PAGE ALTIMETER SETTING				
S-26	1440-1	552 (600-1)	1440-1½ 552 (600-1½)	NA
CIRCLING	1460-1	572 (600-1)	1460-1½ 572 (600-1½)	NA

EC-3. 14 JAN 2010 to 11 FEB 2010

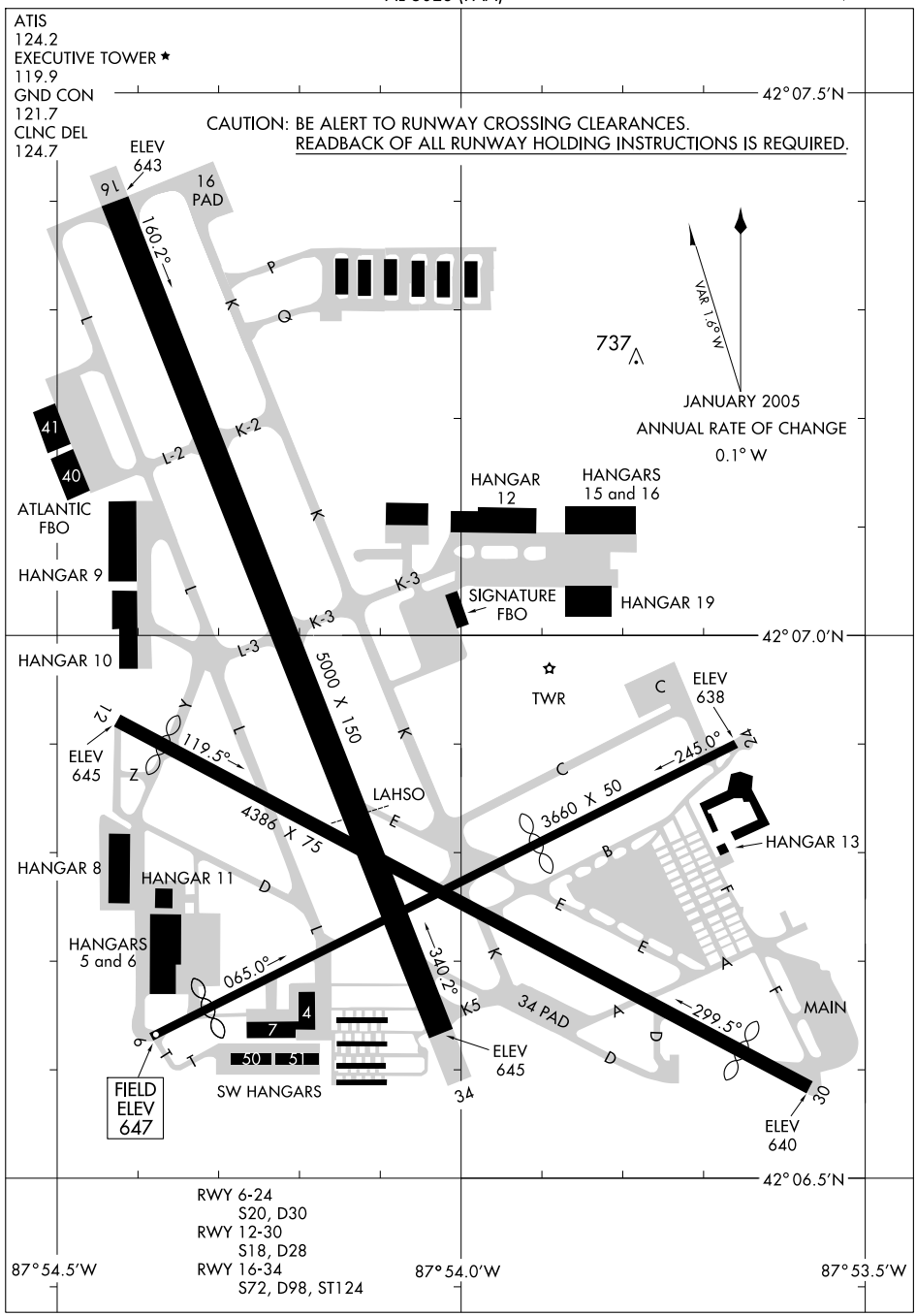
09295

AIRPORT DIAGRAM

AL-5028 (FAA)

CHICAGO EXECUTIVE (PWK)

CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS



EC-3, 14 JAN 2010 to 11 FEB 2010

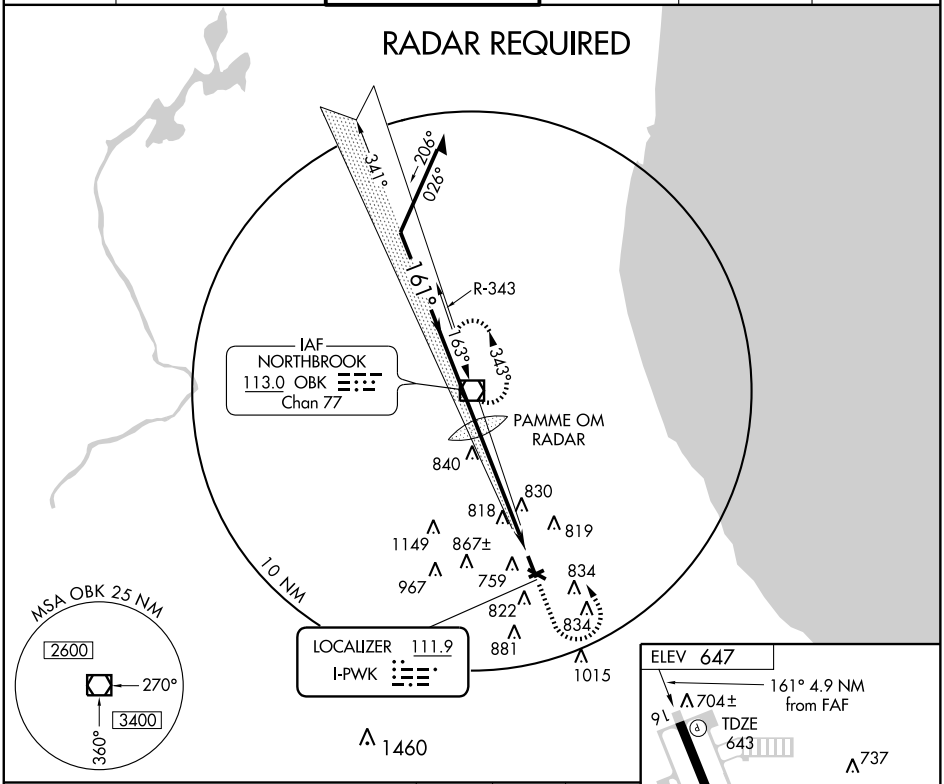
LOC I-PWK	APP CRS	Rwy Idg	5000
111.9	161°	TDZE	643
		Apt Elev	647

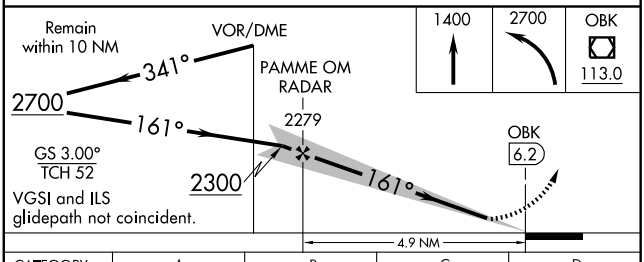
ILS or LOC RWY 16
CHICAGO EXECUTIVE (PWK)

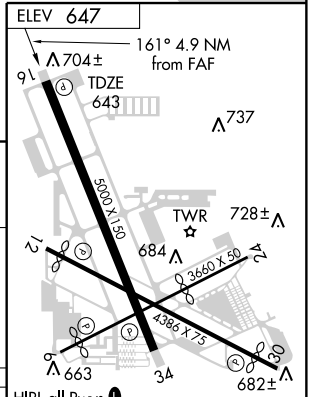
If local altimeter setting not received, use Chicago-O'Hare Intl altimeter setting and increase all DAs 22 feet, and all visibilities ¼ mile; increase all MDAs 40 feet, and S-LOC Cat C and D visibilities ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2700 direct OBK VOR/DME and hold.

ATIS	CHICAGO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
124.2	120.55 290.2	119.9 (CTAF) L	121.7	124.7	122.95







CATEGORY	A	B	C	D
S-ILS 16	893-¾ 250 (300-¾)			
S-LOC 16	1140-1 497 (500-1)		1140-1¼ 497 (500-1¼)	1140-1½ 497 (500-1½)
CIRCLING	1140-1 493 (500-1)		1140-1½ 493 (500-1½)	1200-2 553 (600-2)

HIRL all Rwys L
REIL Rwys 16 and 34 L
Non-standard ALS Rwy 16 L

FAF to MAP 4.9 NM

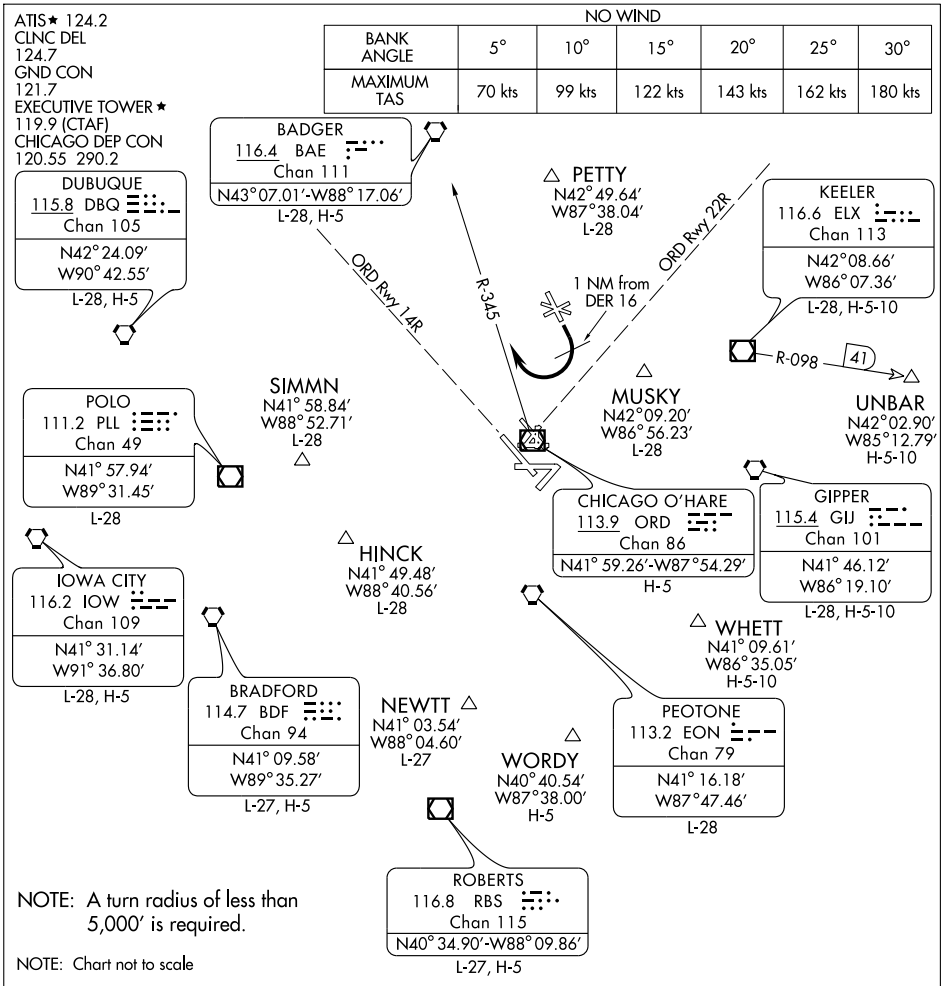
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-3. 14 JAN 2010 to 11 FEB 2010

SL-5028 (FAA)

PAL-WAUKEE TWO DEPARTURE

CHICAGO EXECUTIVE (PWK)
CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS



DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to appropriate navaid/fix; maintain 3000 feet or assigned altitude. Expect clearance to requested altitude/flight level (three minutes for jet/turbo engine or five minutes for piston engines) after departure.

TAKE-OFF RUNWAY 16: Start right turn within 1 NM of departure end of runway and complete turn to assigned heading east of R-345 of the ORD VOR/DME. This will insure separation from the runway 14R final approach course at O'Hare Intl. If unable to comply, advise Executive Tower prior to take-off.

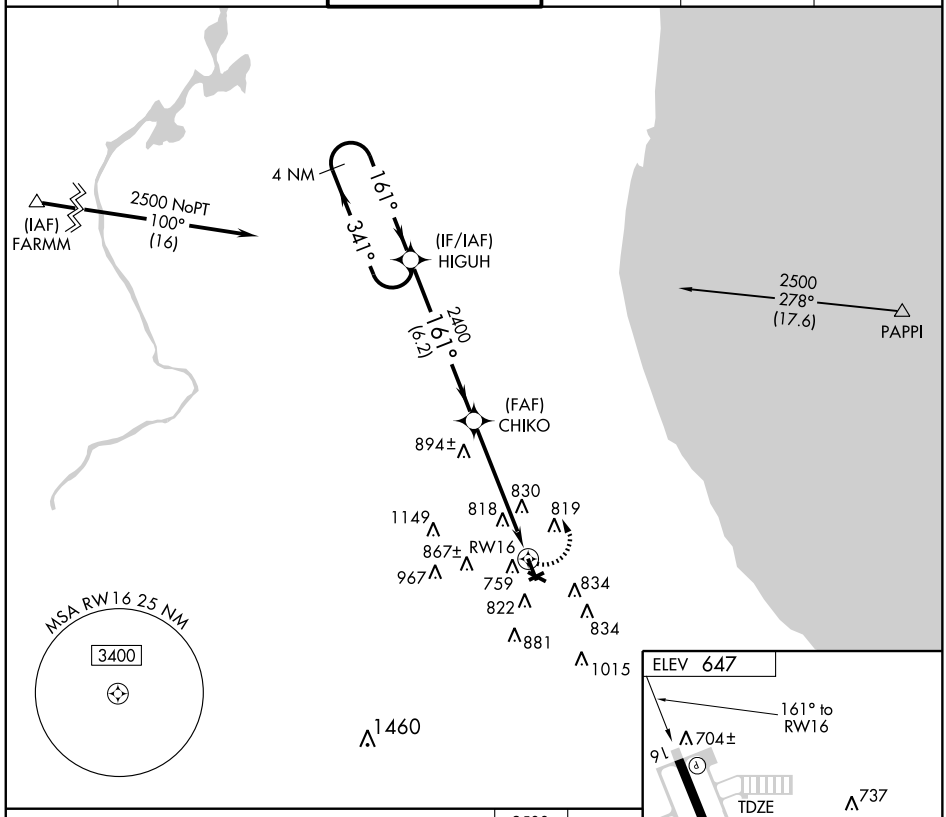
APP CRS	Rwy Idg	5000
161°	TDZE	643
	Apt Elev	647

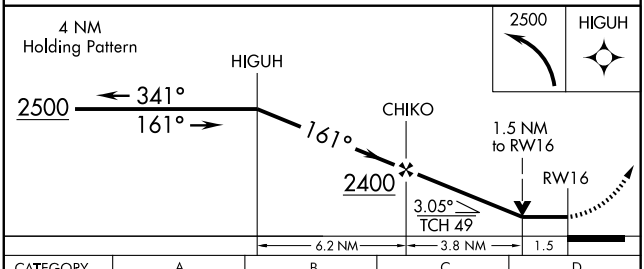
RNAV (GPS) RWY 16
CHICAGO EXECUTIVE (PWK)

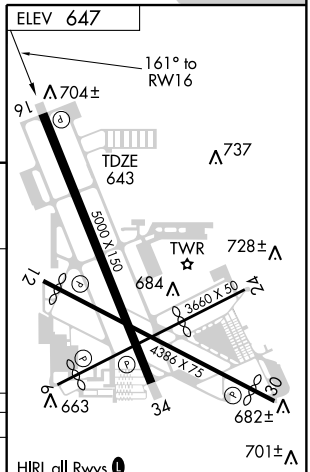
If local altimeter setting not received, use Chicago O'Hare Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2500 direct HIGUH and hold.

ATIS	CHICAGO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
124.2	120.55 290.2	119.9 (CTAF) L	121.7	124.7	122.95







CATEGORY	A	B	C	D
LNAV MDA	1160-1	517 (600-1)	1160-1½ 517 (600-1½)	1160-1¾ 517 (600-1¾)
CIRCLING	1160-1	513 (600-1)	1160-1½ 513 (600-1½)	1200-2 553 (600-2)

HIRL all Rwys L
REIL Rwys 16 and 34 L
Non-standard ALS Rwy 16 L

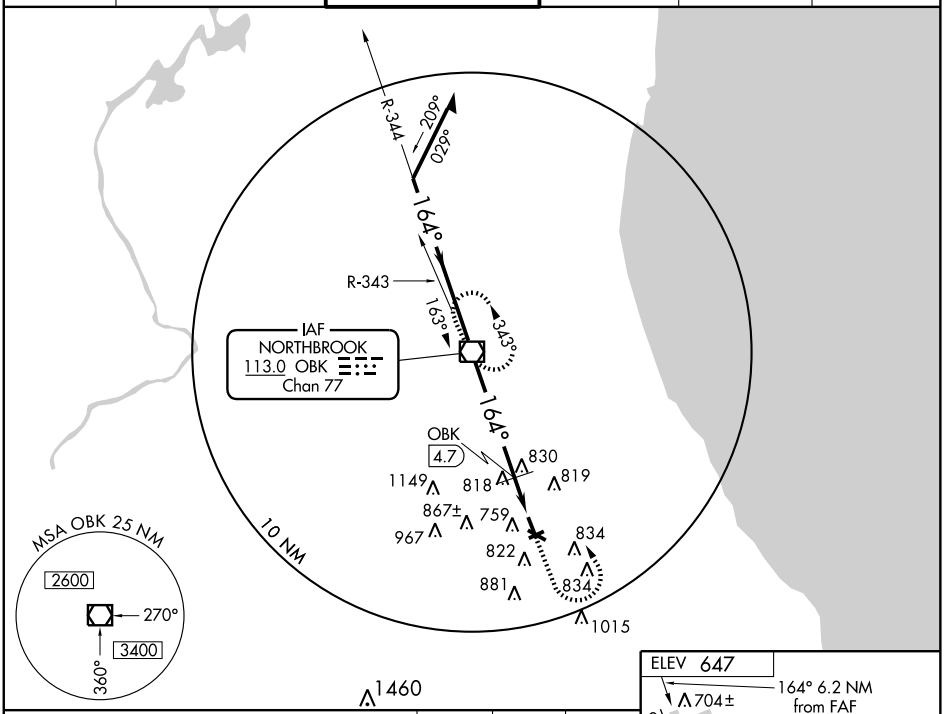
EC-3. 14 JAN 2010 to 11 FEB 2010

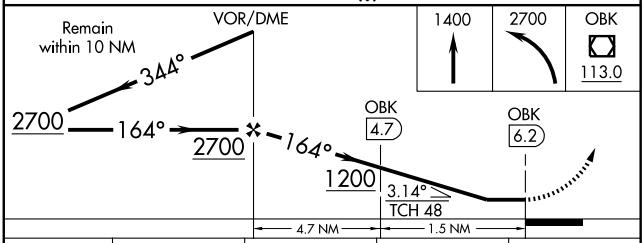
VOR/DME OBK	APP CRS	Rwy Idg	5000
113.0	164°	TDZE	643
Chan 77		Apt Elev	647

VOR RWY 16
CHICAGO EXECUTIVE (PWK)

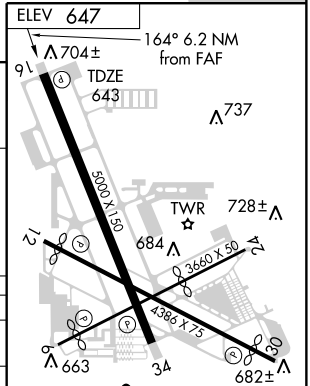
MISSED APPROACH: Climb to 1400, then climbing left turn to 2700 direct OBK VOR/DME and hold.

ATIS	CHICAGO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
124.2	120.55 290.2	119.9 (CTAF) L	121.7	124.7	122.95





CATEGORY	A	B	C	D
S-16	1200-1	557 (600-1)	1200-1½ 557 (600-1½)	1200-1¾ 557 (600-1¾)
CIRCLING	1200-1	553 (600-1)	1200-1½ 553 (600-1½)	1200-2 553 (600-2)
DME MINIMUMS				
S-16	1080-1	437 (500-1)	1080-1¼ 437 (500-1¼)	1080-1½ 437 (500-1½)
CIRCLING	1140-1	493 (500-1)	1140-1½ 493 (500-1½)	1200-2 553 (600-2)



HIRL all Rwys L
REIL Rwys 16 and 34 L
Non-standard ALS Rwy 16 L

FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-LOT	APP CRS	Rwy ldg	5696
111.95	090°	TDZE	673
Chan 56(Y)		Apt Elev	679

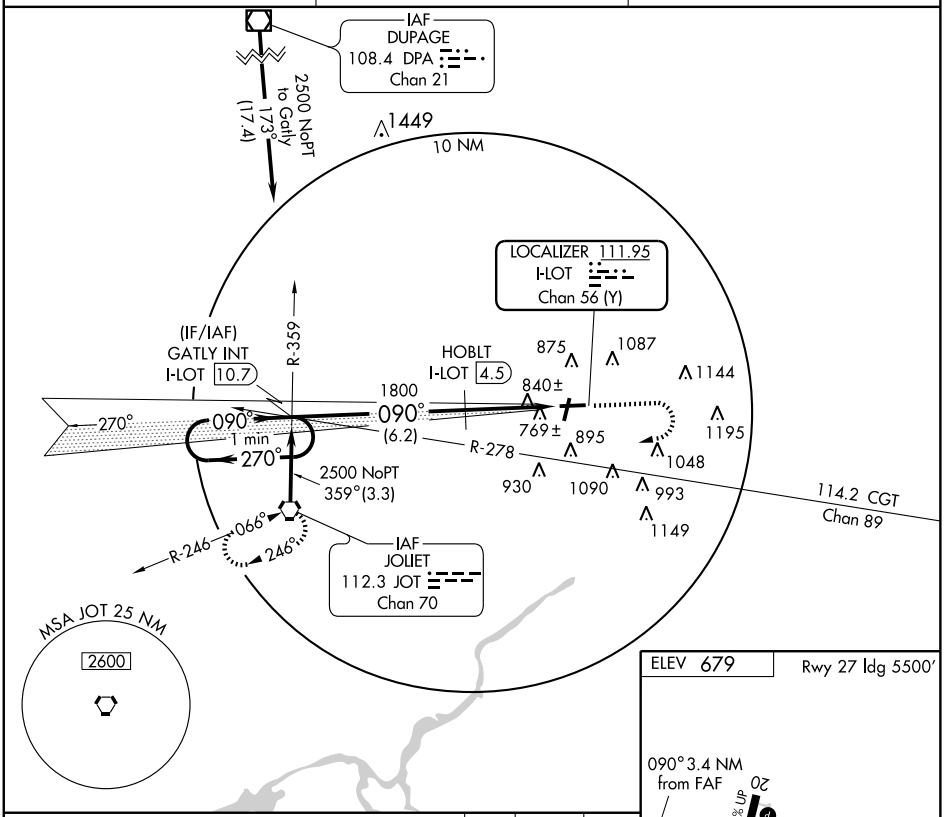
LOC/DME RWY 9

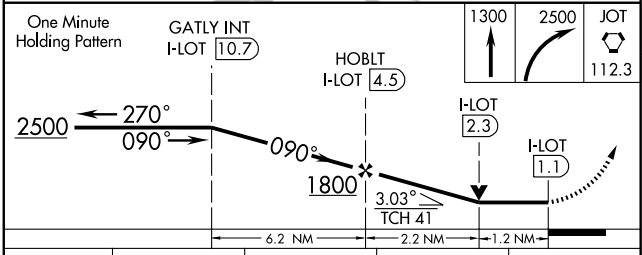
CHICAGO/ LEWIS UNIVERSITY (LOT)

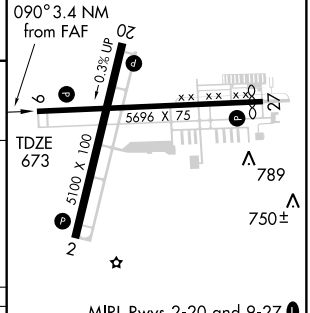
If local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all MDAs 40 feet.
NA VDP NA when using Joliet Rgnl altimeter setting.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2500 direct JOT VORTAC and hold.

AWOS-3	CHICAGO APP CON	UNICOM
118.525	119.35 388.0	122.8 (CTAF) L







MIRL Rwys 2-20 and 9-27 L
REIL Rwys 2, 20, 9, and 27 L

CATEGORY	A	B	C	D
S-9	1100-1	427 (500-1)	1100-1¼ 427 (500-1¼)	1100-1½ 427 (500-1½)
CIRCLING	1260-1	581 (600-1)	1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-JQH	APP CRS	Rwy Idg 5100
108.55	016°	TDZE 680
Chan 22 (Y)		Apt Elev 680

LOC RWY 2

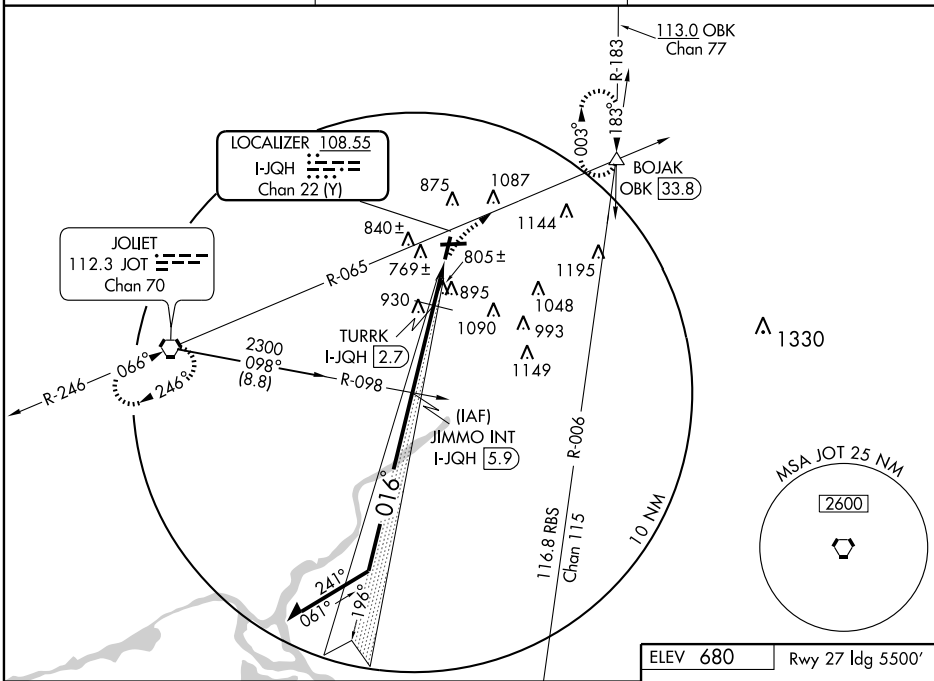
CHICAGO/ LEWIS UNIVERSITY (LOT)

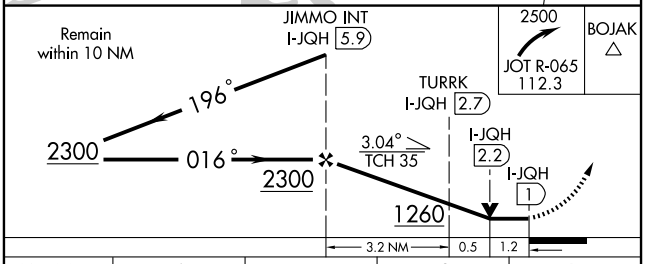
T
NA

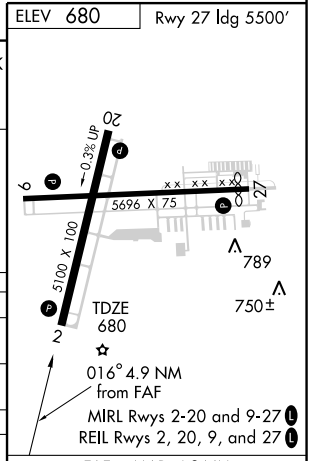
If local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all MDAs 40 feet.
VDP NA when using Joliet Rgnl altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 via JOT R-065 to BOJAK Int/OBK 33.8 DME and hold.

AWOS-3	CHICAGO APP CON	UNICOM
118.525	119.35 388.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-2	1260-1 580 (600-1)		1260-1½ 580 (600-1½)	1260-1¾ 580 (600-1¾)
CIRCLING	1260-1 580 (600-1)		1260-1½ 580 (600-1½)	1440-2¼ 760 (800-2¼)
TURRK FIX MINIMUMS				
S-2	1080-1 400 (400-1)			1080-1¼ 400 (400-1¼)
CIRCLING	1260-1 580 (600-1)		1260-1½ 580 (600-1½)	1440-2¼ 760 (800-2¼)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5100
CH 65704	016°	TDZE	679
W02A		Apt Elev	679

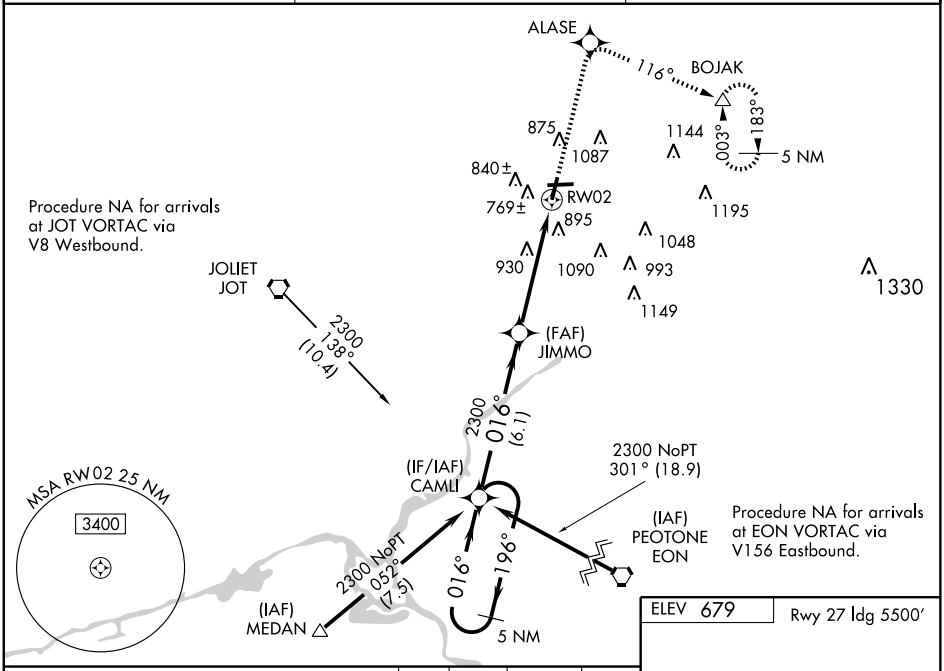
RNAV (GPS) RWY 2

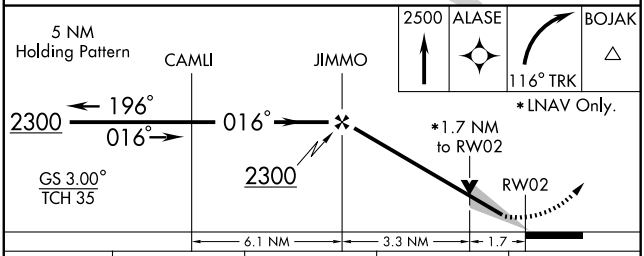
CHICAGO/ LEWIS UNIVERSITY (LOT)

For inoperative MALSR, increase LNAV Cat. A and B visibility to 1 mile. VDP NA when using Joliet Rgnl altimeter setting. Baro-VNAV NA when using Joliet Rgnl altimeter setting. If local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

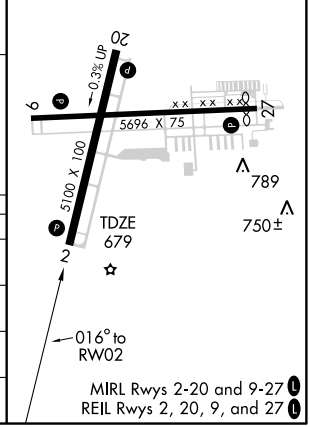
MISSED APPROACH: Climb to 2500 direct ALASE and right turn via 116 track to BOJAK and hold.

AWOS-3	CHICAGO APP CON	UNICOM
118.525	119.35 388.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	929-¾ 250 (300-¾)			
LNAV/ VNAV DA	1256-1½ 577 (600-1½)			
LNAV MDA	1240-¾ 561 (600-¾)		1240-1 561 (600-1)	1240-1¼ 561 (600-1¼)
CIRCLING	1260-1 581 (600-1)		1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)



EC-3. 14 JAN 2010 to 11 FEB 2010

CHICAGO/ROMEOVILLE, ILLINOIS AL-6063 (FAA)

WAAS	APP CRS	Rwy Idg	5696
CH 72604	090°	TDZE	673
W09A		Apt Elev	679

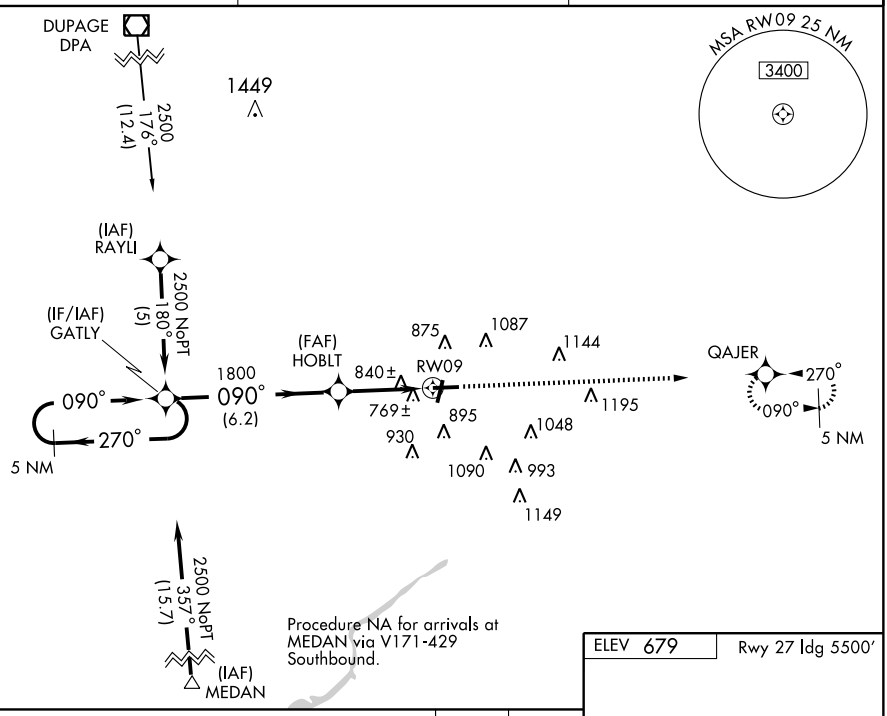
RNAV (GPS) RWY 9

CHICAGO/ LEWIS UNIVERSITY (LOT)

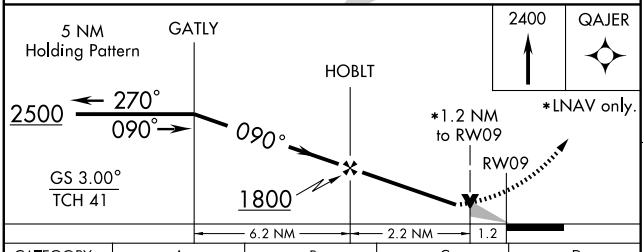
Baro-VNAV NA when using Joliet Rgnl altimeter setting. DME/DME RNP-0.3 NA. VDP NA when using Joliet Rgnl altimeter setting. If local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 46° C (114° F).

MISSED APPROACH: Climb to 2400 direct QAJER and hold.

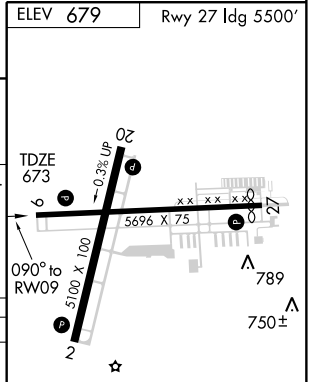
AWOS-3	CHICAGO APP CON	UNICOM
118.525	119.35 388.0	122.8 (CTAF) L



Procedure NA for arrivals at MEDAN via V171-429 Southbound.



CATEGORY	A	B	C	D
LPV DA	1124-1½ 451 (500-1½)			
LNAV/VNAV DA	1153-1¾ 480 (500-1¾)			
LNAV MDA	1100-1 427 (500-1)		1100-1¼ 427 (500-1¼)	1100-1½ 427 (500-1½)
CIRCLING	1260-1 581 (600-1)		1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)



MIRL Rwys 2-20 and 9-27 L
REIL Rwys 2, 20, 9, and 27 L

EC-3. 14 JAN 2010 to 11 FEB 2010

CHICAGO/ROMEOVILLE, ILLINOIS AL-6063 (FAA)

WAAS	APP CRS	Rwy Idg	5100
CH 61004	196°	TDZE	671
W20A		Apt Elev	679

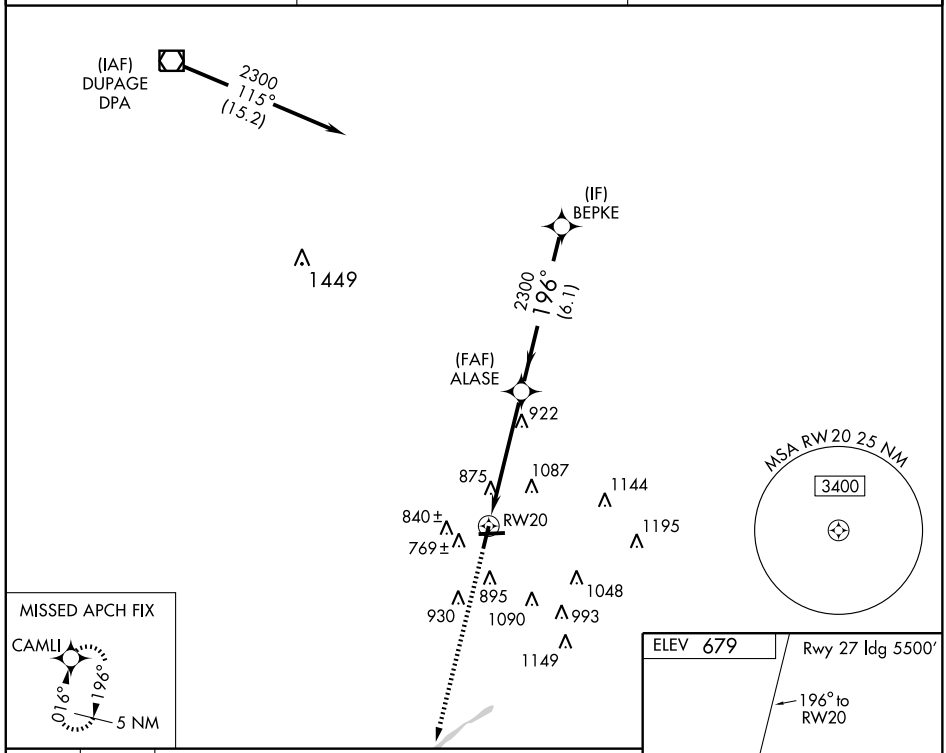
RNAV (GPS) RWY 20

CHICAGO/ LEWIS UNIVERSITY (LOT)

T A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Joliet Rgnl altimeter setting. If local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet.

MISSED APPROACH: Climb to 2300 direct CAMLI and hold.

AWOS-3	CHICAGO APP CON	UNICOM
118.525	119.35 388.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1127-1¾ 456 (500-1¾)			
LNAV MDA	1240-1 569 (600-1)		1240-1½ 569 (600-1½)	1240-1¾ 569 (600-1¾)
CIRCLING	1260-1 581 (600-1)		1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)

MIRL Rwys 2-20 and 9-27 L
REIL Rwys 2, 20, 9, and 27 L

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5500
CH 78004	270°	TDZE	668
W27A		Apt Elev	679

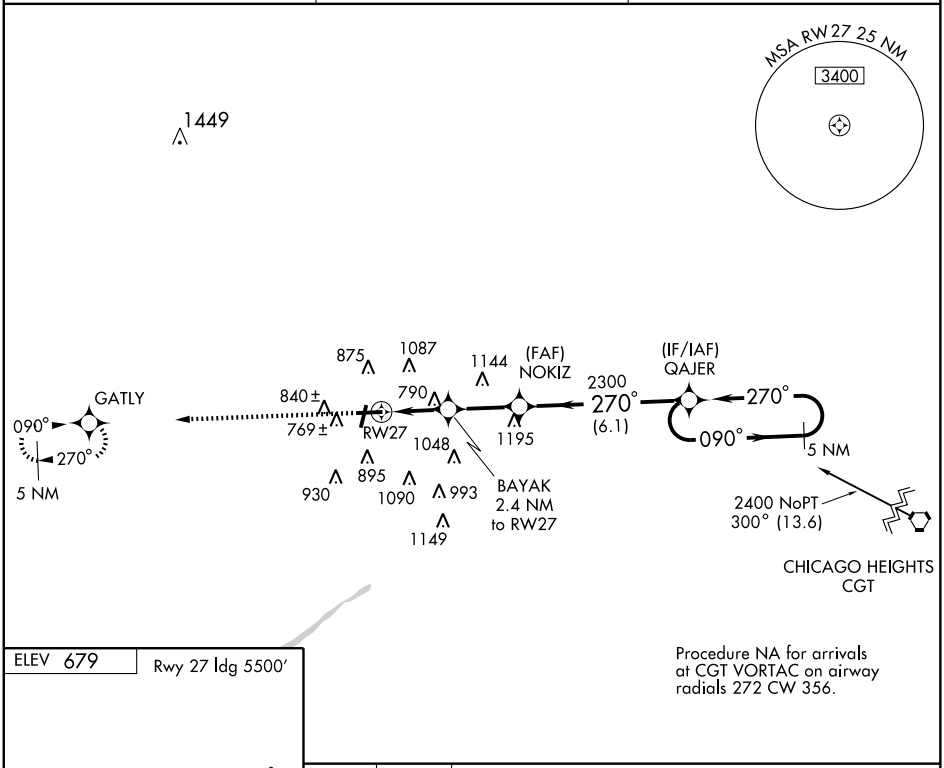
RNAV (GPS) RWY 27

CHICAGO/ LEWIS UNIVERSITY (LOT)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet.

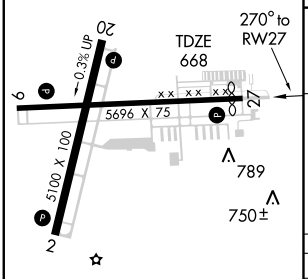
MISSED APPROACH: Climb to 2500 direct GATLY and hold.

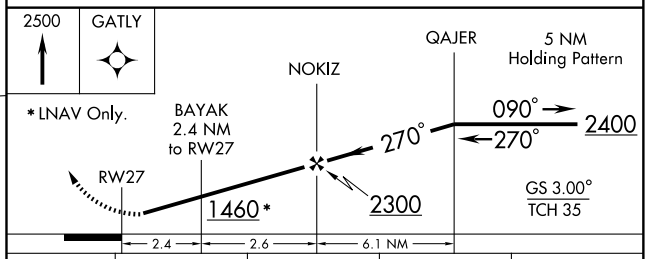
AWOS-3	CHICAGO APP CON	UNICOM
118.525	119.35 388.0	122.8 (CTAF) L



Procedure NA for arrivals at CGT VORTAC on airway radials 272 CW 356.

ELEV 679 Rwy 27 ldg 5500′





CATEGORY	A	B	C	D
LPV DA	934-1 266 (300-1)			
LNAV MDA	1040-1 372 (400-1)			1040-1¼ 372 (400-1¼)
CIRCLING	1260-1 581 (600-1)		1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)

MIRL Rwys 2-20 and 9-27 L
REIL Rwys 2, 20, 9, and 27 L

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC JOT	APP CRS	Rwy Idg	5696
112.3	066°	TDZE	673
Chan 70		Apt Elev	679

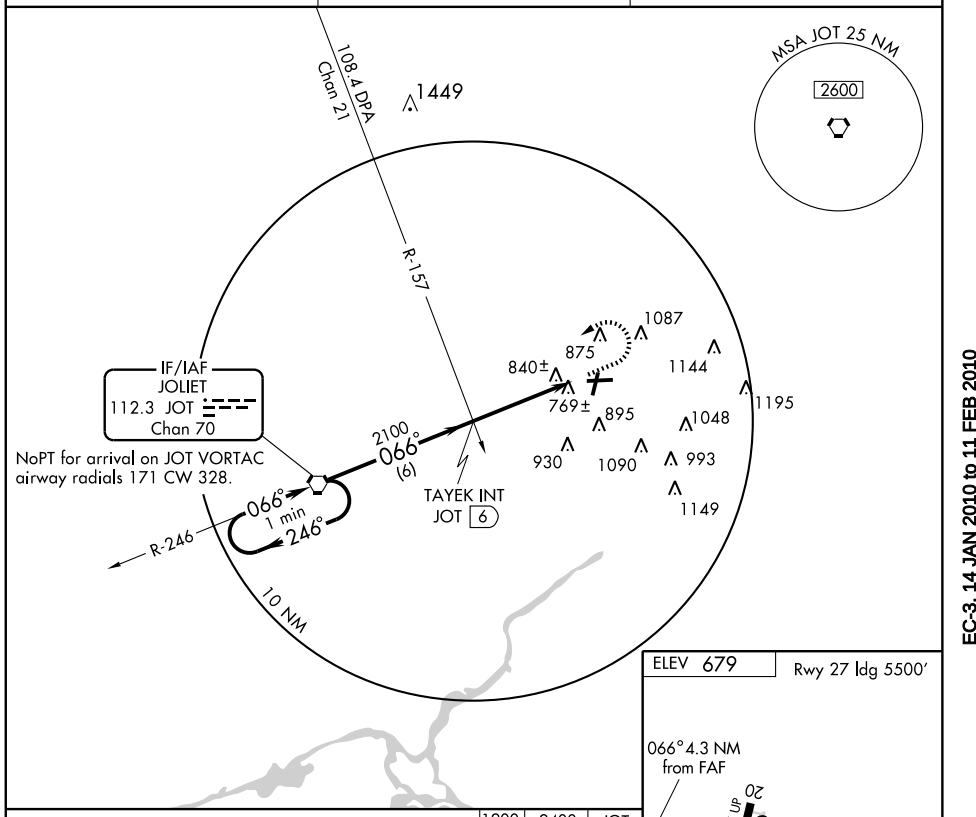
VOR RWY 9

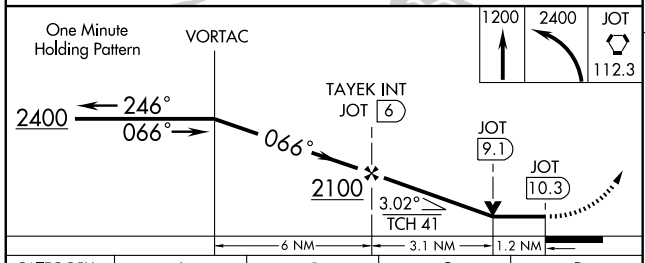
CHICAGO/ LEWIS UNIVERSITY (LOT)

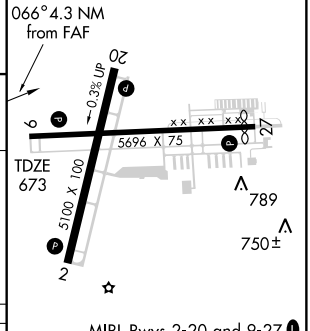
If local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all MDAs 40 feet.
VDP NA when using Joliet Rgnl altimeter setting.

MISSED APPROACH: Climb to 1200, then climbing left turn to 2400 direct JOT VORTAC and hold.

AWOS-3	CHICAGO APP CON	UNICOM
118.525	119.35 388.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-9	1100-1	427 (500-1)	1100-1¼ 427 (500-1¼)	1100-1½ 427 (500-1½)
CIRCLING	1260-1	581 (600-1)	1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-3. 14 JAN 2010 to 11 FEB 2010

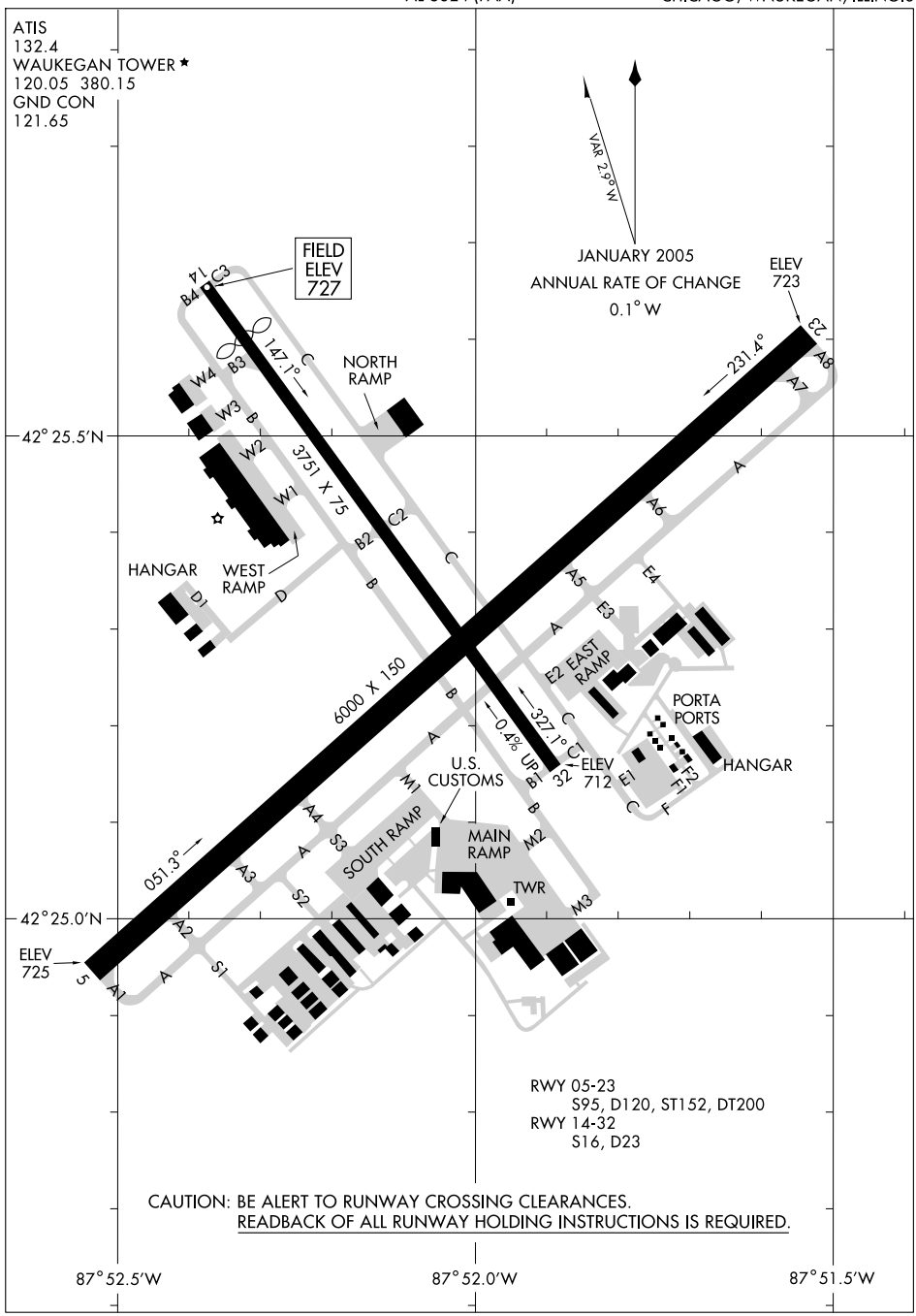
09351

AIRPORT DIAGRAM

AL-5324 (FAA)

CHICAGO/ WAUKEGAN RGNL (UGN)

CHICAGO/WAUKEGAN, ILLINOIS



RWY 05-23
S95, D120, ST152, DT200
RWY 14-32
S16, D23

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-UGN	APP CRS	Rwy Idg	6000
110.7	231°	TDZE	723
		Apt Elev	727

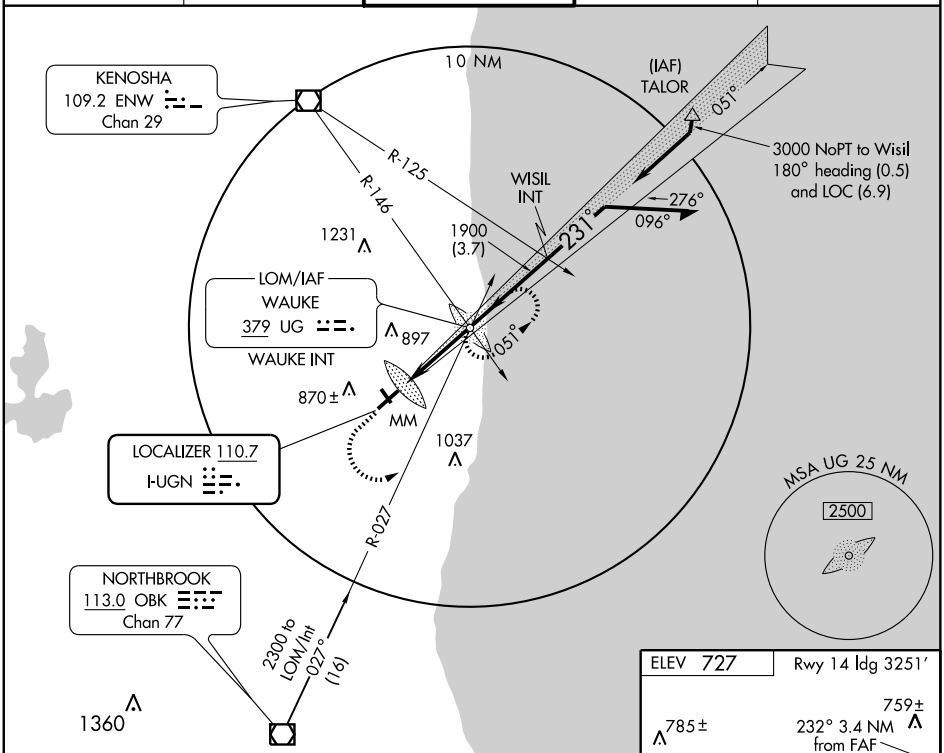
ILS RWY 23

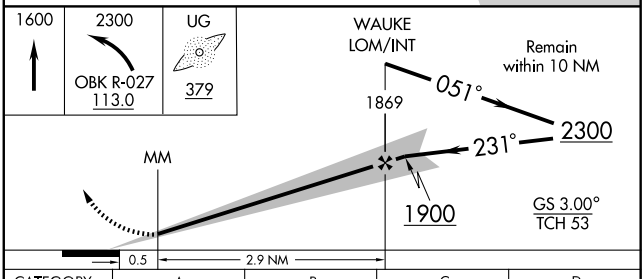
CHICAGO/WAUKEGAN RGNL (UGN)

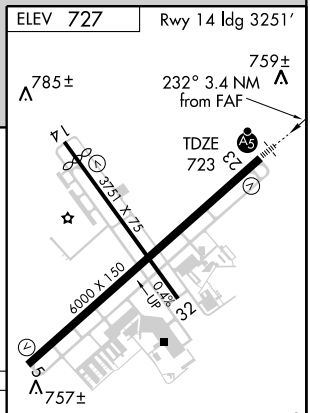
MALSR

MISSED APPROACH: Climb to 1600, then climbing left turn to 2300 to intercept OBK R-027 to LOM/INT and hold.

ATIS	CHICAGO APP CON	WAUKEGAN TOWER ★	GND CON	UNICOM
132.4	120.55 290.2	120.05 (CTAF) L 380.15	121.65	122.95







HIRL Rwy 5-23 L
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-ILS 23	923-½ 200 (200-½)			
S-LOC 23	1140-½ 417 (500-½)			1140-¾ 417 (500-¾)
CIRCLING	1180-1 453 (500-1)		1180-1½ 453 (500-1½)	1280-2 553 (600-2)

FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:21	1:08

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6000
CH 81812	051°	TDZE	725
W05A		Apt Elev	727

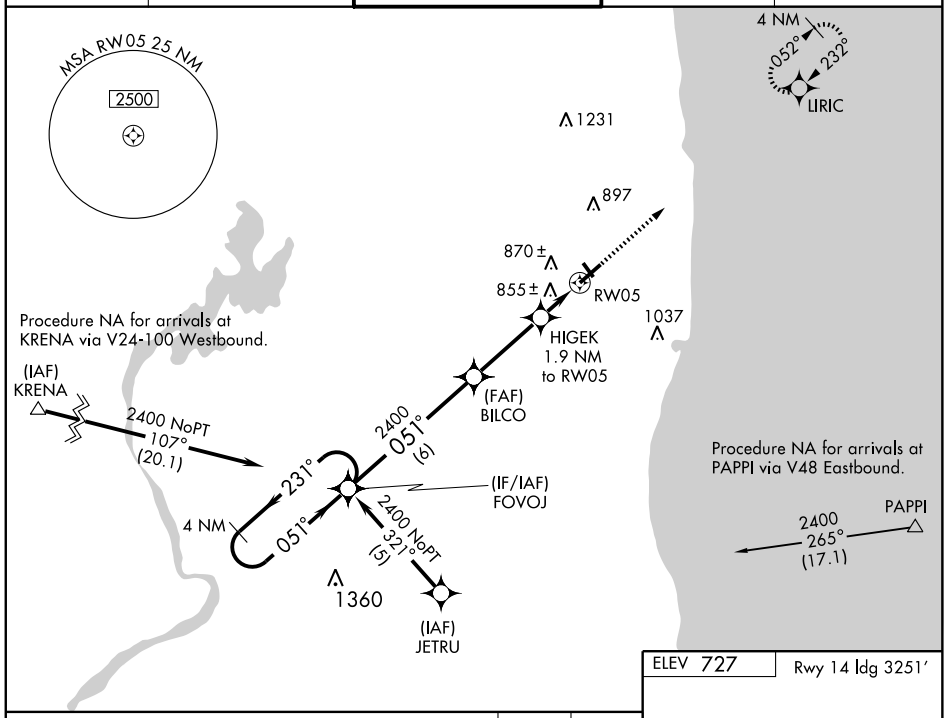
RNAV (GPS) RWY 5

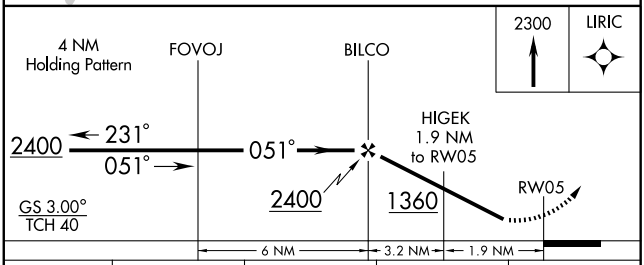
CHICAGO/WAUKEGAN RGNL (UGN)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).
When VGSI inoperative, straight-in/circling to Rwy 5 NA at night.
Circling to Rwy 14/32 NA at night.

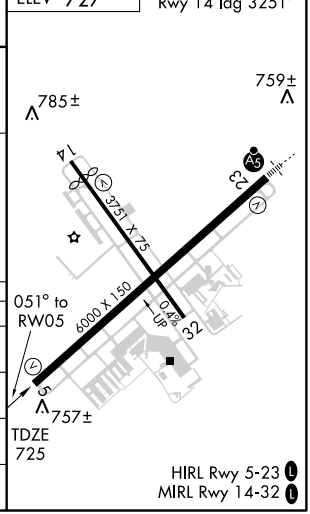
MISSED APPROACH: Climb to 2300 direct LIRIC and hold.

ATIS	CHICAGO APP CON	WAUKEGAN TOWER ★	GND CON	UNICOM
132.4	120.55 290.2	120.05 (CTAF) (L) 380.15	121.65	122.95





CATEGORY	A	B	C	D
LPV DA	990-1 265 (300-1)			
LNAV/VNAV DA	1140-1½ 415 (500-1½)			
LNAV MDA	1120-1 395 (400-1)			1120-1¼ 395 (400-1¼)
CIRCLING	1180-1½ 453 (500-1½)			1280-2 553 (600-2)



EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6000
CH 86211	232°	TDZE	723
W23A		Apt Elev	727

RNAV (GPS) RWY 23

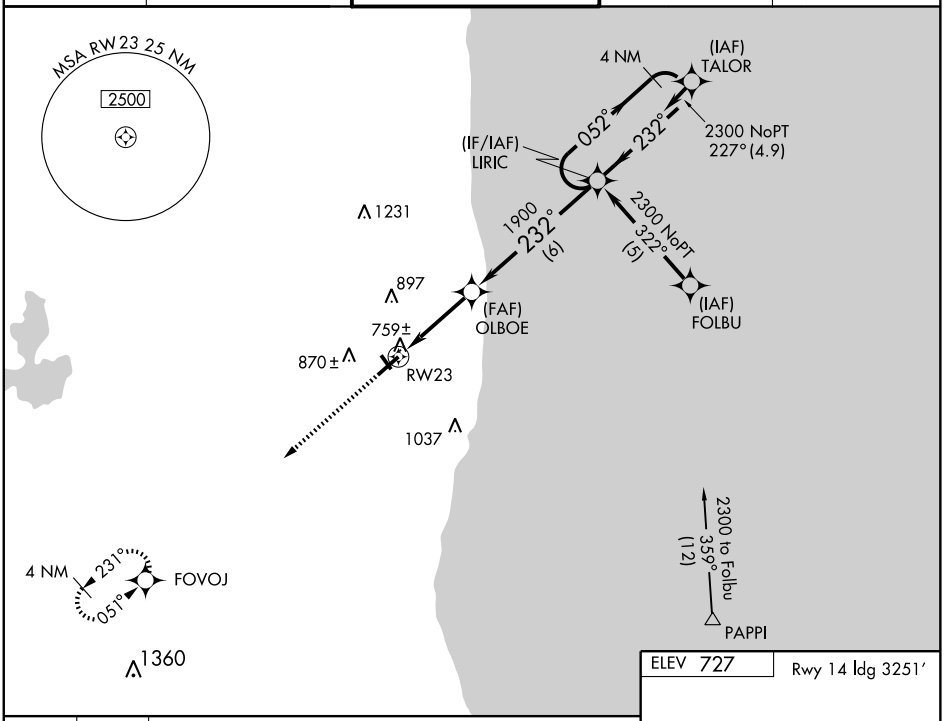
CHICAGO/WAUKEGAN RGNL (UGN)

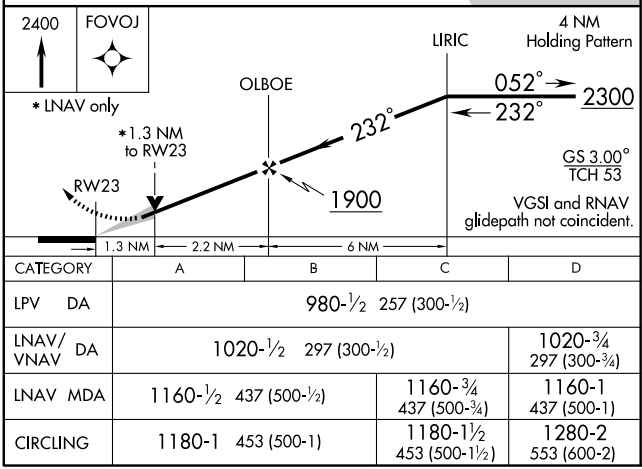
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16° C (4° F). Circling to Rwy 14/32 NA at night. For inoperative MALSR increase LPV visibility to ¾ all Cats., and increase LNAV/VNAV Cat. D visibility to 1.

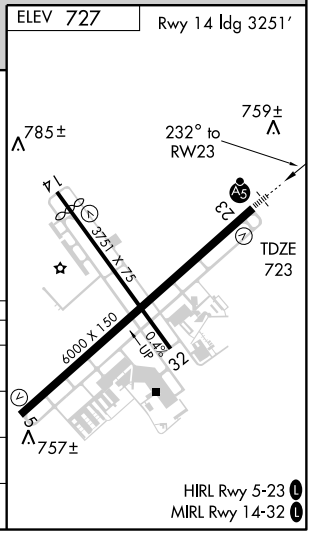
MALSR

MISSED APPROACH: Climb to 2400 direct FOVOJ and hold.

ATIS	CHICAGO APP CON	WAUKEGAN TOWER ★	GND CON	UNICOM
132.4	120.55 290.2	120.05 (CTAF) L 380.15	121.65	122.95







CATEGORY	A	B	C	D
LPV DA	980-½ 257 (300-½)			
LNAV/VNAV DA	1020-½ 297 (300-½)			1020-¾ 297 (300-¾)
LNAV MDA	1160-½ 437 (500-½)		1160-¾ 437 (500-¾)	1160-1 437 (500-1)
CIRCLING	1180-1 453 (500-1)		1180-1½ 453 (500-1½)	1280-2 553 (600-2)

HIRL Rwy 5-23 L
MIRL Rwy 14-32 L

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-DNV	APP CRS	Rwy Idg	6002
108.5	209°	TDZE	697
		Apt Elev	697

ILS or LOC RWY 21

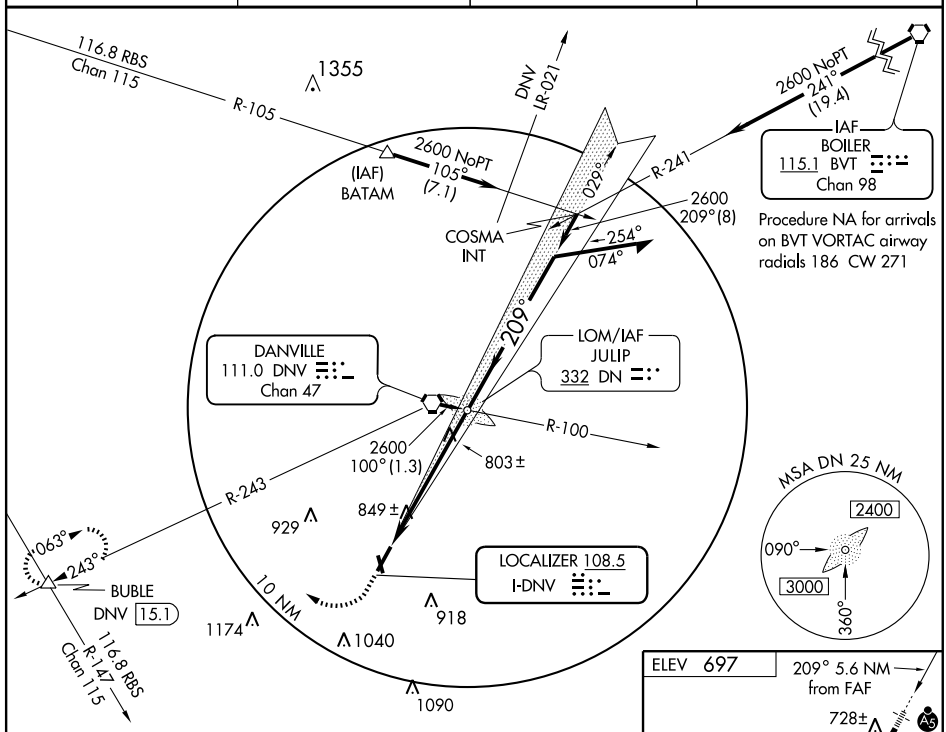
DANVILLE/VERMILION RGNL (DNV)

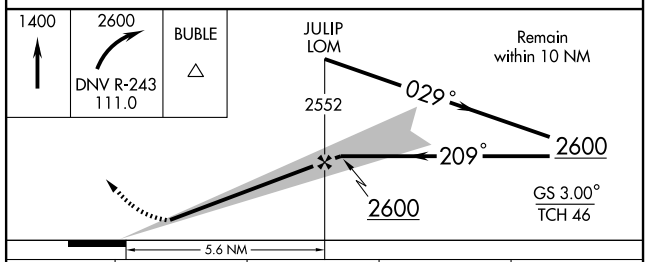
If local altimeter not received, use University of Illinois-Willard altimeter setting, and increase all DAs/MDAs 100 feet.

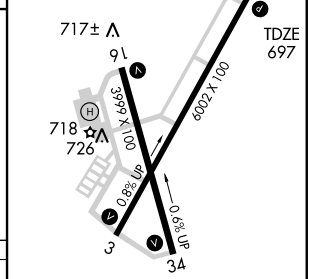
MALSR

MISSED APPROACH: Climb to 1400, then climbing right turn to 2600 via DNV R-243 to BUBLE Int and hold.

AWOS-3	CHAMPAIGN APP CON ★	CLNC DEL	UNICOM
119.275	121.35 291.0	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 21	897-½ 200 (200-½)			
S-LOC 21	1060-½ 363 (400-½)			1060-¾ 363 (400-¾)
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1½ 463 (500-1½)	1260-2 563 (600-2)

HIRL Rwy 3-21 L
MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

APP CRS	Rwy Idg	6002
030°	TDZE	674
	Apt Elev	697

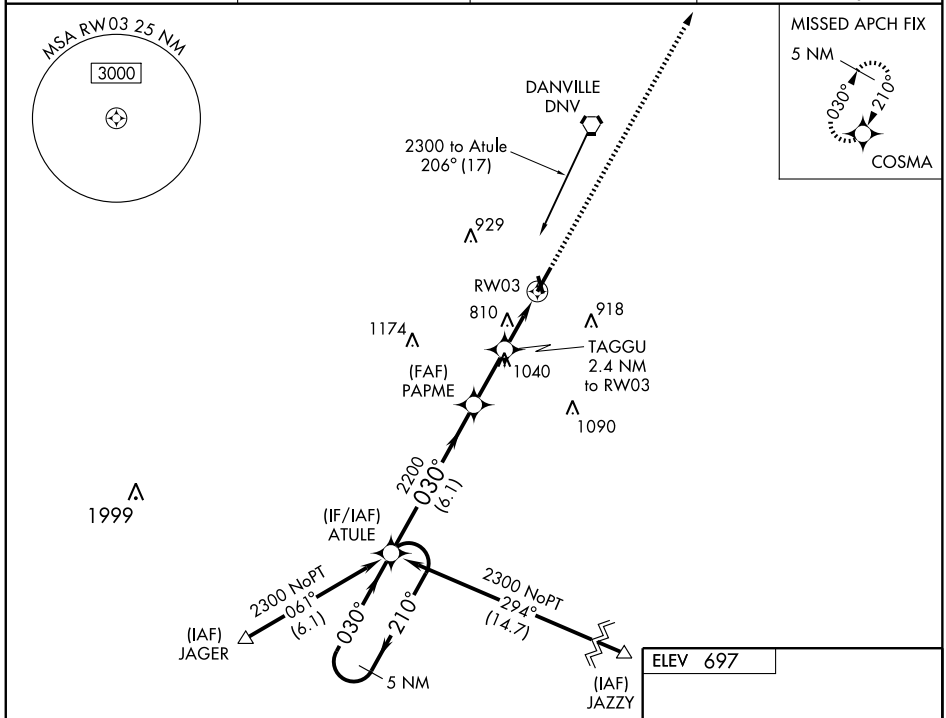
RNAV (GPS) RWY 3

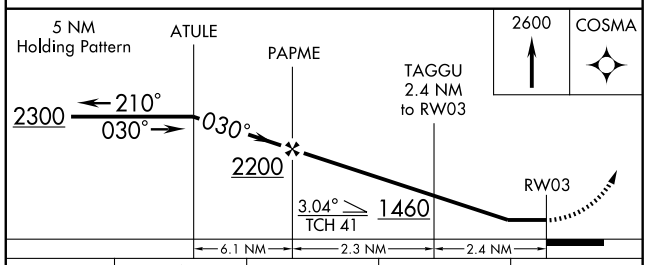
DANVILLE/VERMILION RGNL (DNV)

If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

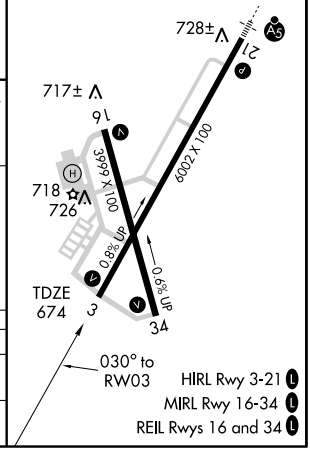
MISSED APPROACH: Climb to 2600 direct COSMA and hold.

AWOS-3	CHAMPAIGN APP CON ★	CLNC DEL	UNICOM
119.275	121.35 291.0	121.7	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1120-1 446 (500-1)		1120-1¼ 446 (500-1¼)	1120-1½ 446 (500-1½)
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1½ 463 (500-1½)	1260-2 563 (600-2)



WAAS CH 58004 W21A	APP CRS 210°	Rwy Idg 6002 TDZE 697 Apt Elev 697

RNAV (GPS) RWY 21

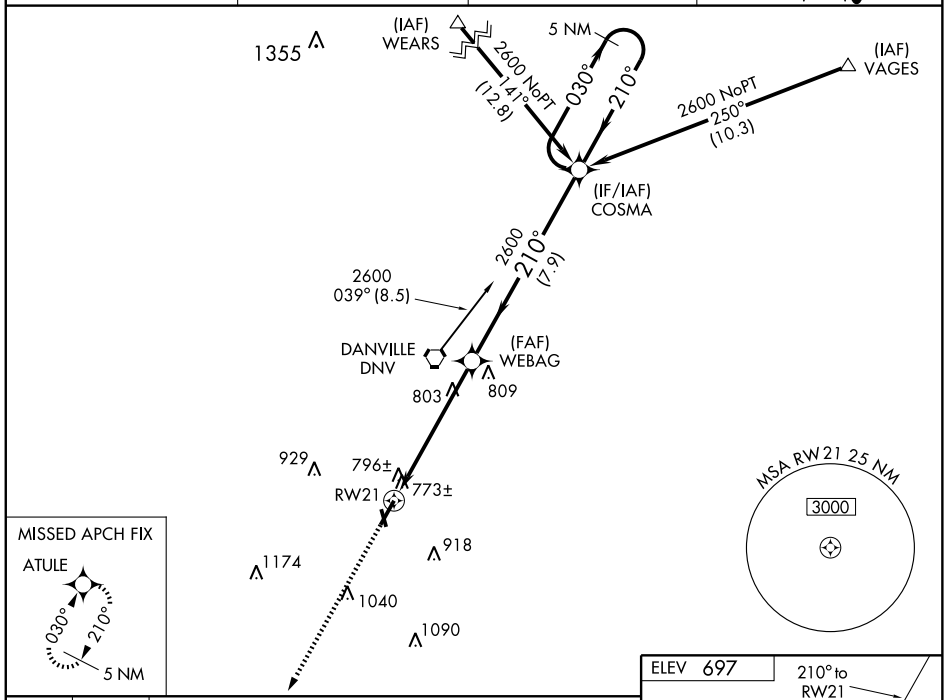
DANVILLE/VERMILION RGNL (DNV)

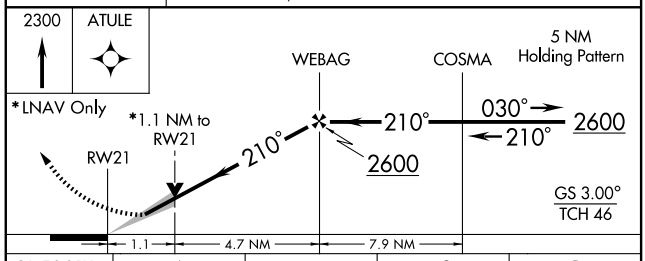
If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using University of Illinois-Willard altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV all Cats visibility to 1 mile and LNAV Cat D visibility to 1¼ mile. DME/DME RNP-0.3 NA.

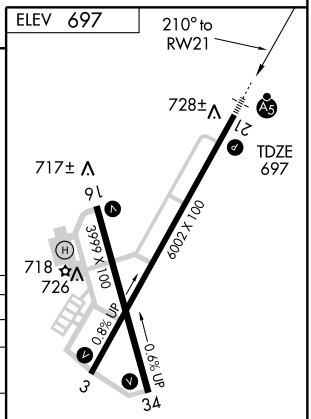
MALSR

MISSED APPROACH: Climb to 2300 direct ATULE and hold.

AWOS-3	CHAMPAIGN APP CON ★	CLNC DEL	UNICOM
119.275	121.35 291.0	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	990-½ 293 (300-½)			
LNAV/ VNAV DA	1069-¾ 372 (400-¾)			
LNAV MDA	1080-½ 383 (400-½)			1080-1 383 (400-1)
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1½ 463 (500-1½)	1260-2 563 (600-2)

HIRL Rwy 3-21 L
MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3999
345°	TDZE	667
	Apt Elev	697

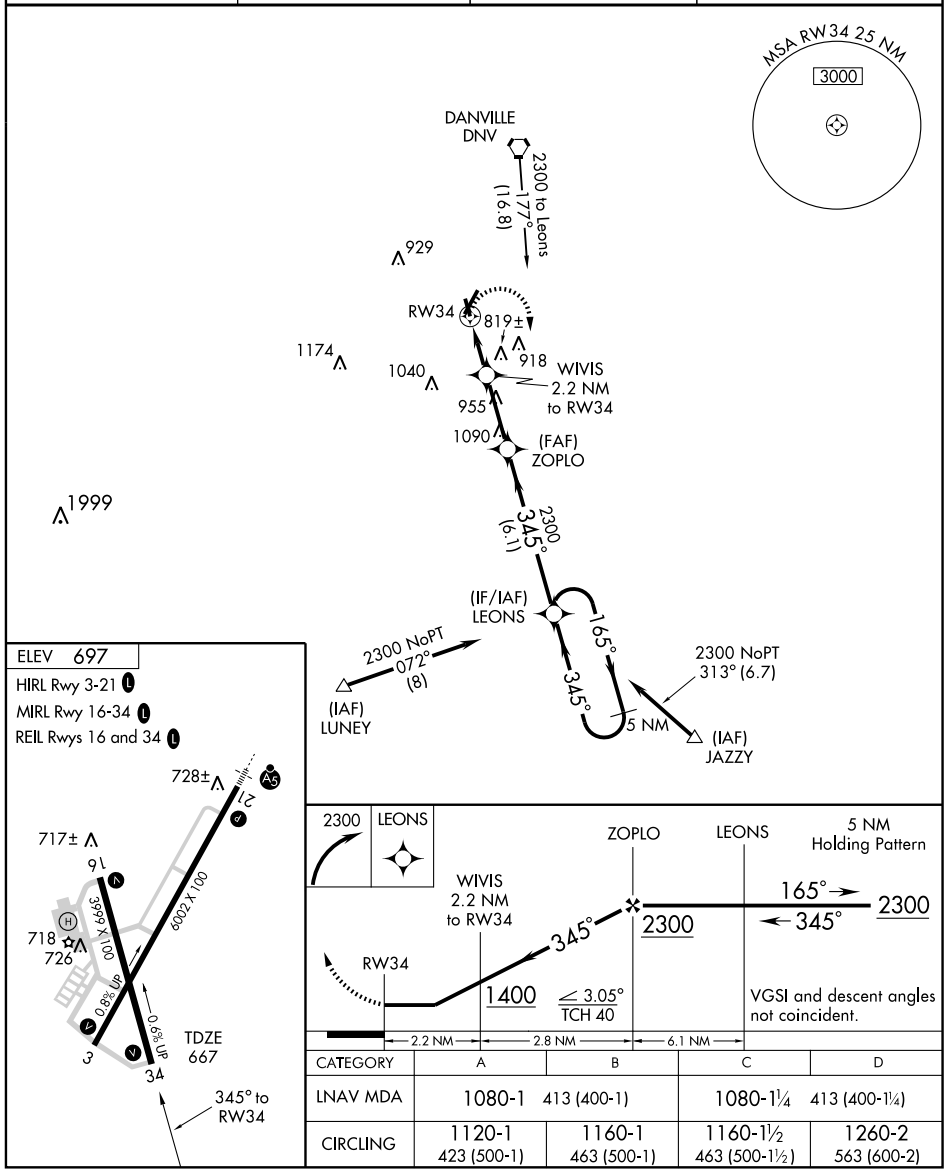
RNAV (GPS) RWY 34

DANVILLE/VERMILION RGNL (DNV)

If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2300 direct LEONS and hold.

AWOS-3	CHAMPAIGN APP CON ★	CLNC DEL	UNICOM
119.275	121.35 291.0	121.7	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1080-1 413 (400-1)		1080-1¼ 413 (400-1¼)	
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1½ 463 (500-1½)	1260-2 563 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC DNV	APP CRS	Rwy Idg	6002
111.0	016°	TDZE	674
Chan 47		Apt Elev	697

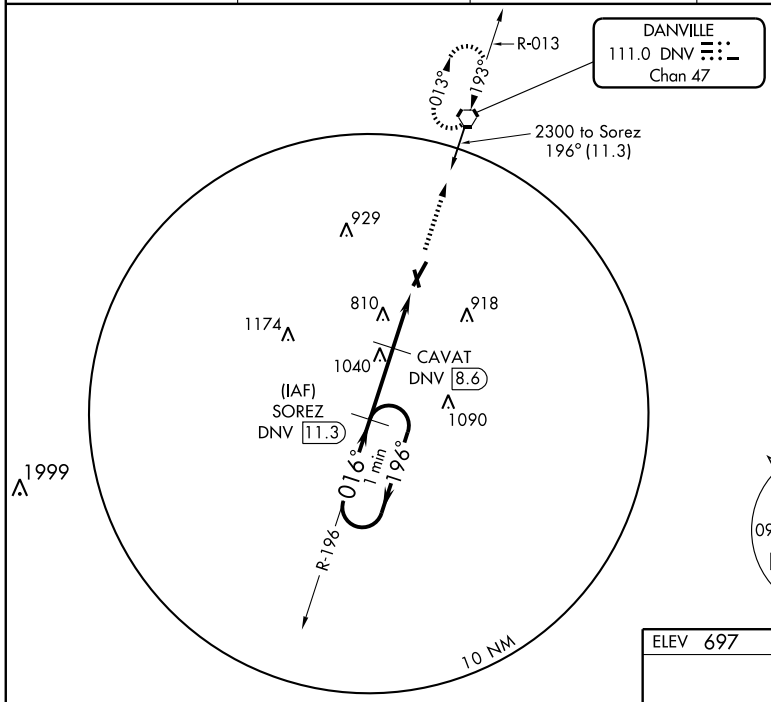
VOR/DME RWY 3

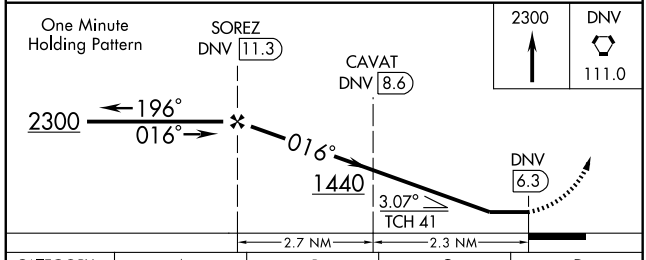
DANVILLE/ VERMILION RGNL (DNV)

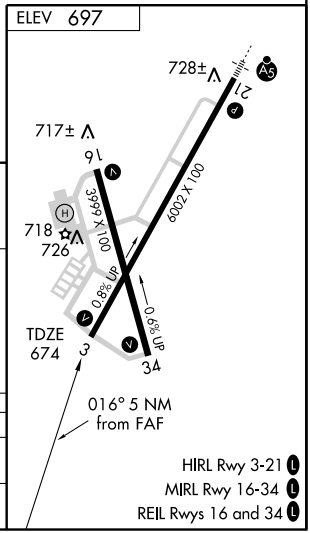
If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all MDAs 100 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300 direct DNV VORTAC and hold.

AWOS-3	CHAMPAIGN APP CON ★	CLNC DEL	UNICOM
119.275	121.35 291.0	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-3	1120-1 446 (500-1)		1120-1¼ 446 (500-1¼)	1120-1½ 446 (400-1½)
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1½ 463 (500-1½)	1260-2 563 (600-2)

HIRL Rwy 3-21 L
MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC DNV	APP CRS	Rwy Idg	6002
111.0	193°	TDZE	697
Chan 47		Apt Elev	697

VOR RWY 21

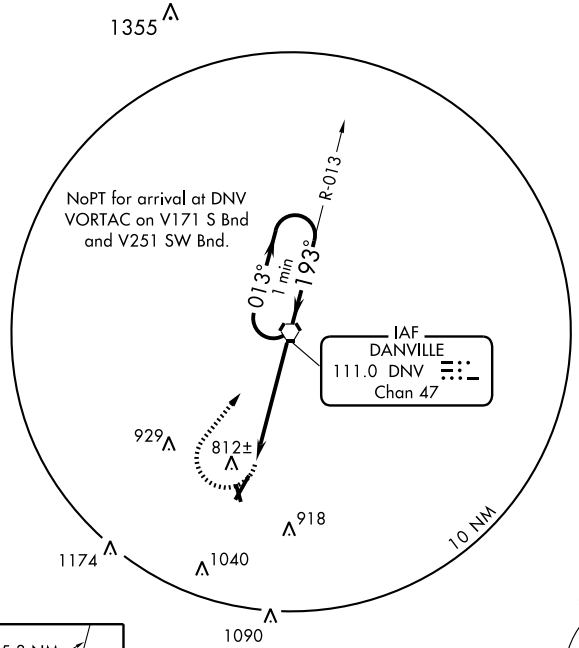
DANVILLE/VERMILION RGNL (DNV)

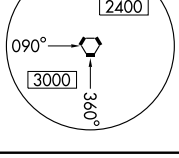
If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all MDAs 100 feet. VDP NA when using University of Illinois-Willard altimeter setting. Visibility reduction by helicopters NA. For inoperative MALSR, increase S-21 Cats A and B visibility to 1, and Cat D visibility to 1¼ .

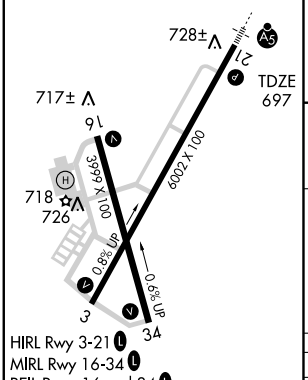
MALSR

MISSED APPROACH: Climbing right turn to 2400 direct DNV VORTAC and hold.

AWOS-3	CHAMPAIGN APP CON ★	CLNC DEL	UNICOM
119.275	121.35 291.0	121.7	122.7 (CTAF) L

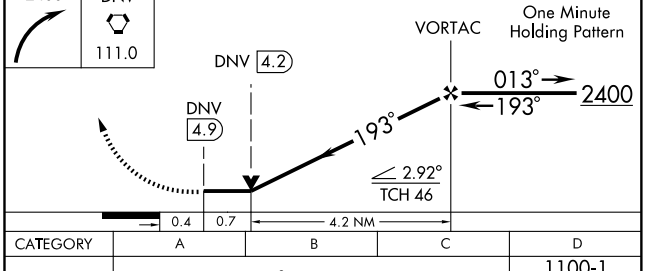






FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-21	1100-¾ 403 (500-¾)			1100-1 403 (500-1)
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1½ 463 (500-1½)	1260-2 563 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-DJK	APP CRS	Rwy Idg	7026
109.95	022°	TDZE	913
Chan 36 (Y)		Apt Elev	914

ILS or LOC RWY 2

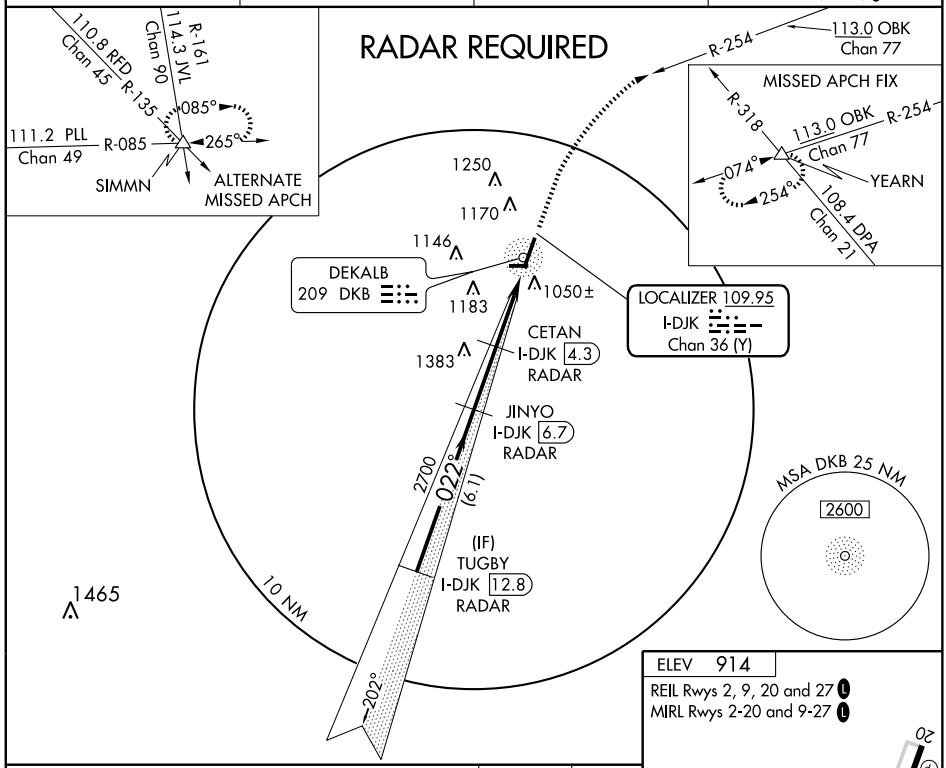
DE KALB TAYLOR MUNI (DKB)

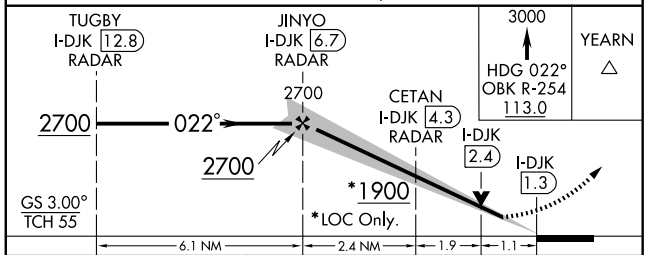
DME or RADAR Required. VDP NA when using Aurora altimeter setting.
When local altimeter setting not received, use Aurora altimeter setting and increase DA 95 feet and all MDA 80 feet, increase S-ILS 2 all Cats., S-LOC 2 Cat. C and D, and Circling Cat. C and D visibility ¼ mile.

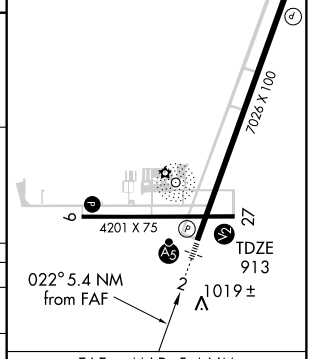
MALSR

MISSED APPROACH: Climb to 3000 via heading 022° and OBK VOR/DME R-254to YEARN Int and hold.

AWOS-3	CHICAGO APP CON	GCO	UNICOM
119.075	133.5 349.0	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 2	1113- ¾ 200 (200- ¾)			
S-LOC 2	1280-1 367 (400-1)			1280-1¼ 367 (400-1¼)
CIRCLING	1360-1 446 (500-1)	1480-1 566 (600-1)	1540-1¾ 626 (700-1¾)	1540-2 626 (700-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-3. 14 JAN 2010 to 11 FEB 2010

NDB DKB	APP CRS	Rwy Idg	4201
209	288°	TDZE	912
		Apt Elev	915

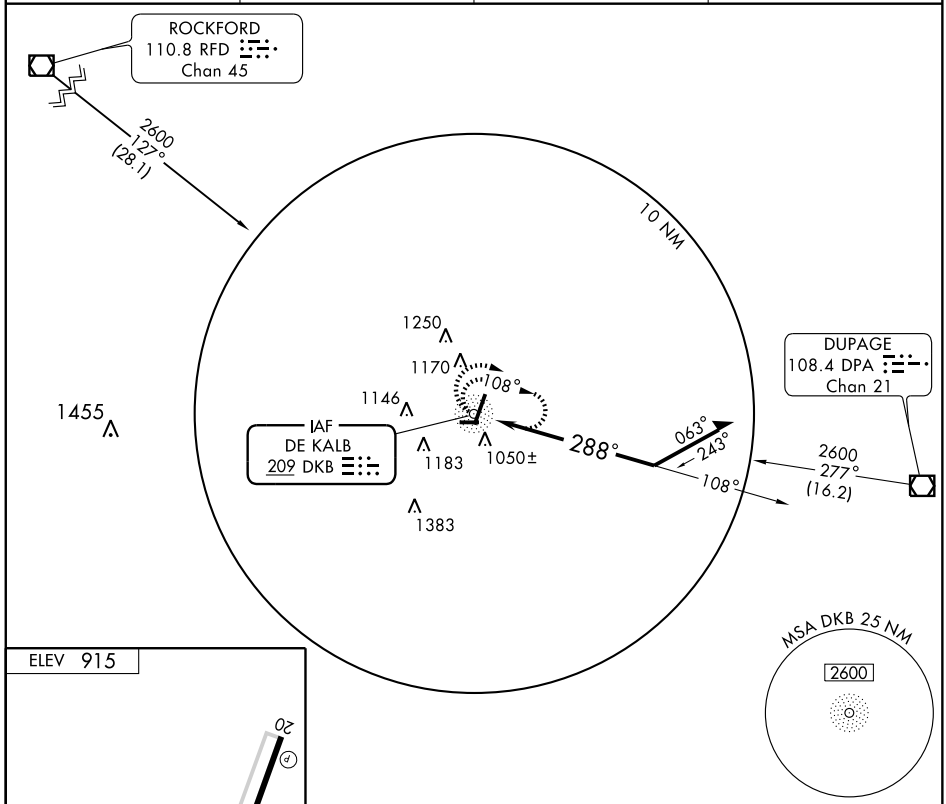
NDB RWY 27

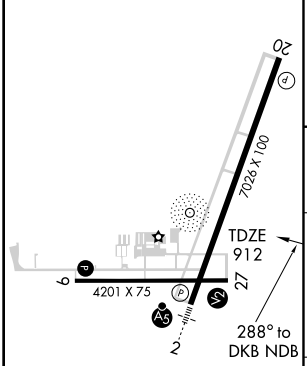
DE KALB TAYLOR MUNI (DKB)

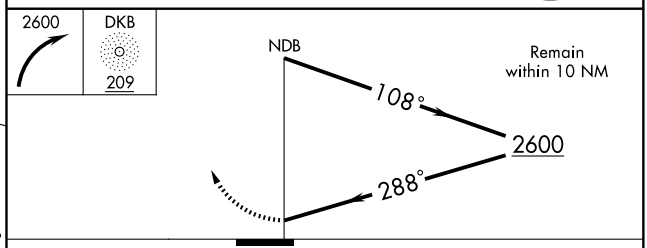
NA

MISSED APPROACH: Climbing right turn to 2600 in DKB NDB holding pattern.

AWOS-3	CHICAGO APP CON	GCO	UNICOM
119.075	133.5 349.0	121.725	122.7(CTAF) L







CATEGORY	A	B	C	D
S-27	1460-1	548 (600-1)	1460-1½ 548 (600-1½)	1460-1¾ 548 (600-1¾)
CIRCLING	1460-1	545 (600-1)	1540-1¾ 625 (700-1¾)	1540-2 625 (700-2)

REIL Rwys 2, 9, 20 and 27 L
MIRL Rwys 2-20 and 9-27 L

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7026
CH 58109	021°	TDZE	913
W02A		Apt Elev	914

RNAV (GPS) RWY 2

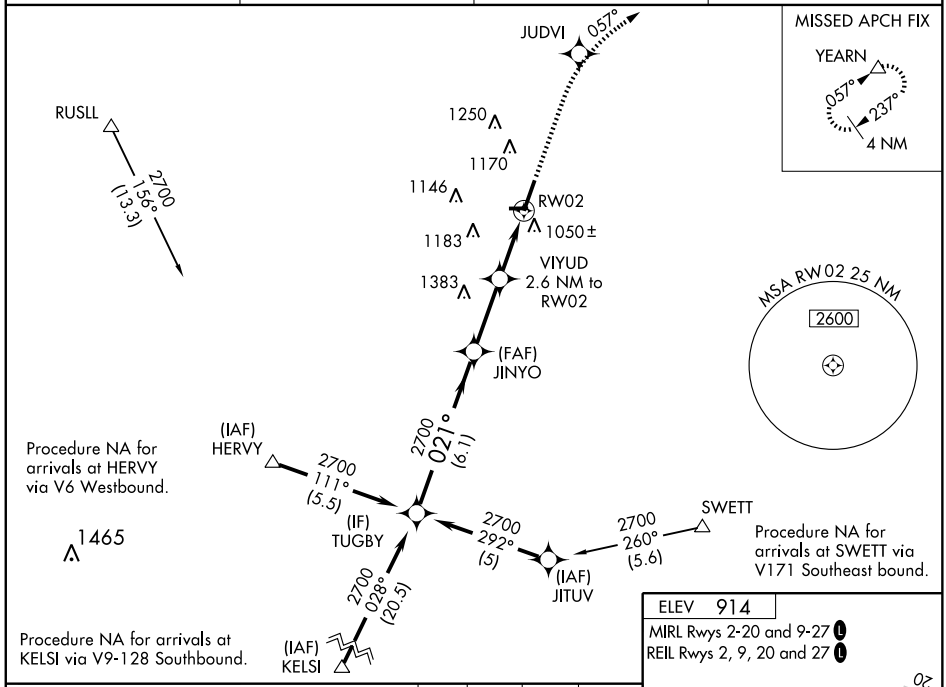
DE KALB TAYLOR MUNI (DKB)

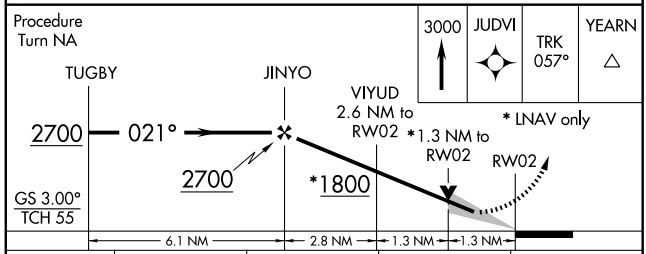
Baro-VNAV NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Aurora altimeter setting. When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cats. C/D visibility, and Circling Cats. C/D visibility ¼ mile.

MALSR

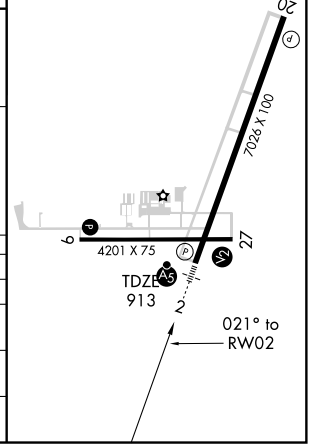
MISSED APPROACH: Climb to 3000 direct JUDVI and via 057° track to YEARN and hold.

AWOS-3	CHICAGO APP CON	GCO	UNICOM
119.075	133.5 349.0	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1207-1 294 (300-1)			
LNAV/VNAV DA	1360-1½ 447 (500-1½)			
LNAV MDA	1360-1 447 (500-1)		1360-1¼ 447 (500-1¼)	1360-1½ 447 (500-1½)
CIRCLING	1360-1 446 (500-1)	1480-1 566 (600-1)	1540-1¾ 626 (700-1¾)	1540-2 626 (700-2)



EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4201
CH 82208	092°	TDZE	912
W09A		Apt Elev	914

RNAV (GPS) RWY 9

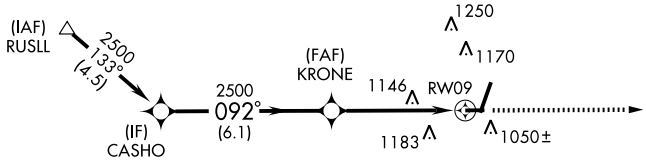
DE KALB TAYLOR MUNI (DKB)

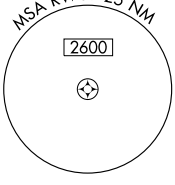
When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cats. C/D visibility, and Circling Cats. C/D visibility ¼ mile. Baro-VNAV NA when using Aurora altimeter setting. VDP NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

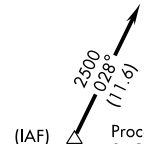
MISSED APPROACH: Climb to 3000 direct OPIKE and hold.

AWOS-3	CHICAGO APP CON	GCO	UNICOM
119.075	133.5 349.0	121.725	122.7 (CTAF) L

Procedure NA for arrivals at RUSLL via V172 Westbound.



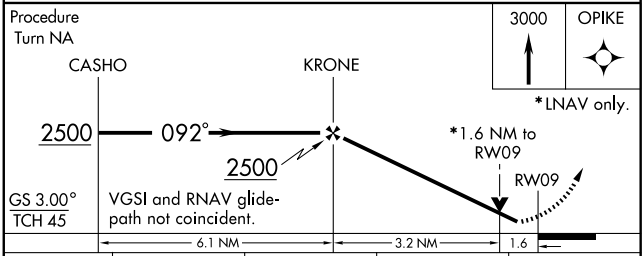




Procedure NA for arrivals at SHOOF via V9-128 Southbound.

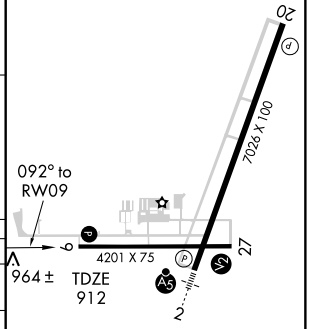
1465

Procedure Turn NA



CATEGORY	A	B	C	D
LPV DA	1186-1 274 (300-1)			
LNAV/VNAV DA	1543-2¼ 631 (700-2¼)			
LNAV MDA	1460-1 548 (600-1)		1460-1½ 548 (600-1½)	1460-1¾ 548 (600-1¾)
CIRCLING	1460-1 546 (600-1)	1480-1 566 (600-1)	1540-1¾ 626 (700-1¾)	1540-2 626 (700-2)

ELEV 914



MIRL Rwys 2-20 and 9-27 L
REIL Rwys 2, 9, 20 and 27 L

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7026
CH 50409	202°	TDZE	905
W20A		Apt Elev	914

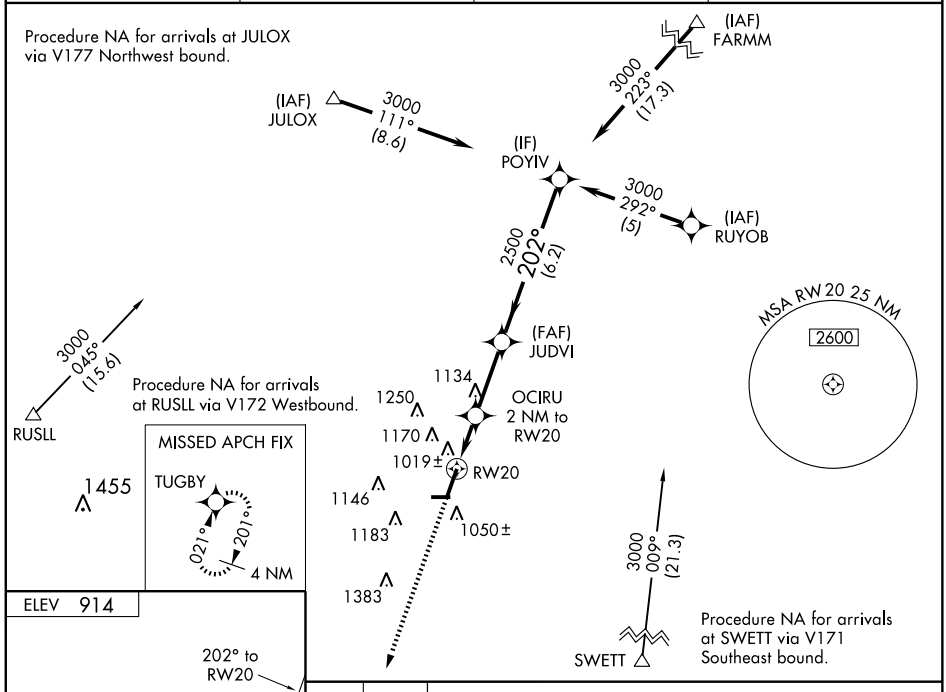
RNAV (GPS) RWY 20

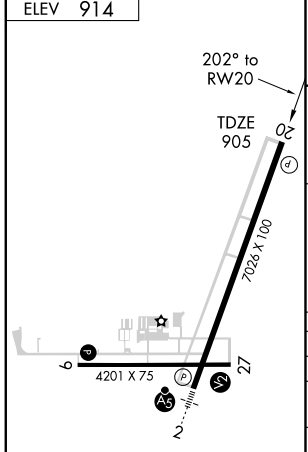
DE KALB TAYLOR MUNI (DKB)

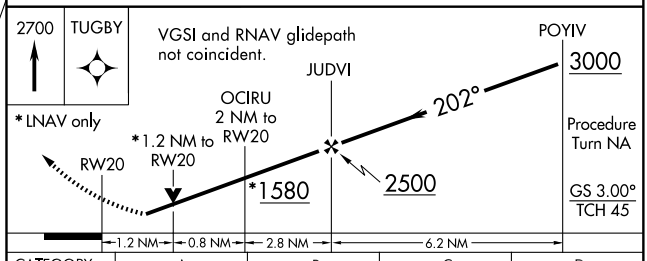
Baro-VNAV NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Aurora altimeter setting. When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cat. D visibility, and Circling Cats. C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct TUGBY and hold.

AWOS-3	CHICAGO APP CON	GCO	UNICOM
119.075	133.5 349.0	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1155-¾ 250 (300-¾)			
LNAV/VNAV DA	1430-1¾ 525 (600-1¾)			
LNAV MDA	1320-1 415 (500-1)		1320-1¼ 415 (500-1¼)	
CIRCLING	1360-1 446 (500-1)	1480-1 566 (600-1)	1540-1¾ 626 (700-1¾)	1540-2 626 (700-2)

WAAS	APP CRS	Rwy Idg	4201
CH 72709	272°	TDZE	912
W27A		Apt Elev	914

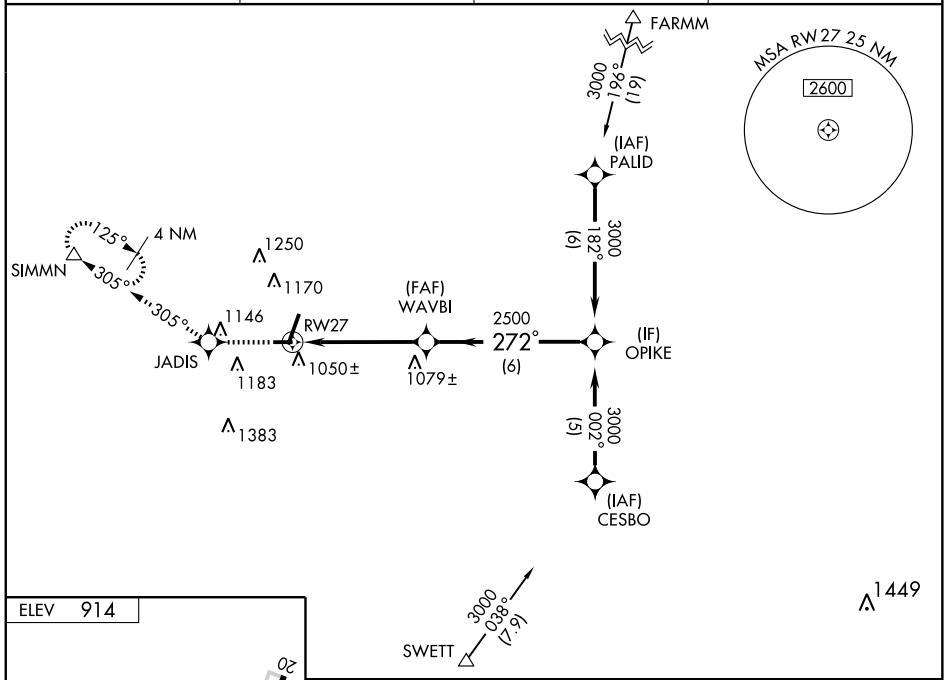
RNAV (GPS) RWY 27

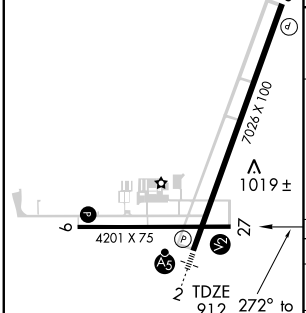
DE KALB TAYLOR MUNI (DKB)

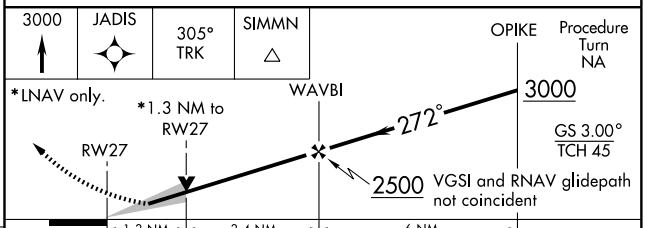
When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cats. C/D visibility, and Circling Cats. C/D visibility ¼ mile. Baro-VNAV NA when using Aurora altimeter setting. VDP NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct JADIS and via 305° track to SIMMN and hold.

AWOS-3	CHICAGO APP CON	GCO	UNICOM
119.075	133.5 349.0	121.725	122.7 (CTAF) L



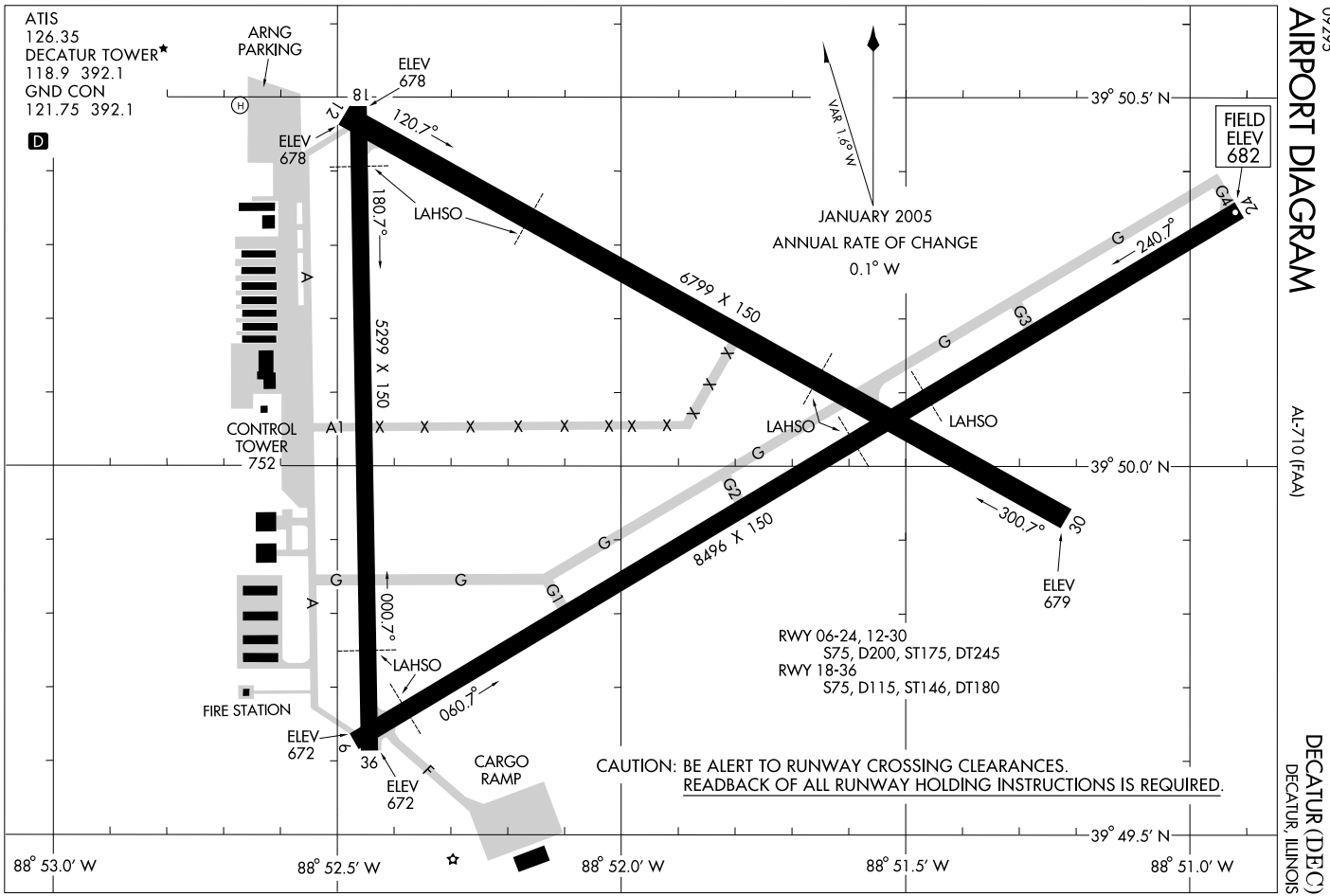




CATEGORY	A	B	C	D
LPV DA	1162-¾ 250 (300-¾)			
LNAV/VNAV DA	1317-1½ 405 (500-1½)			
LNAV MDA	1360-1 448 (500-1)		1360-1¼ 448 (500-1¼)	1360-1½ 448 (500-1½)
CIRCLING	1360-1 446 (500-1)	1480-1 566 (600-1)	1540-1¾ 626 (700-1¾)	1540-2 626 (700-2)

REIL Rwys 2, 9, 20 and 27 L
MIRL Rwys 2-20 and 9-27 L

EC-3, 14 JAN 2010 to 11 FEB 2010


ATIS
126.35
DECATUR TOWER★
118.9 392.1
GND CON
121.75 392.1
ARNG
PARKING
ELEV
678
ELEV
678
18
12
120.7°
180.7°
LAHSO
5629 X 150
6799 X 150
CONTROL
TOWER
752
A
A1
D
VAR 1.6°W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W
FIELD
ELEV
682
24
G4
G3
G2
G1
G
240.7°
LAHSO
LAHSO
39° 50.5′ N
39° 50.0′ N
39° 49.5′ N
300.7°
30
8496 X 150
ELEV
679
000.7°
LAHSO
060.7°
FIRE STATION
ELEV
672
6
36
ELEV
672
F
CARGO
RAMP
RWY 06-24, 12-30
S75, D200, ST175, DT245
RWY 18-36
S75, D115, ST146, DT180
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
88° 53.0′ W
88° 52.5′ W
88° 52.0′ W
88° 51.5′ W
88° 51.0′ W

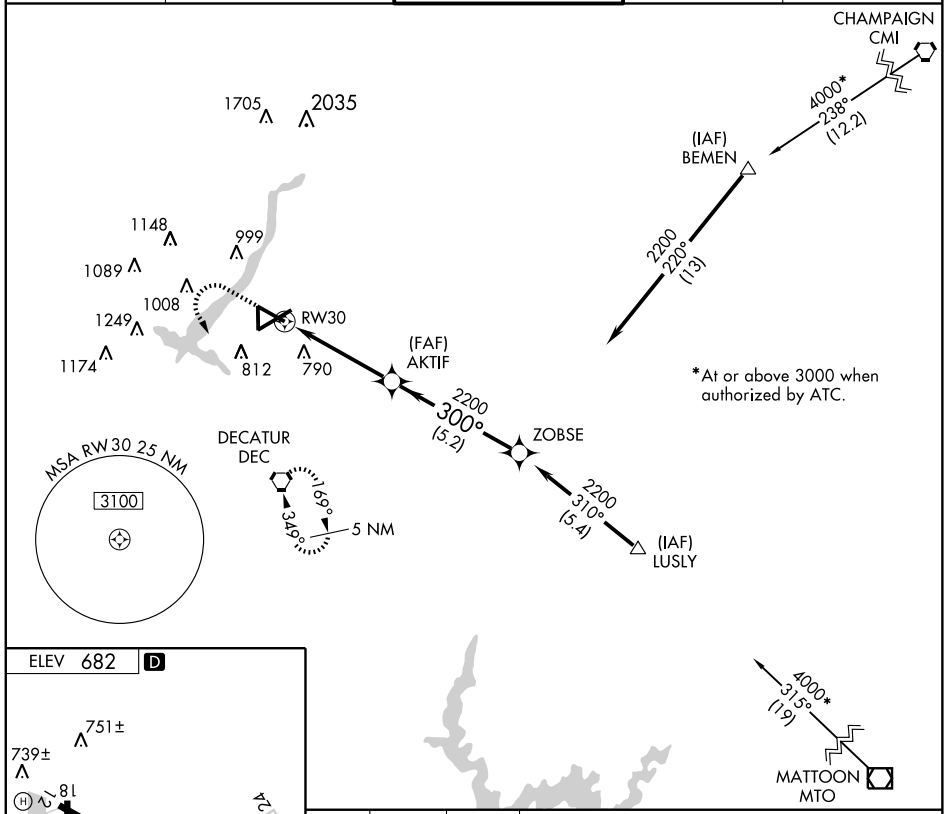
APP CRS	Rwy Idg	6799
300°	TDZE	679
	Apt Elev	682

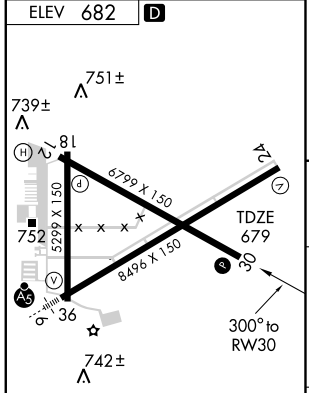
GPS RWY 30
DECATUR (DEC)

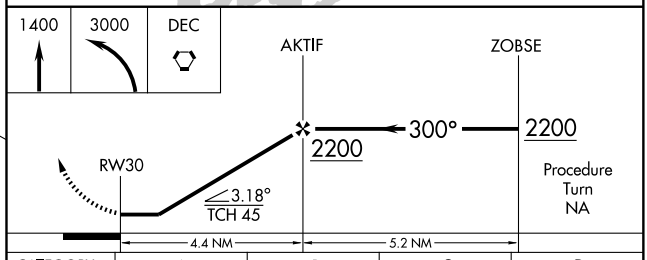
NA

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct DEC VORTAC and hold.

ATIS	CHAMPAIGN APP CON*	DECATUR TOWER*	GND CON	UNICOM
126.35	132.85 291.0	118.9 (CTAF) L 392.1	121.75 392.1	122.95







CATEGORY	A	B	C	D
S-30	1040-1 361 (400-1)			1040-1¼ 361 (400-1¼)
CIRCLING	1120-1 438 (500-1)	1140-1 458 (500-1)	1240-1½ 558 (600-1½)	1300-2 618 (700-2)

REIL Rwy 36
HIRL Rwy 6-24 L
MIRL Rwys 12-30 and 18-36 L

EC-3, 14 JAN 2010 to 11 FEB 2010

ILS or LOC RWY 6

DECATUR (DEC)

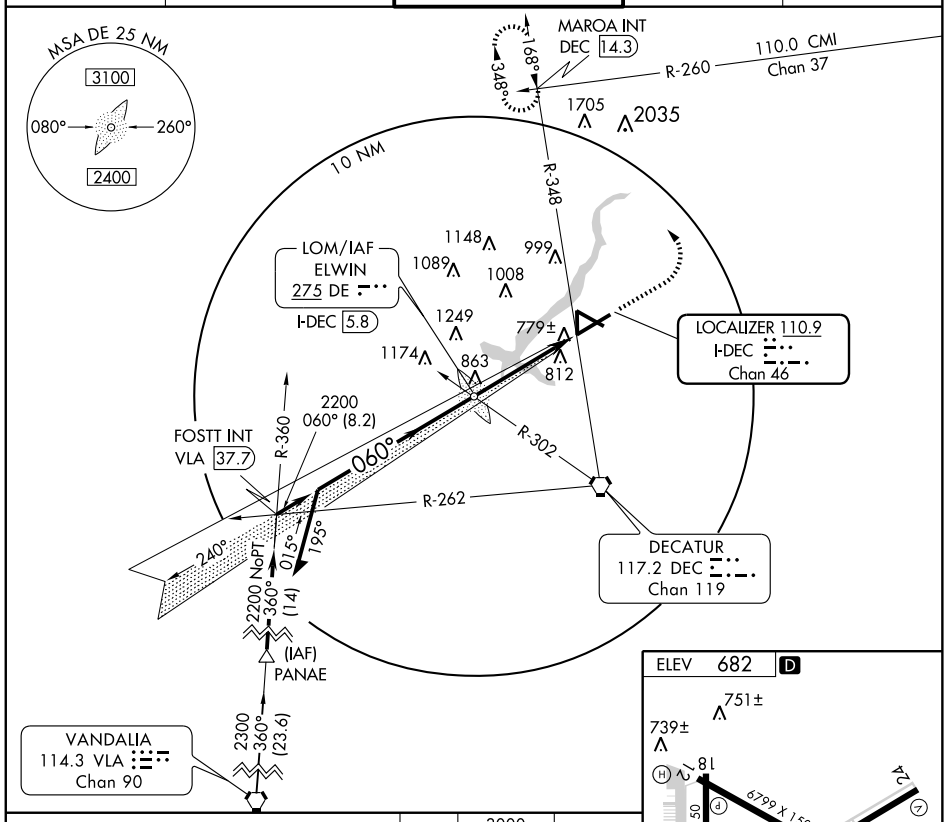
LOC/DME I-DEC	APP CRS	Rwy Idg	8496
110.9	060°	TDZE	676
Chan 46		Apt Elev	682

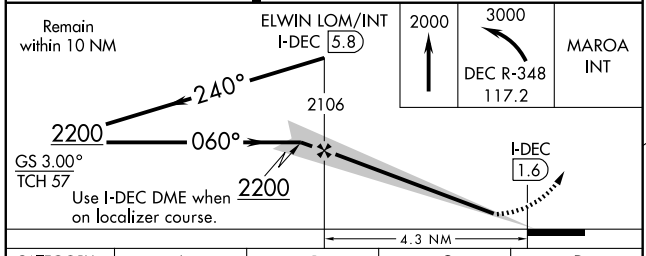
* RVR 1800 authorized with the use of FD or AD or HUD to DA.

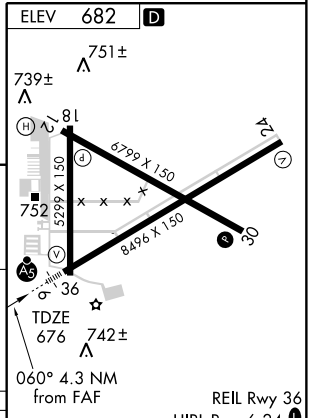
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via DEC R-348 to MAROA Int and hold.

ATIS	CHAMPAIGN APP CON*	DECATUR TOWER*	GND CON	UNICOM
126.35	132.85 291.0	118.9 (CTAF) L 392.1	121.75 392.1	122.95







REIL Rwy 36
HIRL Rwy 6-24 L
MIRL Rwys 12-30 and 18-36 L

CATEGORY	A	B	C	D
S-ILS 6	* 876/24 200 (200-½)			
S-LOC 6	1100/24 424 (500-½)		1100/40 424 (500-¾)	
CIRCLING	1200-1 518 (600-1)		1240-1½ 558 (600-1½)	1300-2 618 (700-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-3. 14 JAN 2010 to 11 FEB 2010

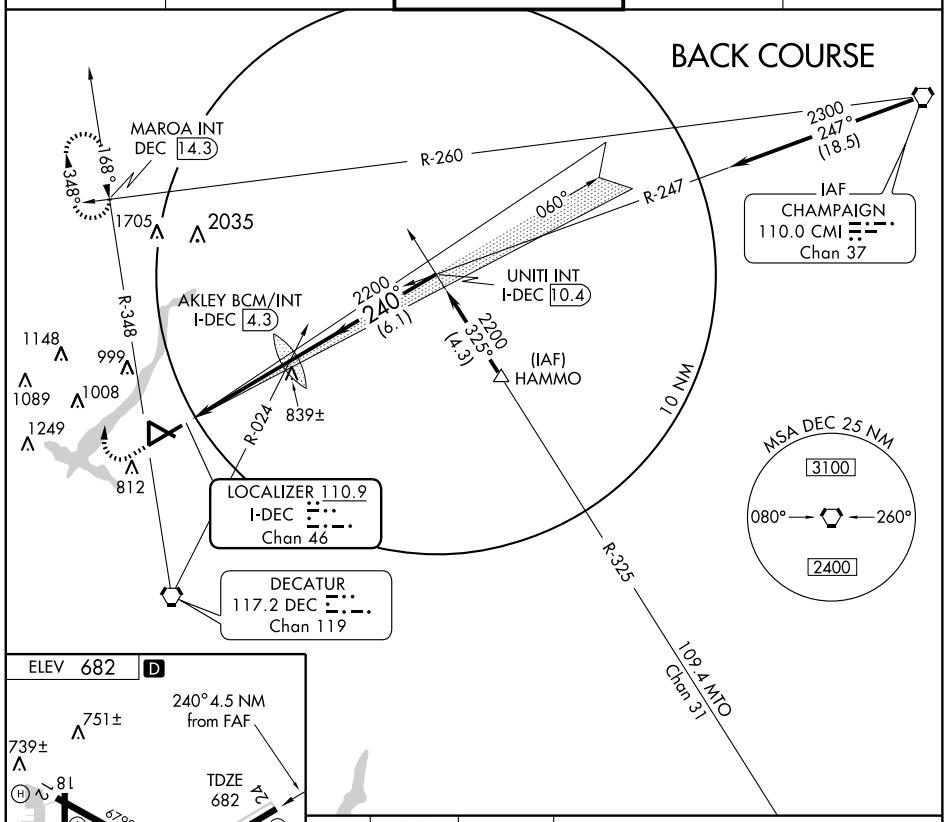
LOC/DME I-DEC	APP CRS	Rwy Idg	8496
110.9	240°	TDZE	682
Chan 46		Apt Elev	682

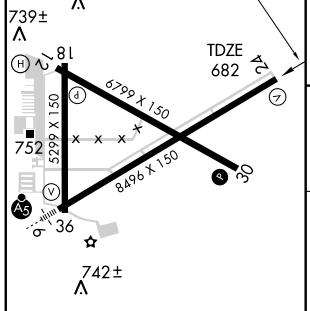
LOC BC RWY 24

DECATUR (DEC)

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via DEC R-348 to MAROA Int and hold.

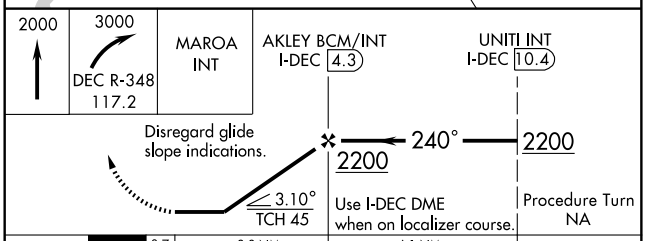
ATIS	CHAMPAIGN APP CON*	DECATUR TOWER*	GND CON	UNICOM
126.35	132.85 291.0	118.9 (CTAF) L 392.1	121.75 392.1	122.95





REIL Rwy 36
HIRL Rwy 6-24 L
MIRL Rwys 12-30 and 18-36 L

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-24	1060-1 378 (400-1)			1060-1¼ 378 (400-1¼)
CIRCLING	1200-1 518 (600-1)		1240-1½ 558 (600-1½)	1300-2 618 (700-2)

WAAS	APP CRS	Rwy Idg	8496
Chan 86207	060°	TDZE	676
W06A		Apt Elev	682

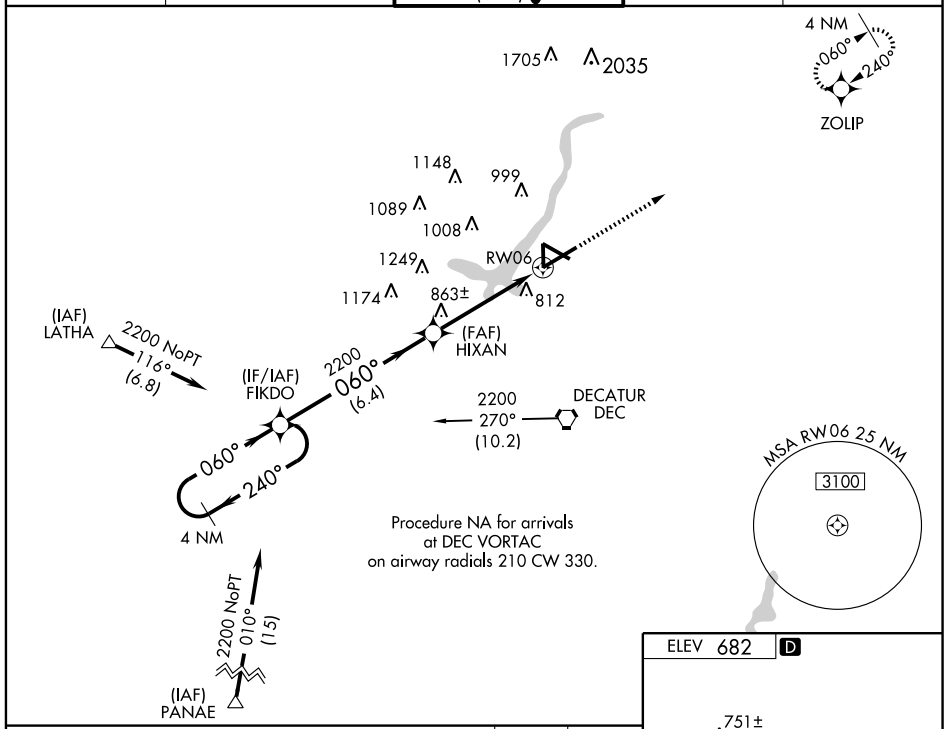
RNAV (GPS) RWY 6
DECATUR (DEC)

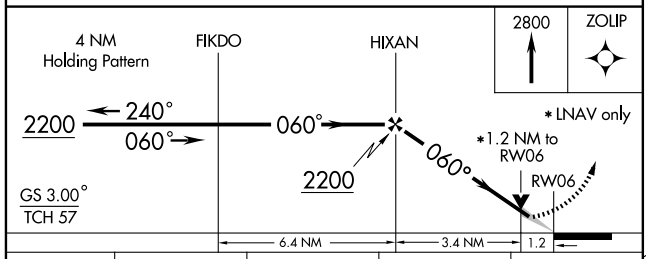
If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 80 feet. Baro-VNAV and VDP NA when using Logan County altimeter setting. For inoperative MALSR increase LPV visibility to RVR 5000 all Cats and LNAV Cat D visibility to RVR 6000. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).

MALSR

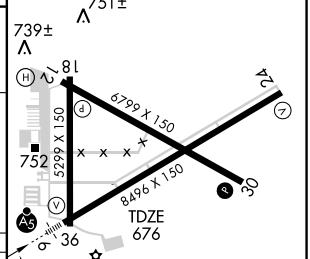
MISSED APPROACH: Climb to 2800 direct ZOLIP and hold.

ATIS	CHAMPAIGN APP CON★	DECATUR TOWER★	GND CON	UNICOM
126.35	132.85 291.0	118.9 (CTAF) 392.1	121.75 392.1	122.95





CATEGORY	A	B	C	D
LPV DA	950/24 274 (300-½)			
LNAV/VNAV DA	1100/50 424 (500-1)			
LNAV MDA	1100/24 424 (500-½)		1100/40 424 (500-¾)	1100/50 424 (500-1)
CIRCLING	1200-1½ 518 (600-1½)		1240-1½ 558 (600-1½)	1300-2 618 (700-2)



REIL Rwy 36
HIRL Rwy 6-24 (L)
MIRL Rwys 12-30 and 18-36 (L)

EC-3, 14 JAN 2010 to 11 FEB 2010

DECATUR, ILLINOIS

AL-710 (FAA)

APP CRS	Rwy Idg	5299
180°	TDZE	679
	Apt Elev	682

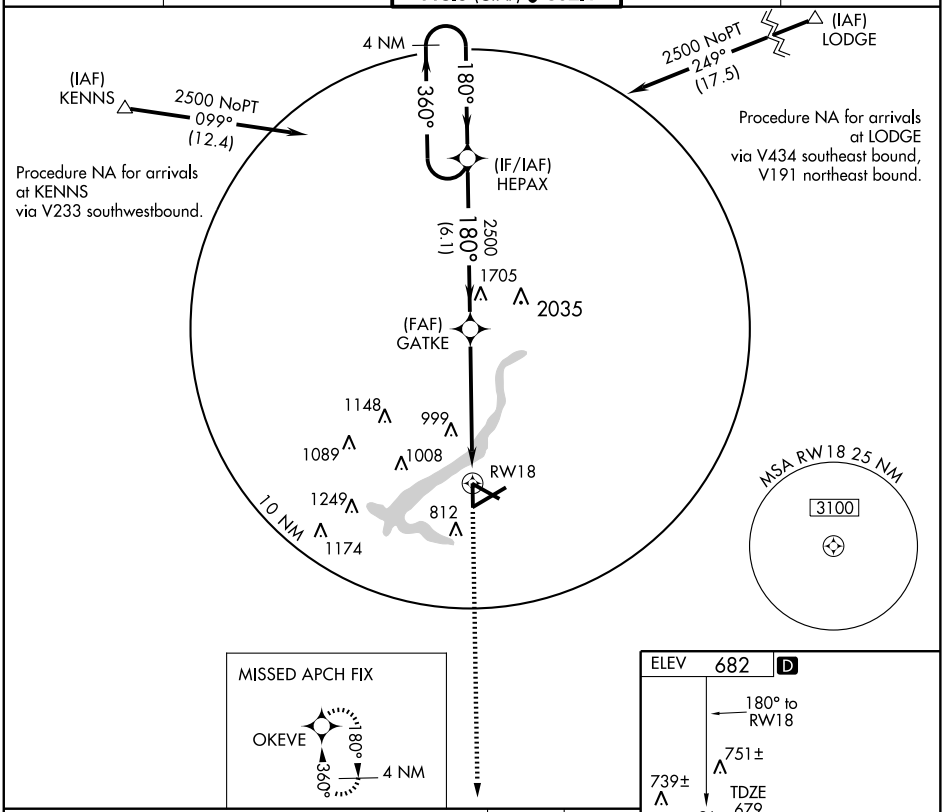
RNAV (GPS) RWY 18

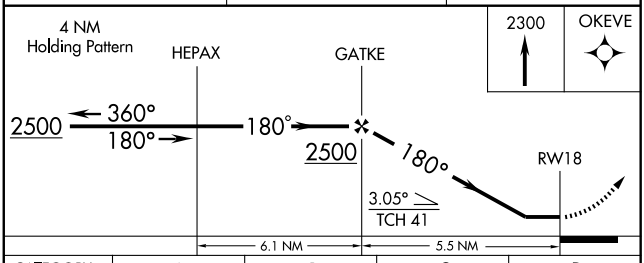
DECATUR (DEC)

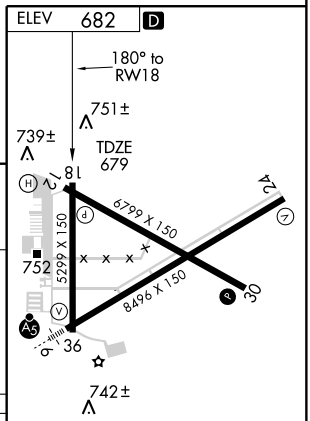
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2300 direct OKEVE and hold.

ATIS	CHAMPAIGN APP CON★	DECATUR TOWER★	GND CON	UNICOM
126.35	132.85 291.0	118.9 (CTAF) L 392.1	121.75 392.1	122.95







CATEGORY	A	B	C	D
LNAV MDA	1240-1	561 (600-1)	1240-1½ 561 (600-1½)	1240-1¾ 561 (600-1¾)
CIRCLING	1240-1	558 (600-1)	1240-1½ 558 (600-1½)	1300-2 618 (700-2)

REIL Rwy 36
HIRL Rwy 6-24 L
MIRL Rwys 12-30 and 18-36 L

EC-3. 14 JAN 2010 to 11 FEB 2010

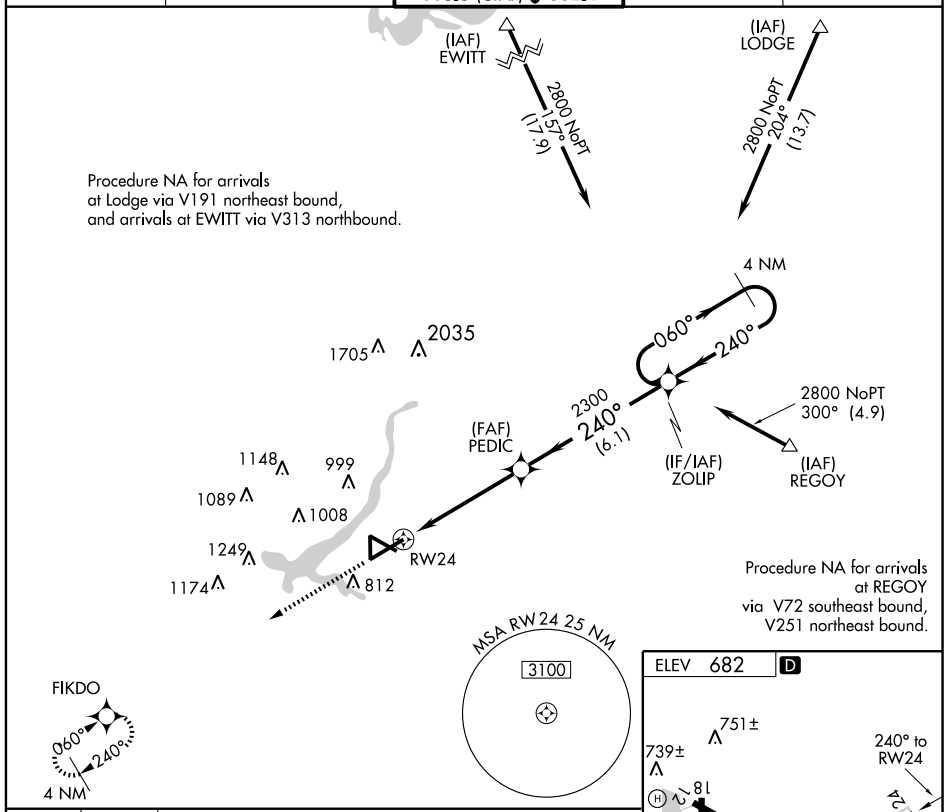
APP CRS	Rwy Idg	8496
240°	TDZE	682
	Apt Elev	682

RNAV (GPS) RWY 24
DECATUR (DEC)

If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 80 feet. VDP NA when using Logan County altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct FIKDO and hold.

ATIS	CHAMPAIGN APP CON*	DECATUR TOWER*	GND CON	UNICOM
126.35	132.85 291.0	118.9 (CTAF) L 392.1	121.75 392.1	122.95



CATEGORY	A	B	C	D
LNAV MDA	1100-1 418 (500-1)		1100-1¼ 418 (500-1¼)	
CIRCLING	1200-1 518 (600-1)		1240-1½ 558 (600-1½)	1300-2 618 (700-2)

REIL Rwy 36
HIRL Rwy 6-24 L
MIRL Rwys 12-30 and 18-36 L

EC-3, 14 JAN 2010 to 11 FEB 2010

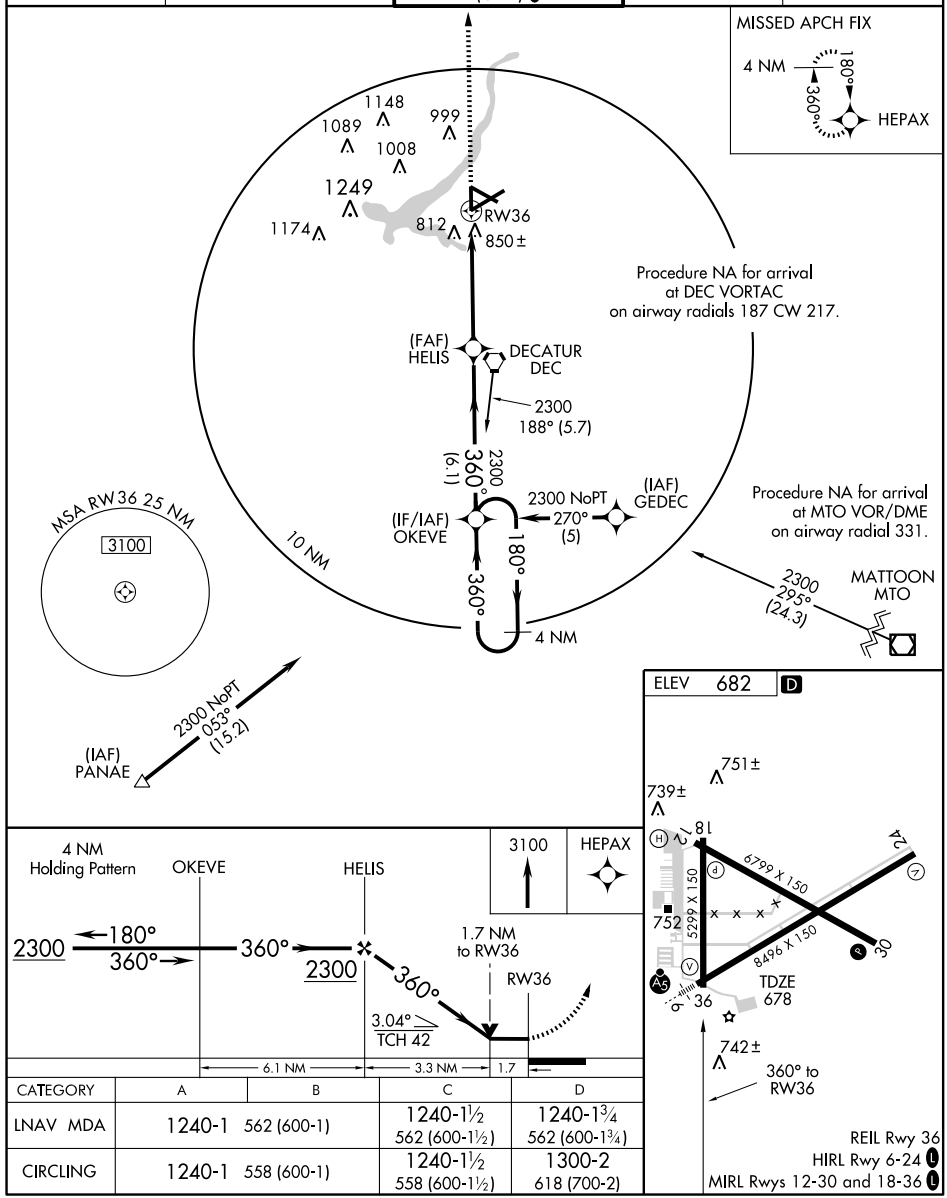
APP CRS	Rwy Idg	5299
360°	TDZE	678
	Apt Elev	682

RNAV (GPS) RWY 36
DECATUR (DEC)

If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 80 feet. VDP NA when using Logan County altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct HEPAX and hold.

ATIS	CHAMPAIGN APP CON★	DECATUR TOWER★	GND CON	UNICOM
126.35	132.85 291.0	118.9 (CTAF) L 392.1	121.75 392.1	122.95



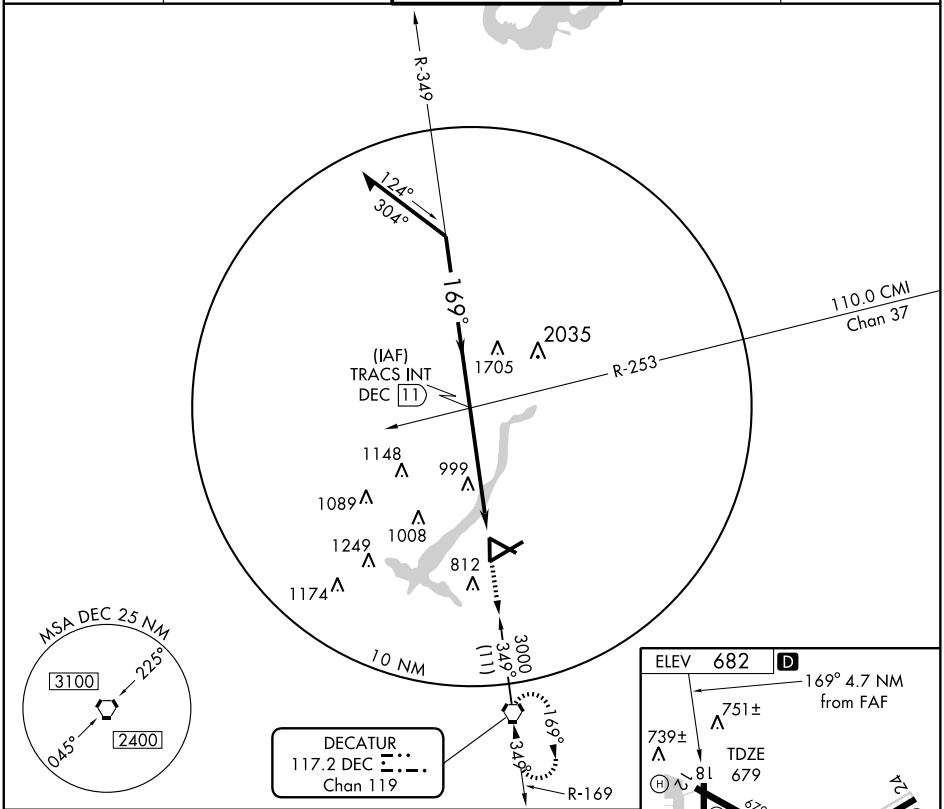
CATEGORY	A	B	C	D
LNAV MDA	1240-1	562 (600-1)	1240-1½ 562 (600-1½)	1240-1¾ 562 (600-1¾)
CIRCLING	1240-1	558 (600-1)	1240-1½ 558 (600-1½)	1300-2 618 (700-2)

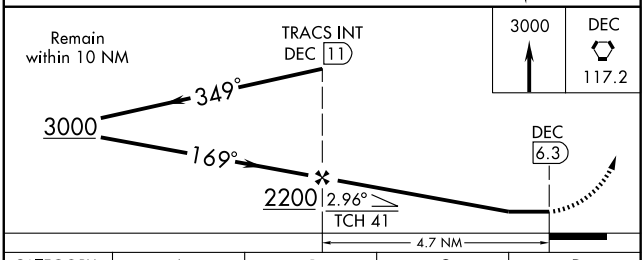
VORTAC DEC	APP CRS	Rwy Idg	5299
117.2	169°	TDZE	679
Chan 119		Apt Elev	682

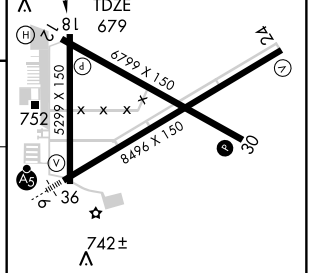
VOR RWY 18
DECATUR (DEC)

MISSED APPROACH: Climb to 3000 direct DEC VORTAC and hold.

ATIS	CHAMPAIGN APP CON*	DECATUR TOWER*	GND CON	UNICOM
126.35	132.85 291.0	118.9 (CTAF) L 392.1	121.75 392.1	122.95







CATEGORY	A	B	C	D
S-18	1260-1	581 (600-1)	1260-1½ 581 (600-1½)	1260-1¾ 581 (600-1¾)
CIRCLING	1260-1	578 (600-1)	1260-1½ 578 (600-1½)	1300-2 618 (700-2)

REIL Rwy 36
HIRL Rwy 6-24 L
MIRL Rwys 12-30 and 18-36 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-3. 14 JAN 2010 to 11 FEB 2010

DECATUR, ILLINOIS

AL-710 (FAA)

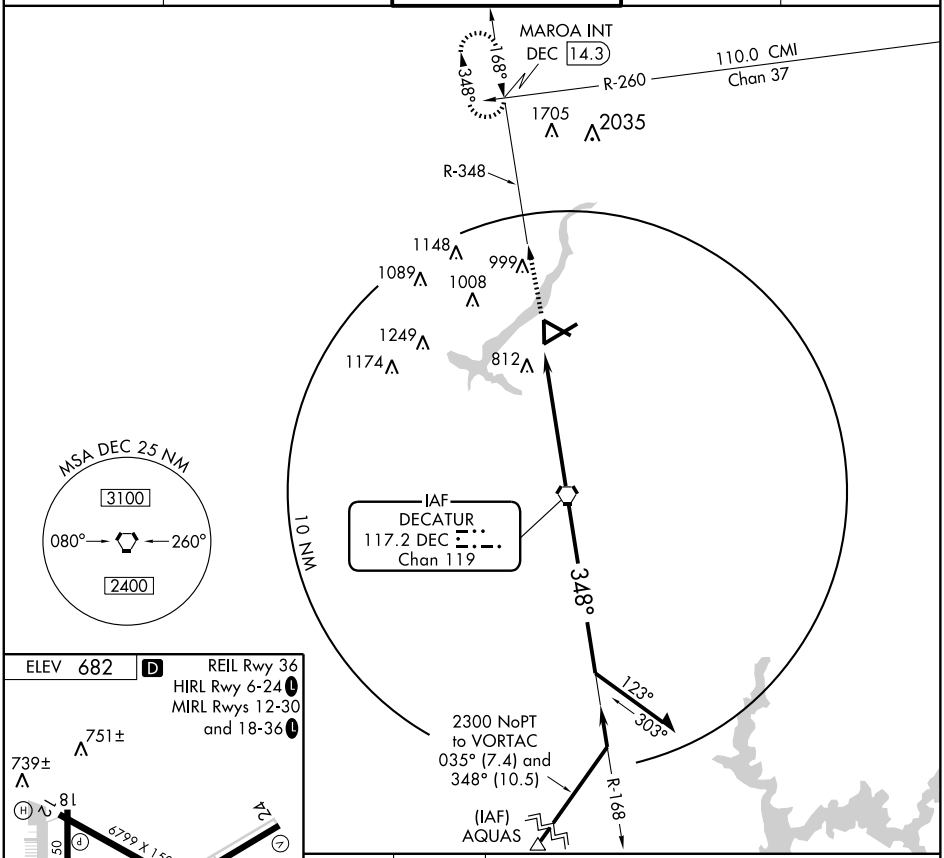
VORTAC DEC 117.2 Chan 119	APP CRS 348°	Rwy Idg 5299 TDZE 678 Apt Elev 682

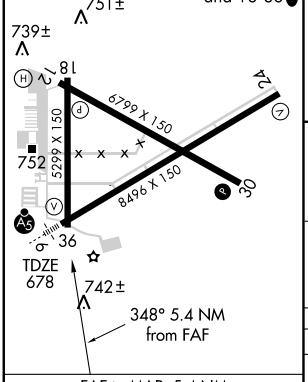
VOR RWY 36

DECATUR (DEC)

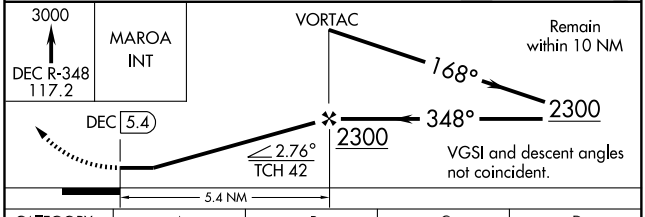
MISSED APPROACH: Climb to 3000 via DEC R-348 to MAROA Int and hold.

ATIS	CHAMPAIGN APP CON★	DECATUR TOWER★	GND CON	UNICOM
126.35	132.85 291.0	118.9 (CTAF) L 392.1	121.75 392.1	122.95





FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-36	1160-1 482 (500-1)		1160-1¼ 482 (500-1¼)	1160-1½ 482 (500-1½)
CIRCLING	1200-1 518 (600-1)		1240-1½ 558 (600-1½)	1300-2 618 (700-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3899
082°	TDZE	782
	Apt Elev	785

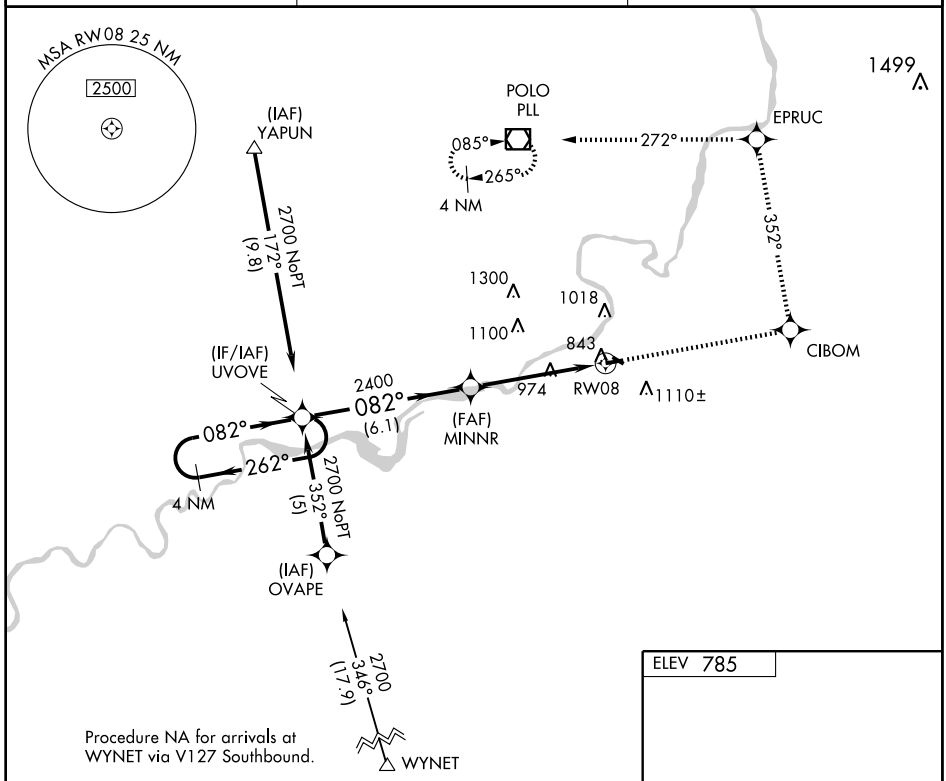
RNAV (GPS) RWY 8

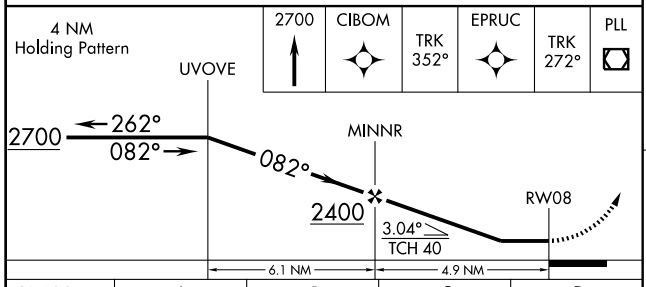
DIXON MUNI-CHARLES R. WALGREEN FIELD (C73)

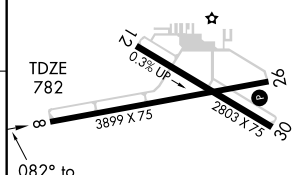
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Rochelle altimeter setting, when not received use Sterling-Rockfalls altimeter setting.

MISSED APPROACH: Climb to 2700 direct CIBOM and via track 352° to EPRUC and via track 272° to PLL VOR/DME and hold.

ROCHELLE AWOS-3	ROCKFORD APP CON	UNICOM
119.675	126.0 327.0	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1280-1 498 (500-1)		1280-1¼ 498 (500-1¼)	NA
CIRCLING	1500-1 715 (800-1)	1520-1 735 (800-1)	1520-2 735 (800-2)	NA

REIL Rwy 8 L
MIRL Rwys 8-26 and 12-30 L

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	3899
CH 65712	262°	TDZE	784
W26A		Apt Elev	785

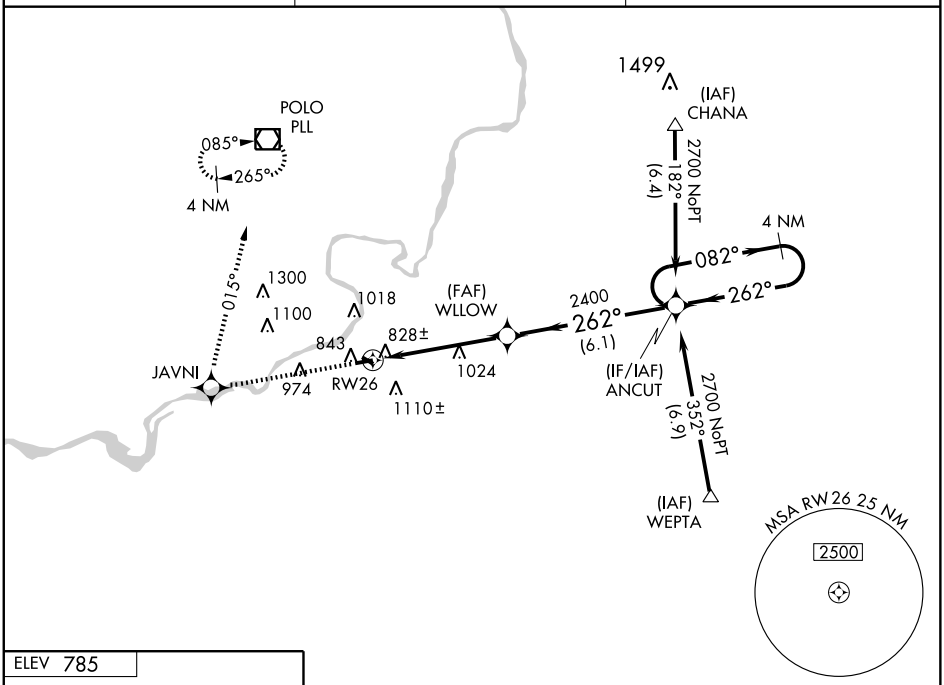
RNAV (GPS) RWY 26

DIXON MUNI-CHARLES R. WALGREEN FIELD (C73)

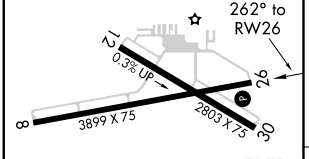
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Rochelle altimeter setting, when not received use Sterling-Rockfalls altimeter setting.

MISSED APPROACH: Climb to 2700 direct JAVNI and right turn via track 015° to PLL VOR/DME and hold.

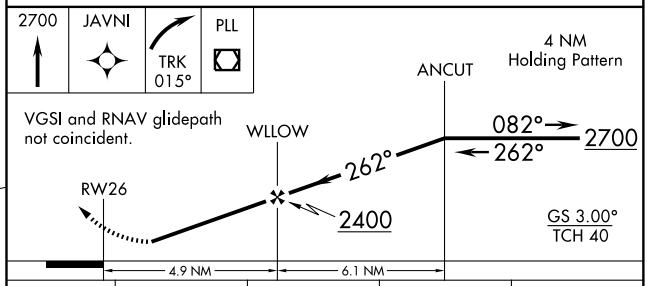
ROCHELLE AWOS-3	ROCKFORD APP CON	UNICOM
119.675	126.0 327.0	123.05 (CTAF) L



ELEV 785



REIL Rwy 8 L
MIRL Rwys 8-26 and 12-30 L



CATEGORY	A	B	C	D
LPV DA	1107-1¼ 323 (400-1¼)			NA
LNAV/VNAV DA	1377-2 593 (600-2)			NA
LNAV MDA	1340-1 556 (600-1)		1340-1½ 556 (600-1½)	NA
CIRCLING	1500-1 715 (800-1)	1520-1 735 (800-1)	1520-2 735 (800-2)	NA

EC-3. 14 JAN 2010 to 11 FEB 2010

VOR/DME PLL	APP CRS	Rwy Idg	N/A
111.2	153°	TDZE	N/A
Chan 49		Apt Elev	785

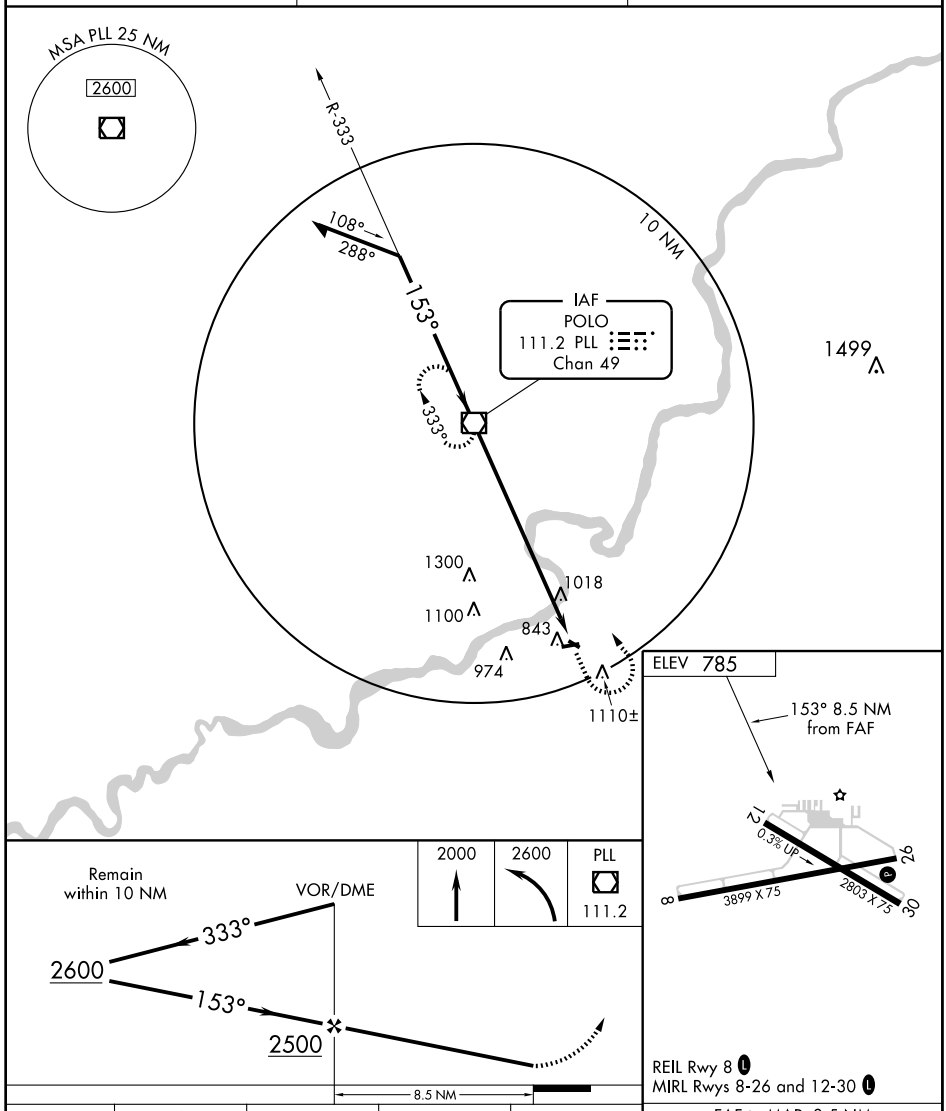
VOR-A

DIXON MUNI-CHARLES R. WALGREEN FIELD (C73)

NA — Use Rochelle altimeter setting, when not received use Sterling-Rockfalls altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct PLL VOR/DME and hold.

ROCHELLE AWOS-3	ROCKFORD APP CON	UNICOM
119.675	126.0 327.0	123.05 (CTAF) L



REIL Rwy 8 L
MIRL Rwys 8-26 and 12-30 L

CATEGORY	A	B	C	D
CIRCLING	1500-1 715 (800-1)	1520-1 735 (800-1)	NA	

FAF to MAP 8.5 NM

Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2064
270°	TDZE	629
	Apt Elev	632

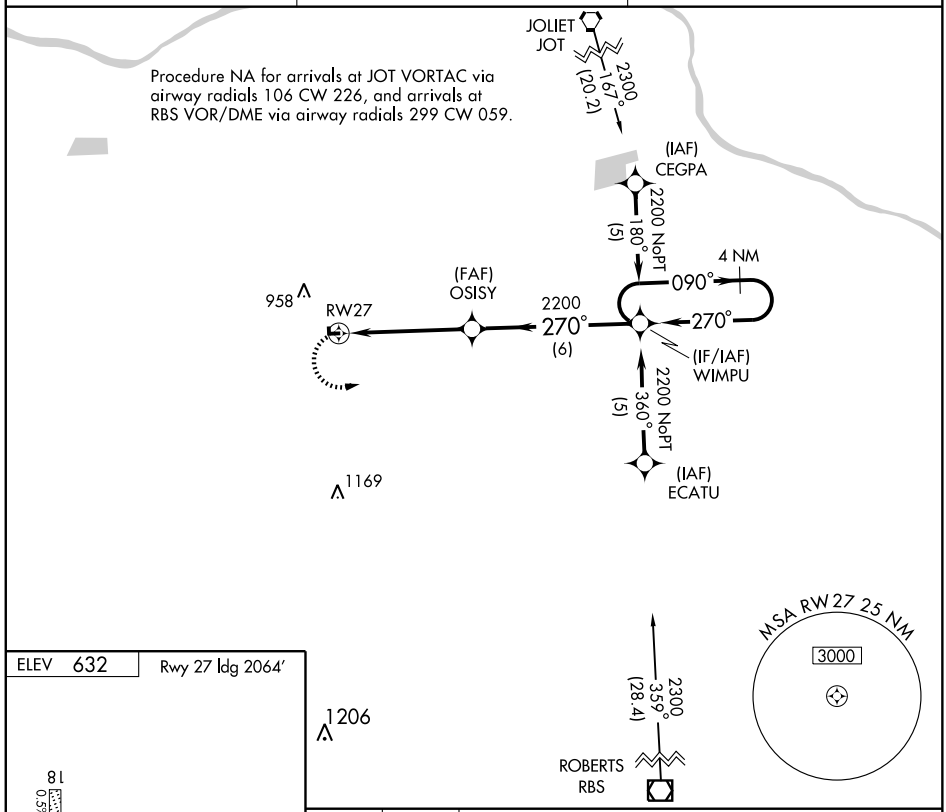
RNAV (GPS) RWY 27
DWIGHT (DTG)

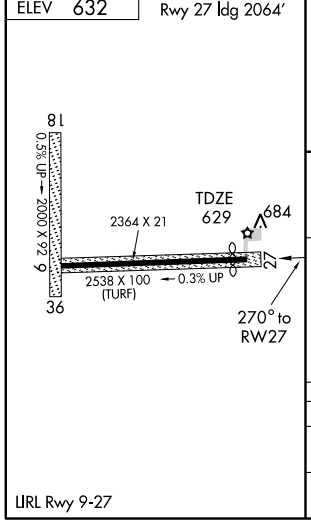
NA — Use Pontiac altimeter setting; if not received, use Morris altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA north of Rwy 9-27.

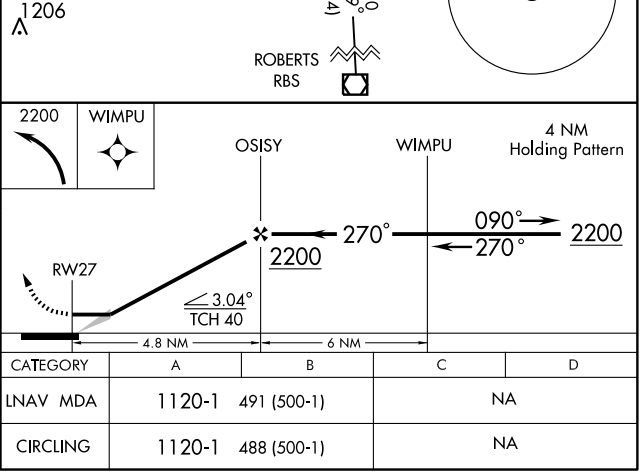
MISSED APPROACH: Climbing left turn to 2200 direct WIMPU and hold.

PONTIAC AWOS-3	CHICAGO CENTER	UNICOM
119.675	**123.75 354.0**	**122.8** (CTAF)

Procedure NA for arrivals at JOT VORTAC via airway radials 106 CW 226, and arrivals at RBS VOR/DME via airway radials 299 CW 059.







CATEGORY	A	B	C	D
LNAV MDA	1120-1	491 (500-1)	NA	
CIRCLING	1120-1	488 (500-1)	NA	

LIRL Rwy 9-27

EC-3, 14 JAN 2010 to 11 FEB 2010

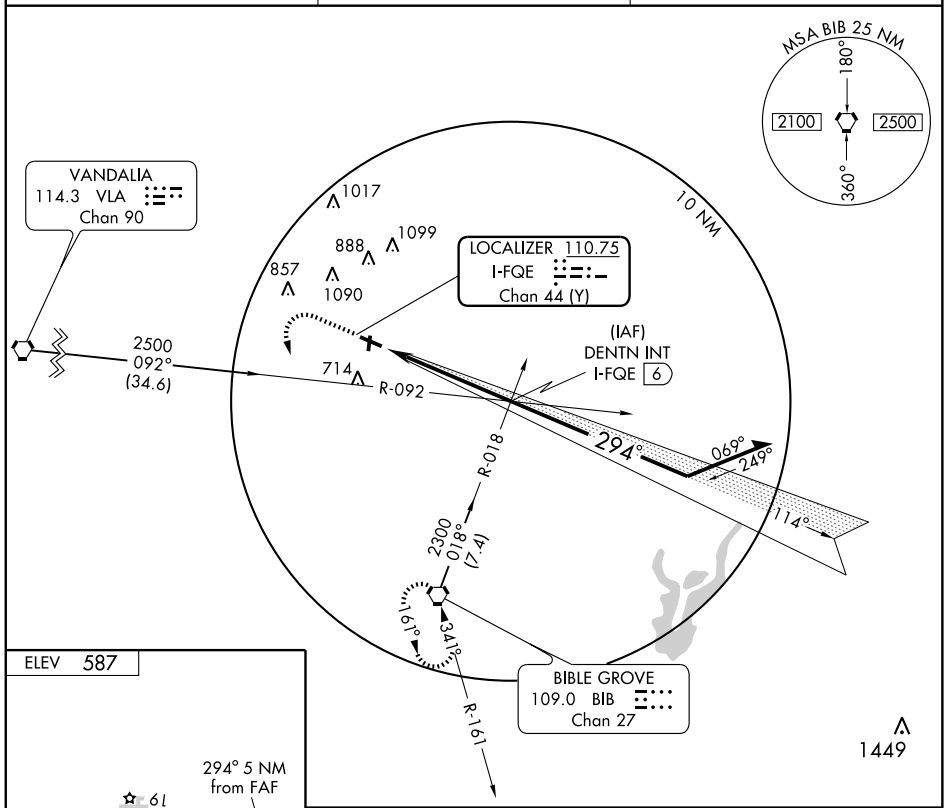
LOC/DME I-FQE	APP CRS	Rwy Idg	5100
110.75	294°	TDZE	580
Chan 44		Apt Elev	587

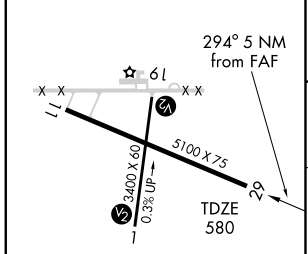
LOC RWY 29

EFFINGHAM COUNTY MEMORIAL (1H2)

MISSED APPROACH: Climb to 1800 then climbing left turn to 2300 direct BIB VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	124.3 269.15	122.8 (CTAF) L

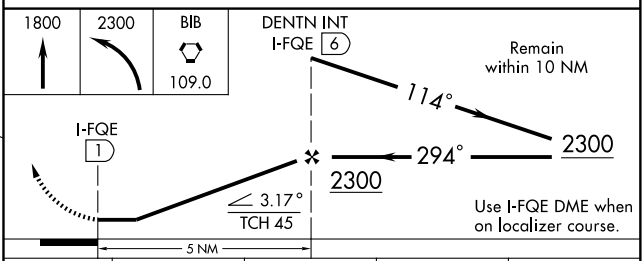




REIL Rwy 29 L
MIRL Rwys 1-19
and 11-29 L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-29	940-1 360 (400-1)			940-1¼ 360 (400-1¼)
CIRCLING	1080-1 493 (500-1)		1080-1½ 493 (500-1½)	1280-2¼ 693 (700-2¼)

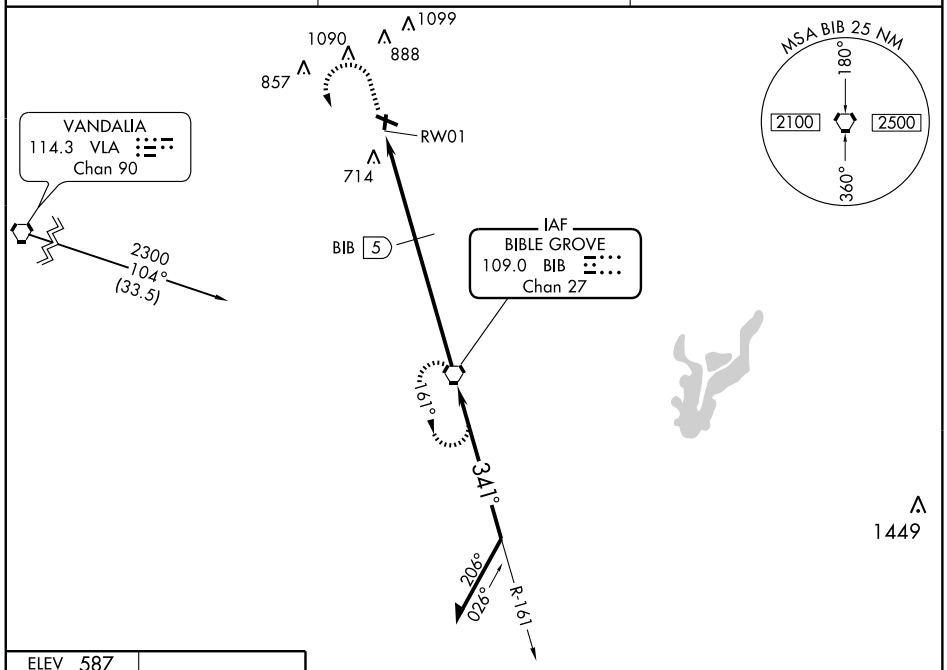
VORTAC BIB	APP CRS	Rwy Idg	3400
109.0	341°	TDZE	581
Chan 27		Apt Elev	587

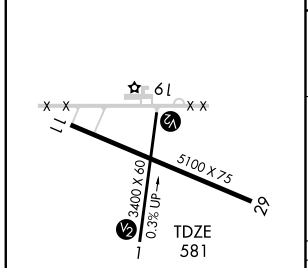
VOR or GPS RWY 1

EFFINGHAM COUNTY MEMORIAL (1H2)

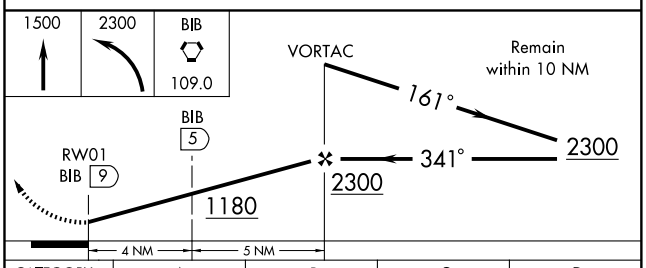
MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct BIB VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	124.3 269.15	122.8 (CTAF) L





FAF to MAP 9 NM					
Knots	60	90	120	150	180
Min:Sec	9:00	6:00	4:30	3:36	3:00



CATEGORY	A	B	C	D
S-1	1180-1	599 (600-1)	1180-1½ 599 (600-1½)	1180-1¾ 599 (600-1¾)
CIRCLING	1180-1	595 (600-1)	1180-1½ 595 (600-1½)	1280-2¼ 695 (700-2¼)
DME MINIMUMS				
S-1	1020-1	439 (500-1)	1020-1¼ 439 (500-1¼)	1020-1½ 439 (500-1½)
CIRCLING	1080-1	495 (500-1)	1080-1½ 495 (500-1½)	1280-2¼ 695 (700-2¼)

EC-3, 14 JAN 2010 to 11 FEB 2010

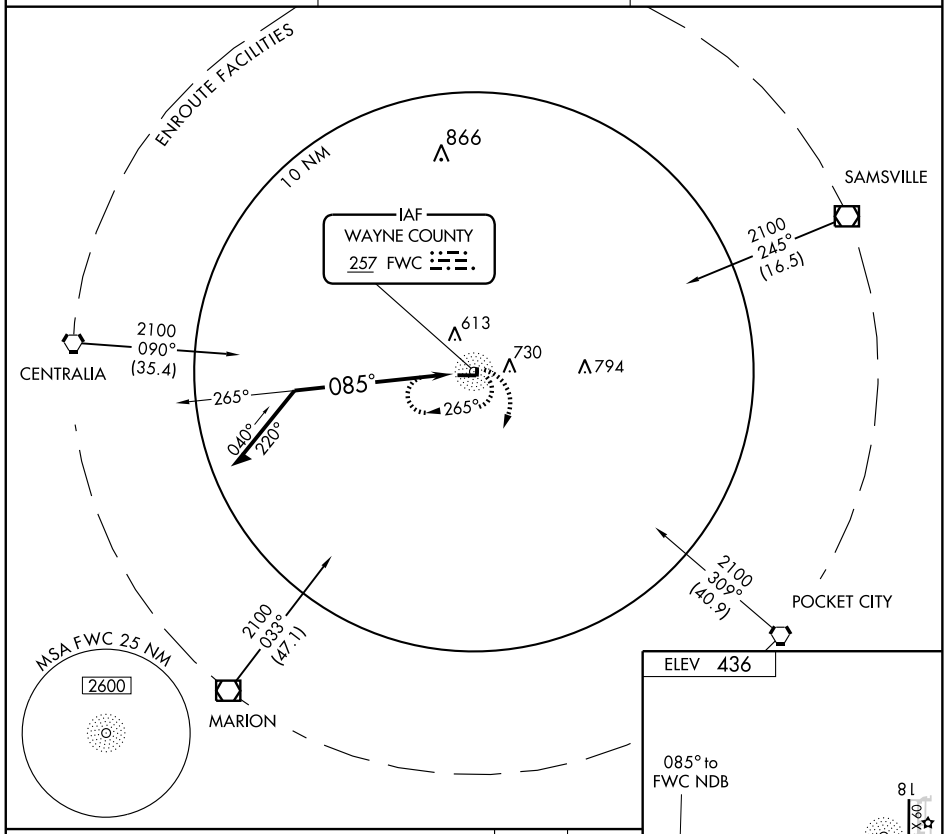
NDB FWC 257	APP CRS 085°	Rwy Idg 4000 TDZE 436 Apt Elev 436

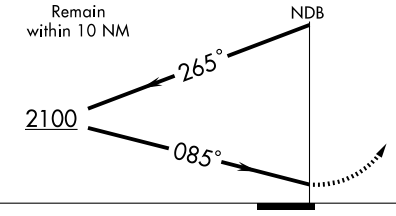
NDB RWY 9
FAIRFIELD MUNI (FWC)

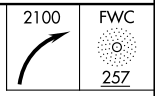
NA

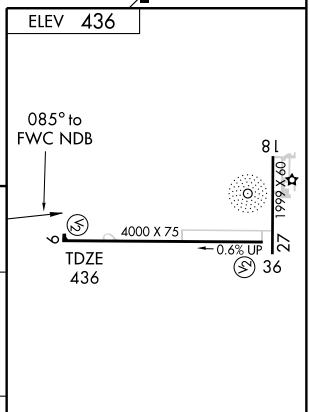
MISSED APPROACH: Climbing right turn to 2100 in the FWC NDB holding pattern.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.425	127.7 317.7	123.05 (CTAF) L









CATEGORY	A	B	C	D
S-9	1100-1	664 (700-1)	1100-1¾ 664 (700-1¾)	NA
CIRCLING	1100-1	664 (700-1)	1100-1¾ 664 (700-1¾)	NA

REIL Rwy 9 L
MIRL Rwys 18-36 and 9-27 L

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
091°	TDZE	436
	Apt Elev	436

RNAV (GPS) RWY 9

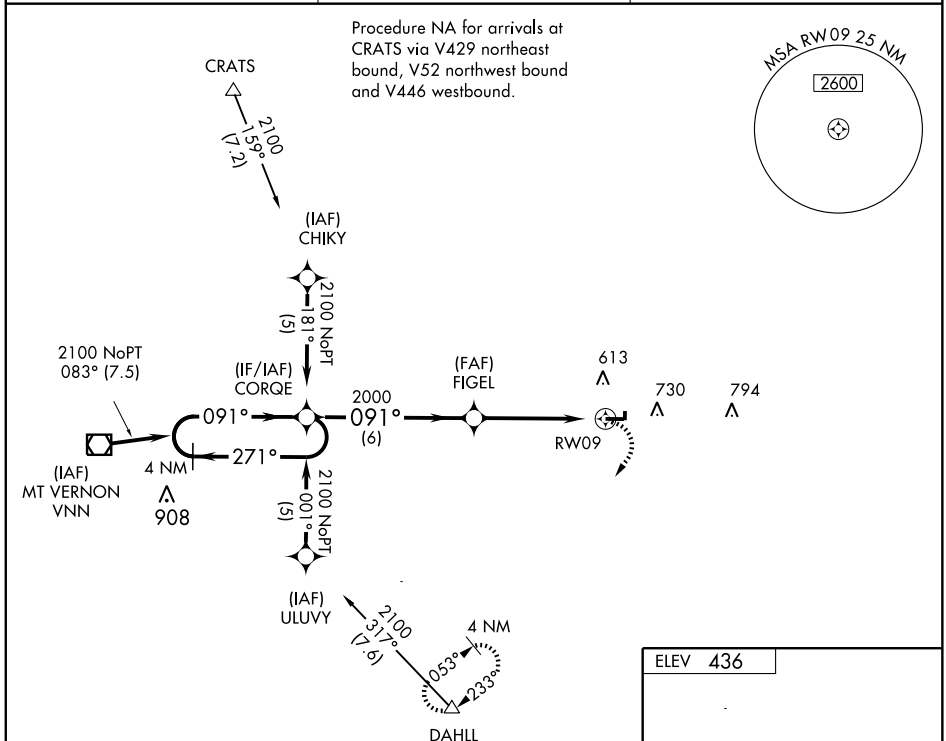
FAIRFIELD MUNI (FWC)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Flora altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.

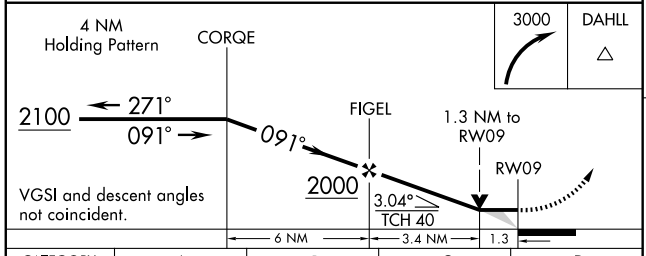
MISSED APPROACH: Climbing right turn to 3000 direct DAHLL and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.425	127.7 317.7	123.05 (CTAF) L

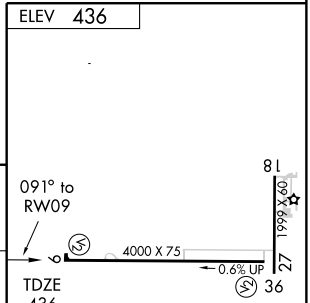
Procedure NA for arrivals at CRATS via V429 northeast bound, V52 northwest bound and V446 westbound.



Procedure NA for arrivals at DAHLL via V4 eastbound.



CATEGORY	A	B	C	D
LNAV MDA	880-1 444 (500-1)		880-1¼ 444 (500-1¼)	NA
CIRCLING	1040-1 604 (700-1)		1040-1¾ 604 (700-1¾)	NA



REIL Rwy 9 L
MIRL Rwys 18-36 and 9-27 L

EC-3, 14 JAN 2010 to 11 FEB 2010

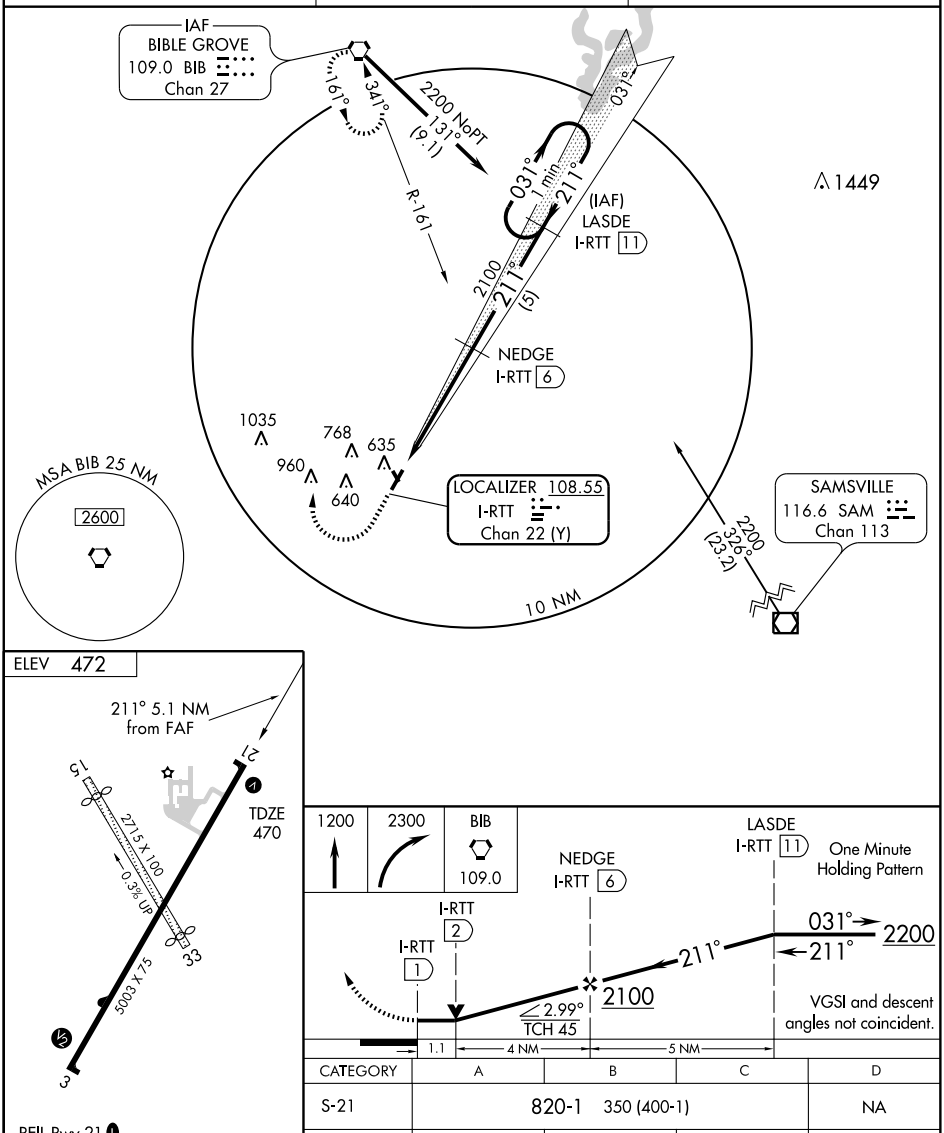
LOC/DME I-RTT	APP CRS	Rwy Idg	5003
108.55	211°	TDZE	470
Chan 22 (Y)		Apt Elev	472

LOC/DME RWY 21
FLORA MUNI (FOA)

T
NA

MISSED APPROACH: Climb to 1200 then climbing right turn to 2300 direct to BIB VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.175	127.7 317.7	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-21	820-1 350 (400-1)			NA
CIRCLING	940-1 468 (500-1)	1120-1 648 (700-1)	1120-1¾ 648 (700-1¾)	NA

REIL Rwy 21 L
MIRL Rwy 3-21 L

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5003
031°	TDZE	473
	Apt Elev	473

RNAV (GPS) RWY 3
FLORA MUNI (FOA)

T A

If local altimeter setting not received, use Olney-Noble altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV NA when using Olney-Noble altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct FIPEN and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.175	127.7 317.7	122.7 (CTAF) L

MISSED APCH FIX
5 NM
031°
211°
FIPEN

1035 768 635 960 640 RW03 589±

KENBE
2600
111°
(12.2)

(FAF)
POWLS
2200
031°
(6.1)

(IAF)
ANEGE
2200 NoPT
121°
(5)

(IF/IAF)
JISID

2200 NoPT
301°
(5)
(IAF)
BEGDE

031°
211°
5 NM

Procedure NA for arrivals on SAM VOR/DME on V44 Eastbound.

SAMSVILLE
SAM
2200
265°
(18.9)

MSA RW03 25 NM
2600

ELEV 473

5 NM Holding Pattern
JISID
POWLS
VGSI and RNAV glidepath not coincident.
2200
FIPEN
211°
2200
031°
031°
2200
RW03
GS 3.00°
TCH 40
6.1 NM
5.2 NM

15 21 27 15 X 100 0.3% UP 33 5003 X 75 13 3
TDZE
473
031° to RW03
REIL Rwy 21 L
MIRL Rwy 3-21 L

CATEGORY	A	B	C	D
LNAV/VNAV DA	859-1½ 386 (400-1½)			NA
LNAV MDA	860-1 387 (400-1)			NA
CIRCLING	940-1 467 (500-1)		1120-1¾ 647 (700-1¾)	NA

EC-3. 14 JAN 2010 to 11 FEB 2010

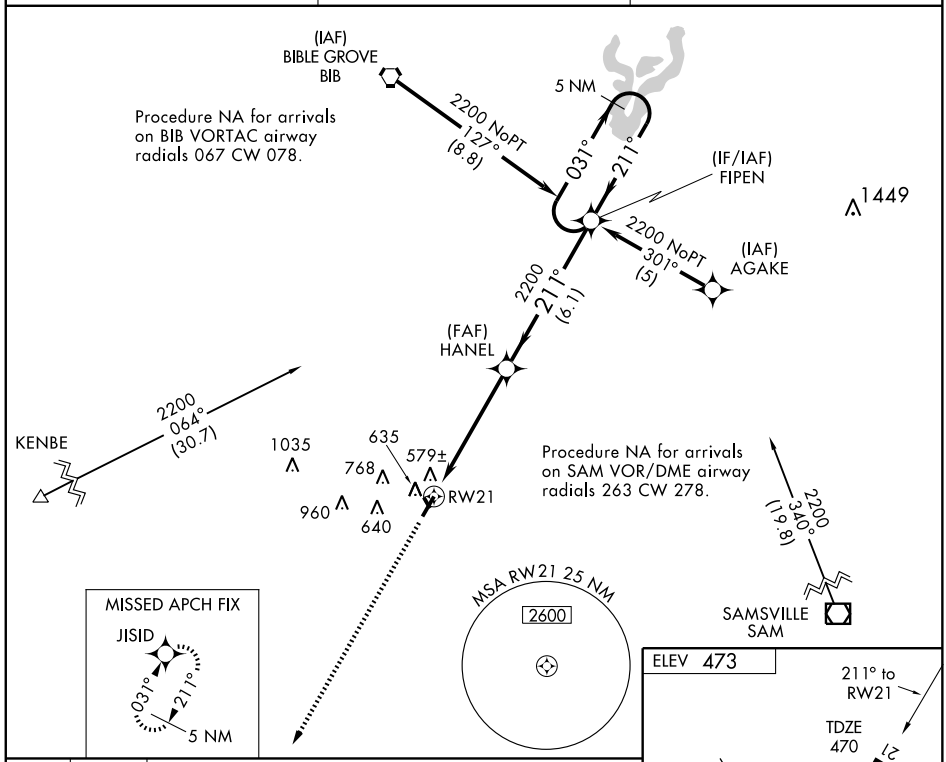
APP CRS	Rwy Idg	5003
211°	TDZE	470
	Apt Elev	473

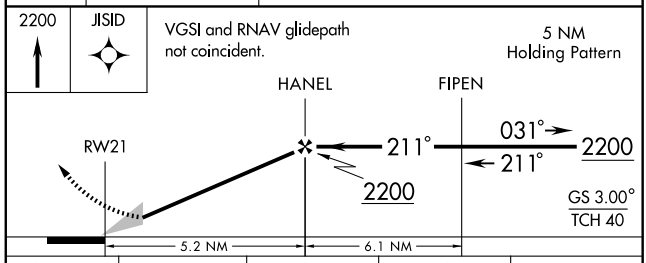
RNAV (GPS) RWY 21
FLORA MUNI (FOA)

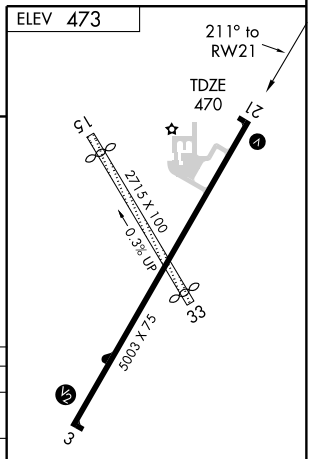
If local altimeter setting not received, use Olney-Noble altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV NA when using Olney-Noble altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct JISID and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.175	127.7 317.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV/ VNAV DA	849-1¼ 379 (400-1¼)			NA
LNAV MDA	900-1 430 (500-1)		900-1¼ 430 (500-1¼)	NA
CIRCLING	940-1 467 (500-1)		1120-1¾ 647 (700-1¾)	NA

REIL Rwy 21 L
MIRL Rwy 3-21 L

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-PJE	APP CRS	Rwy Idg	5504
108.3	234°	TDZE	847
Chan 20		Apt Elev	859

ILS or LOC RWY 24

FREEPORT/ALBERTUS (FEP)

For inoperative MALSR, increase S-LOC 24 Cats A and B visibility to 1. If local altimeter setting not received, use Rockford altimeter setting and increase all DAs 67 feet and all MDAs 80 feet.

MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 via JVL VOR/DME R-221 to ADOSE Int/I-PJE 12.5 DME and hold.

AWOS-3	ROCKFORD APP CON	CLNC DEL	UNICOM
120.525	126.0 327.0	121.85	122.8 (CTAF)

ALTERNATE MISSED APCH FIX

R-278 278° 098°

ROCKFORD 110.8 RFD Chan 45

IAF JANESVILLE 114.3 JVL Chan 90

2600 NoPT 221° (16.6)

Procedure NA for arrival on JVL VOR/DME airway radials 147 CW 278.

R-221

10 NM

054° 1 min 234° 054°

LUNDN INT I-PJE 6.4

2600 234° (6.1)

(IF/IAF) ADOSE INT I-PJE 12.5

R-316

1549 1549

MSA JVL 30 NM

3100

990

R-289

2600 316° (10.9)

LOCALIZER 108.3 I-PJE Chan 20

1262

ROCKFORD 110.8 RFD Chan 45

ELEV 859

234° 5.3 NM from FAF

18 13 2285 X 150 24 31 2496 X 150 TDZE 847 36 5504 X 100 0.3% UP 9

1400 2600 JVL R-221 114.3 ADOSE INT

LUNDN INT I-PJE 6.4

ADOSE INT I-PJE 12.5

One Minute Holding Pattern

I-PJE 2.4

I-PJE 1.1

2600 234° 054° 2600 234° 2600

GS 3.00° TCH 45

1.3 4 NM 6.1 NM

MIRL Rwy 6-24

REIL Rwy 6

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-ILS 24	1047-¾ 200 (200-¾)			
S-LOC 24	1300-¾ 453 (500-¾)			1300-1 453 (500-1)
CIRCLING	1300-1 441 (500-1)	1340-1 481 (500-1)	1380-1½ 521 (600-1½)	1440-2 581 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH 56404 W06A	APP CRS 054°	Rwy Idg 5504 TDZE 859 Apt Elev 859

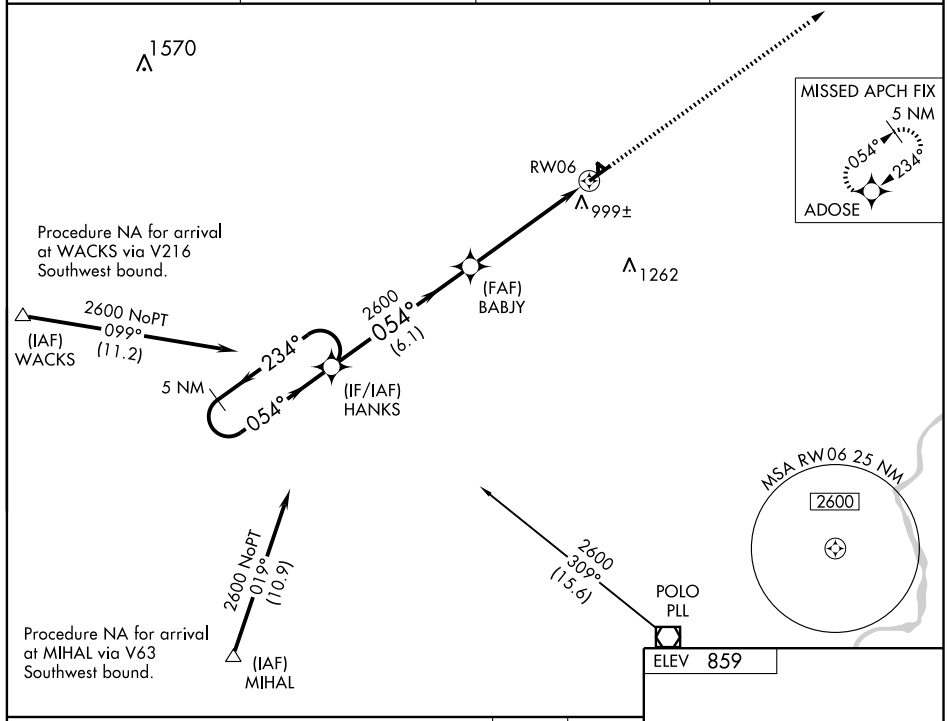
RNAV (GPS) RWY 6

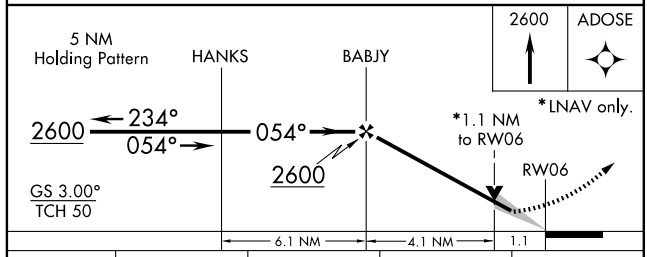
FREEPORT/ALBERTUS (FEP)

If local altimeter setting not received, use Rockford altimeter setting and increase all DAs 67 feet and all MDAs 80 feet. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). Baro-VNAV and VDP NA when using Rockford altimeter setting.

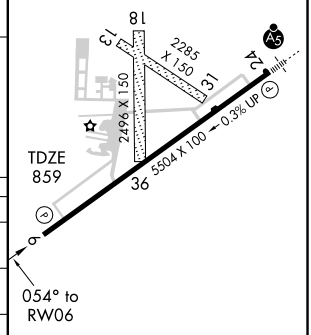
MISSED APPROACH: Climb to 2600 direct ADOSE and hold.

AWOS-3	ROCKFORD APP CON	CLNC DEL	UNICOM
120.525	126.0 327.0	121.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1109-1 250 (300-1)			
LNAV/VNAV DA	1371-1¾ 512 (600-1¾)			
LNAV MDA	1260-1 401 (500-1)		1260-1¼ 401 (500-1¼)	
CIRCLING	1300-1 441 (500-1)	1340-1 481 (500-1)	1380-1½ 521 (600-1½)	1440-2 581 (600-2)



MIRL Rwy 6-24 L
REIL Rwy 6 L

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH 78403 W24A	APP CRS 234°	Rwy Idg 5504 TDZE 847 Apt Elev 859

RNAV (GPS) RWY 24

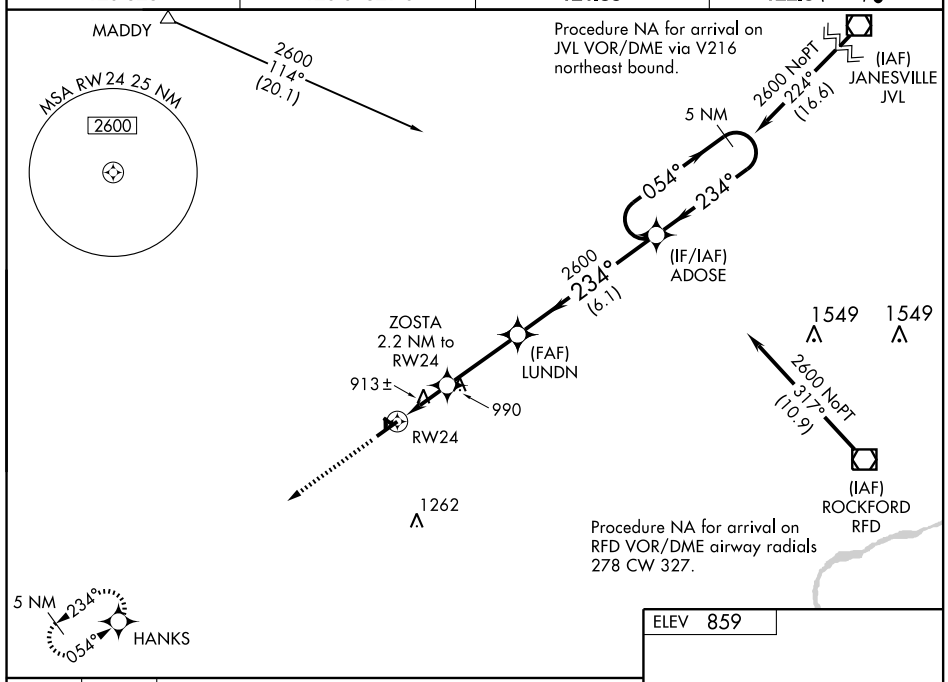
FREEPORT/ALBERTUS (FEP)

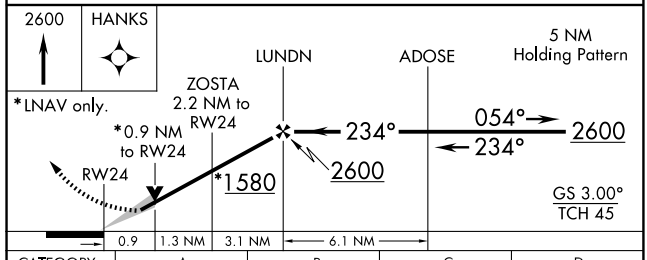
If local altimeter setting not received, use Rockford altimeter setting and increase all DAs 67 feet and all MDAs 80 feet. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). Baro-VNAV and VDP NA when using Rockford altimeter setting. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1, and LNAV Cats A, B and C to 1. Inoperative table does not apply to LNAV Cat. D.

MALSR

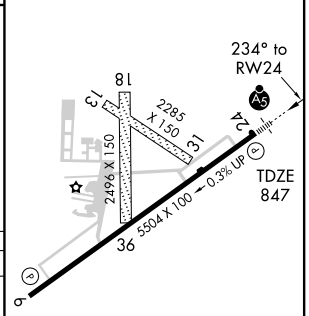
MISSED APPROACH: Climb to 2600 direct HANKS and hold.

AWOS-3	ROCKFORD APP CON	CLNC DEL	UNICOM
120.525	126.0 327.0	121.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1097-¾ 250 (300-¾)			
LNAV/VNAV DA	1097-¾ 250 (300-¾)			
LNAV MDA	1180-¾ 333 (400-¾)			1180-1 333 (400-1)
CIRCLING	1300-1 441 (500-1)	1340-1 481 (500-1)	1380-1½ 521 (600-1½)	1440-2 581 (600-2)



MIRL Rwy 6-24 L
REIL Rwy 6 L

EC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME JVL	APP CRS	Rwy Idg	5504
114.3	225°	TDZE	847
Chan 90		Apt Elev	859

VOR RWY 24

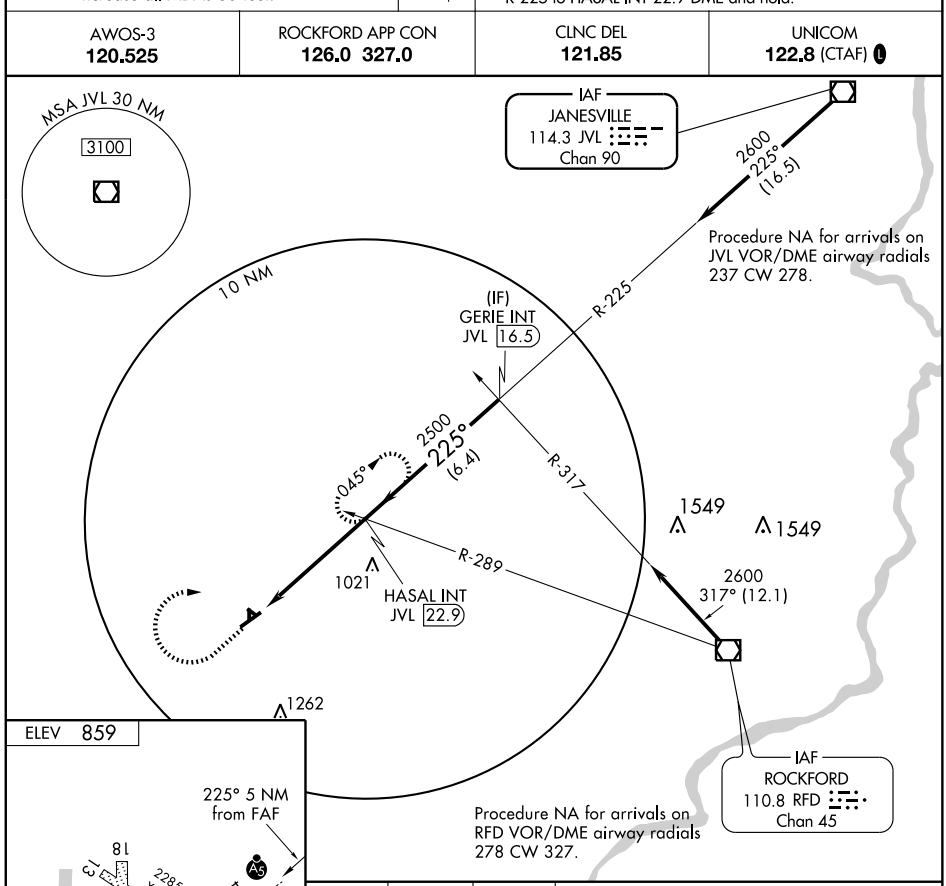
FREEPORT/ALBERTUS (FEP)

If local altimeter setting not received, use Rockford altimeter setting and increase all MDAs 80 feet.

MALSR

MISSED APPROACH: Climb to 2500 via JVL VOR/DME R-225 then right turn via heading 090° and JVL VOR/DME R-225 to HASAL INT 22.9 DME and hold.

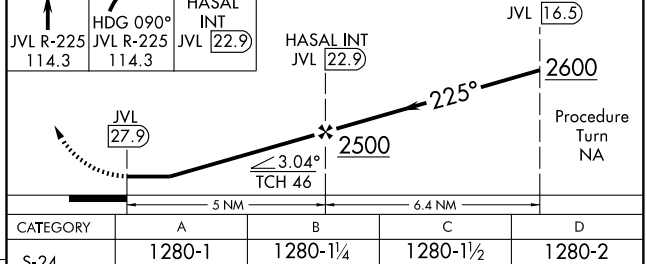
AWOS-3	ROCKFORD APP CON	CLNC DEL	UNICOM
120.525	126.0 327.0	121.85	122.8 (CTAF) L



MIRL Rwy 6-24 L

REIL Rwy 6 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-24	1280-1 433 (500-1)	1280-1¼ 433 (500-1¼)	1280-1½ 433 (500-1½)	1280-2 433 (500-2)
CIRCLING	1300-1 441 (500-1)	1340-1¼ 481 (500-1¼)	1380-1½ 521 (500-1½)	1440-2 581 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC I-GBG	APP CRS	Rwy Idg	5791
110.7	025°	TDZE	763
		Apt Elev	764

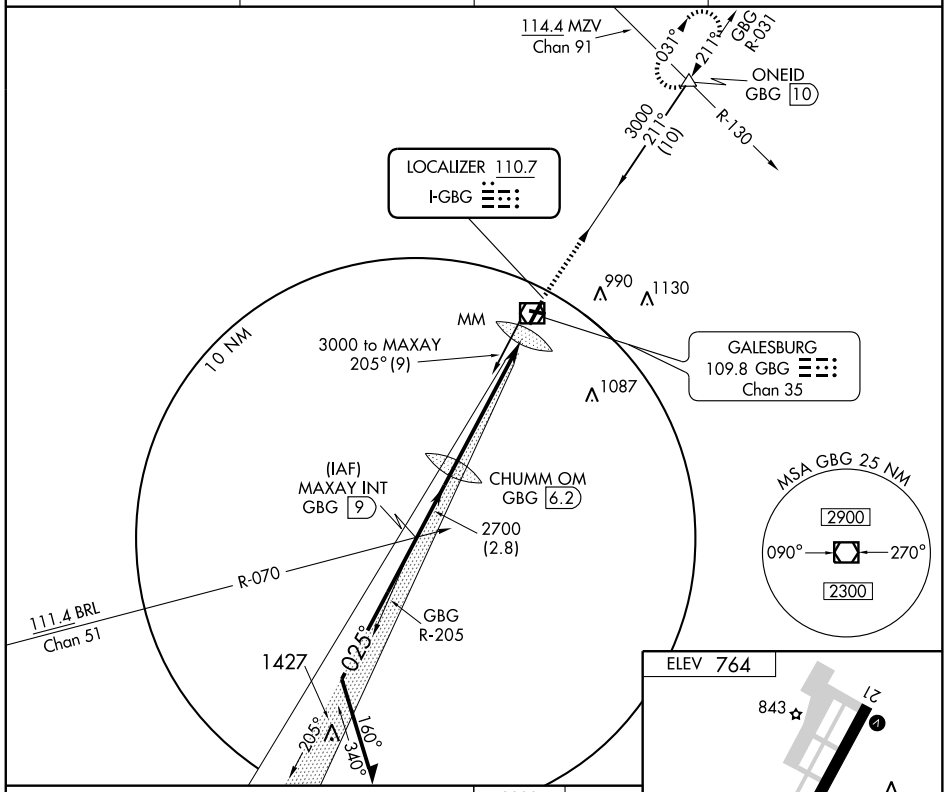
ILS RWY 3
GALESBURG MUNI (GBG)

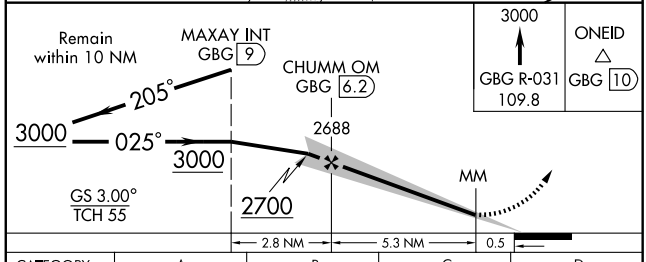
NA

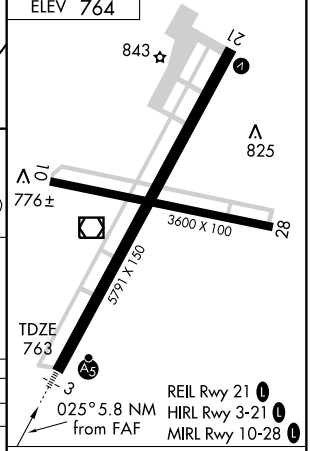
MALSR

MISSED APPROACH: Climb to 3000 via GBG R-031 to ONEID Int/GBG 10 DME and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
109.8	118.2 257.8	120.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS-3	963-½ 200 (200-½)			
S-LOC-3	1160-½ 397 (400-½)			1160-¾ 397 (400-¾)
CIRCLING	1220-1 456 (500-1)		1220-1½ 456 (500-1½)	1340-2 576 (600-2)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

EC-3. 14 JAN 2010 to 11 FEB 2010

VOR/DME GBG	APP CRS	Rwy Idg	5791
109.8	019°	TDZE	763
Chan 35		Apt Elev	764

VOR or GPS RWY 3

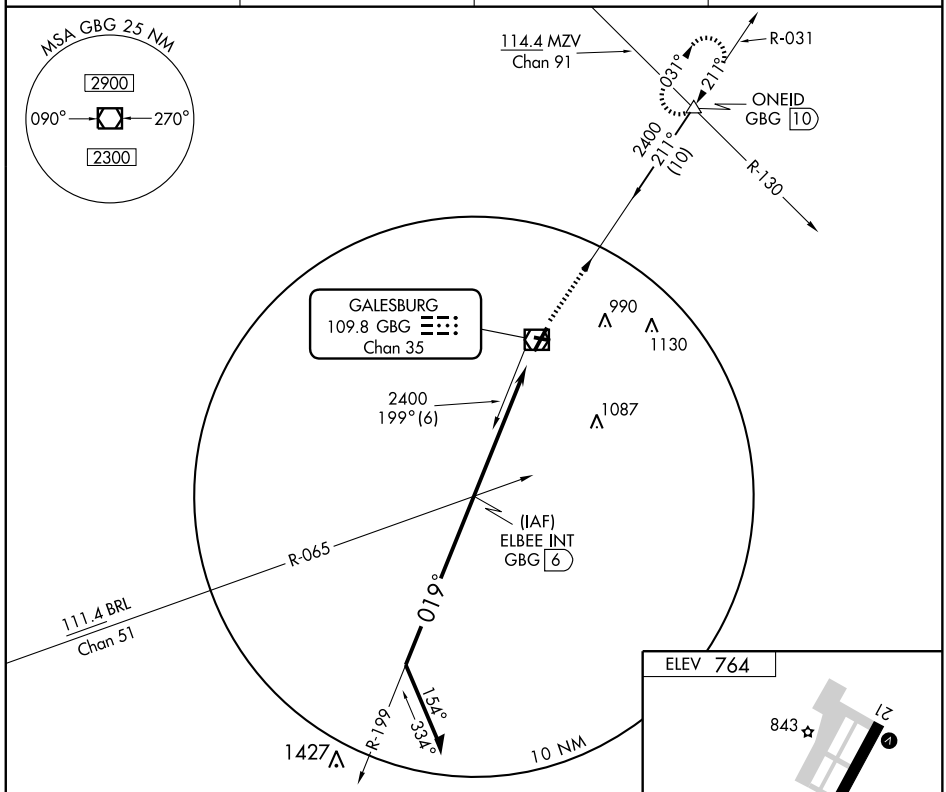
GALESBURG MUNI (GBG)

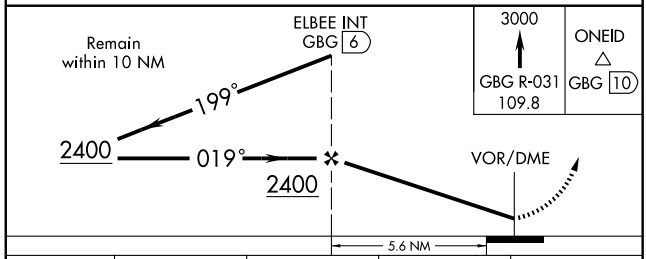
For inoperative MALSR, increase Cat D S-3 visibility ¼ mile.

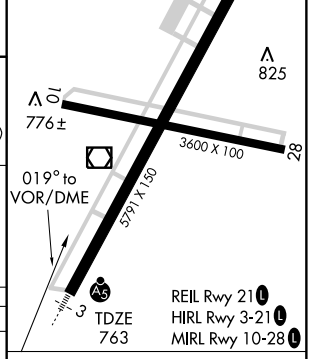
MALSR

MISSED APPROACH: Climb to 3000 via GBG R-031 to ONEID Int/GBG 10 DME and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
109.8	118.2 257.8	120.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-3	1160-½ 397 (400-½)			1160-1 397 (400-1)
CIRCLING	1220-1 456 (500-1)		1220-1½ 456 (500-1½)	1340-2 576 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

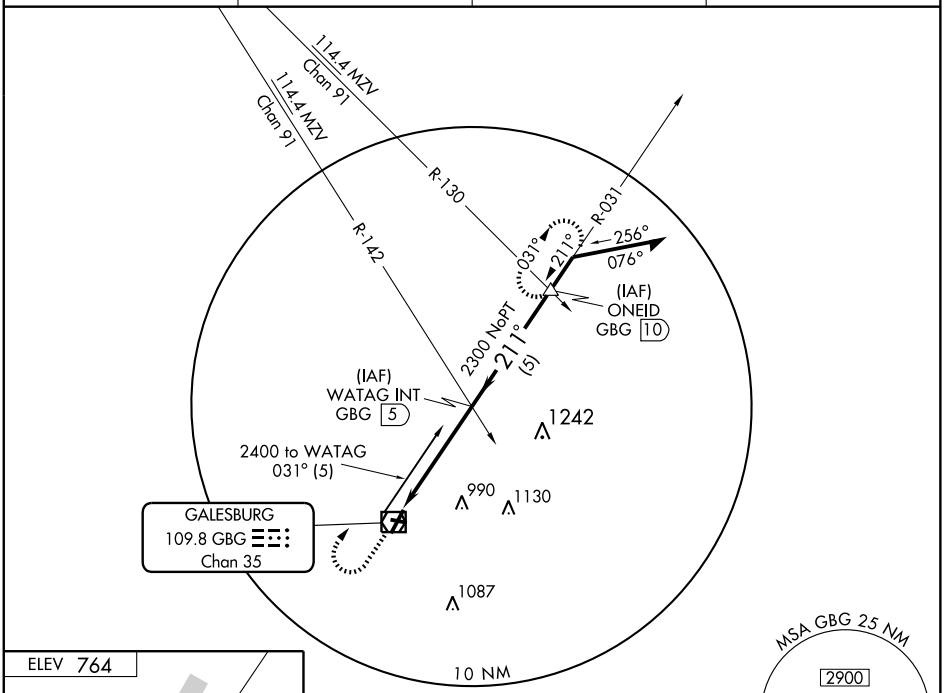
VOR/DME GBG	APP CRS	Rwy Idg	5791
109.8	211°	TDZE	764
Chan 35		Apt Elev	764

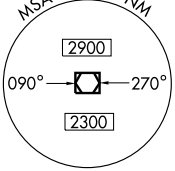
VOR or GPS RWY 21

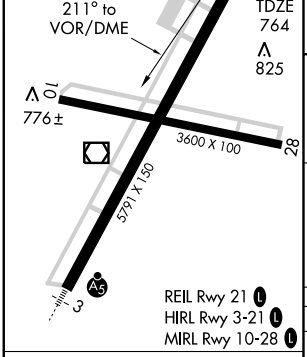
GALESBURG MUNI (GBG)

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via GBG R-031 to ONEID Int/GBG 10 DME and hold.

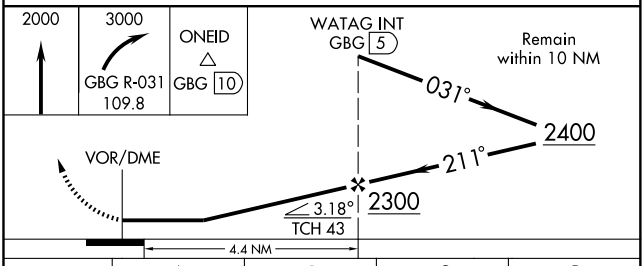
AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
109.8	118.2 257.8	120.7	123.0 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-21	1220-1 456 (500-1)		1220-1¼ 456 (500-1¼)	1220-1½ 456 (500-1½)
CIRCLING	1220-1 456 (500-1)		1220-1½ 456 (500-1½)	1340-2 576 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	N/A
118°	TDZE	N/A
	Apt Elev	788

RNAV (GPS) -B

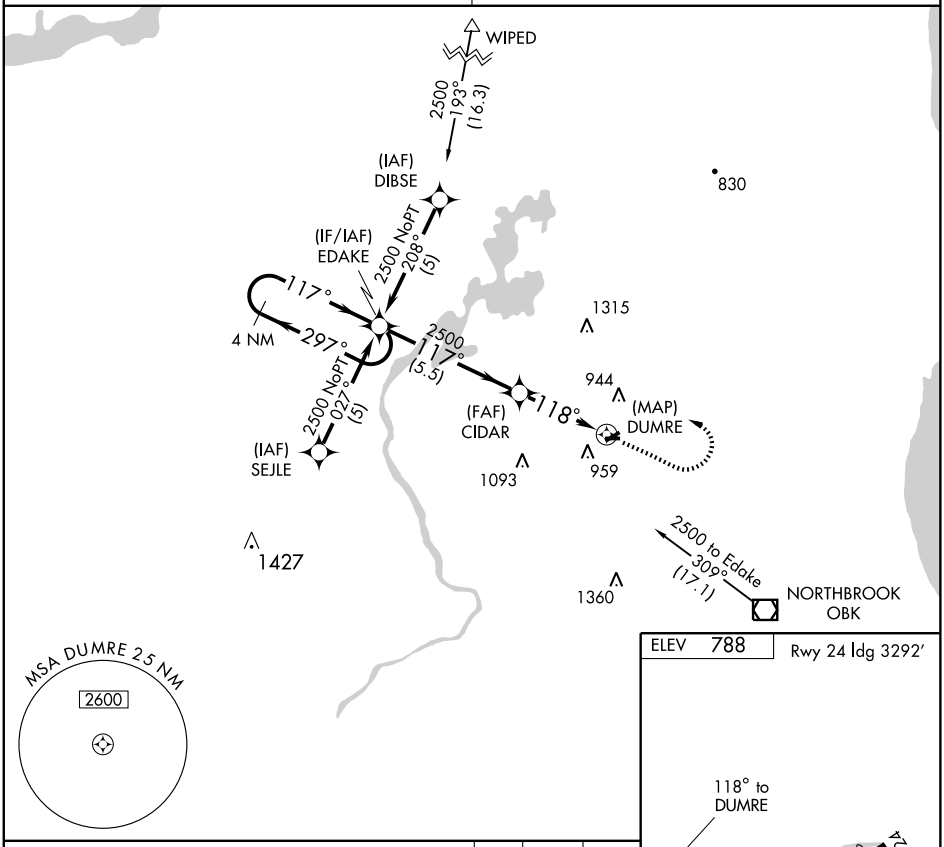
GRAYSLAKE/CAMPBELL (C81)

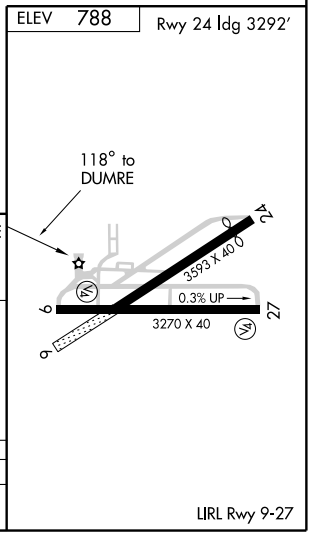
NA

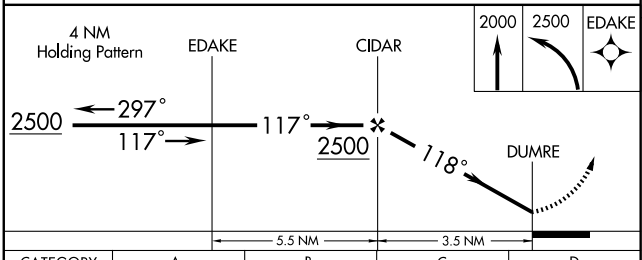
Use Chicago O'Hare altimeter setting.
GPS or RNP-0.3 Required.
DME/DME-0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing left turn to 2500 direct EDAKE WP and hold.

CHICAGO APP CON	UNICOM
120.55 315.6	122.7 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1380-1 592 (600-1)		1380-1½ 592 (600-1½)	NA

LIRL Rwy 9-27

EC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME OBK 113.0 Chan 77	APP CRS 140°	Rwy Idg N/A TDZE N/A Apt Elev 788

VOR-A

GRAYSLAKE/CAMPBELL (C81)

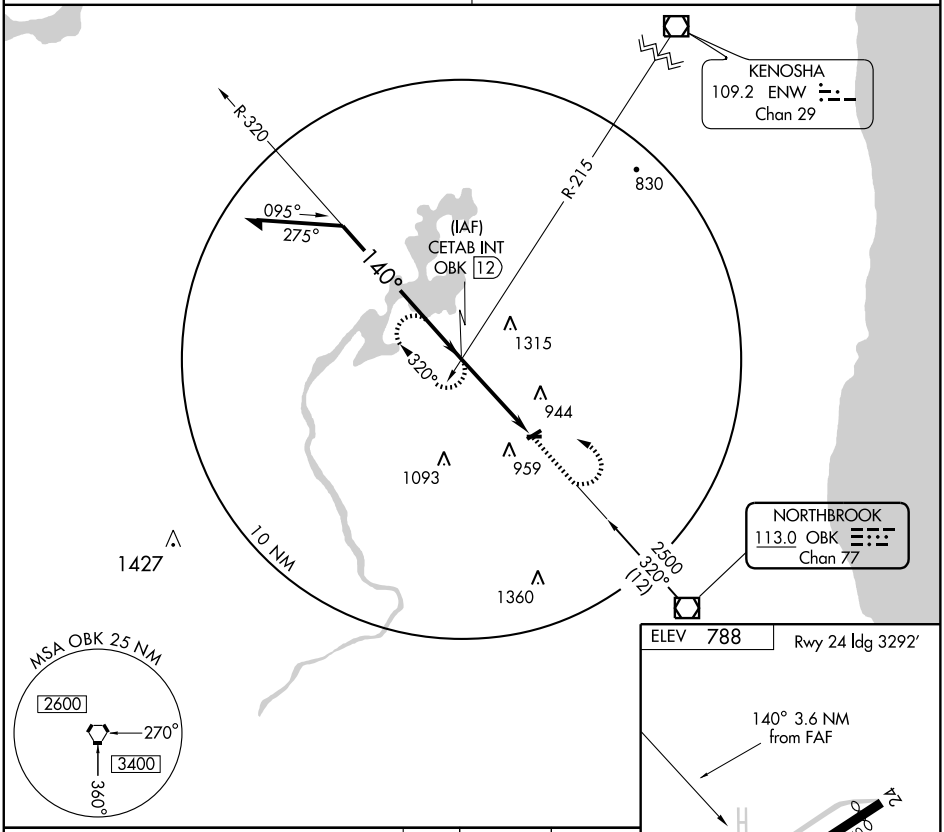
NA

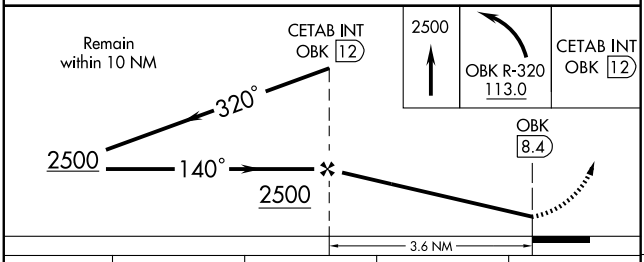
Use Chicago O'Hare altimeter setting.

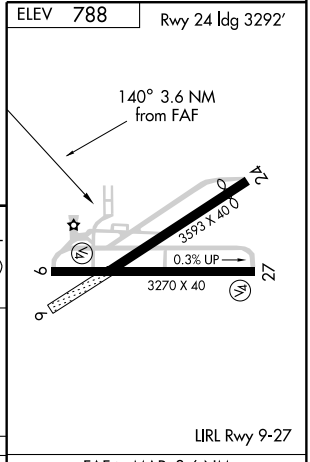
MISSED APPROACH: Climb to 2500 then left turn via OBK R-320 to CETAB Int/12 DME and hold.

CHICAGO APP CON
120.55 315.6

UNICOM
122.7 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1380-1 592 (600-1)		1380-1½ 592 (600-1½)	NA

FAF to MAP 3.6 NM

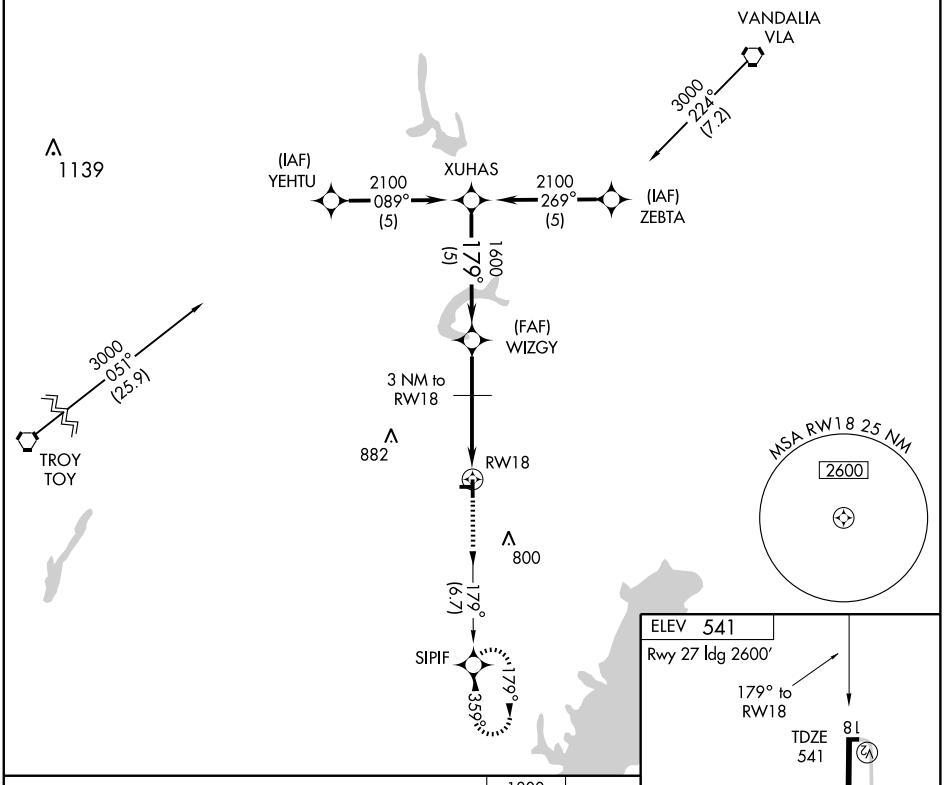
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

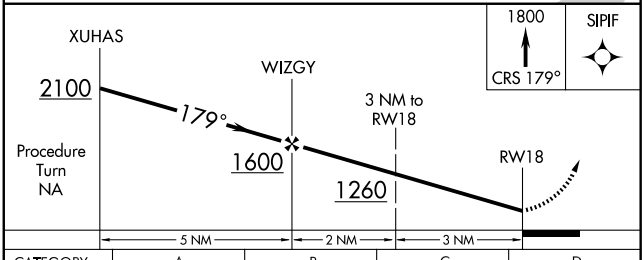
EC-3. 14 JAN 2010 to 11 FEB 2010

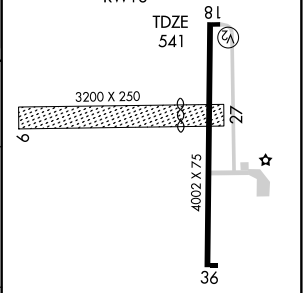
APP CRS	Rwy Idg	4002
179°	TDZE	541
	Apt Elev	541

GPS RWY 18
GREENVILLE (GRE)

⚠ NA Use Scott AFB/Midamerica altimeter setting.	MISSED APPROACH: Climb to 1800 via 179° course to SIPIF WP and hold.
KANSAS CITY CENTER **127.7 317.7**	UNICOM **123.05** (CTAF) L







CATEGORY	A	B	C	D
S-18	980-1 439 (500-1)		980-1¼ 439 (500-1¼)	980-1½ 439 (500-1½)
CIRCLING	1040-1 499 (500-1)		1040-1½ 499 (500-1½)	1240-2 699 (700-2)

REIL Rwy 18
MIRL Rwy 18-36 L

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC VLA	APP CRS	Rwy Idg	N/A
114.3	209°	TDZE	N/A
Chan 90		Apt Elev	541

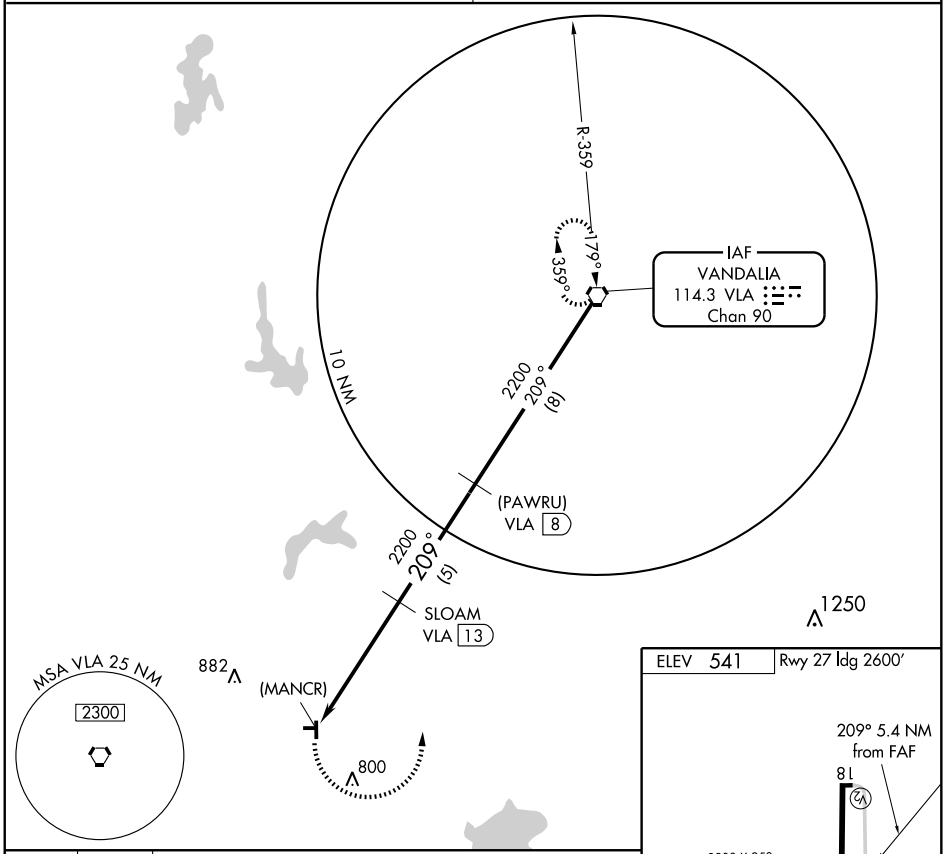
VOR/DME or GPS-A
GREENVILLE (GRE)

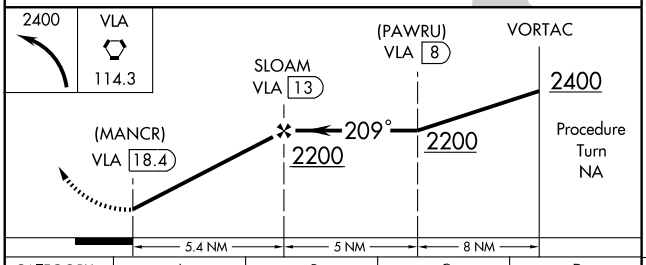
⚠ NA — Use Scott AFB/Midamerica altimeter setting.

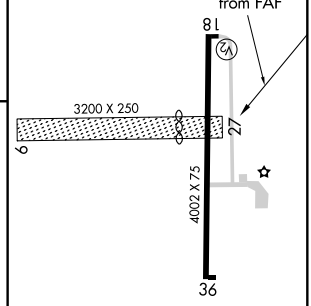
MISSED APPROACH: Climbing left turn to 2400 direct VLA VORTAC and hold.

KANSAS CITY CENTER
127.7 317.7

UNICOM
123.05 (CTAF) L







REIL Rwy 18
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
CIRCLING	1100-1 560 (600-1)		1100-1½ 560 (600-1½)	1220-2¼ 680 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

GREENWOOD/WONDER LAKE, ILLINOIS

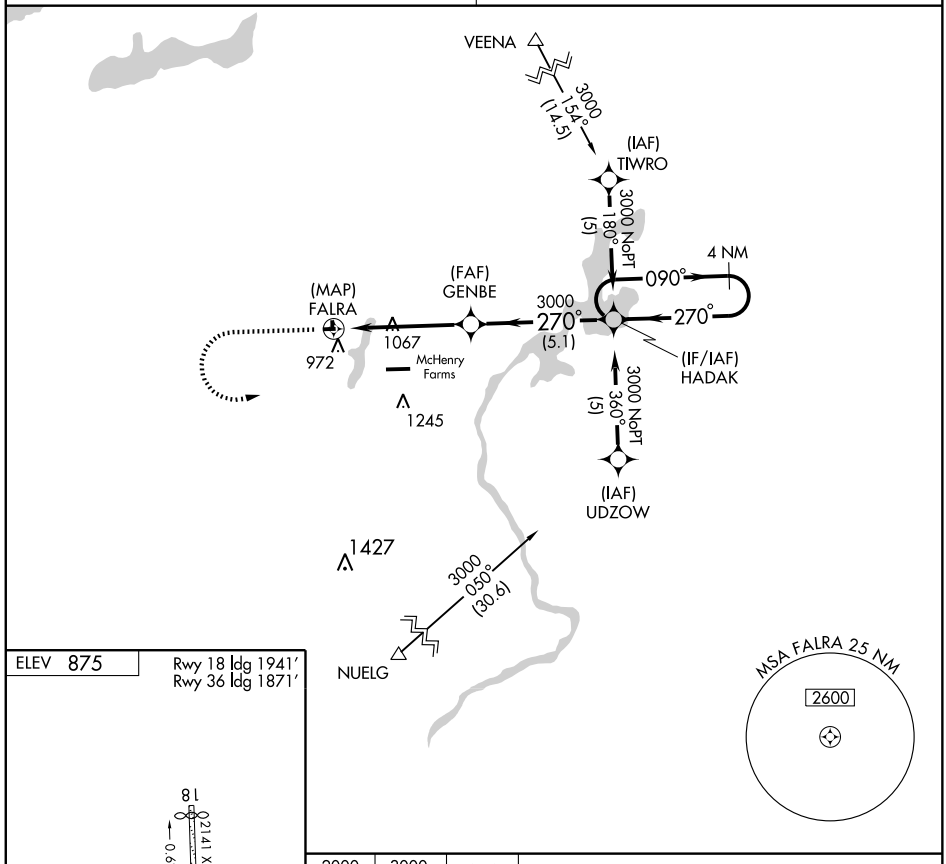
APP CRS	Rwy Idg	N/A
270°	TDZE	N/A
	Apt Elev	875

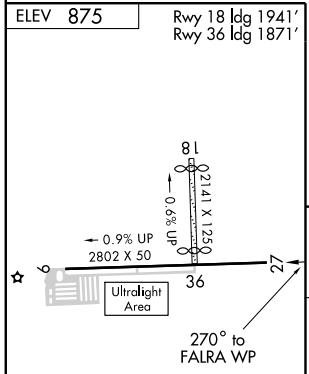
AL-6106 (FAA)

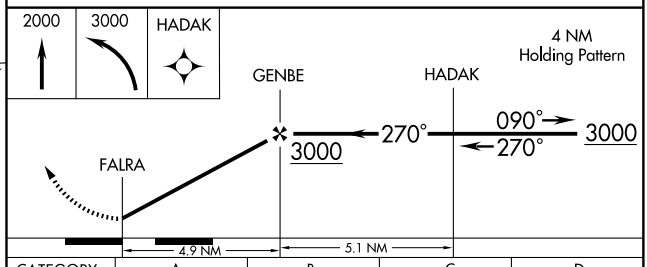
RNAV (GPS)-B

GREENWOOD/ GALT FIELD (10C)

⚠ NA Use Waukegan Rgnl altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct HADAK WP and hold.
CHICAGO APP CON **120.55 315.6**	UNICOM **122.8** (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1480-1 605 (700-1)		1480-1¾ 605 (700-1¾)	NA

LIRL Rwy 9-27

EC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME OBK	APP CRS	Rwy Idg	N/A
113.0	302°	TDZE	N/A
Chan 77		Apt Elev	875

AL-6106 (FAA)

VOR-A

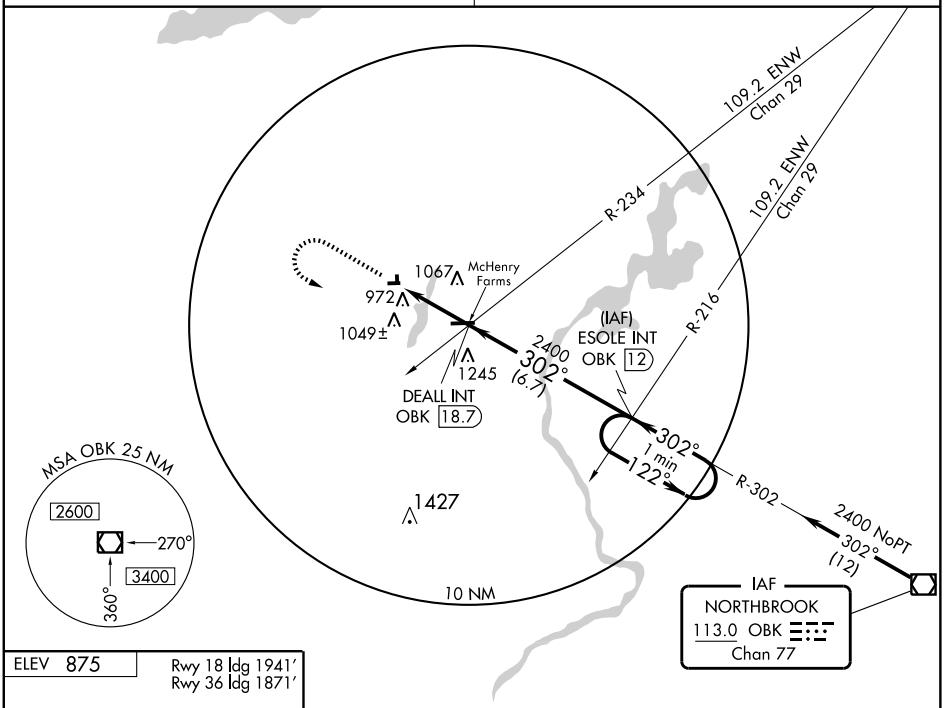
GREENWOOD/GALT FIELD (10C)

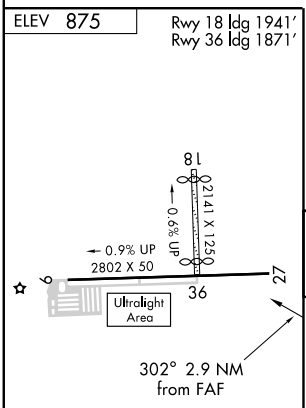
NA Use Waukegan Rgnl altimeter setting.

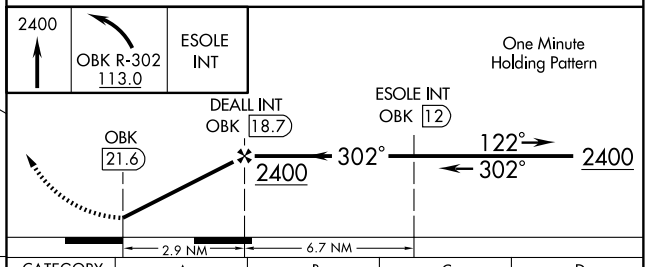
MISSED APPROACH: Climb to 2400, then left turn via OBK R-302 to ESOLE INT/12 DME and hold.

CHICAGO APP CON
120.55 315.6

UNICOM
122.8 (CTAF)







FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

CATEGORY	A	B	C	D
CIRCLING	1440-1 565 (600-1)	1440-1¼ 565 (600-1¼)	1440-1½ 565 (600-1½)	NA

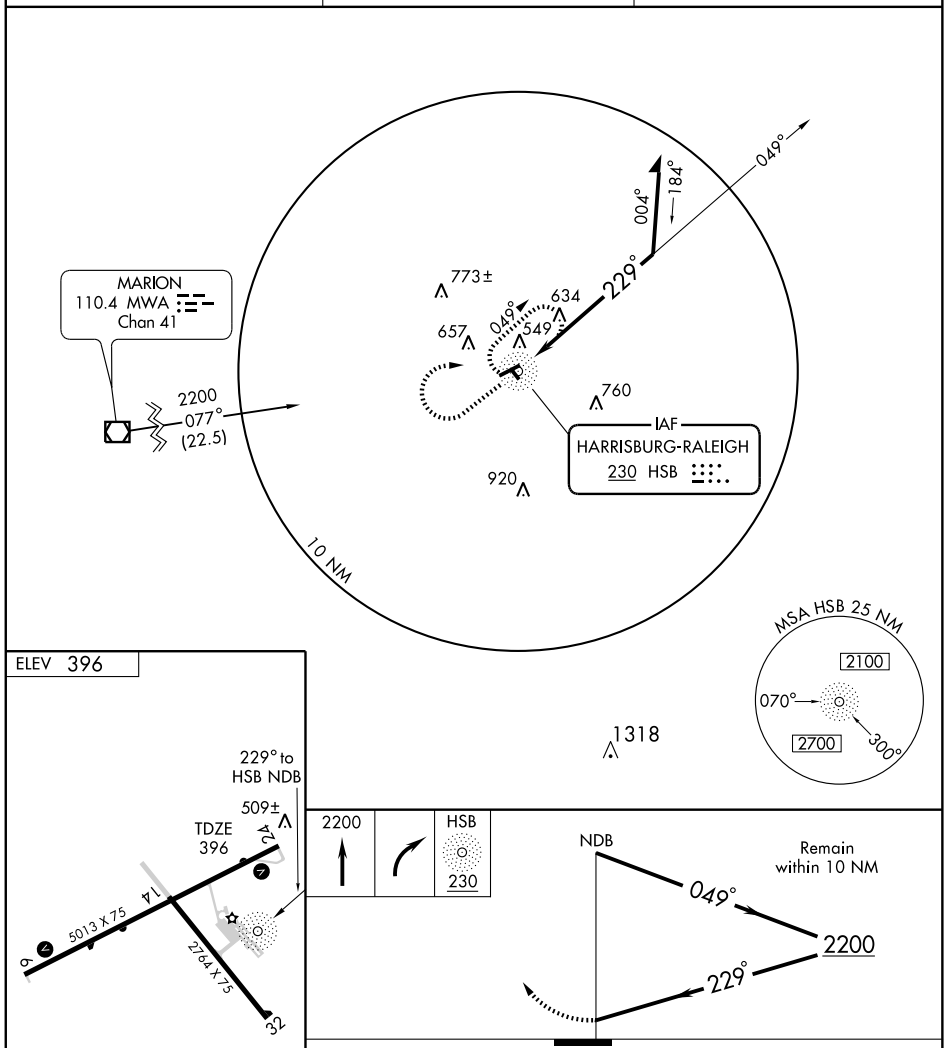
EC-3. 14 JAN 2010 to 11 FEB 2010

NDB HSB	APP CRS	Rwy Idg	5013
230	229°	TDZE	396
		Apt Elev	396

NDB RWY 24
HARRISBURG-RALEIGH (HSB)

MISSED APPROACH: Climb to 2200 then right turn direct to HSB NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
135.925	125.3 269.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-24	1000-1	604 (700-1)	1000-1¾ 604 (700-1¾)	1000-2 604 (700-2)
CIRCLING	1000-1	604 (700-1)	1000-1¾ 604 (700-1¾)	1000-2 604 (700-2)

REIL Rwys 6 and 24 L
MIRL Rwys 6-24 and 14-32 L

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5013
063°	TDZE	394
	Apt Elev	398

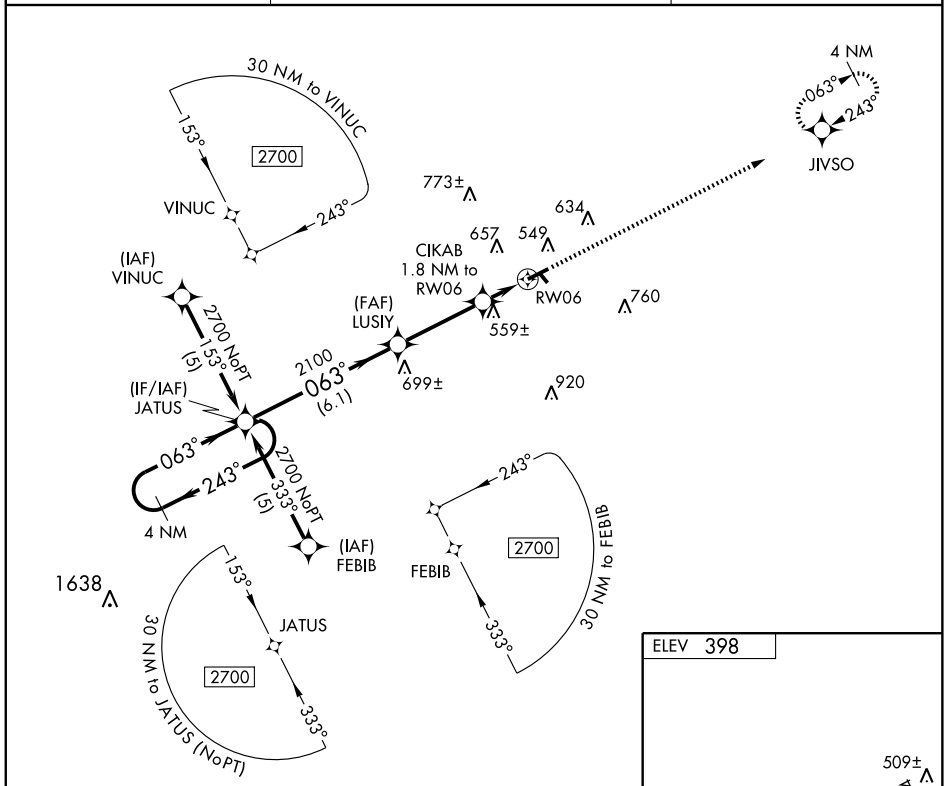
RNAV (GPS) RWY 6

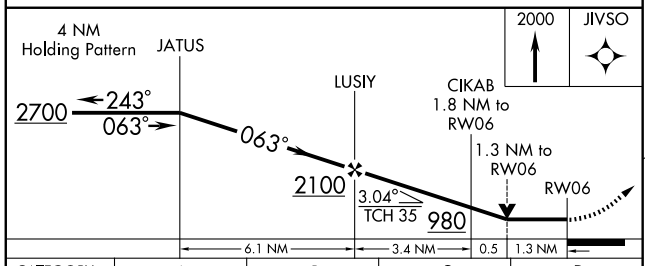
HARRISBURG-RALEIGH (HSB)

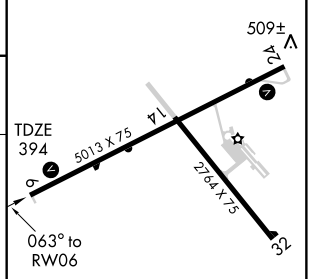
When local altimeter setting not received, use Williamson County Rgnl altimeter setting and increase all MDAs 80 feet and increase LNAV and Circling Cats. C and D visibilities ¼ mile. VDP NA when using Williamson County Rgnl altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct JIVSO and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
135.925	125.3 269.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	820-1 426 (500-1)		820-1¼ 426 (500-1¼)	
CIRCLING	880-1 482 (500-1)	1020-1 622 (700-1)	1020-1¾ 622 (700-1¾)	1020-2 622 (700-2)

REIL Rwys 6 and 24 L
MIRL Rwys 6-24 and 14-32 L

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5013
243°	TDZE	396
	Apt Elev	398

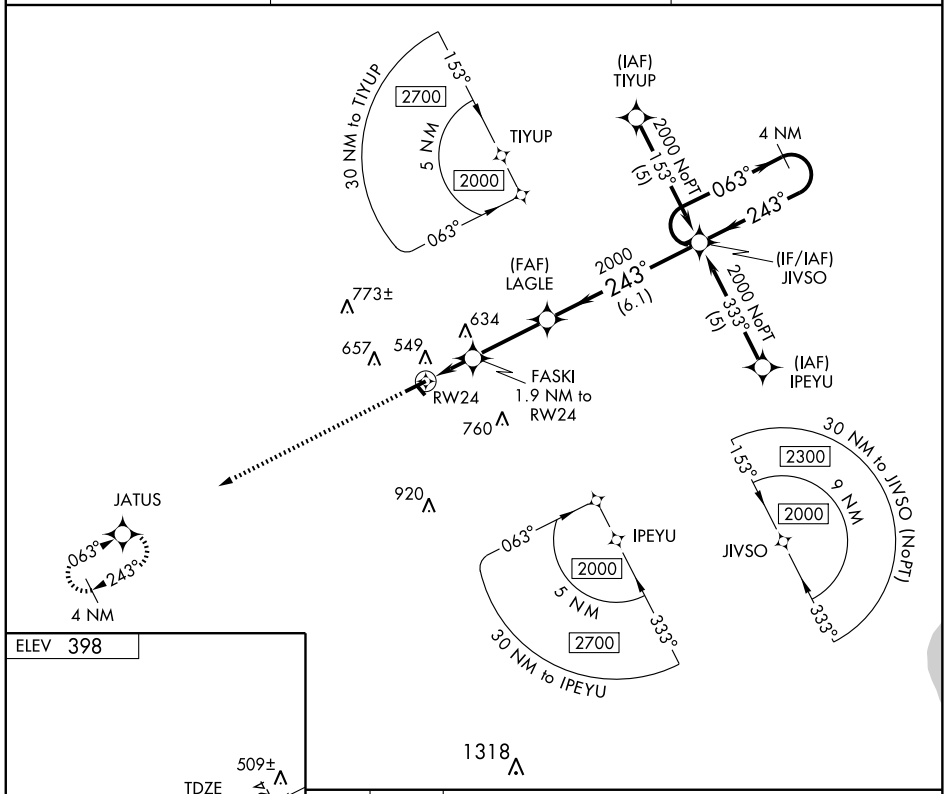
RNAV (GPS) RWY 24

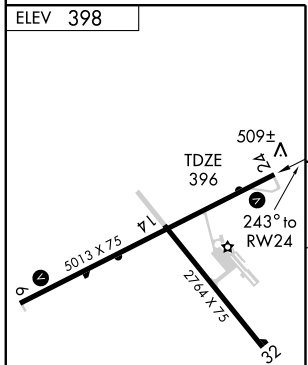
HARRISBURG-RALEIGH (HSB)

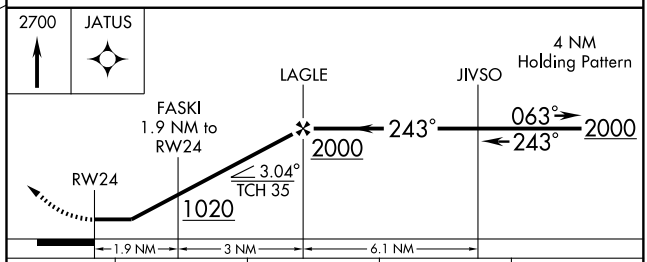
When local altimeter setting not received, use Williamson County Rgnl altimeter setting and increase all MDAs 80 feet and increase LNAV and Circling Cats. C and D visibilities ¼ mile. VDP NA when using Williamson County Rgnl altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2700 direct JATUS and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
135.925	125.3 269.5	122.8 (CTAF) L







1318

CATEGORY	A	B	C	D
LNAV MDA	880-1 484 (500-1)		880-1¼ 484 (500-1¼)	880-1½ 484 (500-1½)
CIRCLING	880-1 482 (500-1)	1020-1 622 (700-1)	1020-1¾ 622 (700-1¾)	1020-2 622 (700-2)

REIL Rwys 6 and 24 L
MIRL Rwys 6-24 and 14-32 L

EC-3. 14 JAN 2010 to 11 FEB 2010

JACKSONVILLE, ILLINOIS

AL-5686 (FAA)

APP CRS	Rwy Idg	4001
042°	TDZE	620
	Apt Elev	624

RNAV (GPS) RWY 4

JACKSONVILLE MUNI (IJX)

VDP NA with Springfield, IL altimeter setting. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2700 direct RACOD and hold.

AWOS-3	SPRINGFIELD APP CON ★	CLNC DEL	UNICOM
108.6	118.45 118.6 323.0	118.45	122.8 (CTAF) L

Procedure NA for arrival at SEXTN via V580 Northbound and via V50 Westbound.

4 NM 042° 222° RACOD

SEXTN 2700 141° (117.4)

PRUITT A MOA

RW04

977

(FAF) GELBE

1123

(IAF) CITIX 2700 NoPT 132° (5)

2300 042° (6.4)

(IF/IAF) JANGI

042° 222° 4 NM

2700 NoPT 312° (5)

(IAF) FIMEN

2700 285° (18)

LOFTY

PRUITT B MOA

MSA RW04 25 NM 2700

ELEV 624

4 NM Holding Pattern

JANGI

GELBE

2700 222° 042°

042° 2300

1.7 NM to RW04

RW04

3.05° TCH 40

2700 RACOD

6.4 NM 3.3 NM 1.7 NM

CATEGORY	A	B	C	D
LNAV MDA	1220-1	600 (600-1)	1220-1½ 600 (600-1½)	1220-1¾ 600 (600-1¾)
CIRCLING	1220-1	596 (600-1)	1220-1½ 596 (600-1½)	1220-2 596 (600-2)

13 22 5000 X 75 4001 X 75 TDZE 620 31

042° to RW04

REIL Rwys 13 and 31 L

MIRL Rwys 4-22 and 13-31 L

EC-3, 14 JAN 2010 to 11 FEB 2010

JACKSONVILLE, ILLINOIS

AL-5686 (FAA)

APP CRS	Rwy Idg	5000
132°	TDZE	622
	Apt Elev	624

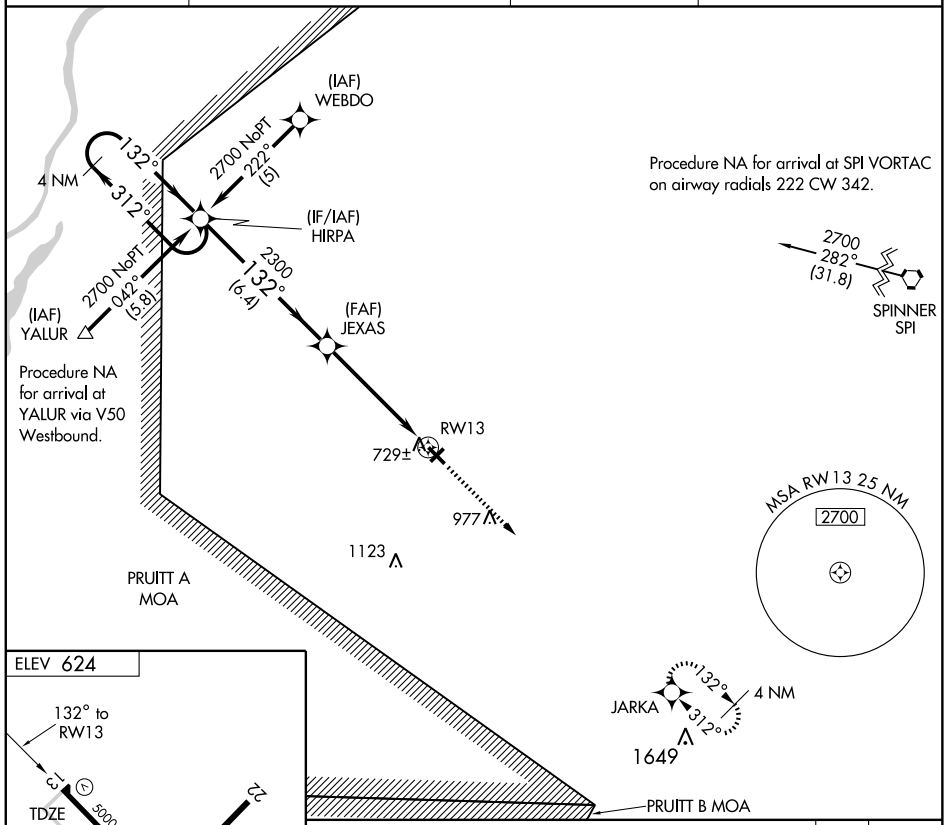
RNAV (GPS) RWY 13

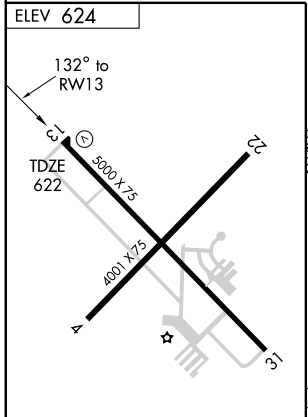
JACKSONVILLE MUNI (IJX)

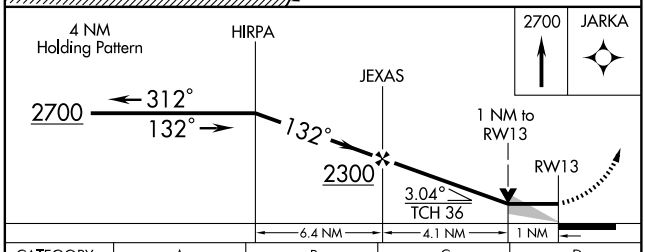
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet. VDP NA with Springfield, IL altimeter setting.

MISSED APPROACH: Climb to 2700 direct JARKA and hold.

AWOS-3	SPRINGFIELD APP CON ★	CLNC DEL	UNICOM
108.6	118.45 118.6 323.0	118.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	980-1 358 (400-1)			980-1¼ 358 (400-1¼)
CIRCLING	1040-1 416 (500-1)	1080-1 456 (500-1)	1080-1½ 456 (500-1½)	1180-2 556 (600-2)

REIL Rwys 13 and 31 L

MIRL Rwys 4-22 and 13-31 L

EC-3. 14 JAN 2010 to 11 FEB 2010

JACKSONVILLE, ILLINOIS

AL-5686 (FAA)

APP CRS	Rwy Idg	4001
222°	TDZE	620
	Apt Elev	624

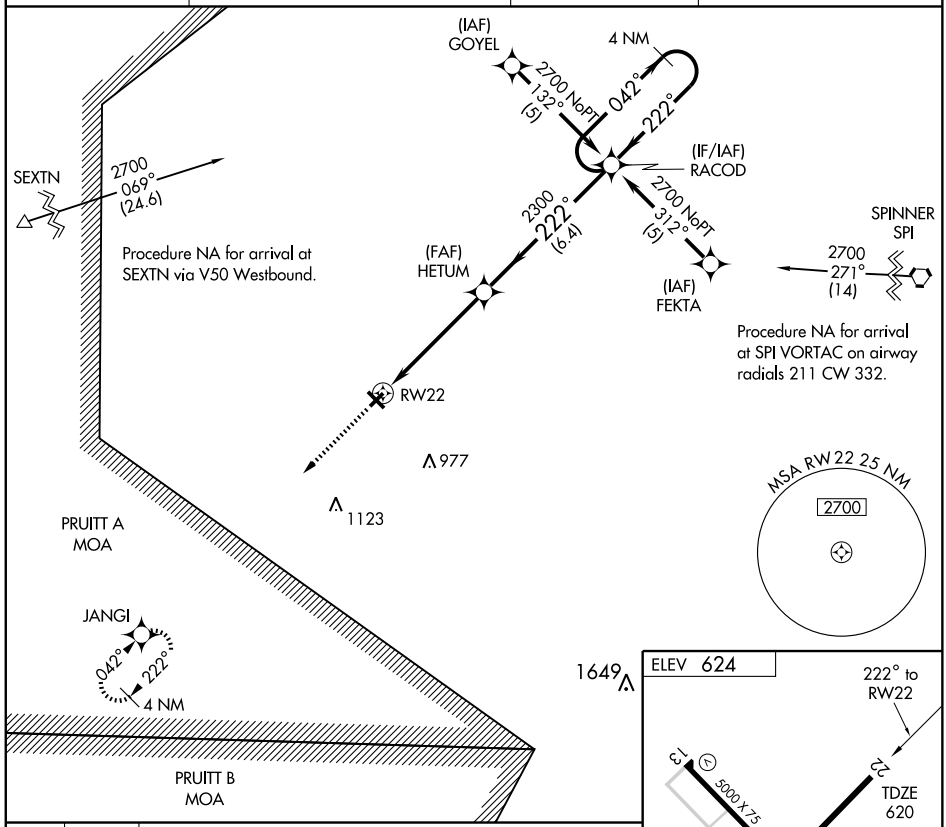
RNAV (GPS) RWY 22

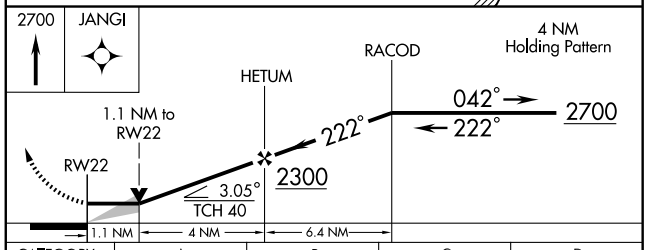
JACKSONVILLE MUNI (IJX)

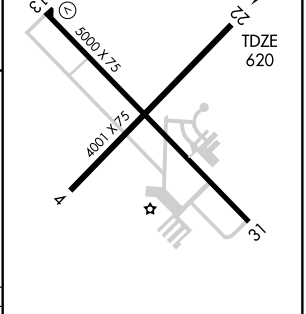
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet.
VDP NA with Springfield, IL altimeter setting.

MISSED APPROACH: Climb to 2700 direct JANGI and hold.

AWOS-3	SPRINGFIELD APP CON ★	CLNC DEL	UNICOM
108.6	118.45 118.6 323.0	118.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1020-1 400 (400-1)			1020-1¼ 400 (400-1¼)
CIRCLING	1040-1 416 (500-1)	1080-1 456 (500-1)	1080-1½ 456 (500-1½)	1180-2 556 (600-2)

REIL Rwys 4-22 and 13-31 L
MIRL Rwys 4-22 and 13-31 L

EC-3. 14 JAN 2010 to 11 FEB 2010

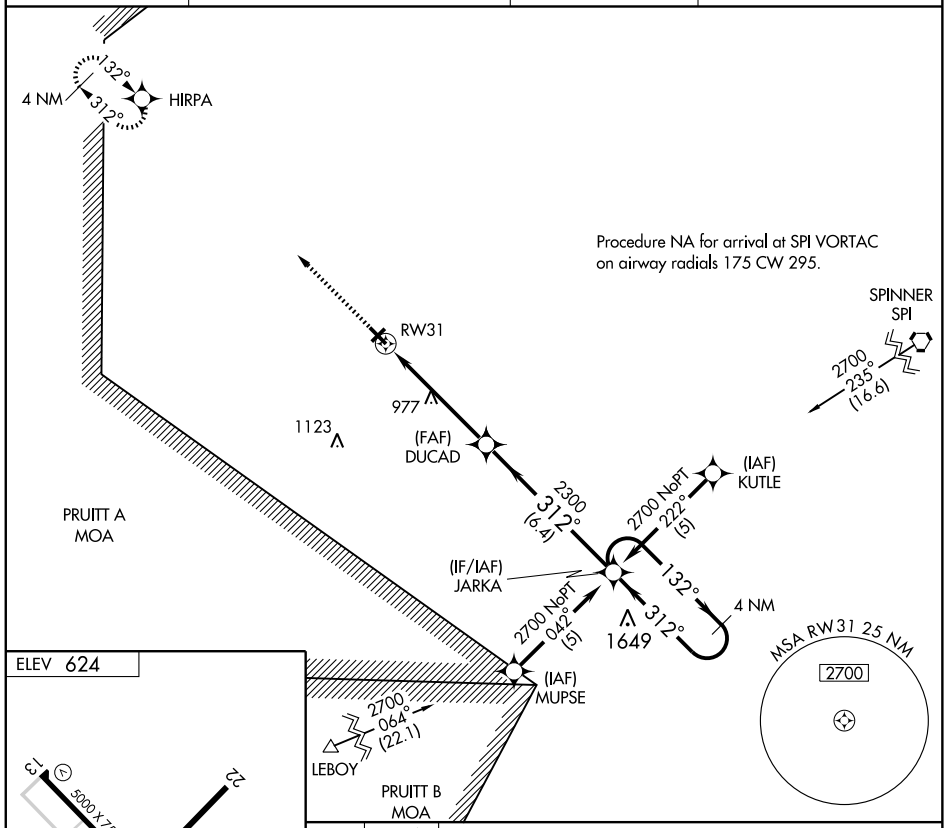
APP CRS	Rwy Idg	5000
312°	TDZE	624
	Apt Elev	624

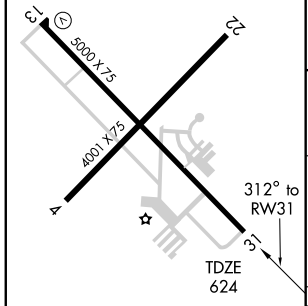
RNAV (GPS) RWY 31
JACKSONVILLE MUNI (IJX)

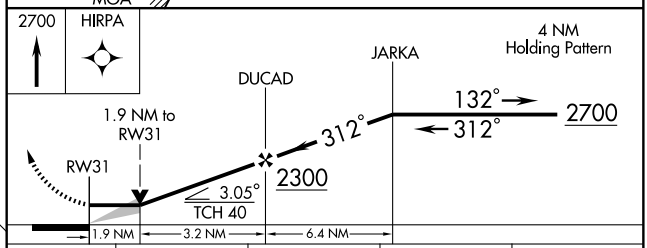
⚠ VDP NA when using Springfield, IL altimeter setting. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2700 direct HIRPA and hold.

AWOS-3	SPRINGFIELD APP CON ★	CLNC DEL	UNICOM
108.6	118.45 118.6 323.0	118.45	122.8 (CTAF) Ⓛ







CATEGORY	A	B	C	D
LNAV MDA	1280-1 656 (700-1)		1280-1¾ 656 (700-1¾)	1280-2 656 (700-2)
CIRCLING	1280-1 656 (700-1)		1280-1¾ 656 (700-1¾)	1280-2 656 (700-2)

REIL Rwys 13 and 31 Ⓛ
MIRL Rwys 4-22 and 13-31 Ⓛ

EC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME IJX	APP CRS	Rwy Idg	5000
108.6	128°	TDZE	622
Chan 23		Apt Elev	624

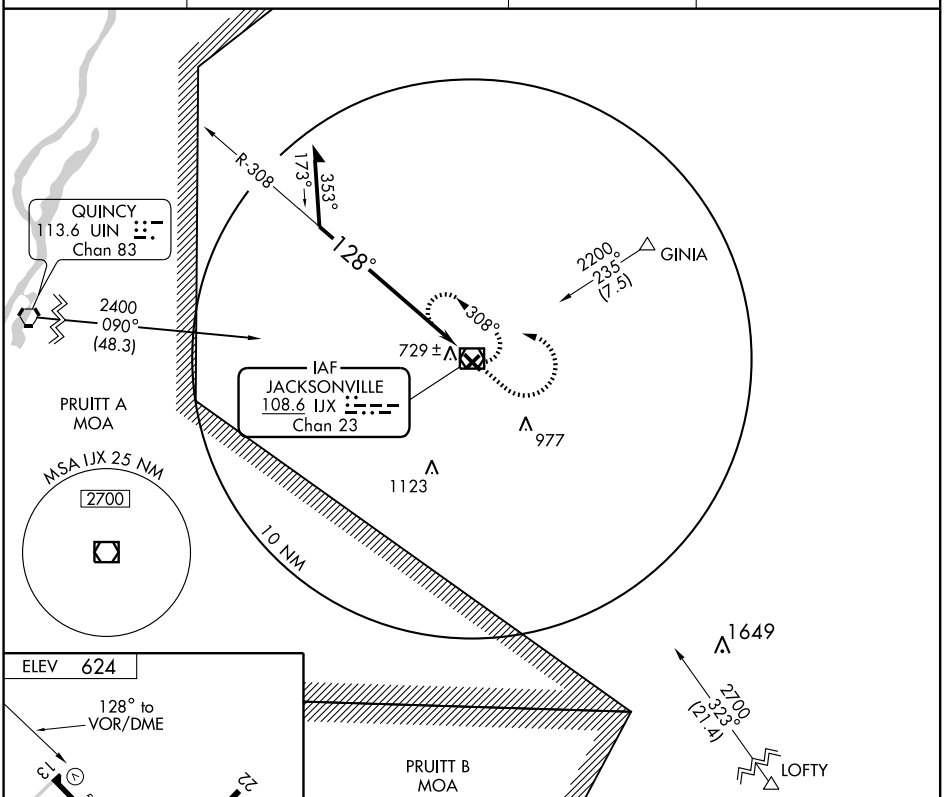
VOR RWY 13

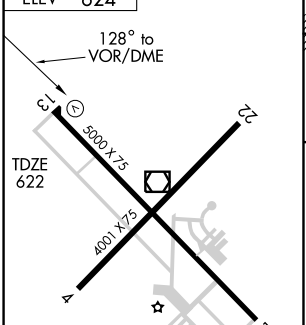
JACKSONVILLE MUNI (IJX)

If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet.
VDP NA with Springfield, IL altimeter setting.

MISSED APPROACH:Climb to 1500 then climbing left turn to 2200 direct IJX VOR/DME and hold.

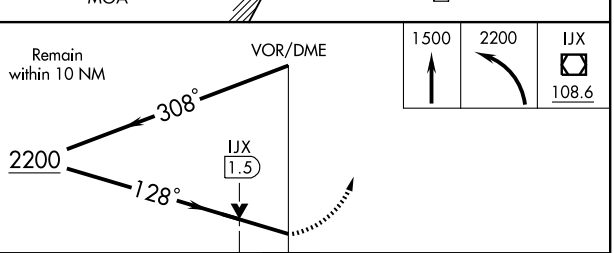
AWOS-3	SPRINGFIELD APP CON ★	CLNC DEL	UNICOM
108.6	118.45 118.6 323.0	118.45	122.8 (CTAF) L





REIL Rwys 13 and 31 L
MIRL Rwys 4-22 and 13-31 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-13	1040-1	418 (500-1)	1040-1¼	418 (500-1¼)
CIRCLING	1040-1 416 (500-1)	1080-1 456 (500-1)	1080-1½ 456 (500-1½)	1180-2 556 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

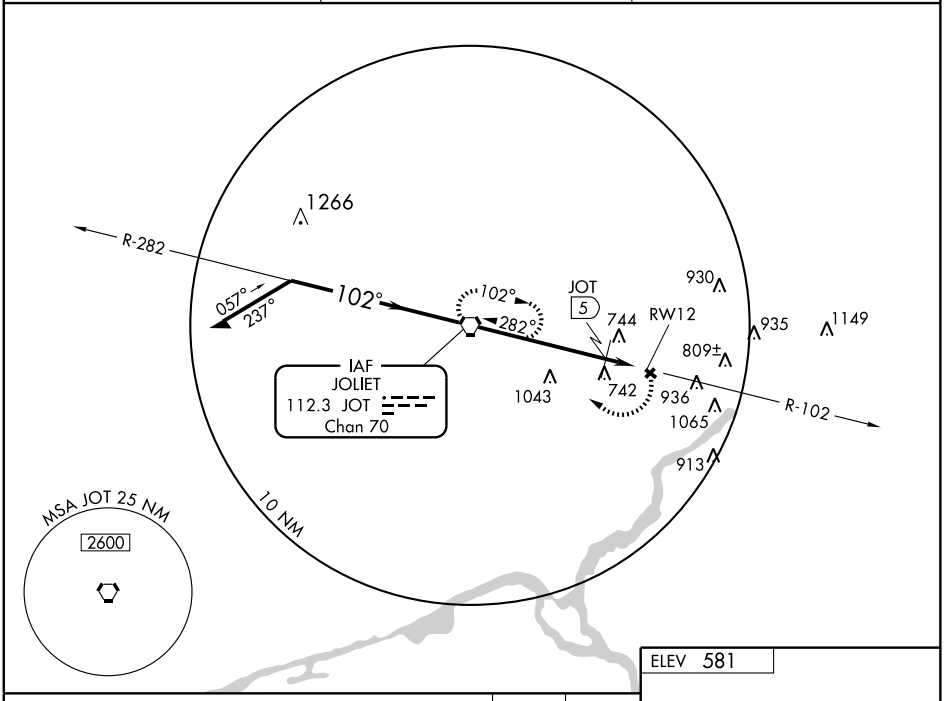
VORTAC JOT	APP CRS	Rwy Idg	2717
112.3	102°	TDZE	582
Chan 70		Apt Elev	581

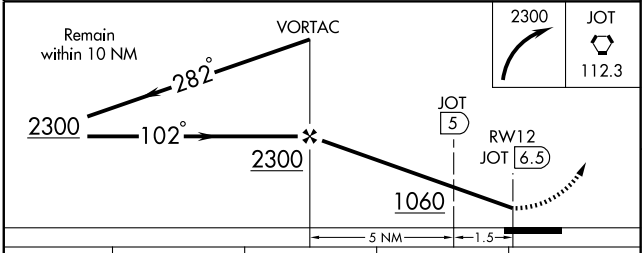
VOR or GPS RWY 12

JOLIET RGNL (JOT)

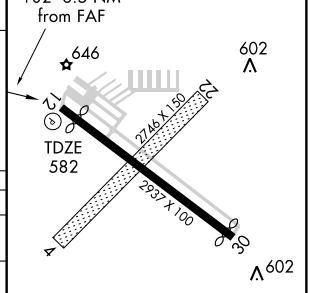
MISSED APPROACH: Climbing right turn to 2300 direct JOT VORTAC and hold.

AWOS-3	CHICAGO APP CON	UNICOM
119.975	119.35 388.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-12	1060-1	478 (500-1)	NA	
CIRCLING	1240-1	658 (700-1)	NA	
DME MINIMUMS				
S-12	1000-1	418 (500-1)	NA	
CIRCLING	1240-1	658 (700-1)	NA	



REIL Rwy 12
MIRL Rwy 12-30 L

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-IKK	APP CRS	Rwy Idg	5979
108.7	038°	TDZE	625
		Apt Elev	630

ILS or LOC RWY 4

KANKAKEE/GREATER KANKAKEE (IKK)

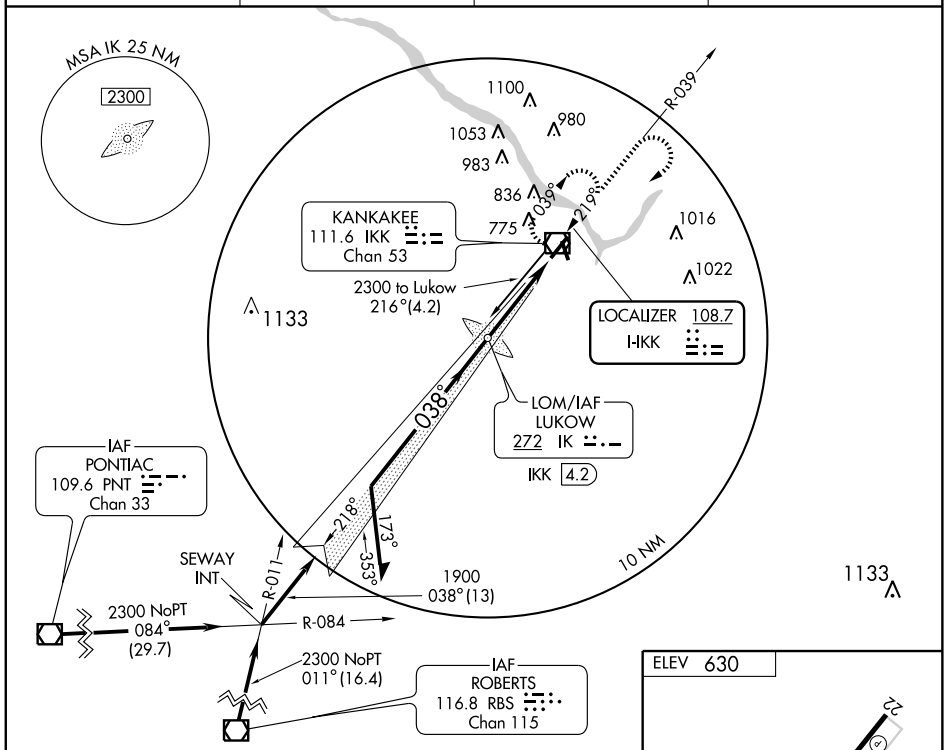
If local altimeter setting not received, use Pontiac altimeter setting and increase and all DAs/MDAs 100 feet.

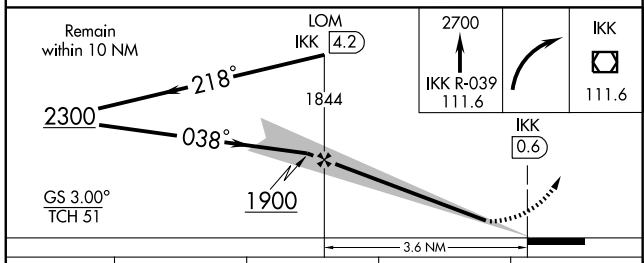
NA

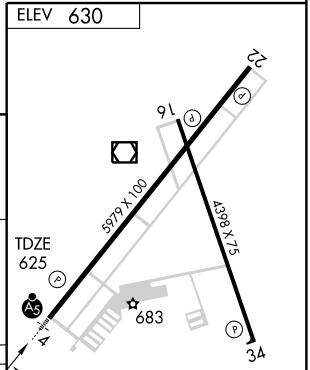
MALSR

MISSED APPROACH: Climb to 2700 via IKK R-039 then right turn direct IKK VOR/DME and hold.

AWOS-3	CHICAGO CENTER	KANKAKEE RADIO	CTAF
111.6	132.5 258.1	122.2 255.4	123.0 L







CATEGORY	A	B	C	D
S-ILS 4	825-½ 200 (200-½)			
S-LOC 4	1060-½ 435 (500-½)		1060-¾ 435 (500-¾)	1060-1 435 (500-1)
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1100-1½ 470 (500-1½)	1180-2 550 (600-2)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS		
CH 42799	038°	Rwy Idg	5979
W04A		TDZE	625
		Apt Elev	630

RNAV (GPS) RWY 4

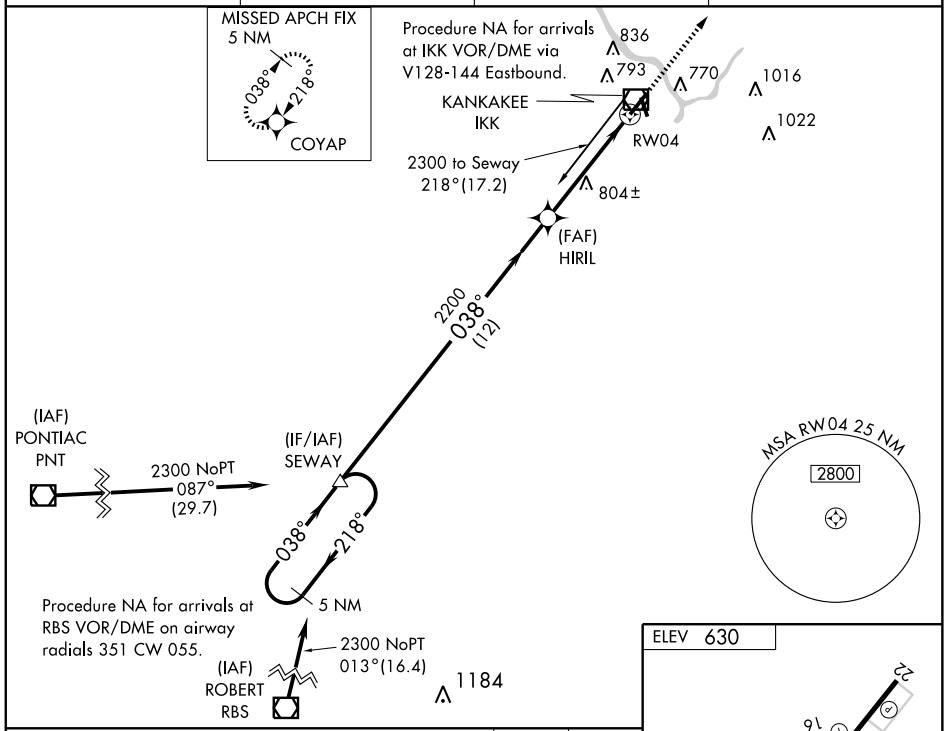
KANKAKEE/GREATER KANKAKEE (IKK)

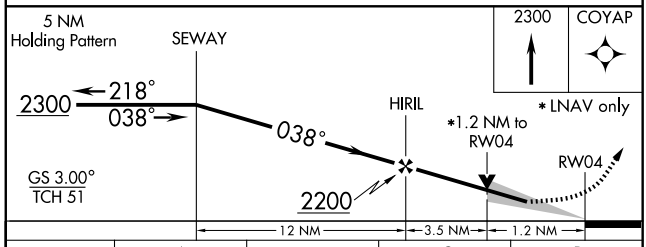
If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using Pontiac Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA.

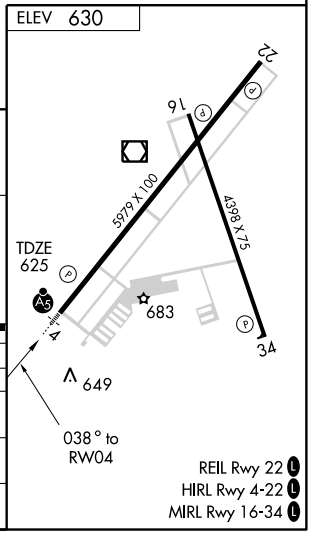
MALSR

MISSED APPROACH: Climb to 2300 direct COYAP and hold.

AWOS-3	CHICAGO CENTER	KANKAKEE RADIO	CTAF
111.6	132.5 258.1	122.2 255.4	123.0 L







CATEGORY	A	B	C	D
LPV DA	875-½ 250 (300-½)			
LNAV/ VNAV DA	955-¾ 330 (400-¾)			
LNAV MDA	1060-½ 435 (500-½)		1060-¾ 435 (500-¾)	1060-1 435 (500-1)
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1100-1½ 470 (500-1½)	1180-2 550 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4398
161°	TDZE	622
	Apt Elev	630

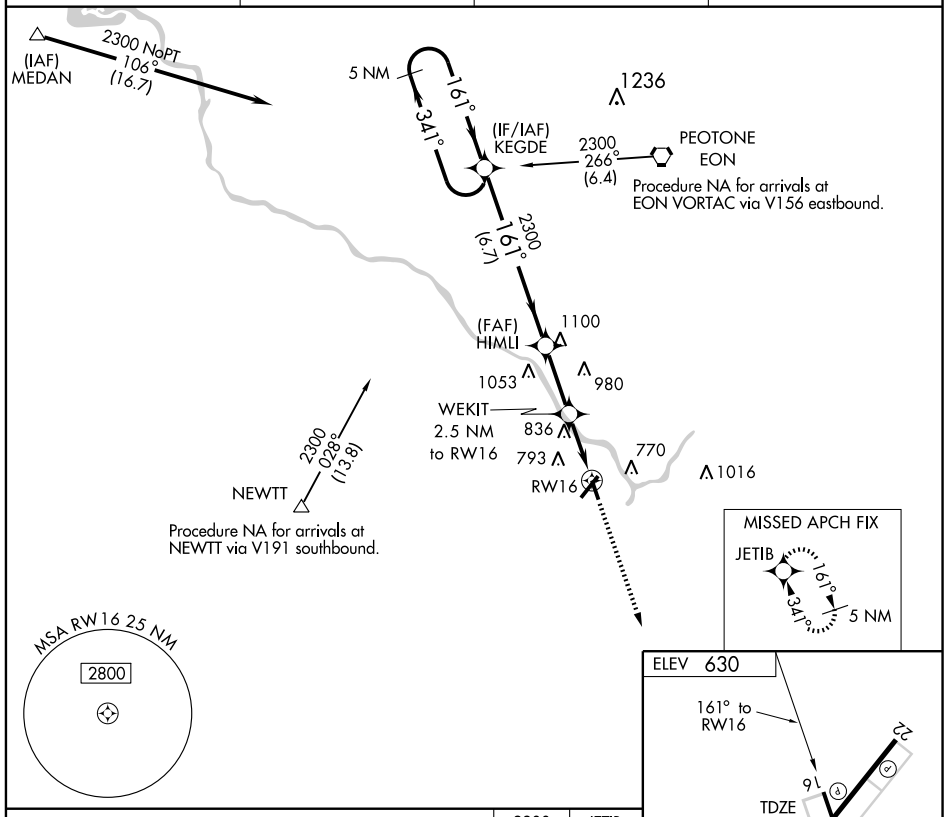
RNAV (GPS) RWY 16

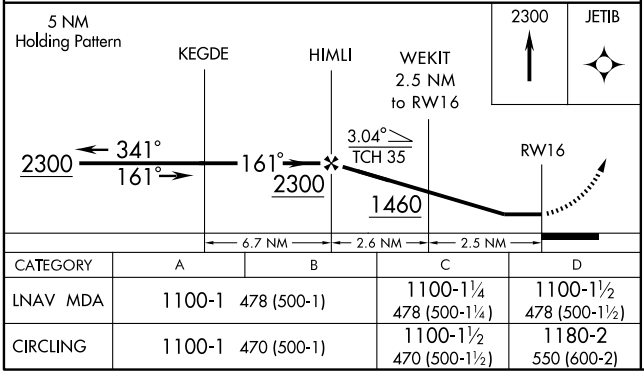
KANKAKEE/ GREATER KANKAKEE (IKK)

If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

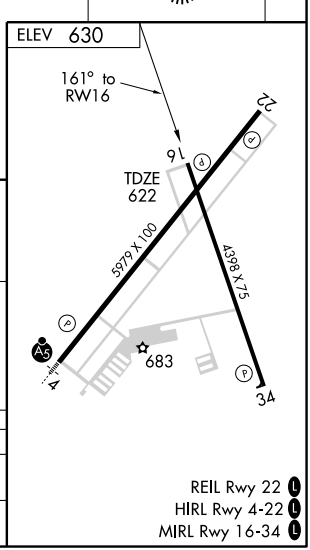
MISSED APPROACH: Climb to 2300 direct JETIB and hold

AWOS-3	CHICAGO CENTER	KANKAKEE RADIO	CTAF
111.6	132.5 258.1	122.2 255.4	123.0 L





CATEGORY	A	B	C	D
LNAV MDA	1100-1	478 (500-1)	1100-1¼ 478 (500-1¼)	1100-1½ 478 (500-1½)
CIRCLING	1100-1	470 (500-1)	1100-1½ 470 (500-1½)	1180-2 550 (600-2)



REIL Rwy 22 L
HIRL Rwy 4-22 L
MIRL Rwy 16-34 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5979
218°	TDZE	630
	Apt Elev	630

RNAV (GPS) RWY 22

KANKAKEE/ GREATER KANKAKEE (IKK)

If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. VDP NA when using Pontiac Muni altimeter setting.

MISSED APPROACH: Climb to 2300 direct SEWAY and hold

AWOS-3	CHICAGO CENTER	KANKAKEE RADIO	CTAF
111.6	132.5 258.1	122.2 255.4	123.0 L

Procedure NA for arrivals at EON VORTAC on airway radials 150 CW 168.

1236

5 NM

PEOTONE EON

2300 121° (5.4)

038° 218°

(IAF) LUCIT

2300 NoPT 268° (12)

(IF/IAF) COYAP

2300 218° (6)

1100

1053 980

(FAF) OBGOE

836 738

793 770 1016

RW22

1022

MISSED APCH FIX SEWAY

038° 218°

5 NM

MSA RW22 25 NM

2800

ELEV 630

218° to RW22

TDZE 630

RW22

9

5979 X 100

4398 X 75

683

4

34

2300 SEWAY

5 NM Holding Pattern

OBGOE COYAP

1.2 NM to RW22

RW22

2300

218° 038° 218° 2300

3.04° TCH 35

1.2 3.9 NM 6 NM

CATEGORY	A	B	C	D
LNAV MDA	1040-1 410 (500-1)		1040-1¼ 410 (500-1¼)	
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1100-1½ 470 (500-1½)	1180-2 550 (600-2)

REIL Rwy 22 L
HIRL Rwy 4-22 L
MIRL Rwy 16-34 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4398
341°	TDZE	620
	Apt Elev	630

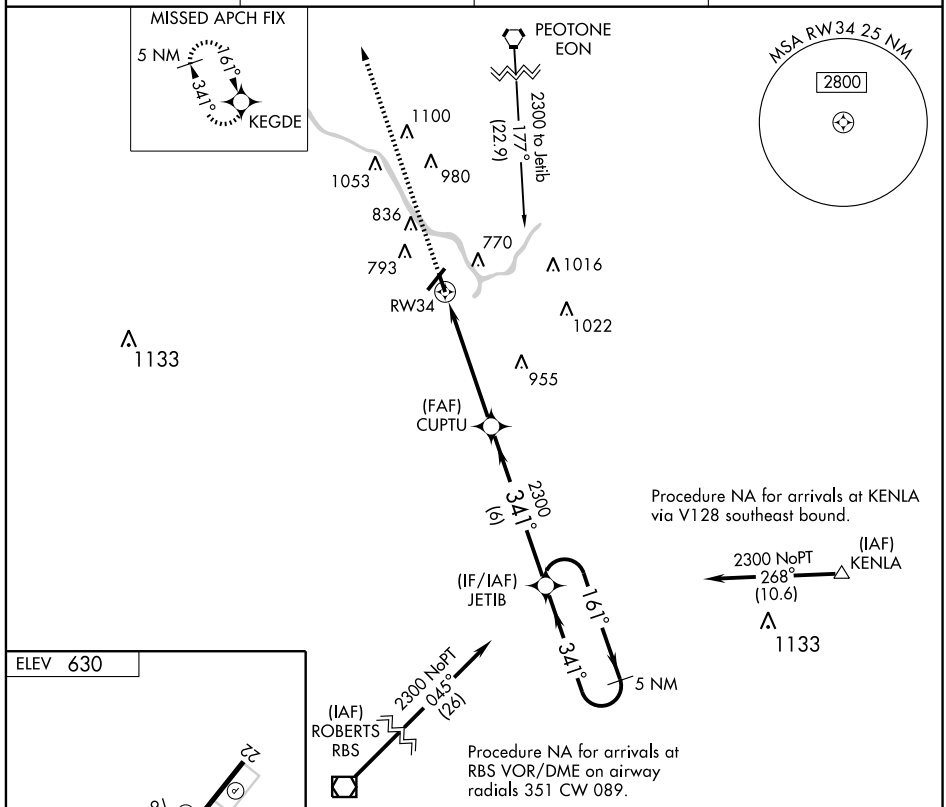
RNAV (GPS) RWY 34

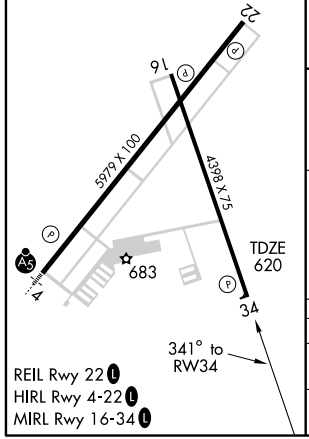
KANKAKEE/ GREATER KANKAKEE (IKK)

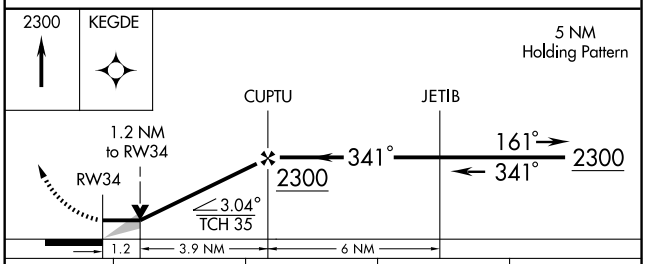
If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. VDP NA when using Pontiac Muni altimeter setting.

MISSED APPROACH: Climb to 2300 direct KEGDE and hold

AWOS-3	CHICAGO CENTER	KANKAKEE RADIO	CTAF
111.6	132.5 258.1	122.2 255.4	123.0 L







CATEGORY	A	B	C	D
LNAV MDA	1040-1 420 (500-1)		1040-1¼ 420 (500-1¼)	
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1100-1½ 470 (500-1½)	1180-2 550 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

VOR/DME IKK	APP CRS	Rwy Idg	5979
111.6	032°	TDZE	625
Chan 53		Apt Elev	630

VOR RWY 4

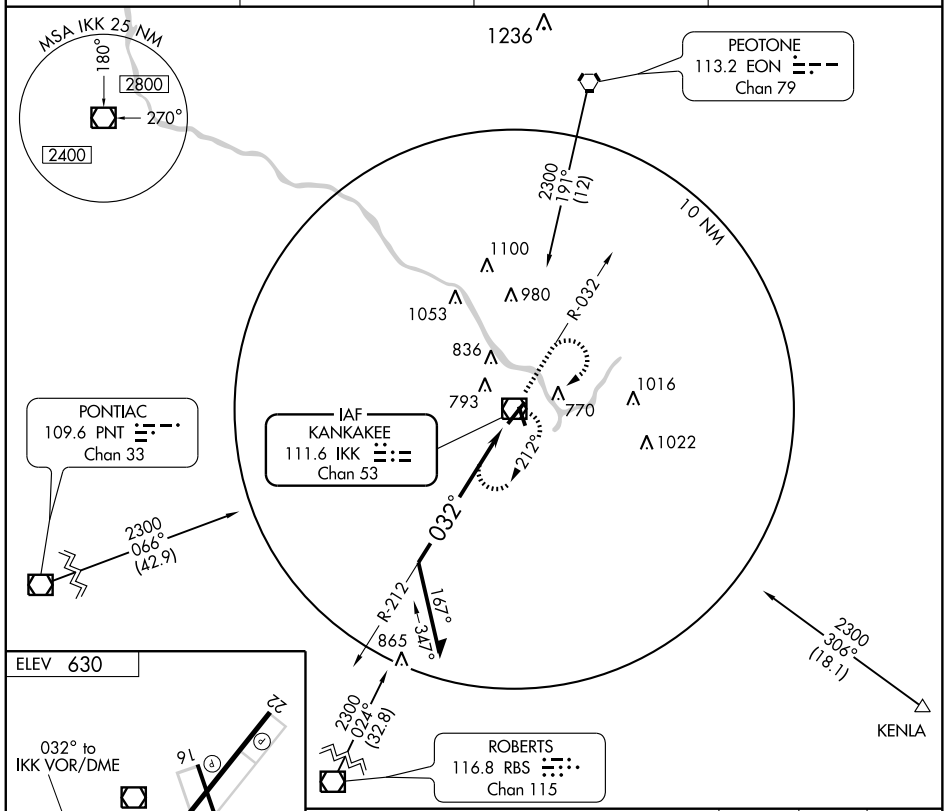
KANKAKEE/GREATER KANKAKEE (IKK)

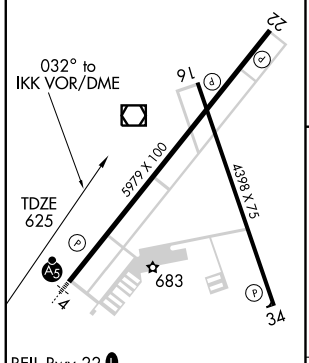
T A If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Pontiac Muni altimeter setting.

MALSR

MISSED APPROACH: Climb to 2300 via IKK R-032, then right turn direct IKK VOR/DME and hold.

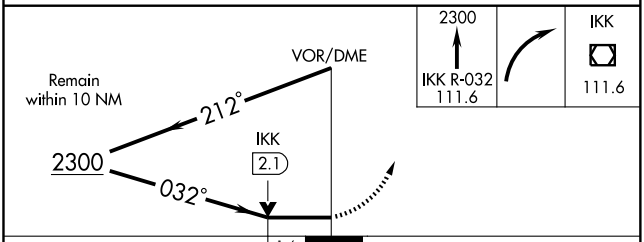
AWOS-3	CHICAGO CENTER	KANKAKEE RADIO	CTAF
111.6	132.5 258.1	122.2 255.4	123.0 L





REIL Rwy 22 L
HIRL Rwy 4-22 L
MIRL Rwy 16-34 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-4	1180-½ 555 (600-½)		1180-1 555 (600-1)	1180-1¼ 555 (600-1¼)
CIRCLING	1180-1 550 (600-1)		1180-1½ 550 (600-1½)	1180-2 550 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME IKK	APP CRS	Rwy Idg	5979
111.6	231°	TDZE	630
Chan 53		Apt Elev	630

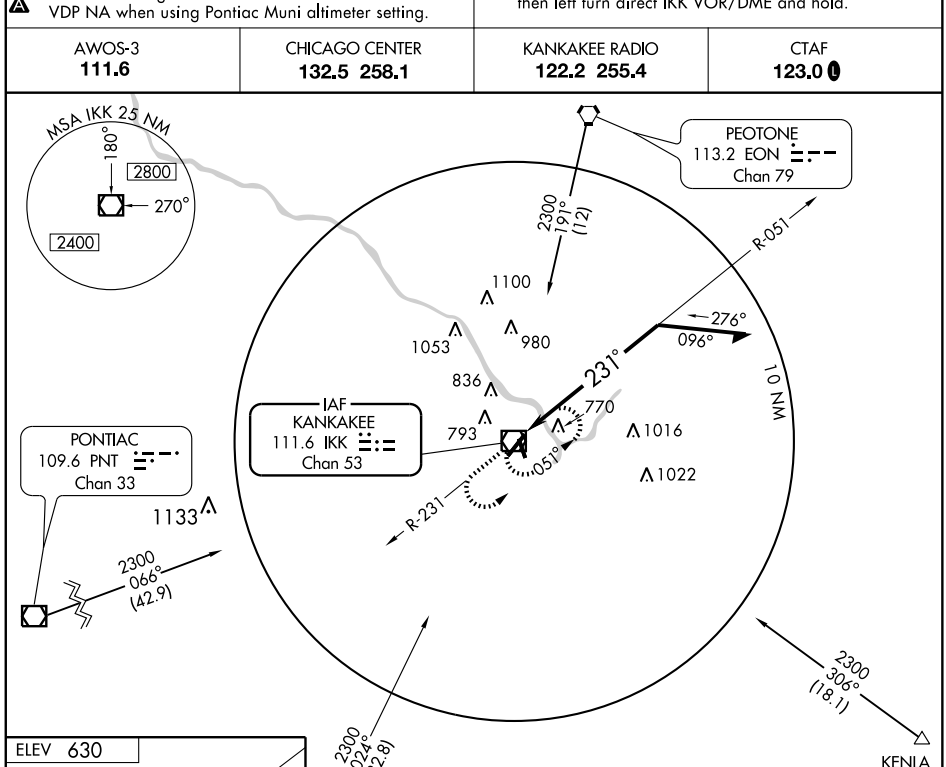
VOR RWY 22

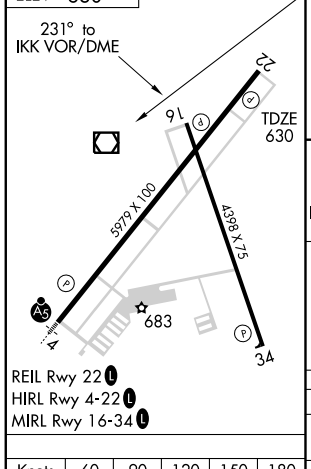
KANKAKEE/ GREATER KANKAKEE (IKK)

T A If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Pontiac Muni altimeter setting.

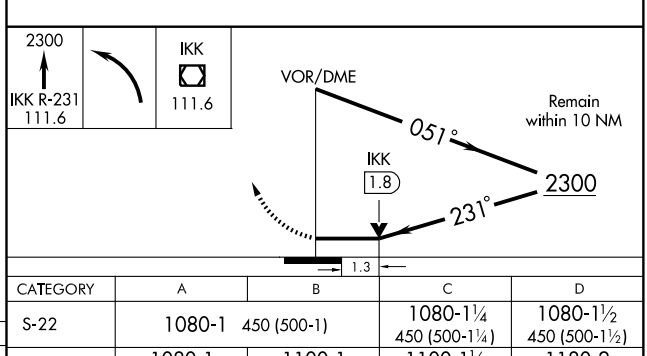
MISSED APPROACH: Climb to 2300 via IKK R-231, then left turn direct IKK VOR/DME and hold.

AWOS-3	CHICAGO CENTER	KANKAKEE RADIO	CTAF
111.6	132.5 258.1	122.2 255.4	123.0 L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-22	1080-1 450 (500-1)		1080-1¼ 450 (500-1¼)	1080-1½ 450 (500-1½)
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1100-1½ 470 (500-1½)	1180-2 550 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

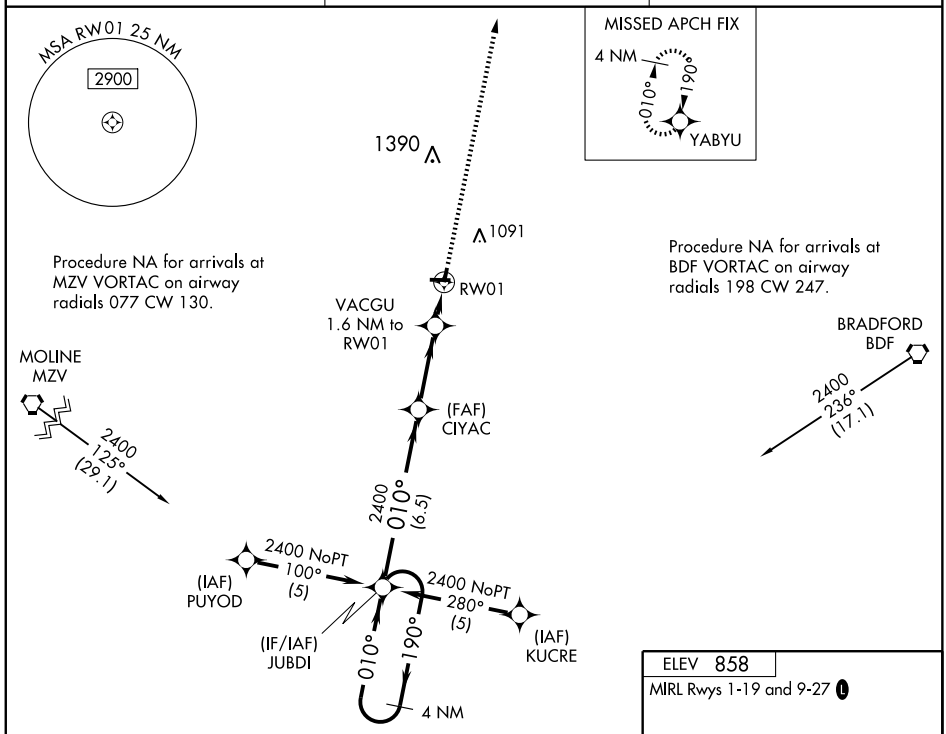
APP CRS	Rwy Idg	3200
010°	TDZE	857
	Apt Elev	858

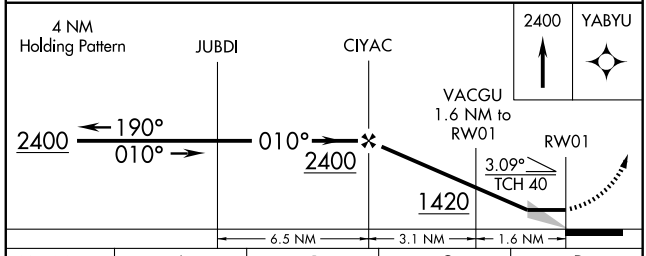
RNAV (GPS) RWY 1
KEWANEE MUNI (EZI)

▼ ▲ NA — DME/DME RNP-0.3 NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all MDA 40 feet.

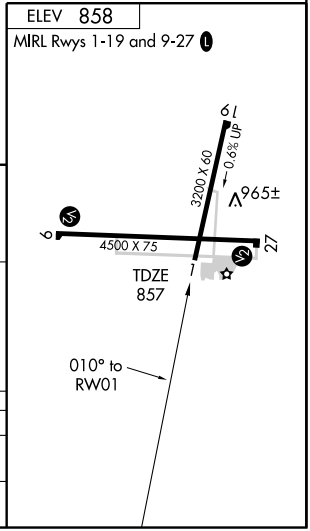
MISSED APPROACH: Climb to 2400 direct YABYU and hold.

GALESBURG AWOS-3	QUAD CITY APP CON ★	UNICOM
109.8	118.2 257.8	122.8 (CTAF) Ⓛ





CATEGORY	A	B	C	D
LNAV MDA	1300-1	443 (500-1)	1300-1¼ 443 (500-1¼)	NA
CIRCLING	1340-1	482 (500-1)	1600-2¼ 742 (800-2¼)	NA



EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4500
090°	TDZE	857
	Apt Elev	858

RNAV (GPS) RWY 9

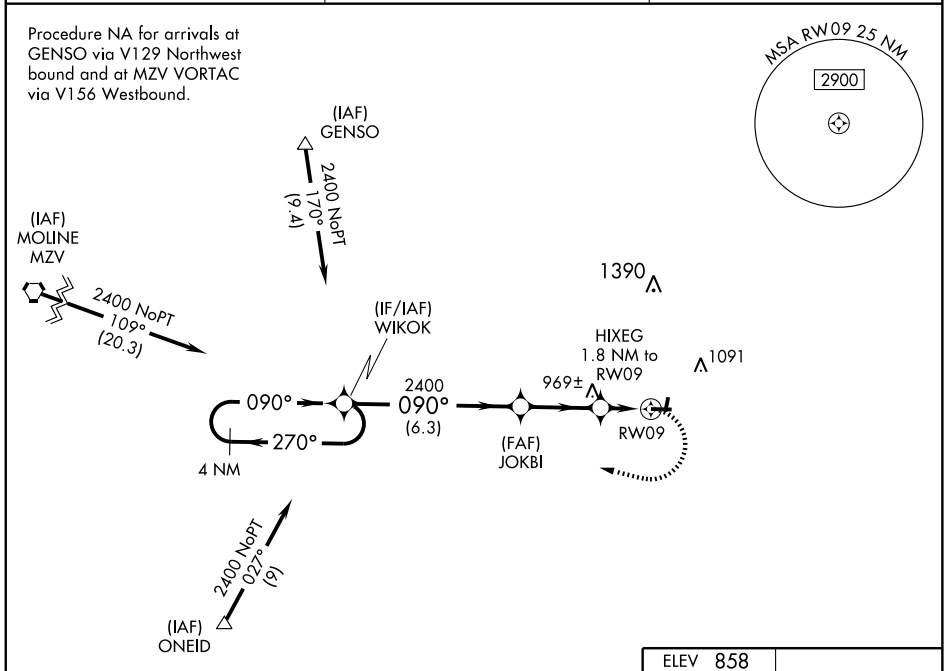
KEWANEE MUNI (EZI)

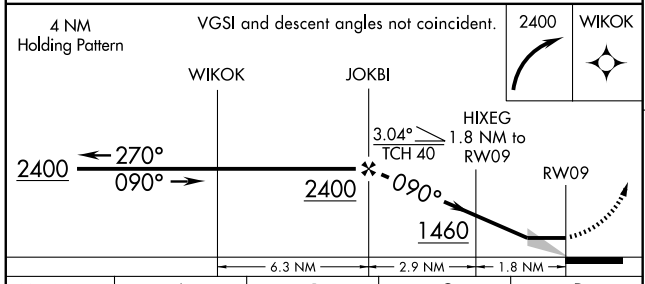
▼ ⚠ NA — DME/DME RNP-0.3 NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all MDA 40 feet.

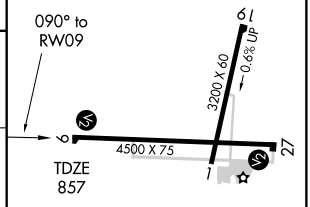
MISSED APPROACH: Climbing right turn to 2400 direct WIKOK and hold.

GALESBURG AWOS-3	QUAD CITY APP CON ★	UNICOM
109.8	118.2 257.8	122.8 (CTAF) L

Procedure NA for arrivals at GENSO via V129 Northwest bound and at MZV VORTAC via V156 Westbound.







CATEGORY	A	B	C	D
LNAV MDA	1300-1	443 (500-1)	1300-1¼ 443 (500-1¼)	NA
CIRCLING	1340-1	482 (500-1)	1600-2¼ 742 (800-2¼)	NA

MIRL Rwys 1-19 and 9-27 L

EC-3, 14 JAN 2010 to 11 FEB 2010

KEWANEE, ILLINOIS

AL-6300 (FAA)

APP CRS	Rwy Idg	3200
190°	TDZE	857
	Apt Elev	858

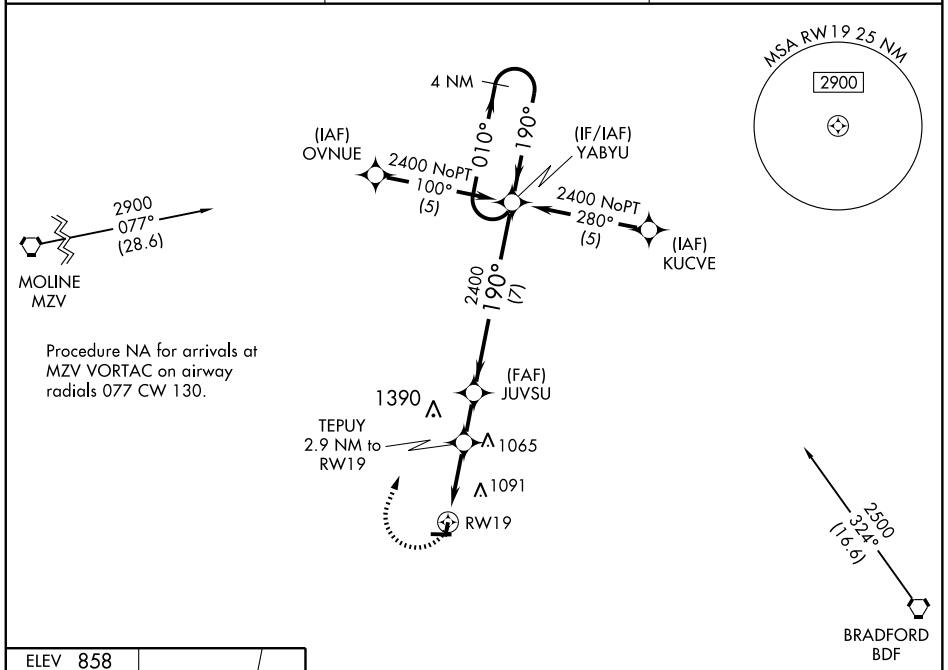
RNAV (GPS) RWY 19

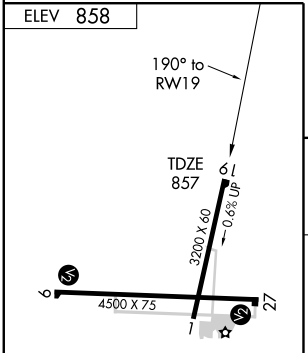
KEWANEE MUNI (EZI)

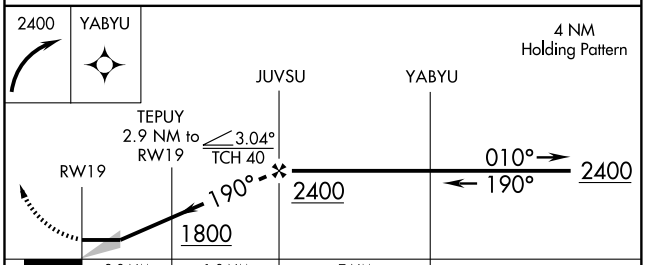
DME/DME RNP-0.3 NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 2400 direct YABYU and hold.

GALESBURG AWOS-3	QUAD CITY APP CON ★	UNICOM
109.8	118.2 257.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1400-1 543 (600-1)		1400-1½ 543 (600-1½)	NA
CIRCLING	1400-1 542 (600-1)		1600-2¼ 742 (800-2¼)	NA

MIRL Rwys 1-19 and 9-27 L

EC-3, 14 JAN 2010 to 11 FEB 2010

KEWANEE, ILLINOIS

AL-6300 (FAA)

APP CRS	Rwy Idg	4500
270°	TDZE	858
	Apt Elev	858

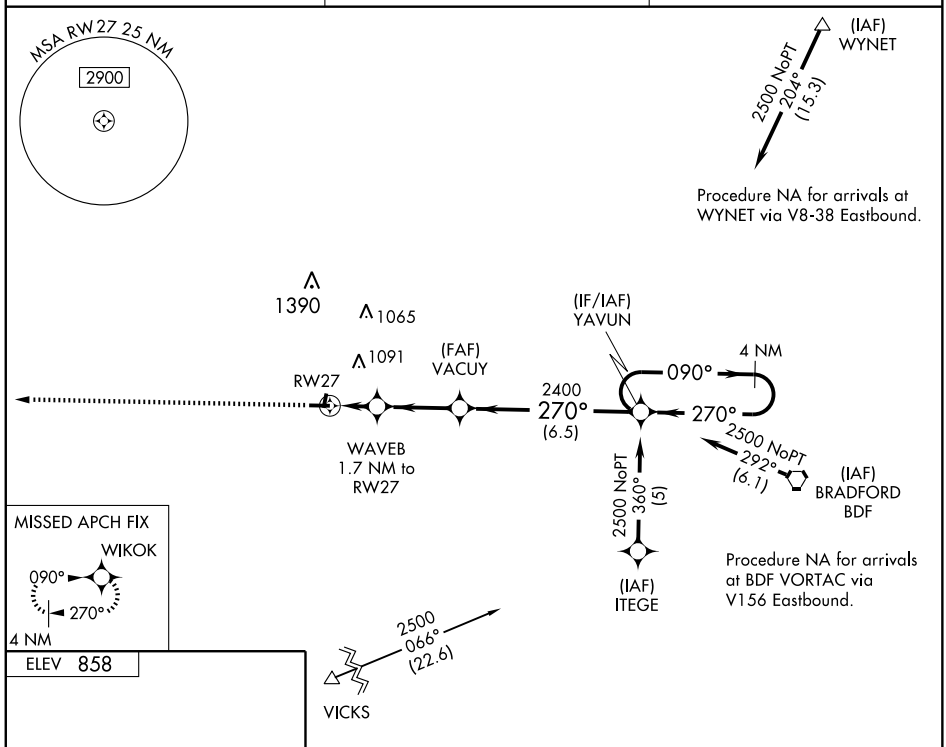
RNAV (GPS) RWY 27

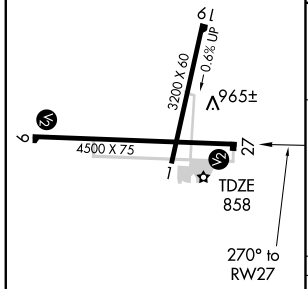
KEWANEE MUNI (EZI)

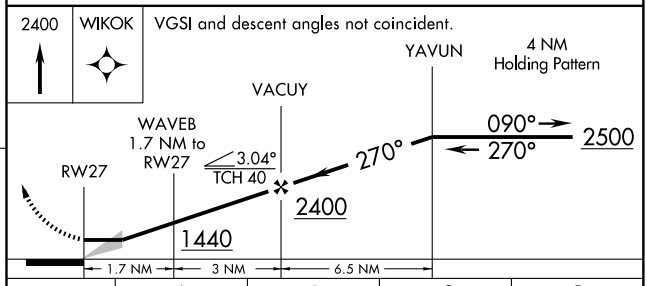
DME/DME RNP-0.3 NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2400 direct WIKOK and hold.

GALESBURG AWOS-3	QUAD CITY APP CON ★	UNICOM
109.8	118.2 257.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1300-1 442 (500-1)		1300-1¼ 442 (500-1¼)	NA
CIRCLING	1340-1 482 (500-1)		1600-2¼ 742 (800-2¼)	NA

MIRL Rwys 1-19 and 9-27 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS		
129°	Rwy Idg	3200
	TDZE	568
	Apt Elev	568

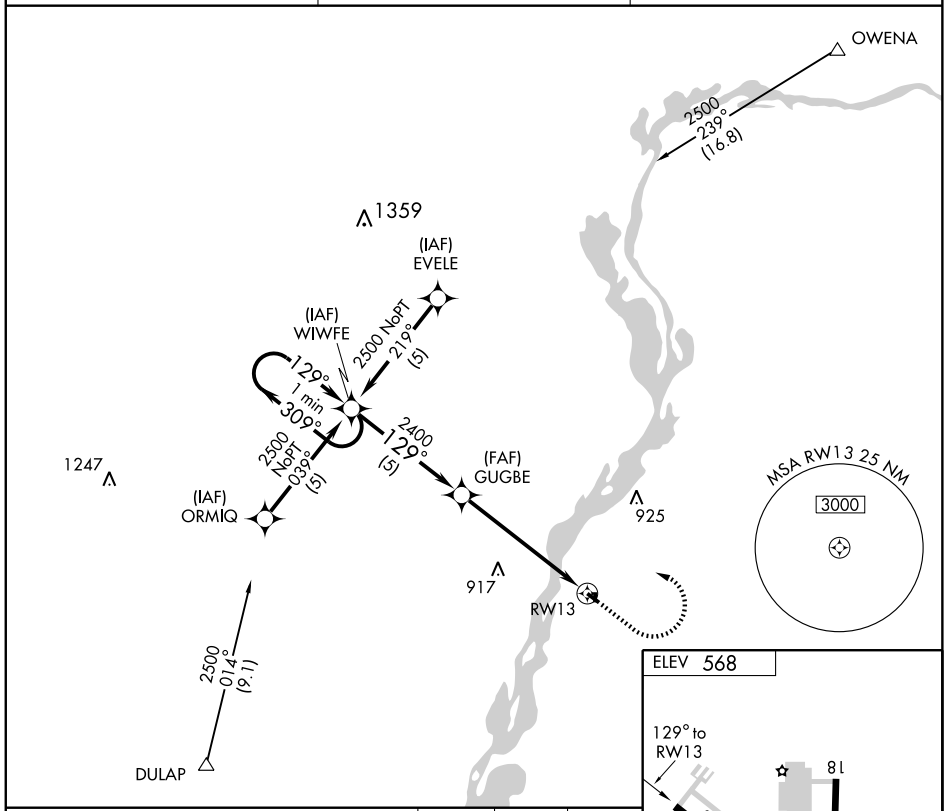
GPS RWY 13

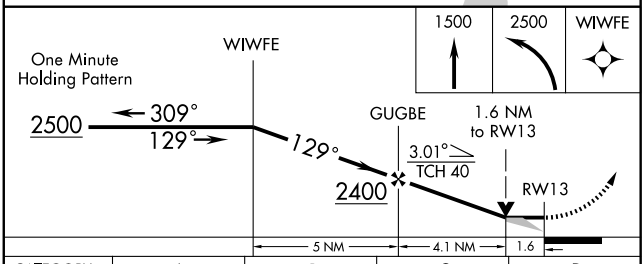
LACON/ MARSHALL COUNTY (C75)

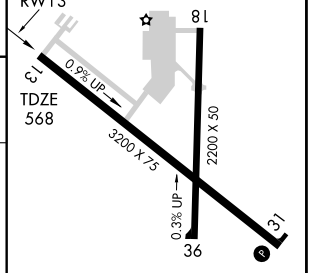
NA

MISSED APPROACH: Climb to 1500, then climbing left turn to 2500 direct WIWFE WP and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.425	124.55 398.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1080-1	512 (600-1)	1080-1½ 512 (600-1½)	NA
CIRCLING	1100-1	532 (600-1)	1100-1½ 532 (600-1½)	NA

REIL Rwy 13 L
MIRL Rwy 13-31 L
LIRL Rwy 18-36

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3200
309°	TDZE	568
	Apt Elev	568

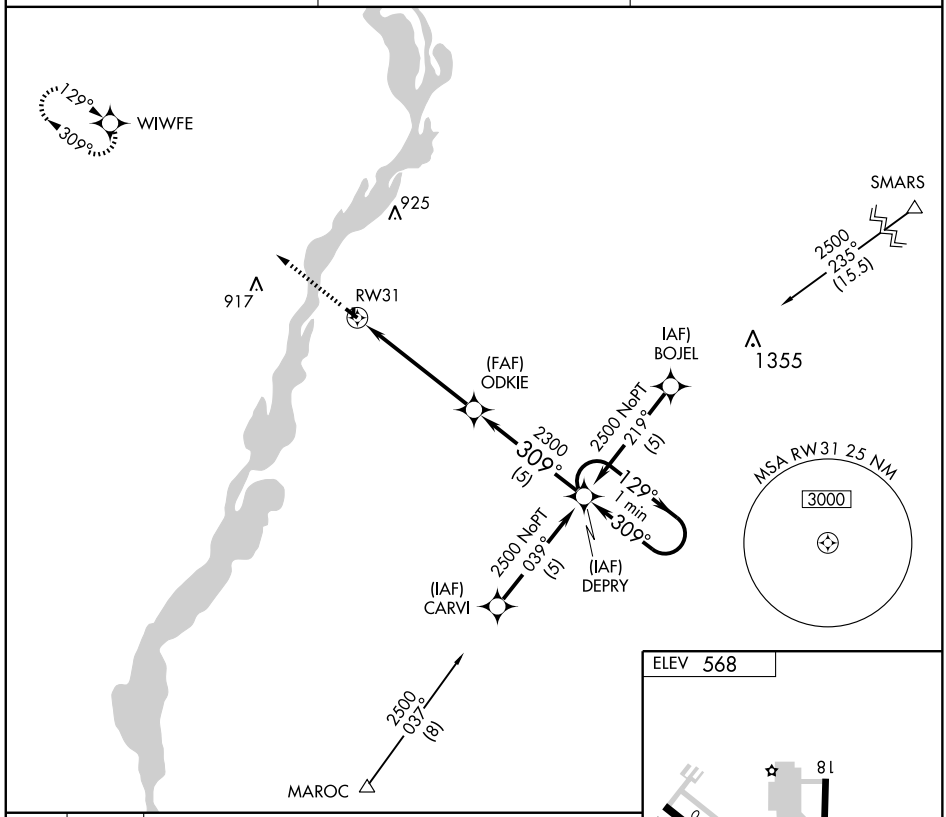
GPS RWY 31

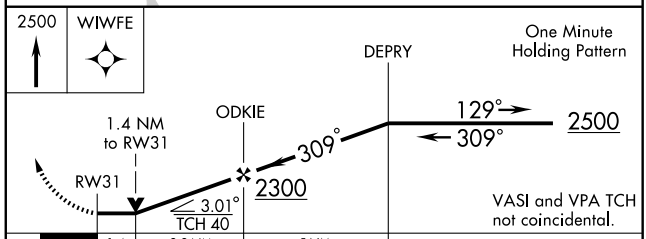
LACON/ MARSHALL COUNTY (C75)

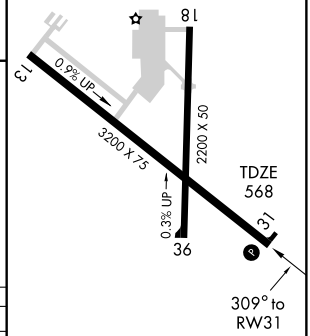
NA

MISSED APPROACH: Climb to 2500 direct WIWFE WP and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.425	124.55 398.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1060-1	492 (500-1)	1060-1¼ 492 (500-1¼)	NA
CIRCLING	1100-1	532 (600-1)	1100-1½ 532 (600-1½)	NA

REIL Rwy 13 L
MIRL Rwy 13-31 L
LIRL Rwy 18-36

EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC BDF 114.7 Chan 94	APP CRS 133°	Rwy Idg 3200 TDZE 568 Apt Elev 568

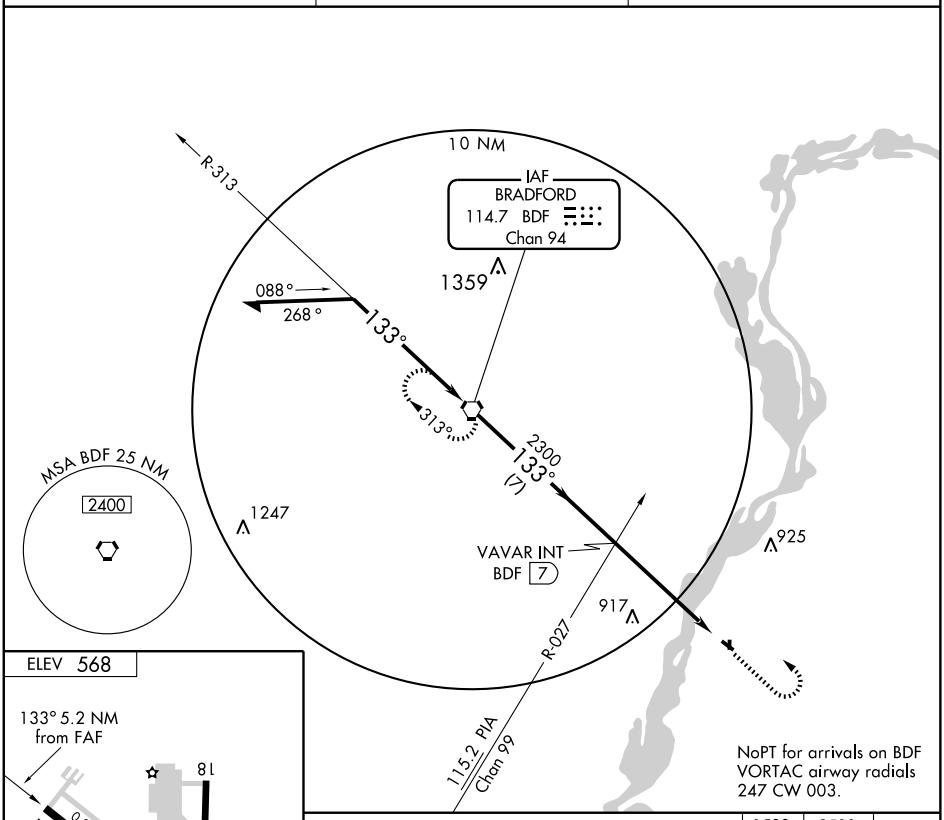
VOR RWY 13

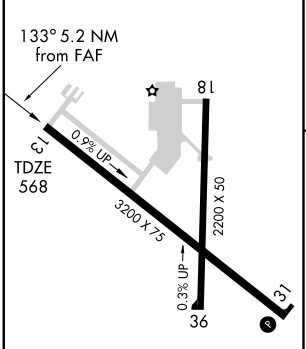
LACON/MARSHALL COUNTY (C75)

NA

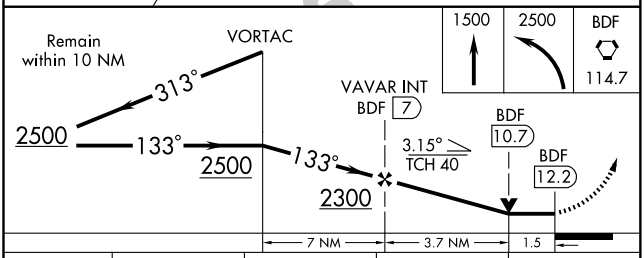
MISSED APPROACH: Climb to 1500, then climbing left turn to 2500 direct BDF VORTAC and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.425	124.55 398.9	122.8 (CTAF) L





REIL Rwy 13 L
MIRL Rwy 13-31 L
LIRL Rwy 18-36



FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
S-13	1080-1 512 (600-1)		1080-1½ 512 (600-1½)	NA
CIRCLING	1100-1 532 (600-1)		1100-1½ 532 (600-1½)	NA

EC-3. 14 JAN 2010 to 11 FEB 2010

LAWRENCEVILLE, ILLINOIS

APP CRS	Rwy Idg	5198
090°	TDZE	428
	Apt Elev	430

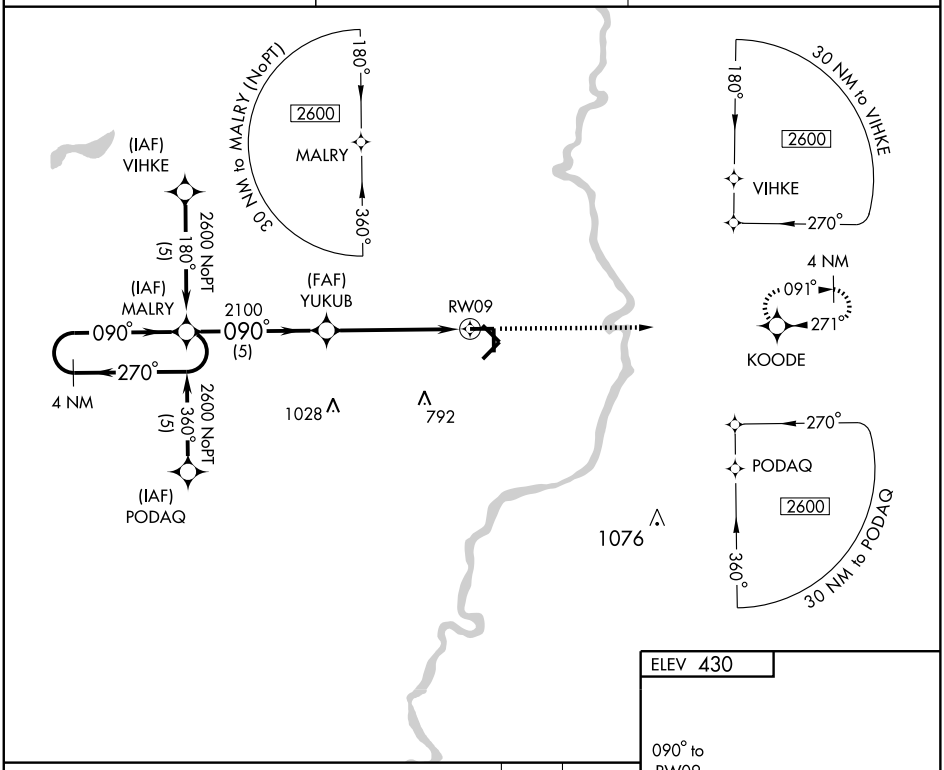
AL-229 (FAA)

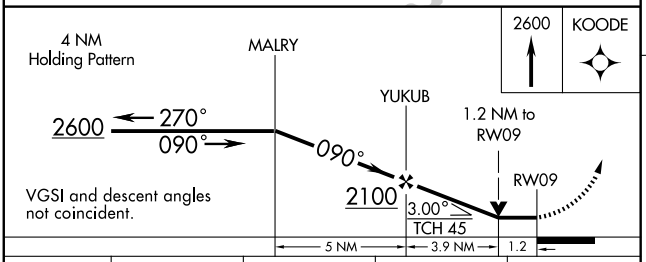
RNAV (GPS) RWY 9

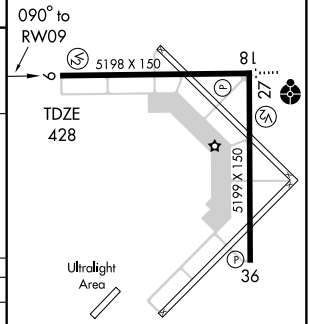
LAWRENCEVILLE-VINCENNES INTL (LWV)

NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2600 direct KOODE WP and hold.

ASOS	EVANSVILLE APP CON ★	UNICOM
118.0	125.6 267.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	NA			
LNAV MDA	820-1 392 (400-1)			820-1¼ 392 (400-1¼)
CIRCLING	880-1 450 (500-1)		880-1½ 450 (500-1½)	980-2 550 (600-2)

REIL Rwys 9, 27, 18 and 36 L
MIRL Rwys 9-27 and 18-36 L

EC-3, 14 JAN 2010 to 11 FEB 2010

LAWRENCEVILLE, ILLINOIS

AL-229 (FAA)

RNAV (GPS) RWY 18

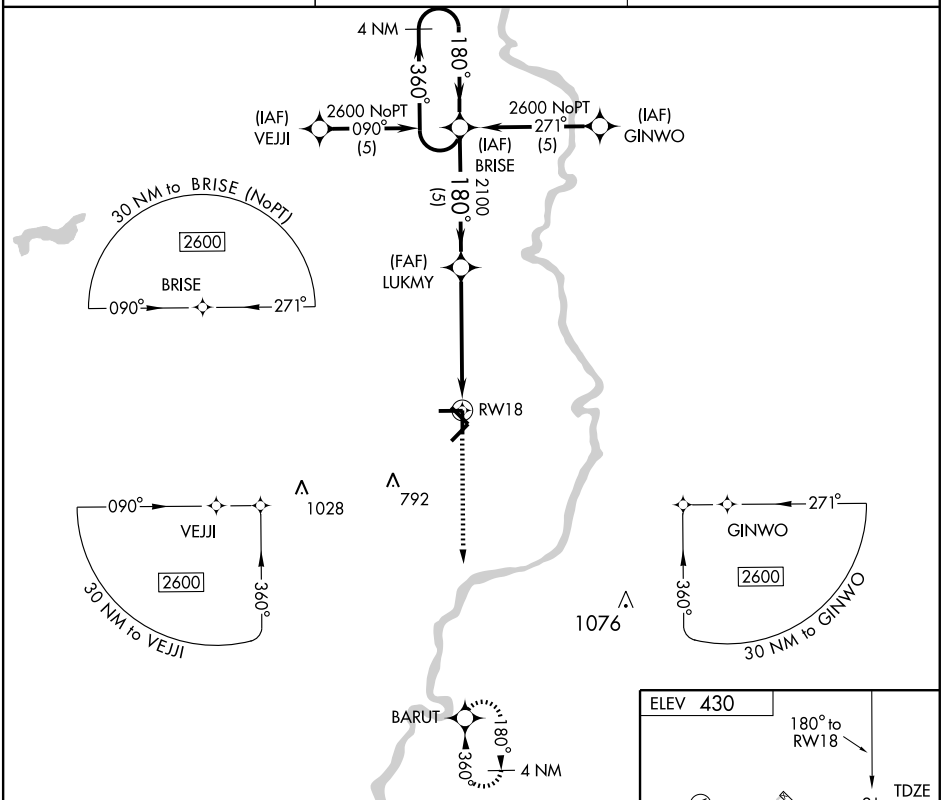
LAWRENCEVILLE-VINCENNES INTL (LWV)

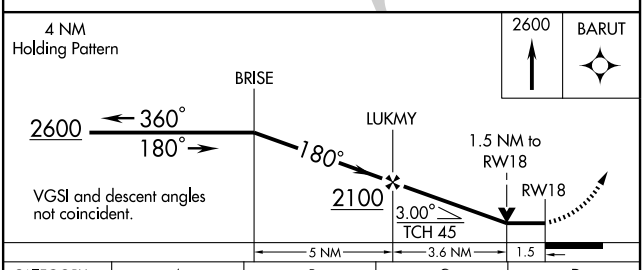
APP CRS	Rwy ldg	5199
180°	TDZE	430
	Apt Elev	430

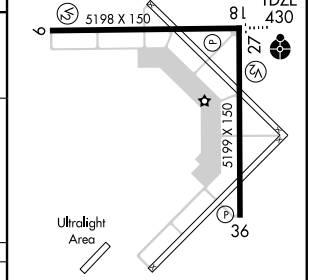
NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct BARUT WP and hold.

ASOS	EVANSVILLE APP CON ★	UNICOM
118.0	125.6 267.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	NA			
LNAV MDA	940-1 510 (600-1)		940-1½ 510 (600-1½)	
CIRCLING	940-1 510 (600-1)		940-1½ 510 (600-1½)	980-2 550 (600-2)

REIL Rwys 9, 27, 18 and 36 L
MIRL Rwys 9-27 and 18-36 L

EC-3. 14 JAN 2010 to 11 FEB 2010

LAWRENCEVILLE, ILLINOIS

APP CRS	Rwy ldg	5198
271°	TDZE	430
	Apt Elev	430

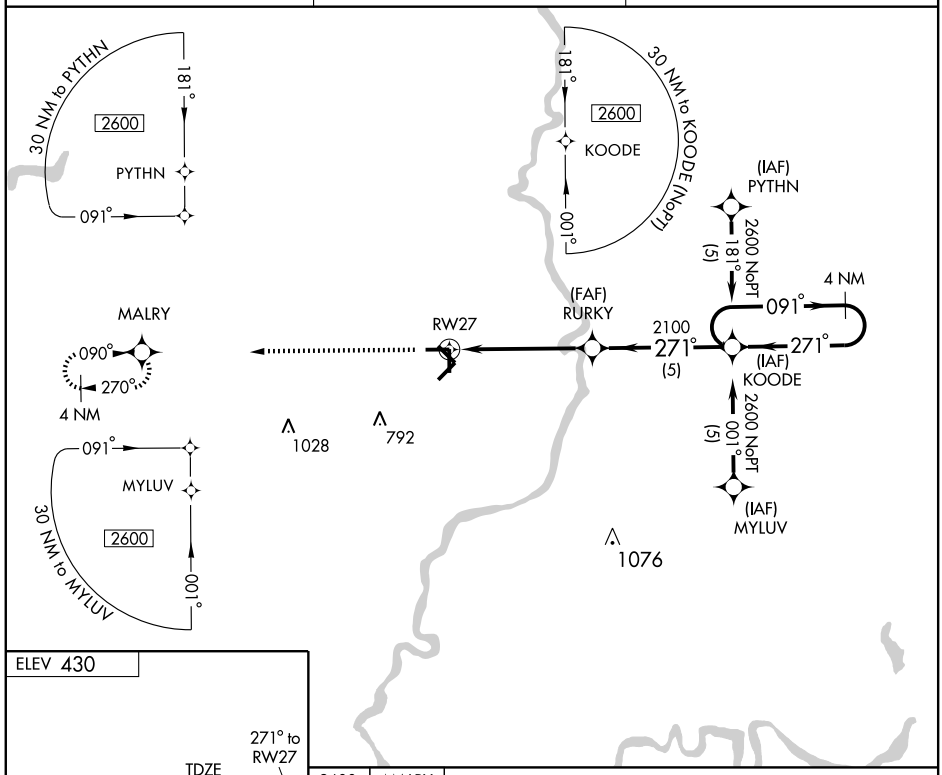
AL-229 (FAA)

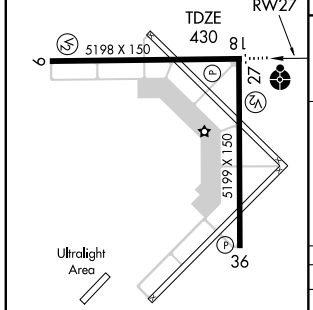
RNAV (GPS) RWY 27

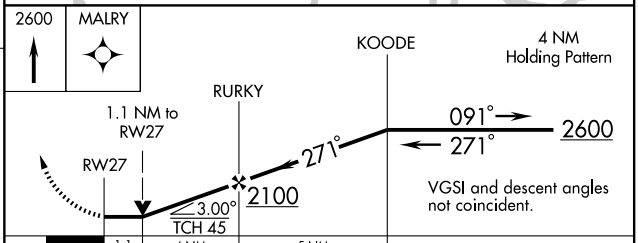
LAWRENCEVILLE-VINCENNES INTL (LWV)

NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	ODALS	MISSED APPROACH: Climb to 2600 direct MALRY WP and hold.

ASOS	EVANSVILLE APP CON ★	UNICOM
118.0	125.6 267.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	NA			
LNAV MDA	800-¾ 370 (400-¾)			800-1¼ 370 (400-1¼)
CIRCLING	880-1 450 (500-1)		880-1½ 450 (500-1½)	980-2 550 (600-2)

REIL Rwys 9, 27, 18 and 36 L
MIRL Rwys 9-27 and 18-36 L

EC-3, 14 JAN 2010 to 11 FEB 2010

LAWRENCEVILLE, ILLINOIS

APP CRS	Rwy Idg	5199
360°	TDZE	429
	Apt Elev	430

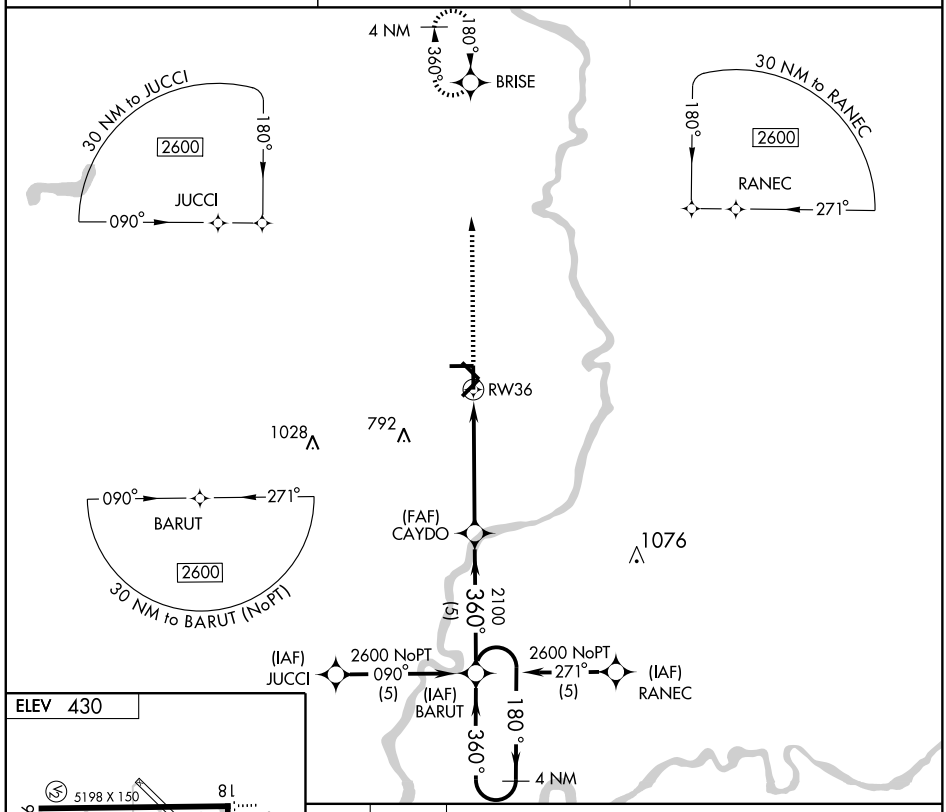
AL-229 (FAA)

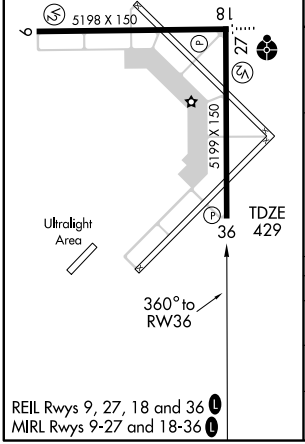
RNAV (GPS) RWY 36

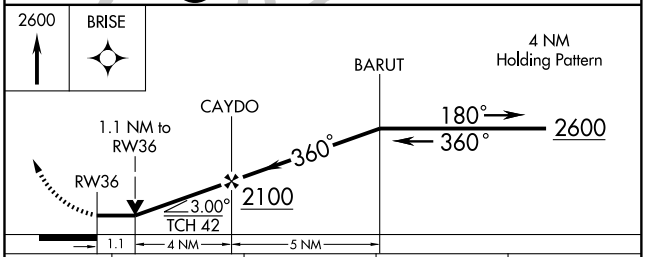
LAWRENCEVILLE-VINCENNES INTL (LWV)

NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. | MISSED APPROACH: Climb to 2600 direct BRISE WP and hold.

ASOS	EVANSVILLE APP CON ★	UNICOM
118.0	125.6 267.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV/ VNAV DA	NA			
LNAV MDA	800-1 371 (400-1)			800-1¼ 371 (400-1¼)
CIRCLING	880-1 450 (500-1)		880-1½ 450 (500-1½)	980-2 550 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

LAWRENCEVILLE, ILLINOIS

VOR/DME LWV	APP CRS	Rwy Idg	5199
108.8	199°	TDZE	430
Chan 25		Apt Elev	430

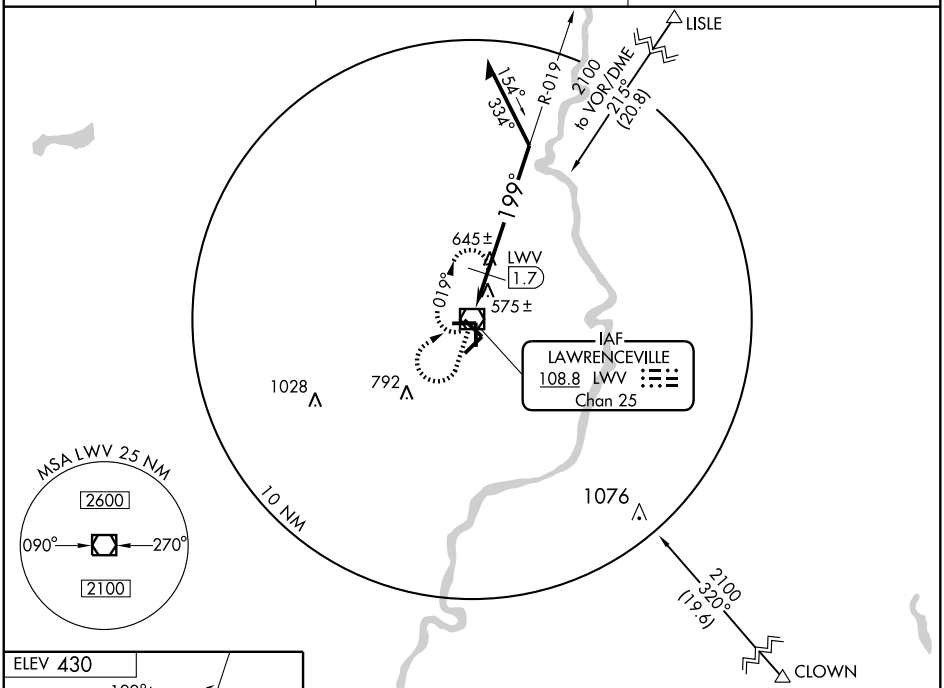
AL-229 (FAA)

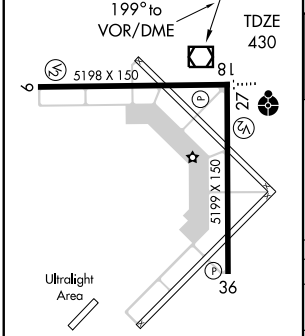
VOR RWY 18

LAWRENCEVILLE-VINCENNES INTL (LWV)

MISSED APPROACH: Climb to 2100 then right turn direct LWV VOR/DME and hold.

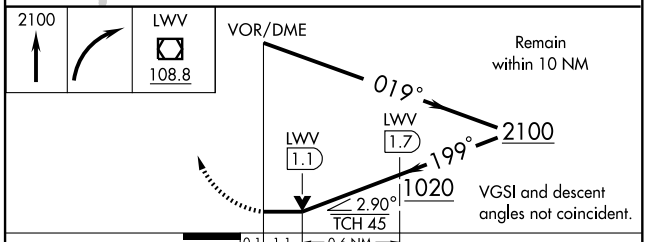
ASOS	EVANSVILLE APP CON ★	UNICOM
118.0	125.6 267.9	122.8 (CTAF) L





REIL Rwys 9, 27, 18 and 36 L
MIRL Rwys 9-27 and 18-36 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-18	1020-1 590 (600-1)		1020-1½ 590 (600-1½)	1020-1¾ 590 (600-1¾)
CIRCLING	1020-1 590 (600-1)		1020-1½ 590 (600-1½)	1020-2 590 (600-2)
DME MINIMUMS				
S-18	840-1 410 (500-1)		840-1¼ 410 (500-1¼)	
CIRCLING	880-1 450 (500-1)		880-1½ 450 (500-1½)	980-2 550 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME LWV	APP CRS	Rwy Idg	5198
108.8	282°	TDZE	430
Chan 25		Apt Elev	430

AL-229 (FAA)

VOR RWY 27

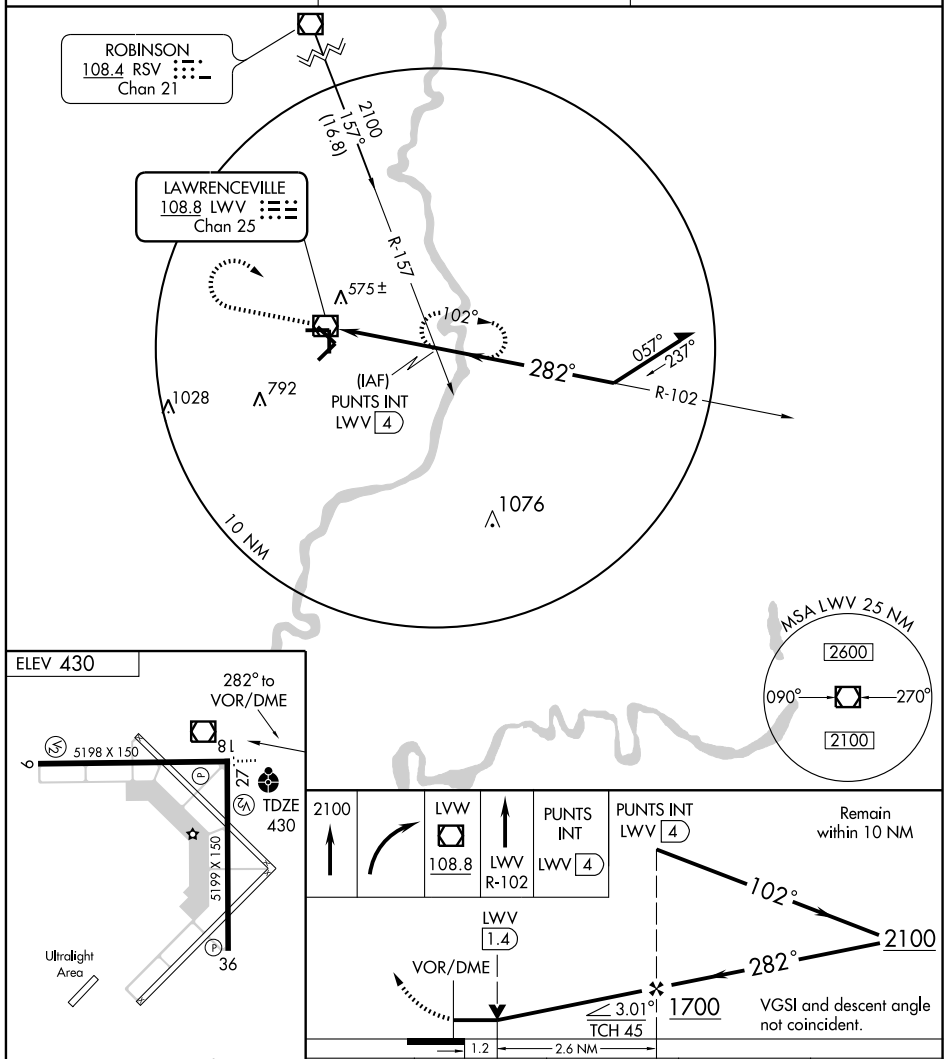
LAWRENCEVILLE-VINCENNES INTL (LWV)

Inoperative table does not apply to Cat C.

ODALS

MISSED APPROACH: Climb to 2100, then right turn direct LWV VOR/DME then via the LWV R-102 to PUNTS Int/4 DME and hold.

ASOS	EVANSVILLE APP CON ★	UNICOM
118.0	125.6 267.9	122.8 (CTAF) L



REIL Rwys 9, 27, 18 and 36 L
MIRL Rwys 9-27 and 18-36 L

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-27	840-¾ 410 (500-¾)		840-1¼ 410 (500-1¼)	
CIRCLING	880-1 450 (500-1)		880-1½ 450 (500-1½)	980-2 550 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

LAWRENCEVILLE, ILLINOIS

VOR/DME LWV	APP CRS	Rwy Idg	5199
108.8	356°	TDZE	429
Chan 25		Apt Elev	430

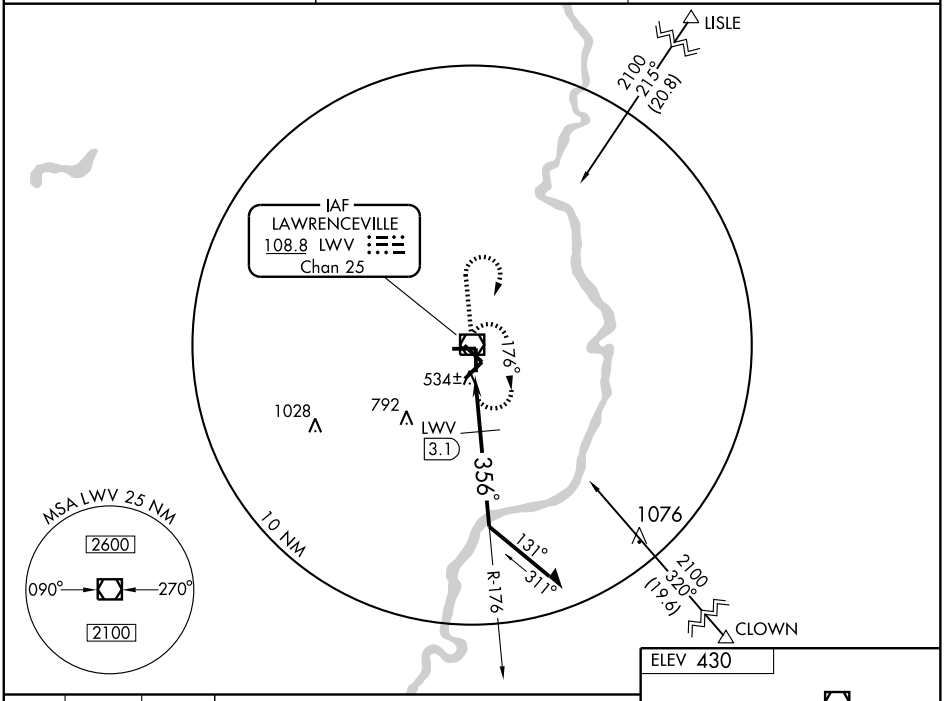
AL-229 (FAA)

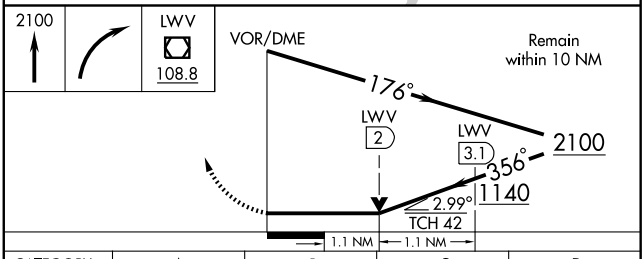
VOR RWY 36

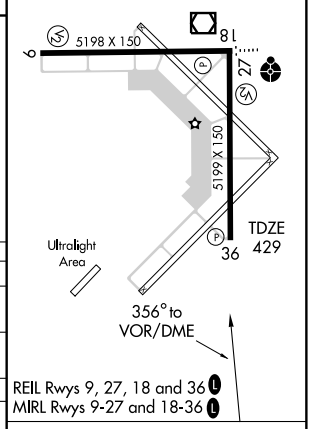
LAWRENCEVILLE-VINCENNES INTL (LWV)

MISSED APPROACH: Climb to 2100, then right turn direct LWV VOR/DME and hold.

ASOS	EVANSVILLE APP CON ★	UNICOM
118.0	125.6 267.9	122.8 (CTAF) L







REIL Rwys 9, 27, 18 and 36 L
MIRL Rwys 9-27 and 18-36 L

CATEGORY	A	B	C	D
S-36	1140-1 711 (800-1)		1140-2 711 (800-2)	1140-2¼ 711 (800-2¼)
CIRCLING	1140-1 710 (800-1)		1140-2 710 (800-2)	1140-2¼ 710 (800-2¼)
DME MINIMUMS				
S-36	800-1 371 (400-1)			800-1¼ 371 (400-1¼)
CIRCLING	880-1 450 (500-1)		880-1½ 450 (500-1½)	980-2 550 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

NDB AAA	APP CRS	Rwy Idg	3999
329	226°	TDZE	597
		Apt Elev	597

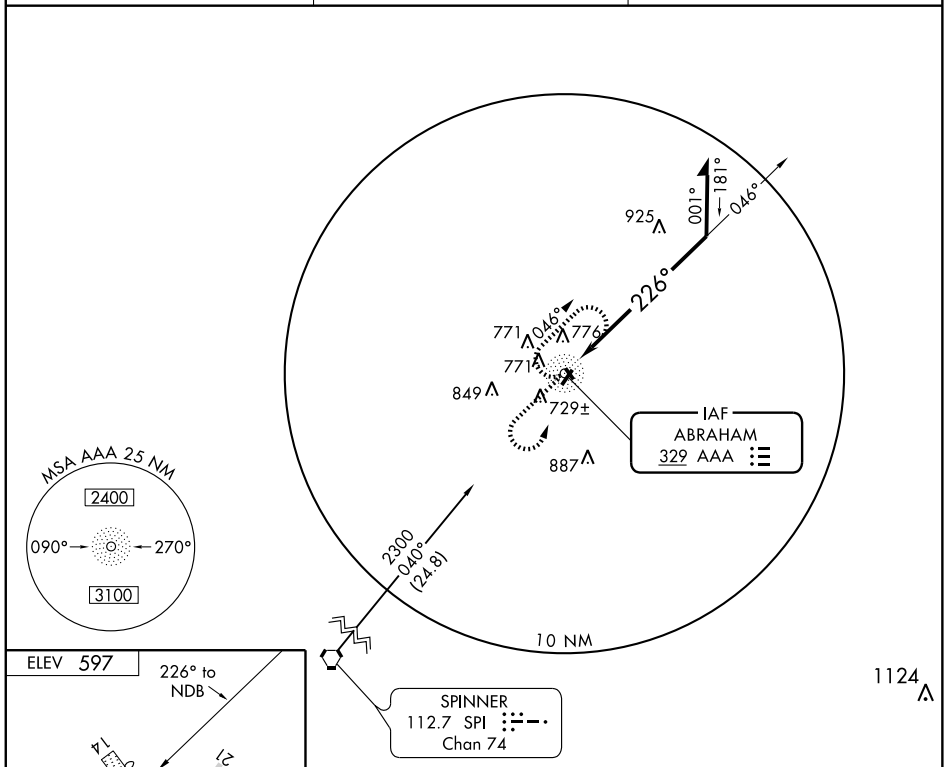
NDB RWY 21

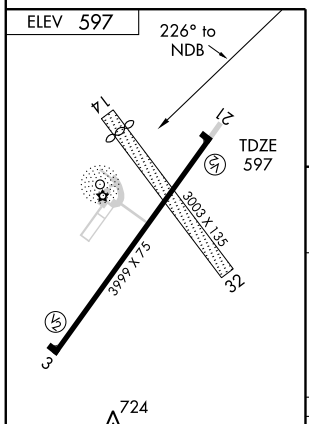
LINCOLN/ LOGAN COUNTY (AAA)

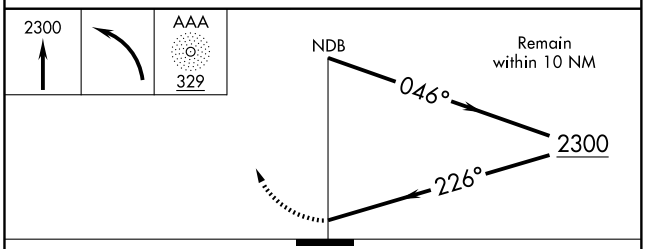
If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDA's 60 feet. Circling to Rwy 14/32 NA at night.

MISSED APPROACH: Climb to 2300 then left turn direct AAA NDB and hold.

AWOS-3	SPRINGFIELD APP CON ★	UNICOM
118.775	118.6 323.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-21	1340-1 743 (800-1)	1340-1¼ 743 (800-1¼)	1340-2¼ 743 (800-2¼)	1340-2½ 743 (800-2½)
CIRCLING	1340-1 743 (800-1)	1340-1¼ 743 (800-1¼)	1340-2¼ 743 (800-2¼)	1340-2½ 743 (800-2½)

REIL Rwy 3
MIRL Rwy 3-21 L

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3999
035°	TDZE	596
	Apt Elev	597

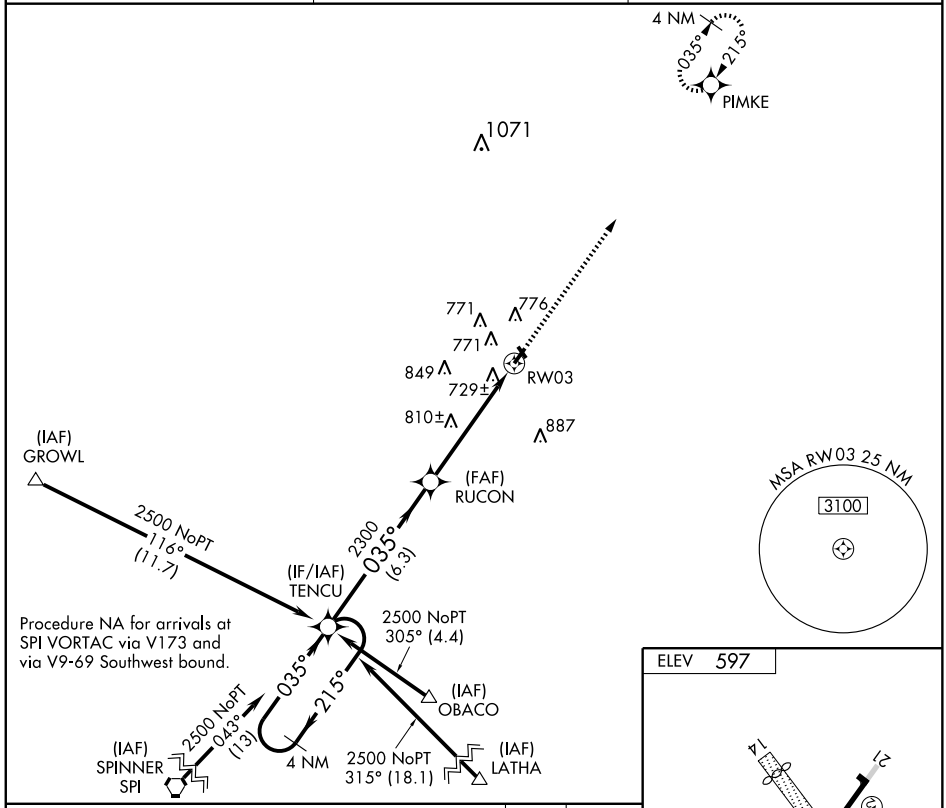
RNAV (GPS) RWY 3

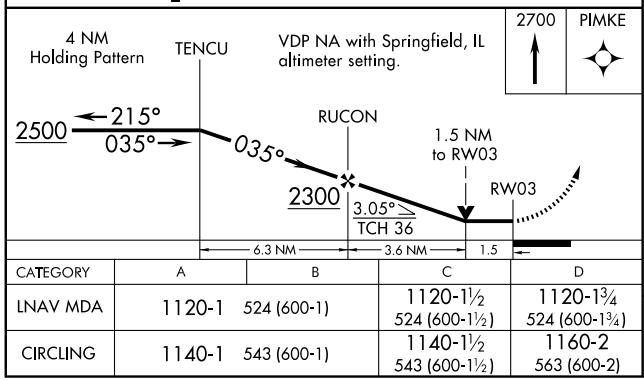
LINCOLN/ LOGAN COUNTY (AAA)

DME/DME RNP-0.3 NA. Circling to Rwy 14/32 NA at night. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 60 feet.

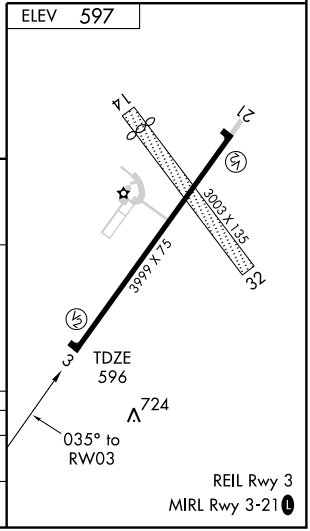
MISSED APPROACH: Climb to 2700 direct PIMKE and hold.

AWOS-3	SPRINGFIELD APP CON ★	UNICOM
118.775	118.6 323.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1120-1	524 (600-1)	1120-1½ 524 (600-1½)	1120-1¾ 524 (600-1¾)
CIRCLING	1140-1	543 (600-1)	1140-1½ 543 (600-1½)	1160-2 563 (600-2)



EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3999
215°	TDZE	597
	Apt Elev	597

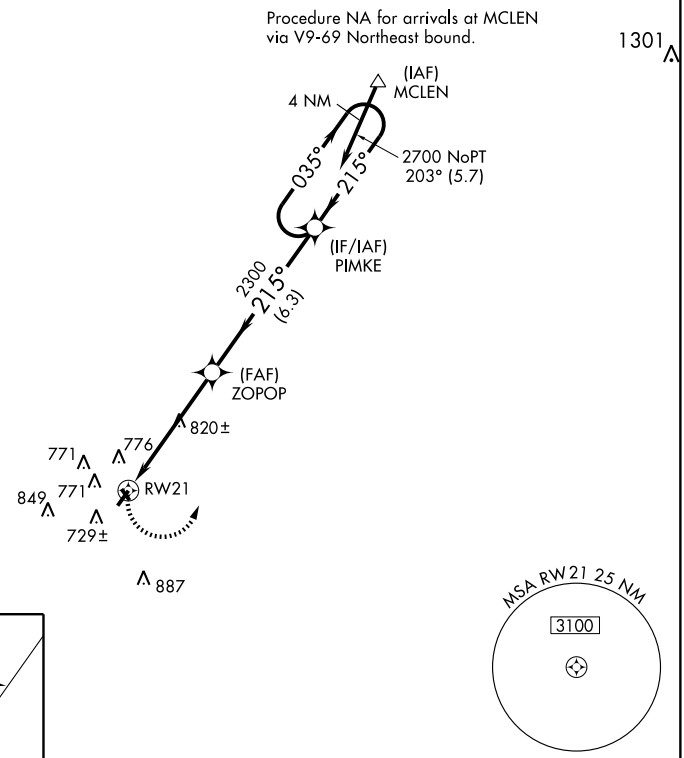
RNAV (GPS) RWY 21

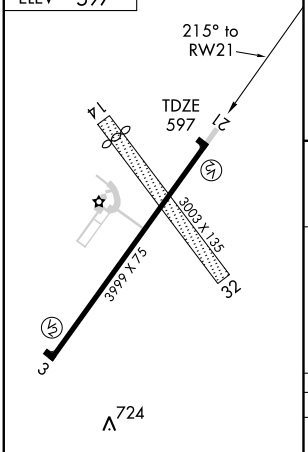
LINCOLN/ LOGAN COUNTY (AAA)

DME/DME RNP-0.3 NA. Circling to Rwy 14/32 NA at night. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 60 feet.

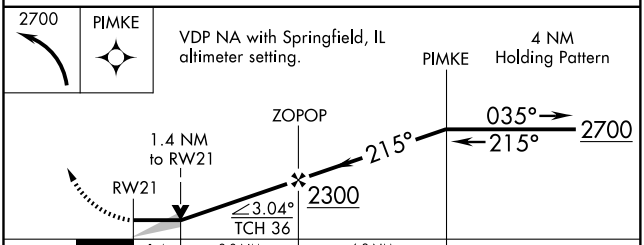
MISSED APPROACH: Climbing left turn to 2700 direct PIMKE and hold.

AWOS-3	SPRINGFIELD APP CON ★	UNICOM
118.775	118.6 323.0	122.8 (CTAF) L





REIL Rwy 3
MIRL Rwy 3-21 L



CATEGORY	A	B	C	D
LNAV MDA	1080-1	483 (500-1)	1080-1¼ 483 (500-1¼)	1080-1½ 483 (500-1½)
CIRCLING	1140-1	543 (600-1)	1140-1½ 543 (600-1½)	1160-2 563 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC SPI 112.7 Chan 74	APP CRS 041°	Rwy Idg 3999 TDZE 596 Apt Elev 597

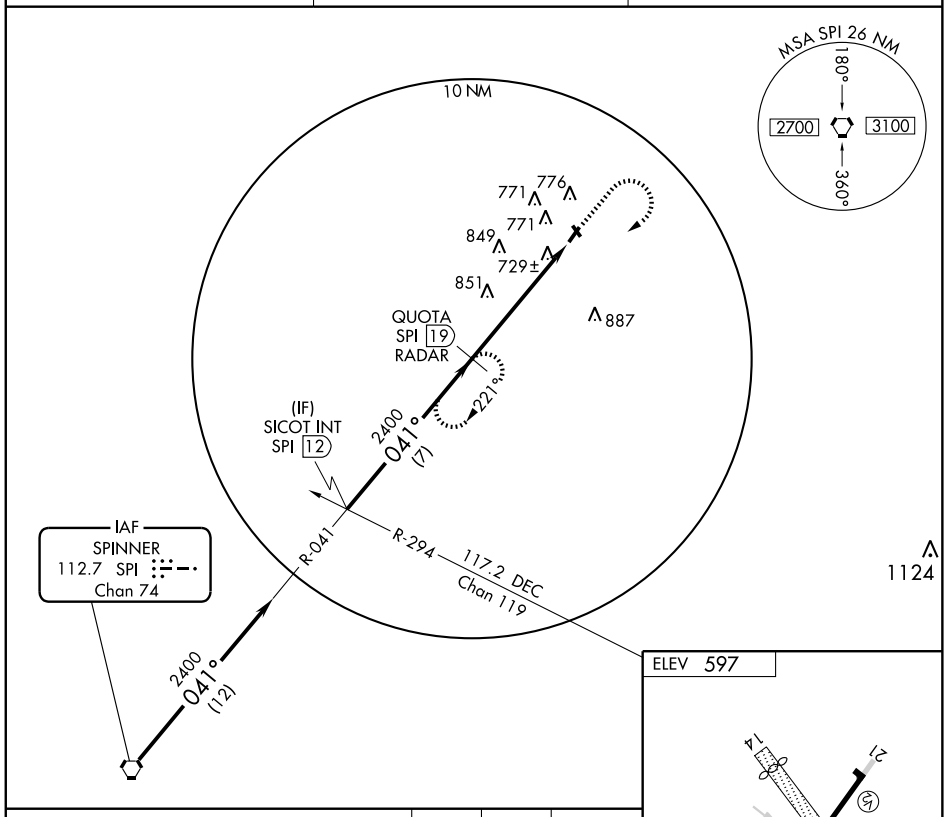
VOR RWY 3

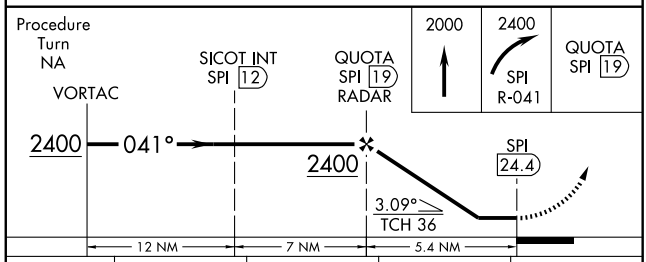
LINCOLN/LOGAN COUNTY (AAA)

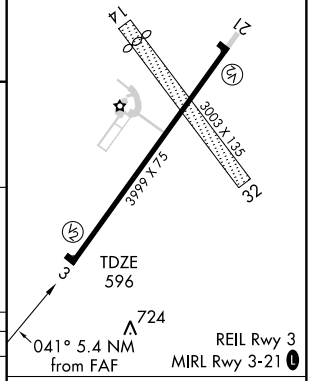
If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDA's 60 feet. Circling to Rwy 14/32 NA at night. DME or RADAR REQUIRED.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 via SPI R-041 to QUOTA/19 DME/RADAR and hold.

AWOS-3	SPRINGFIELD APP CON ★	UNICOM
118.775	118.6 323.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-3	1120-1 524 (600-1)	1120-1¼ 524 (600-1¼)	1120-1½ 524 (600-1½)	1120-1¾ 524 (600-1¾)
CIRCLING	1140-1 543 (600-1)	1140-1¼ 543 (600-1¼)	1140-1½ 543 (600-1½)	1160-2 563 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-3, 14 JAN 2010 to 11 FEB 2010

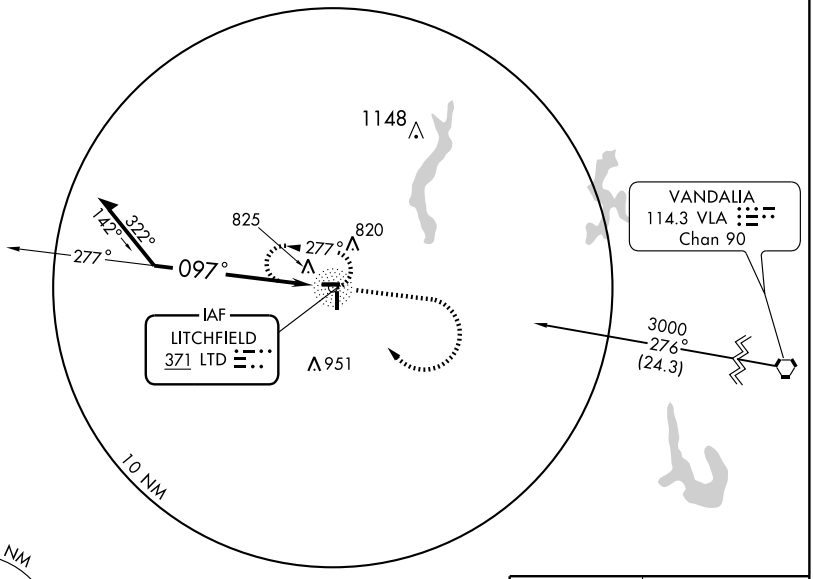
NDB LTD	APP CRS	Rwy Idg	3901
371	097°	TDZE	690
		Apt Elev	690

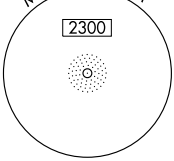
NDB RWY 9
LITCHFIELD MUNI (3LF)

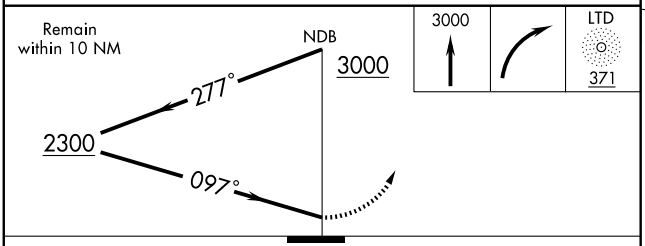
NA If local altimeter setting not received, use Taylorville altimeter setting and increase all MDA's 80 feet.

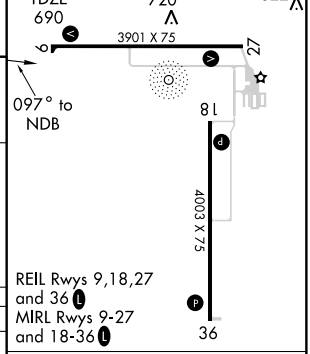
MISSED APPROACH: Climb to 3000 then right turn direct LTD NDB and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
118.175	124.2 353.9	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-9	1280-1	590 (600-1)	1280-1½ 590 (600-1½)	NA
CIRCLING	1280-1	590 (600-1)	1280-1½ 590 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

NDB LTD 371	APP CRS 260°	Rwy Idg 3901 TDZE 690 Apt Elev 690

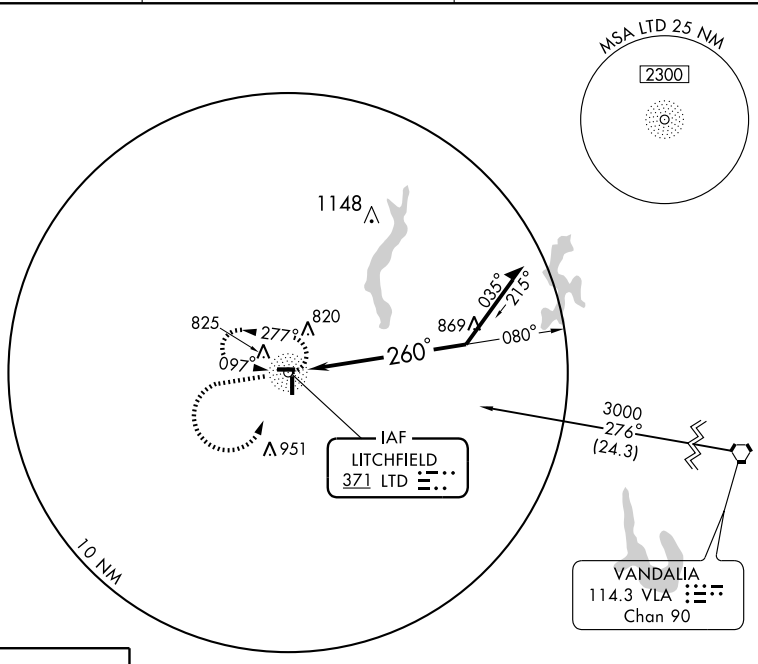
NDB RWY 27

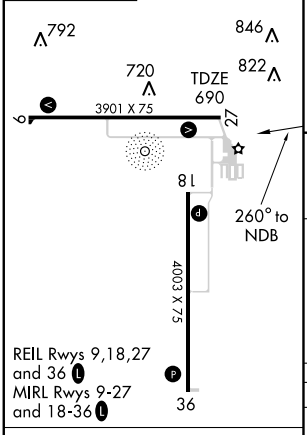
LITCHFIELD MUNI (3LF)

NA — If local altimeter setting not received, use Taylorville altimeter setting and increase all MDA's 80 feet.

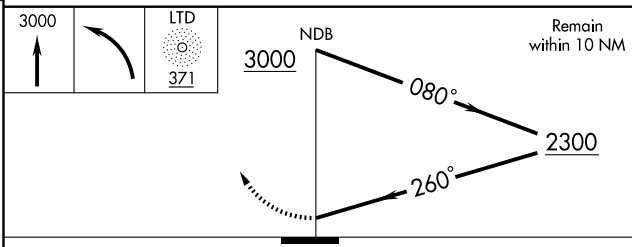
MISSED APPROACH: Climb to 3000 then left turn direct LTD NDB and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
118.175	124.2 353.9	122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-27	1200-1	510 (600-1)	1200-1½ 510 (600-1½)	NA
CIRCLING	1200-1	510 (600-1)	1200-1½ 510 (600-1½)	NA

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3901
089°	TDZE	690
	Apt Elev	690

RNAV (GPS) RWY 9

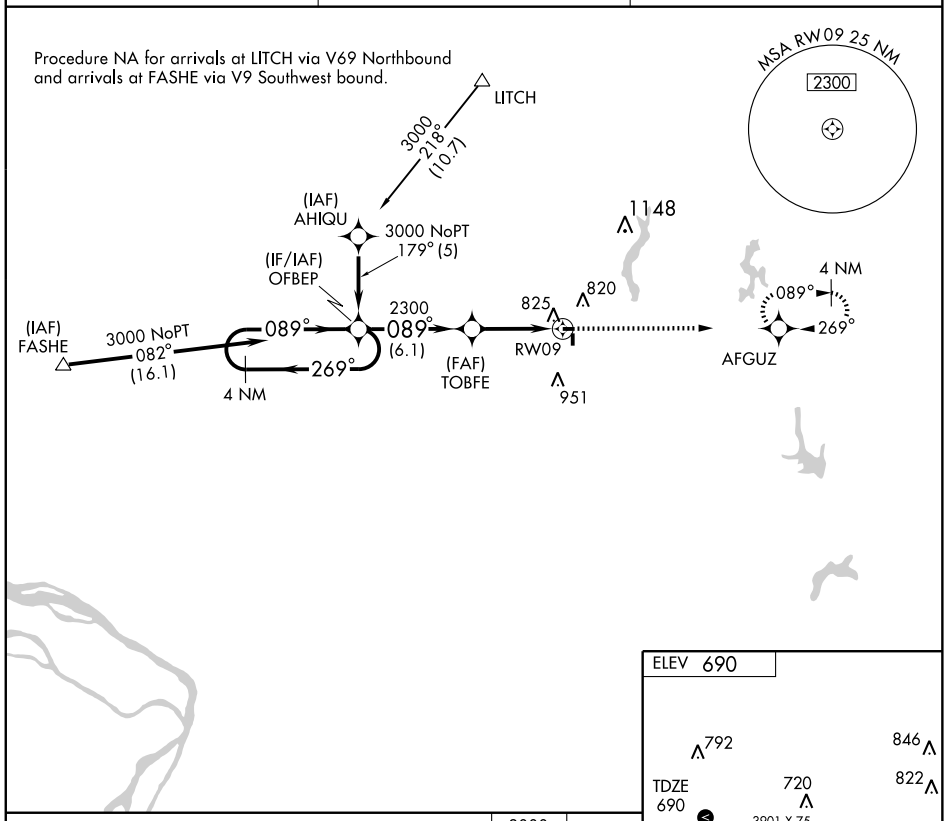
LITCHFIELD MUNI (3LF)

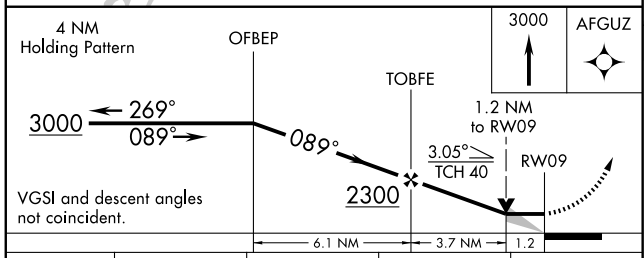
NA — If local altimeter setting not received, use Taylorville altimeter setting and increase all MDA's 80 feet. VDP NA with Taylorville altimeter setting. DME/DME RNP -0.3 NA.

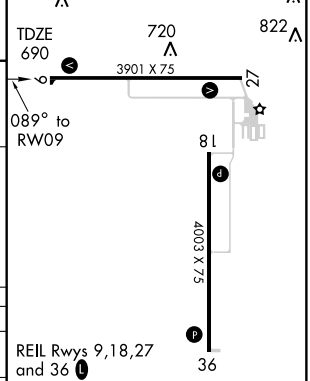
MISSED APPROACH: Climb to 3000 direct AFGUZ and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
118.175	124.2 353.9	122.8 (CTAF) L

Procedure NA for arrivals at LITCH via V69 Northbound and arrivals at FASHE via V9 Southwest bound.







CATEGORY	A	B	C	D
LNAV MDA	1140-1 450 (500-1)		1140-1¼ 450 (500-1¼)	NA
CIRCLING	1160-1 470 (500-1)		1160-1½ 470 (500-1½)	NA

REIL Rwys 9,18,27 and 36 L
MIRL Rwys 9-27 and 18-36 L

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4003
CH 58203	179°	TDZE	685
W18A		Apt Elev	690

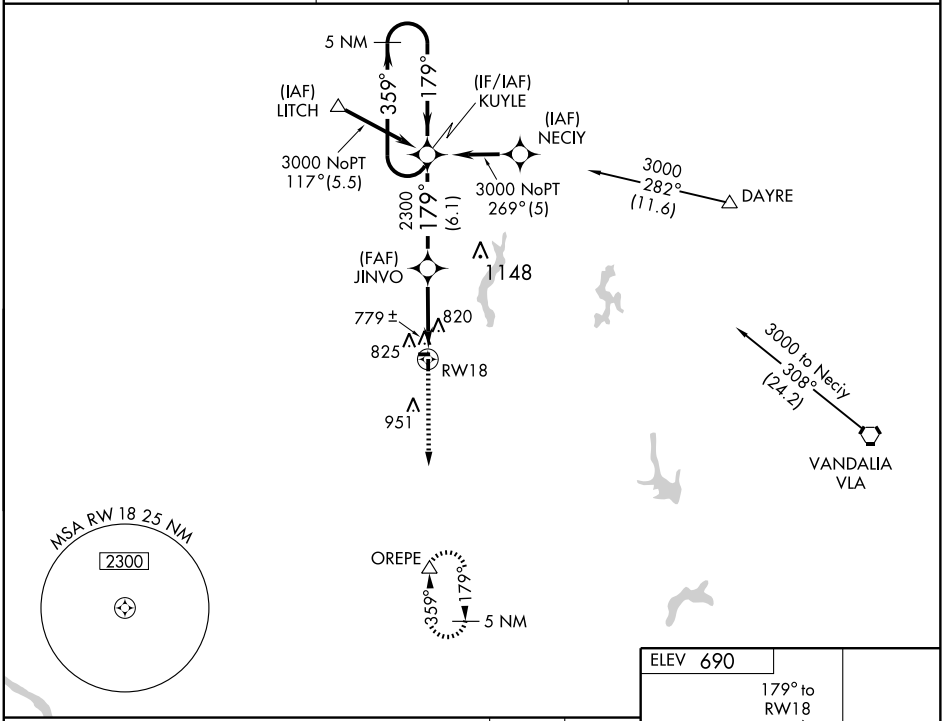
RNAV (GPS) RWY 18

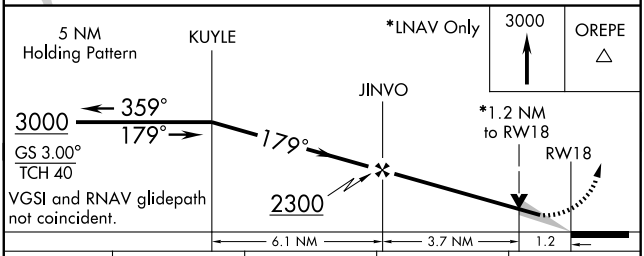
LITCHFIELD MUNI (3LF)

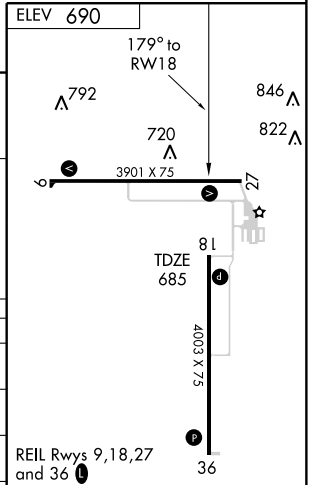
If local altimeter setting not received, use Taylorville altimeter setting and increase all DAs 73 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Taylorville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct OREPE and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
118.175	124.2 353.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	997-1 312 (400-1)			NA
LNAV/VNAV DA	1112-1½ 427 (500-1½)			NA
LNAV MDA	1100-1 415 (500-1)		1100-1¼ 415 (500-1¼)	NA
CIRCLING	1160-1 470 (500-1)		1160-1½ 470 (500-1½)	NA

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3901
269°	TDZE	690
	Apt Elev	690

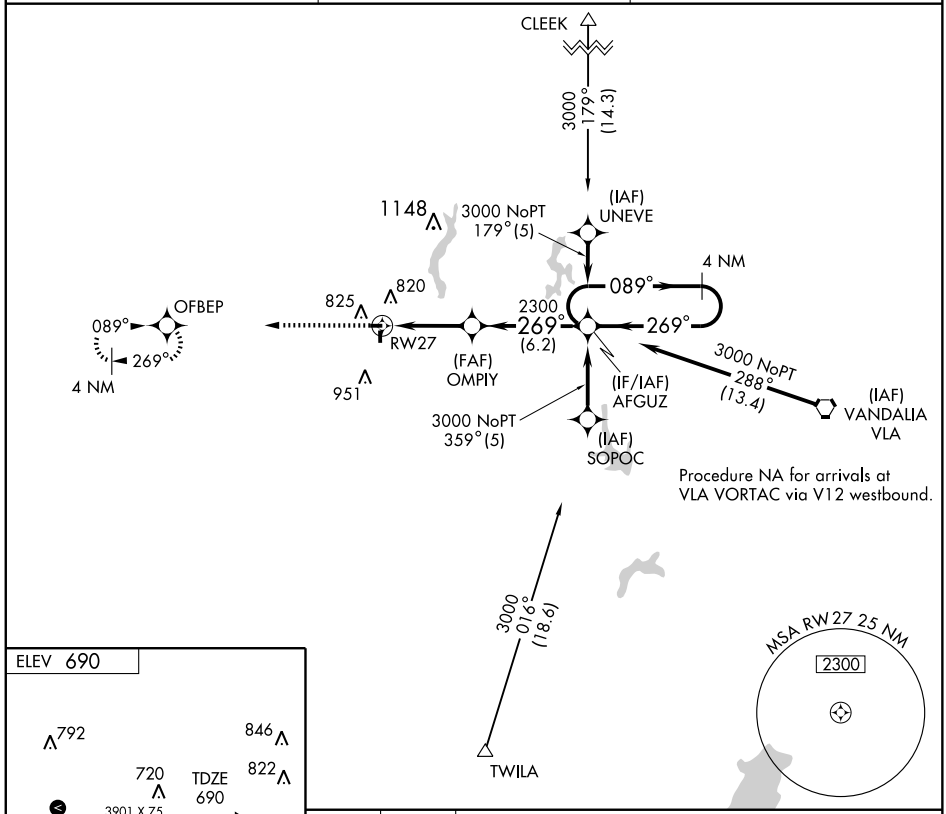
RNAV (GPS) RWY 27

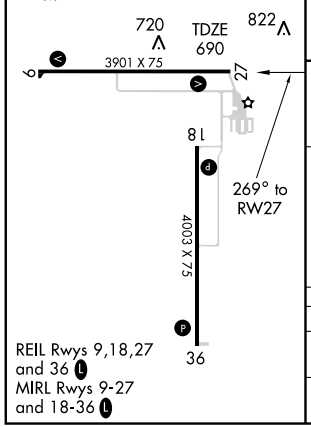
LITCHFIELD MUNI (3LF)

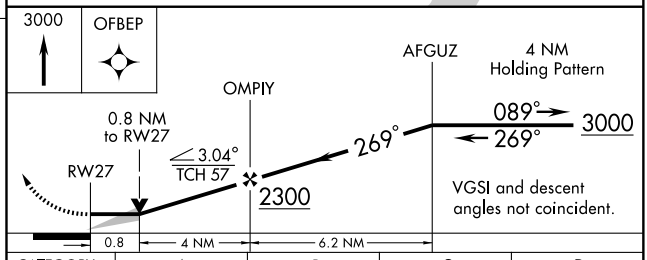
If local altimeter setting not received, use Taylorville altimeter setting and increase all MDA's 80 feet. VDP NA with Taylorville altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct OFBEP and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
118.175	124.2 353.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1100-1	410 (500-1)	1100-1¼ 410 (500-1¼)	NA
CIRCLING	1160-1	470 (500-1)	1160-1½ 470 (500-1½)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

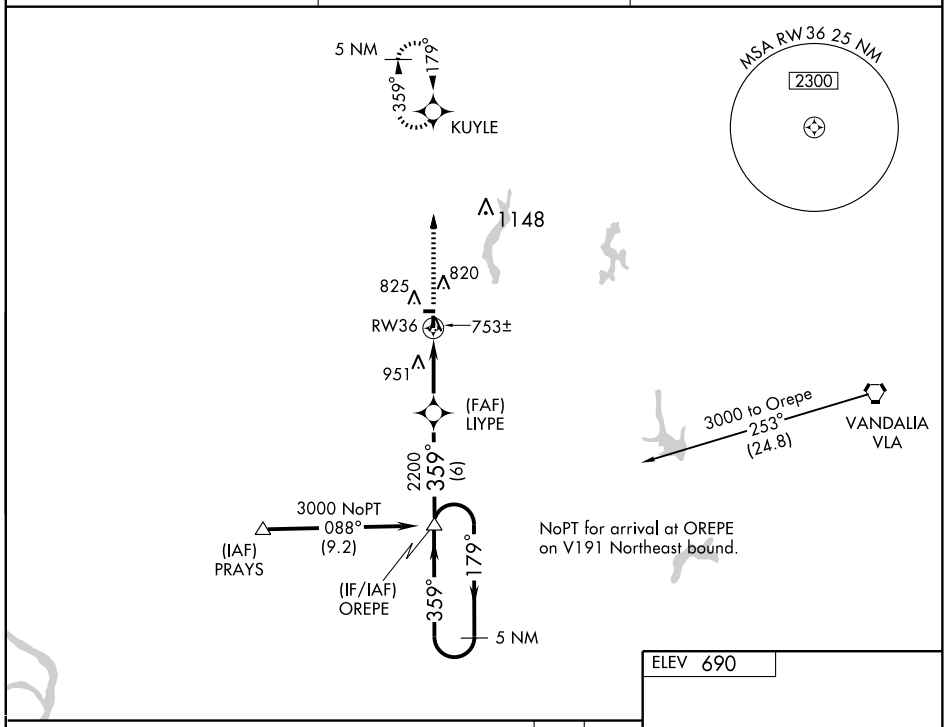
WAAS	APP CRS	Rwy Idg	4003
CH 40403	359°	TDZE	682
W36A		Apt Elev	690

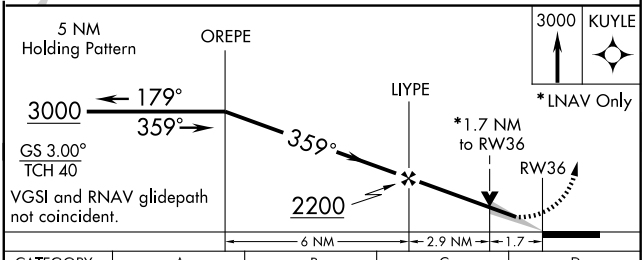
RNAV (GPS) RWY 36
LITCHFIELD MUNI (3LF)

If local altimeter setting not received, use Taylorville altimeter setting and increase all DAs 73 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Taylorville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA.

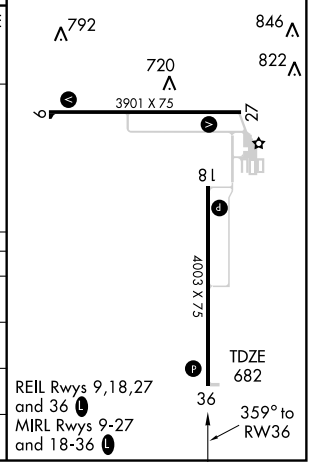
MISSED APPROACH: Climb to 3000 direct KUYLE and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
118.175	124.2 353.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	958-1 276 (300-1)			NA
LNAV/VNAV DA	1013-1¼ 331 (400-1¼)			NA
LNAV MDA	1260-1 578 (600-1)		1260-1½ 578 (600-1½)	NA
CIRCLING	1260-1 570 (600-1)		1260-1½ 570 (600-1½)	NA



EC-3. 14 JAN 2010 to 11 FEB 2010

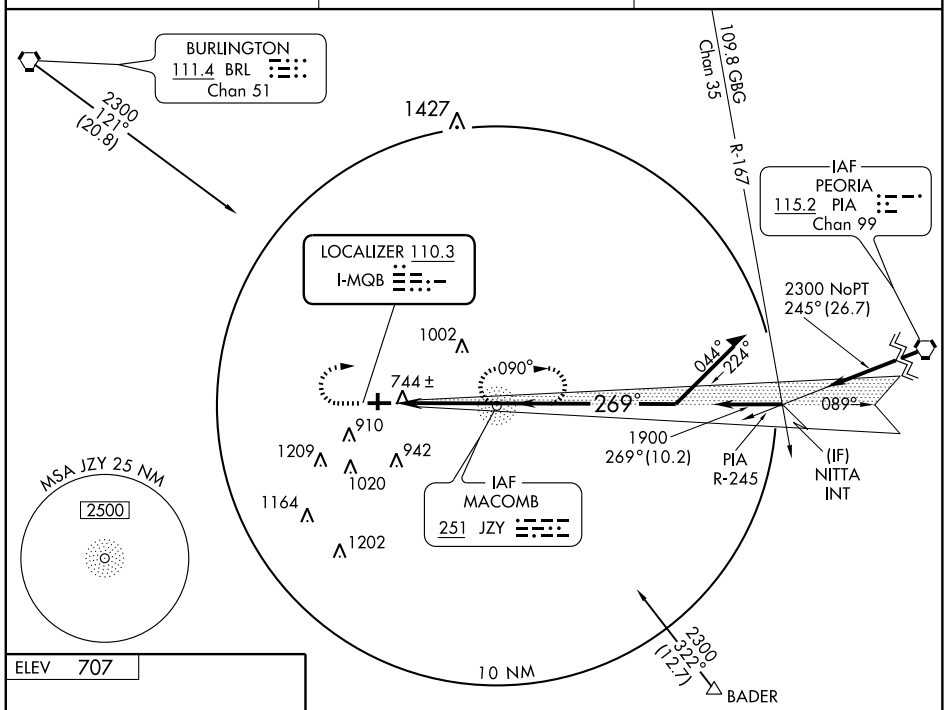
LOC I-MQB	APP CRS	Rwy Idg	5101
110.3	269°	TDZE	688
		Apt Elev	707

LOC RWY 27
MACOMB MUNI (MQB)

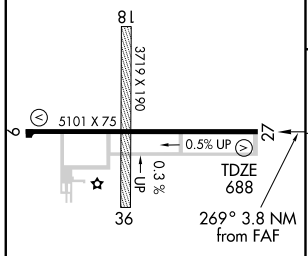
If local altimeter setting not received, use Burlington, IA altimeter setting and increase all MDA's 80 feet.
ADF REQUIRED.

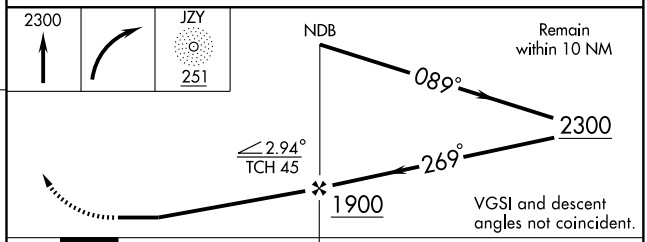
MISSED APPROACH: Climb to 2300 then right turn direct JZY NDB and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.025	135.6 316.1	122.8 (CTAF) L



ELEV 707





REIL Rwy 27 L
HIRL Rwy 9-27 L

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

CATEGORY	A	B	C	D
S-LOC 27	1000-1 312 (300-1)			
CIRCLING	1120-1 413 (500-1)	1260-1 553 (600-1)	1260-1½ 553 (600-1½)	1300-2 593 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5101
089°	TDZE	707
	Apt Elev	707

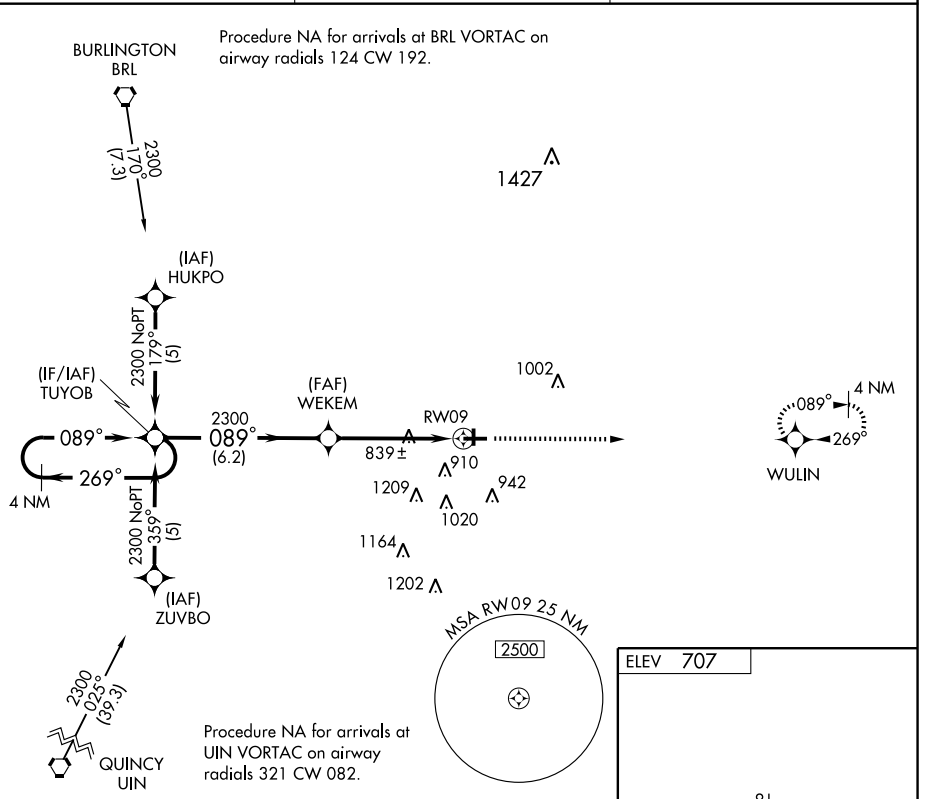
RNAV (GPS) RWY 9

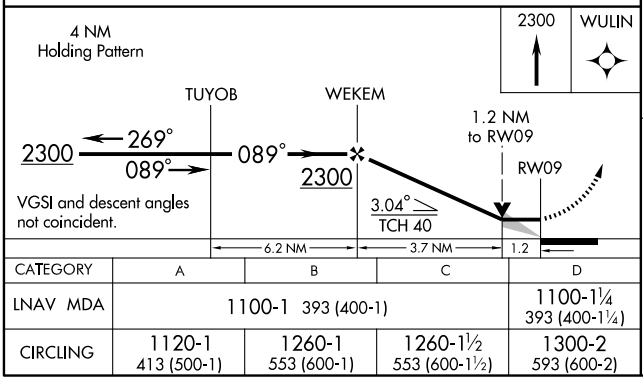
MACOMB MUNI (MQB)

DME/DME RNP-0.3 NA. If local altimeter setting not received use Burlington, IA altimeter setting and increase all MDA's 80 feet. VDP NA with Burlington altimeter setting.

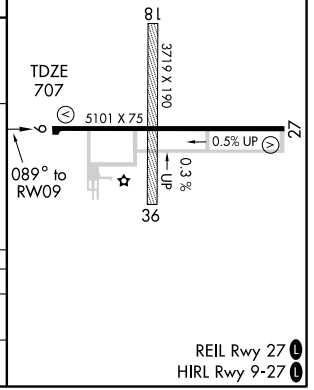
MISSED APPROACH: Climb to 2300 direct WULIN and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.025	135.6 316.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1100-1 393 (400-1)			1100-1¼ 393 (400-1¼)
CIRCLING	1120-1 413 (500-1)	1260-1 553 (600-1)	1260-1½ 553 (600-1½)	1300-2 593 (600-2)



EC-3, 14 JAN 2010 to 11 FEB 2010

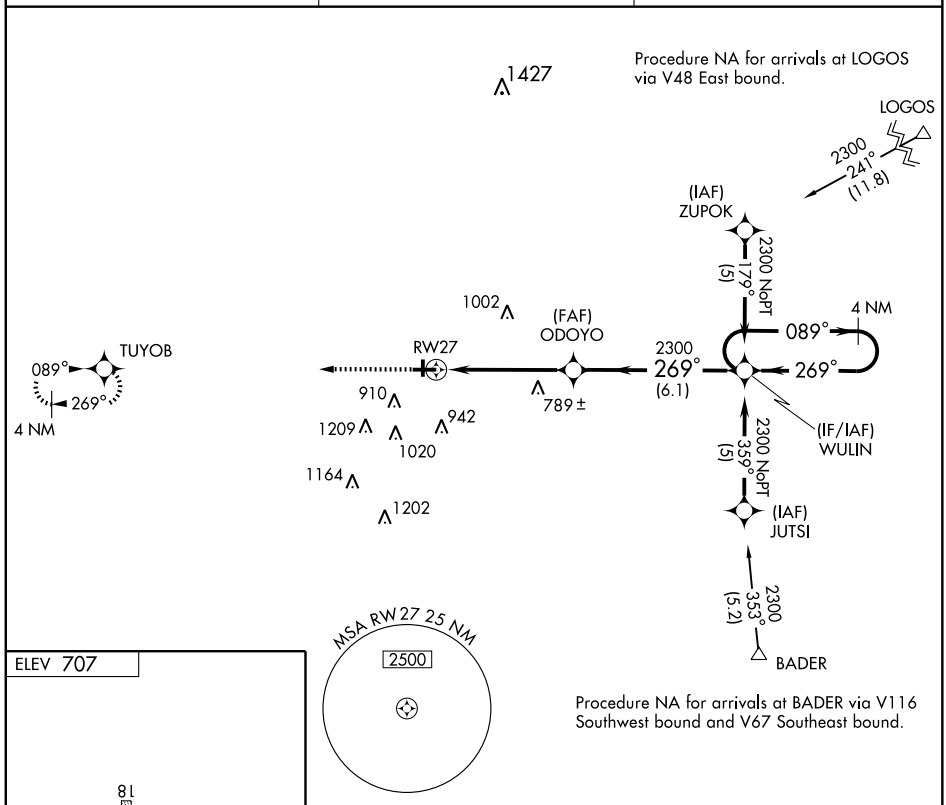
APP CRS	Rwy Idg	5101
269°	TDZE	688
	Apt Elev	707

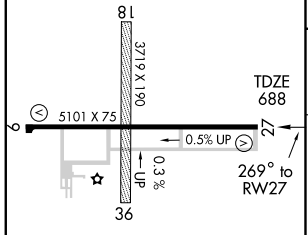
RNAV (GPS) RWY 27
MACOMB MUNI (MQB)

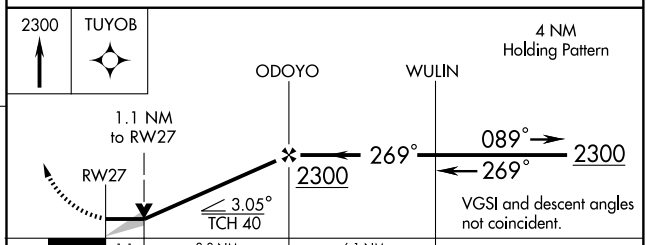
DME/DME RNP-0.3 NA. If local altimeter setting not received use Burlington, IA altimeter setting and increase all MDA's 80 feet. VDP NA with Burlington altimeter setting.

MISSED APPROACH: Climb to 2300 direct TUYOB and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.025	135.6 316.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1040-1 352 (400-1)			1040-1¼ 352 (400-1¼)
CIRCLING	1120-1 413 (500-1)	1260-1 553 (600-1)	1260-1½ 553 (600-1½)	1300-2 593 (600-2)

REIL Rwy 27 L
HIRL Rwy 9-27 L

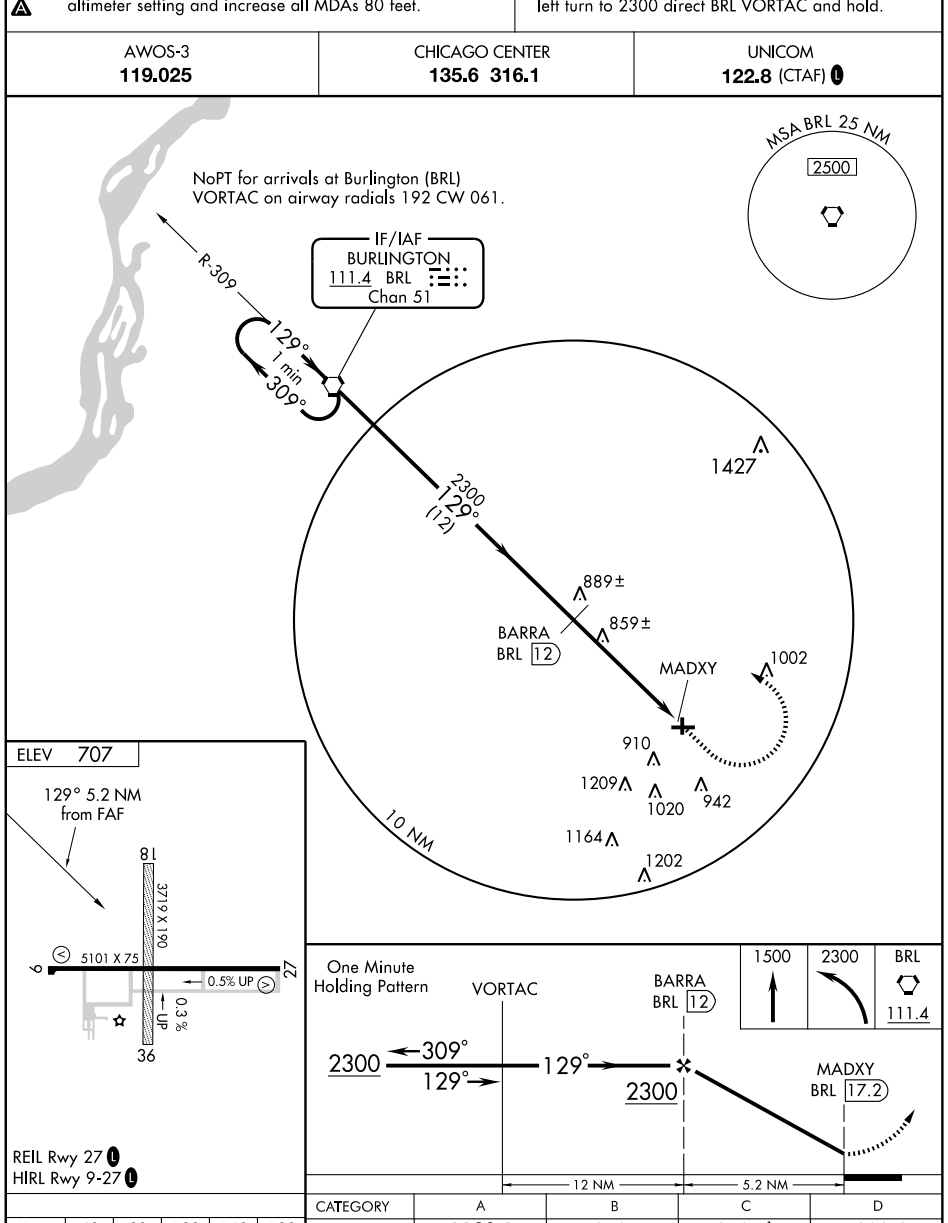
VORTAC BRL 111.4 Chan 51	APP CRS 129°	Rwy Idg N/A TDZE N/A Apt Elev 707

VOR/DME-A
MACOMB MUNI (MQB)

If local altimeter setting not received, use Burlington, IA altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct BRL VORTAC and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.025	135.6 316.1	122.8 (CTAF) L



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1120-1 413 (500-1)	1260-1 553 (600-1)	1260-1½ 553 (600-1½)	1300-2 593 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC PIA	APP CRS	Rwy Idg	N/A
115.2	173°	TDZE	N/A
Chan 99		Apt Elev	501

VOR or GPS-A

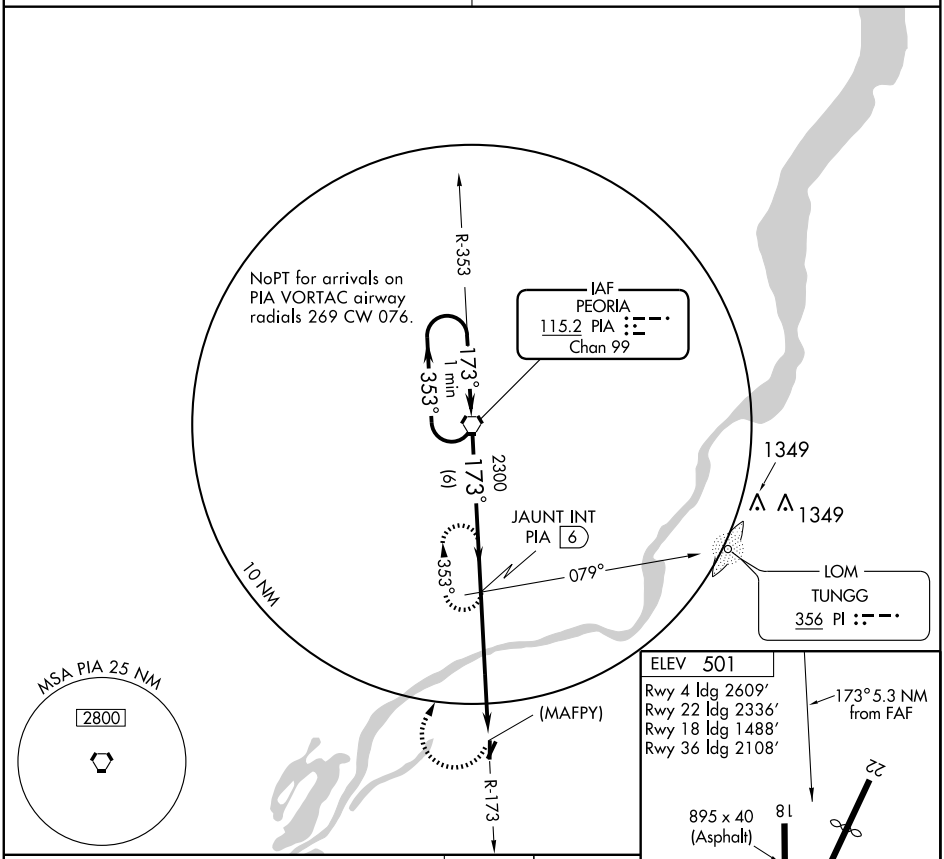
MANITO MITCHELL (C45)

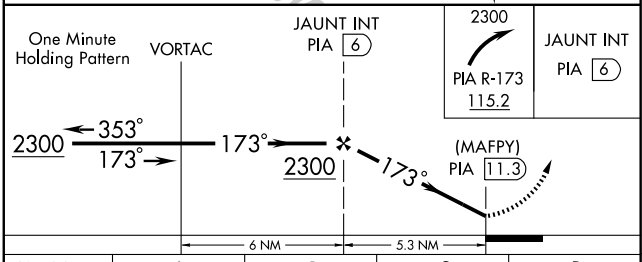
Use Peoria altimeter setting. DME or ADF REQUIRED.
CAUTION: 550′ pole lines 100 feet from Rwy 22 threshold.
Procedure not authorized at night except by prior arrangement for runway lights.

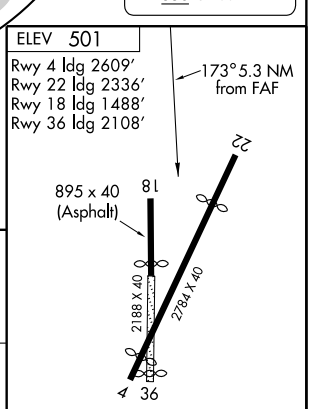
NA

MISSED APPROACH: Climbing right turn to 2300 via PIA R-173 to JAUNT Int 6 DME and hold.

PEORIA APP CON	UNICOM
124.675 269.2	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1040-1	530 (600-1)	1040-1½ 530 (600-1½)	NA

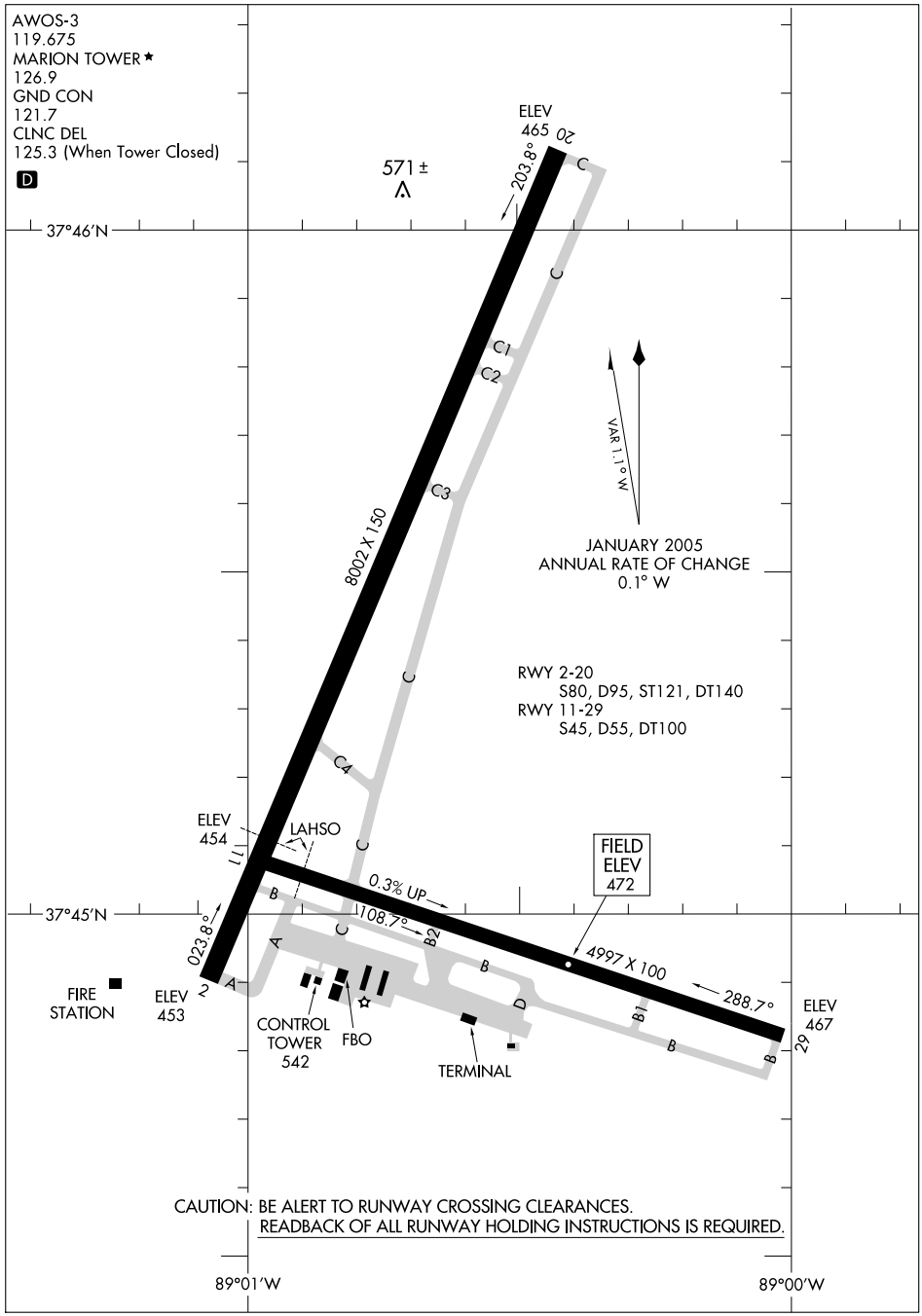
FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-3. 14 JAN 2010 to 11 FEB 2010

09295

AIRPORT DIAGRAM

MARION/WILLIAMSON COUNTY RGNL (MWA)
AL-5215 (FAA)
MARION, ILLINOIS



EC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-MWA	APP CRS	Rwy Idg	8002
109.3	202°	TDZE	468
		Apt Elev	472

ILS or LOC RWY 20

MARION/ WILLIAMSON COUNTY RGNL(MWA)

If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all DA/MDAs 40 feet. ADF REQUIRED.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct JONNY LOM and hold.

AWOS-3	KANSAS CITY CENTER	MARION TOWER ★	GND CON	UNICOM
119.675	125.3 269.5	126.9 (CTAF) L	121.7	122.95

ADF OR DME REQUIRED

CENTRALIA
115.0 ENL
Chan 97

2100
162° (35.9)

10 NM

022°

LOM/IAF
JONNY
382 MW

202°
1 min
022°

MWA 5.5

845

MARION
110.4 MWA
Chan 41

589±

2000
017° (5.5)

980

LOCALIZER 109.3
I-MWA

591

MSA MW 25 NM
2700

ALTERNATE
MISSED
APCH FIX

113.1 CNG
R-335
Chan 78

110.4 MWA
R-216
Chan 41

MAKAN INT
MWA 10.2

036°
216°

1638

1500 | 2000 | MW 382

LOM
MWA 5.5

One Minute
Holding Pattern

1990

022°
2000
202°

2000

GS 3.00°
TCH 50

4.6 NM

ELEV 472

202° 4.6 NM from FAAF

20

TDZE
468

8002 X 150

561±

473±

0.3% UP

4997 X 100

2 542 520 29

CATEGORY	A	B	C	D
S-ILS 20	668- ½ 200 (200-½)			
S-LOC 20	840- ½ 372 (400-½)			840-¾ 372 (400-¾)
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1½ 468 (500-1½)	1040-2 568 (600-2)

HIRL Rwy 2-20 L
MIRL Rwy 11-29 L
REIL Rwy 2
REIL Rwys 11 and 29 L

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

EC-3, 14 JAN 2010 to 11 FEB 2010

LOM MW	APP CRS	Rwy Idg	8002
382	201°	TDZE	468
		Apt Elev	472

NDB RWY 20

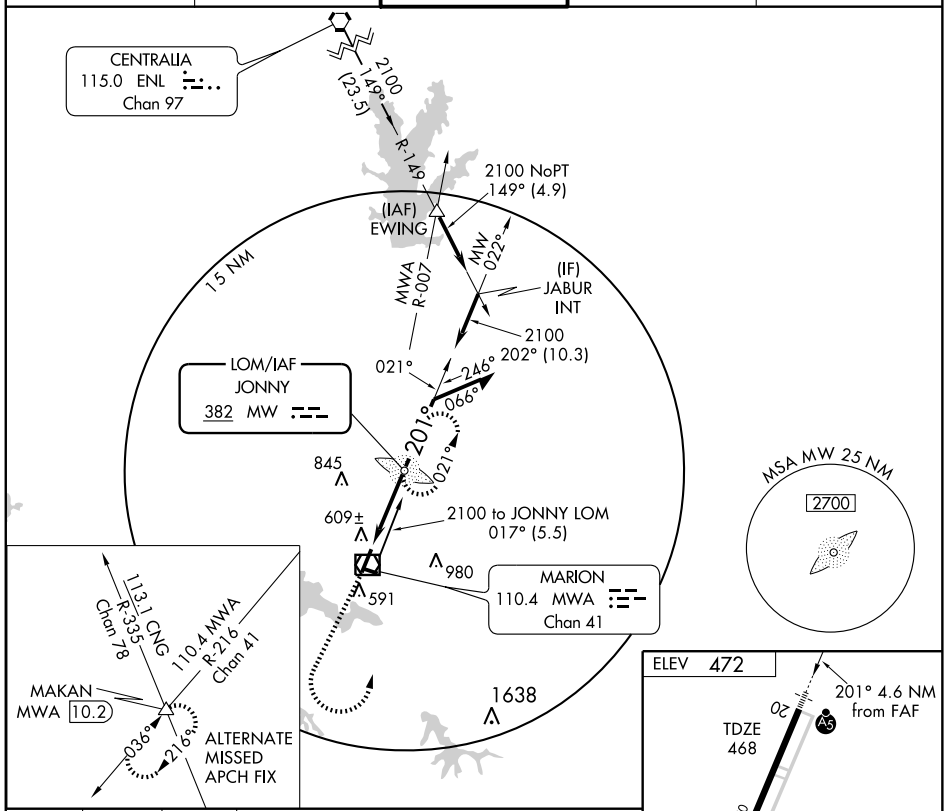
MARION/WILLIAMSON COUNTY RGNL (MWA)

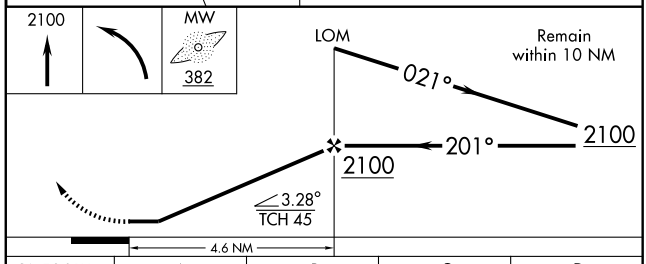
▼ ▲ If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all MDAs 40 feet.

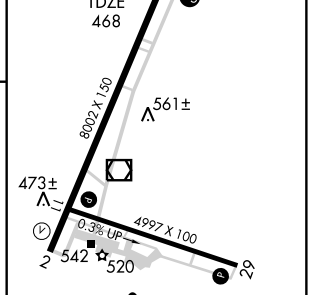
MALSR

MISSED APPROACH: Climb to 2100 then left turn direct MW LOM and hold.

AWOS-3	KANSAS CITY CENTER	MARION TOWER ★	GND CON	UNICOM
119.675	125.3 269.5	126.9 (CTAF) L	121.7	122.95







HIRL Rwy 2-20 L
MIRL Rwy 11-29 L
REIL Rwy 2
REIL Rwys 11 and 29 L

CATEGORY	A	B	C	D
S-20	920-¾ 452 (500-¾)			920-1¼ 452 (500-1¼)
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1½ 468 (500-1½)	1040-2 568 (600-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	8002
022°	TDZE	467
	Apt Elev	472

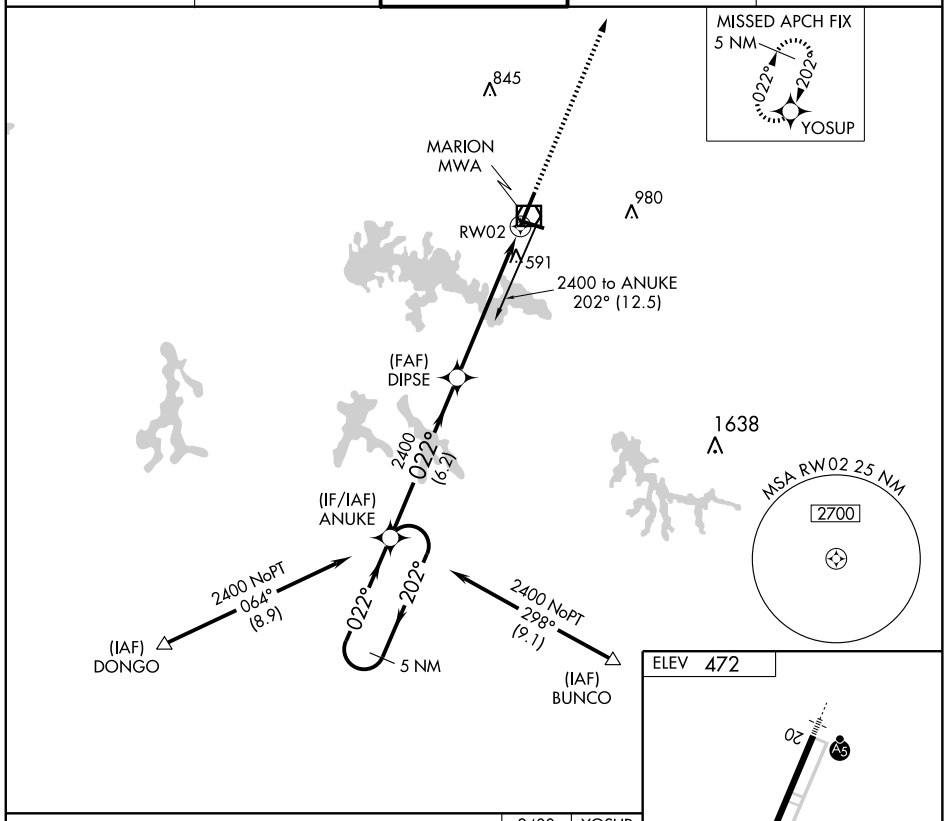
RNAV (GPS) RWY 2

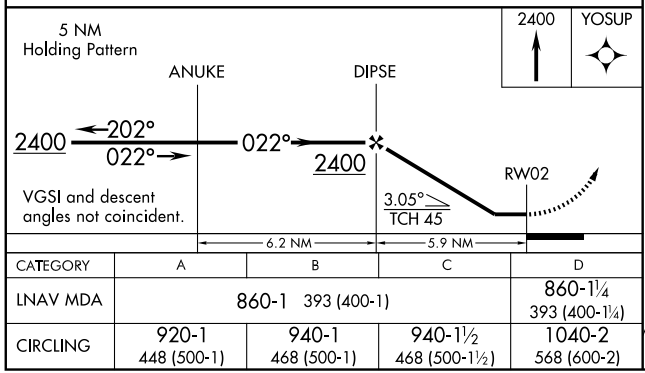
MARION/WILLIAMSON COUNTY RGNL (MWA)

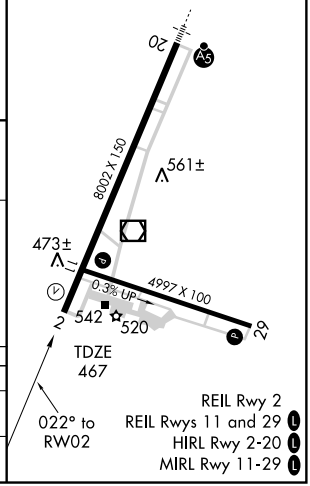
If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all MDAs 40 feet.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct YOSUP and hold.

AWOS-3	KANSAS CITY CENTER	MARION TOWER★	GND CON	UNICOM
119.675	125.3 269.5	126.9 (CTAF) L	121.7	122.95







CATEGORY	A	B	C	D
LNAV MDA	860-1 393 (400-1)			860-1¼ 393 (400-1¼)
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1½ 468 (500-1½)	1040-2 568 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8002
CH 57904	202°	TDZE	468
W20A		Apt Elev	472

RNAV (GPS) RWY 20

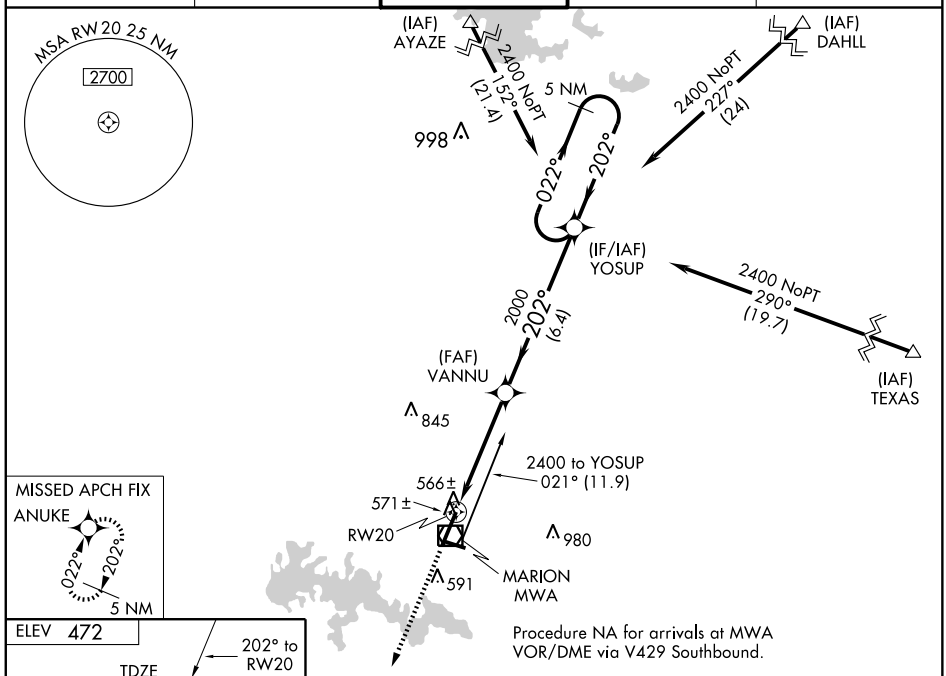
MARION/WILLIAMSON COUNTY RGNL (MWA)

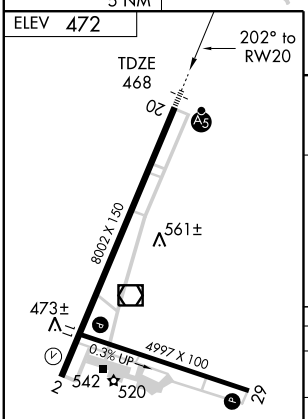
Baro-VNAV NA when using Carbondale-Murphysboro altimeter setting. If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all DAs 36 feet and all MDAs 40 feet. For inoperative MALSR increase LNAV Cat D visibility to 1¼. VDP NA when using Carbondale-Murphysboro altimeter setting. DME/DME RNP-0.3 NA.

MALSR

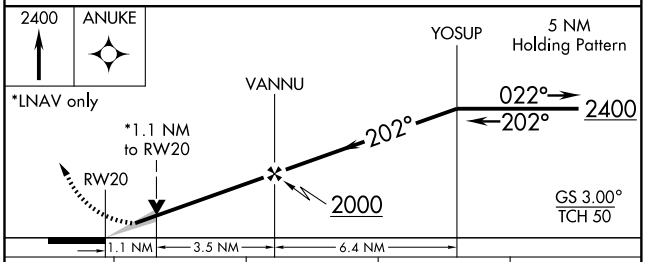
MISSED APPROACH: Climb to 2400 direct ANUKE and hold.

AWOS-3	KANSAS CITY CENTER	MARION TOWER ★	GND CON	UNICOM
119.675	125.3 269.5	126.9 (CTAF) L	121.7	122.95





REIL Rwy 2
REIL Rwys 11 and 29 L
HIRL Rwy 2-20 L
MIRL Rwy 11-29 L



CATEGORY	A	B	C	D
LPV DA	718-½ 250 (300-½)			
LNAV/VNAV DA	851-¾ 383 (400-¾)			
LNAV MDA	860-½ 392 (400-½)			860-1 392 (400-1)
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1½ 468 (500-1½)	1040-2 568 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME MWA	APP CRS	Rwy Idg	8002
110.4	027°	TDZE	467
Chan 41		Apt Elev	472

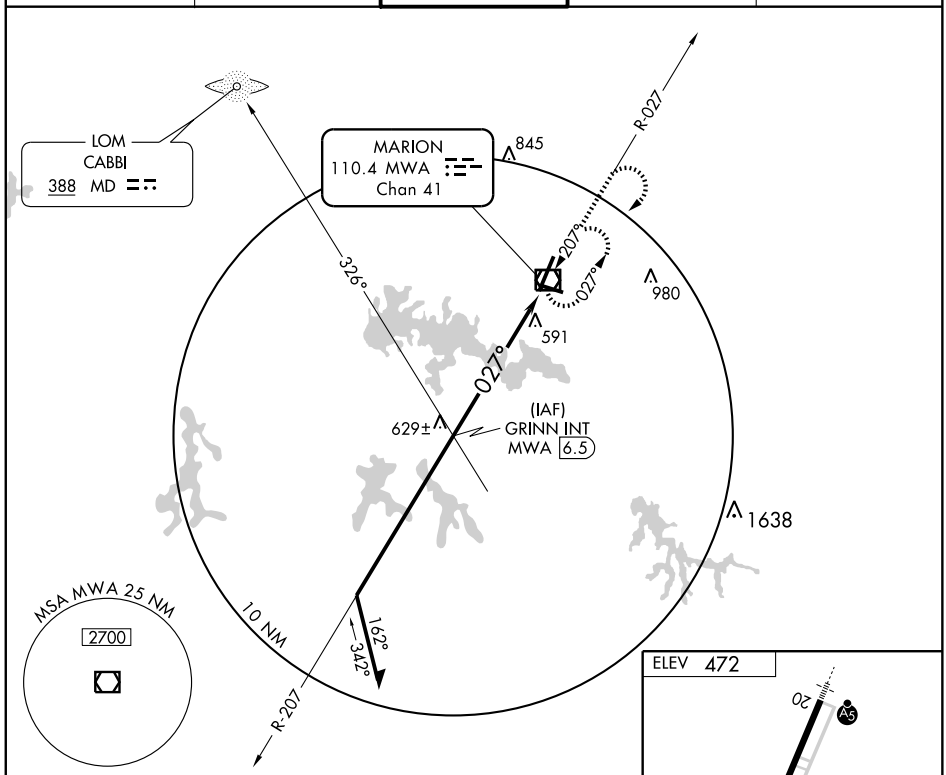
VOR RWY 2

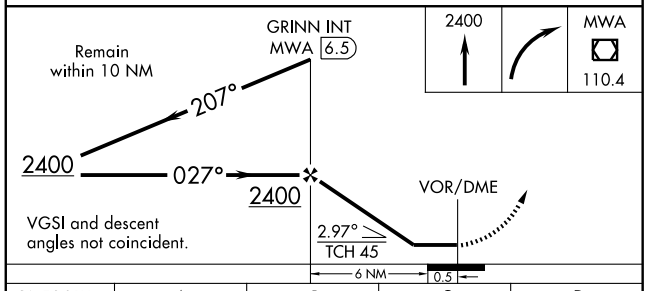
MARION/ WILLIAMSON COUNTY RGNL (MWA)

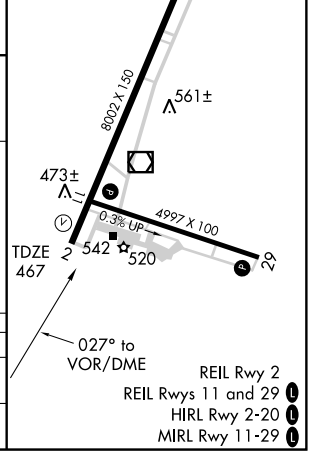
If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all MDAs 40 feet.
Visibility reduction by helicopters NA. ADF or DME Required.

MISSED APPROACH: Climb to 2400 then right turn direct MWA VOR/DME and hold.

AWOS-3	KANSAS CITY CENTER	MARION TOWER★	GND CON	UNICOM
119.675	125.3 269.5	126.9 (CTAF) L	121.7	122.95







CATEGORY	A	B	C	D
S-2	900-1 433 (500-1)		900-1¼ 433 (500-1¼)	900-1½ 433 (500-1½)
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1½ 468 (500-1½)	1040-2 568 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

VOR/DME MWA	APP CRS	Rwy Idg	8002
110.4	190°	TDZE	468
Chan 41		Apt Elev	472

VOR RWY 20

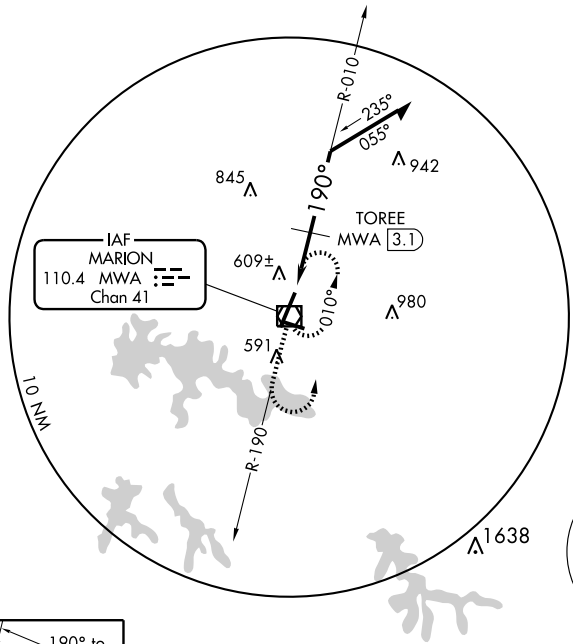
MARION/ WILLIAMSON COUNTY RGNL (MWA)

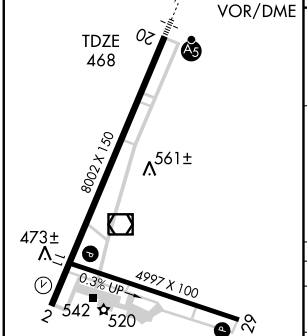
If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all MDAs 40 feet. VDP NA when using Carbondale-Murphysboro altimeter setting. TORRE Fix Minimums: For inoperative MALSR increase S-20 Cat D visibility to 1¼.

MALSR

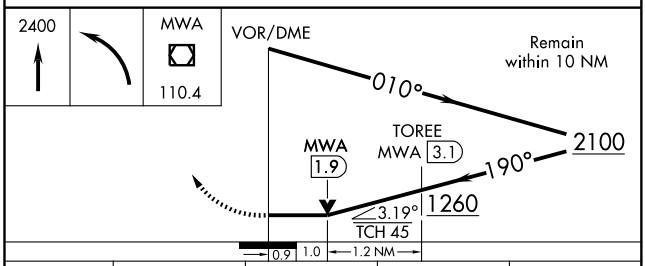
MISSED APPROACH: Climb to 2400 then left turn direct MWA VOR/DME and hold.

AWOS-3	KANSAS CITY CENTER	MARION TOWER ★	GND CON	UNICOM
119.675	125.3 269.5	126.9 (CTAF) L	121.7	122.95





HIRL Rwy 2-20 L
MIRL Rwy 11-29 L
REIL Rwy 2
REIL Rwys 11 and 29 L



CATEGORY	A	B	C	D
S-20	1260-½ 792 (800-½)	1260-¾ 792 (800-¾)	1260-1¾ 792 (800-1¾)	1260-2 792 (800-2)
CIRCLING	1260-1 788 (800-1)	1260-1¼ 788 (800-1¼)	1260-2¼ 788 (800-2¼)	1260-2½ 788 (800-2½)
TORRE FIX MINIMUMS				
S-20	860-½ 392 (400-½)			860-1 392 (400-1)
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1½ 468 (500-1½)	1040-2 568 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC I-MTO	APP CRS	Rwy Idg	6501
111.1	293°	TDZE	718
		Apt Elev	722

ILS or LOC RWY 29

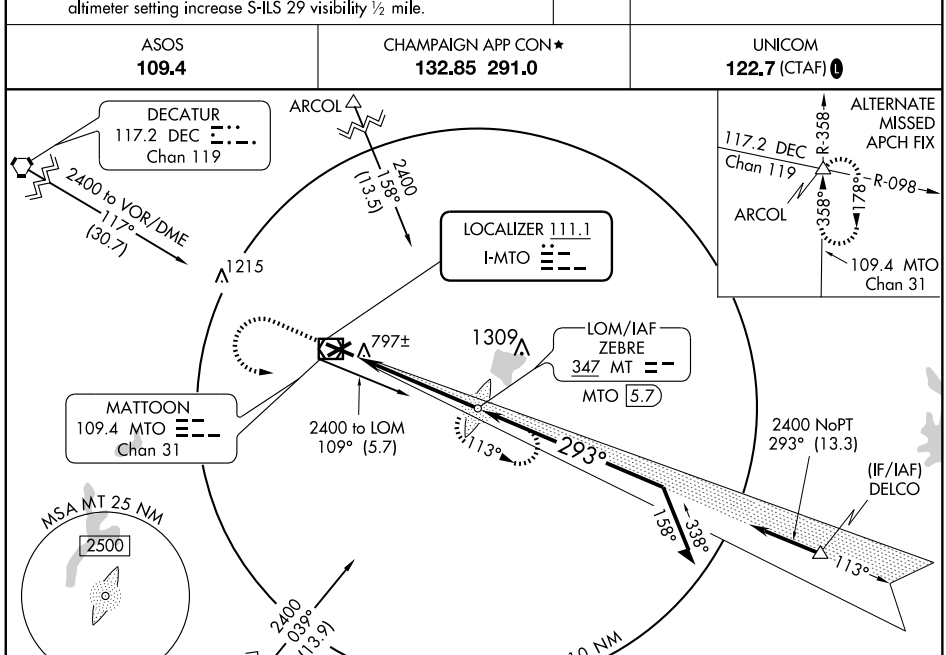
MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

ADF Required. When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase DA 82 feet, and all MDA 100 feet, increase S-LOC 29 Cat C and D visibility ¼ mile. For inoperative MALSR when using Champaign/Urbana altimeter setting increase S-ILS 29 visibility ½ mile.

MALSR

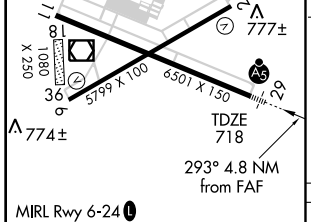
MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct ZEBRE LOM and hold.

ASOS	CHAMPAIGN APP CON★	UNICOM
109.4	132.85 291.0	122.7 (CTAF) L



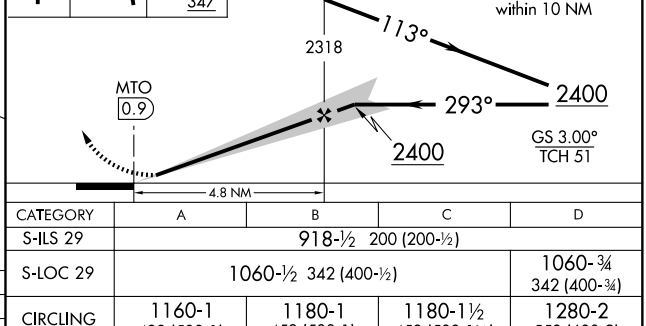
Procedure NA for arrivals at DELCO via V14 eastbound.

ELEV 722 D



MIRL Rwy 6-24 L
HIRL Rwy 11-29 L
REIL Rwys 6, 11, and 24 L

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 29	918-½ 200 (200-½)			
S-LOC 29	1060-½ 342 (400-½)			1060-¾ 342 (400-¾)
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1180-1½ 458 (500-1½)	1280-2 558 (600-2)

NDB RWY 29

MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

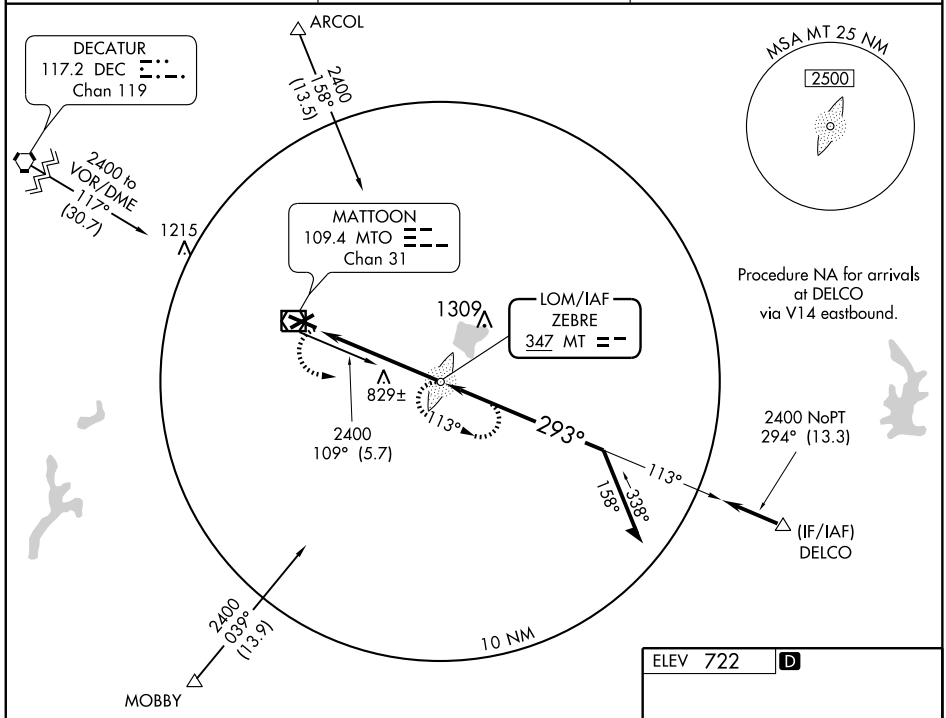
LOM MT	APP CRS	Rwy Idg	6501
347	293°	TDZE	718
		Apt Elev	722

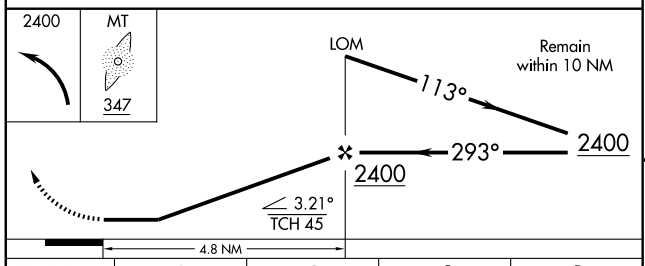
When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all MDA 100 feet, increase S-29 Cat C visibility ¼ mile and increase S-29 Cat D visibility ½ mile.

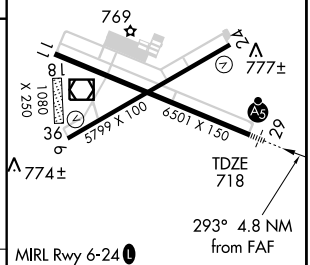
MALSR

MISSED APPROACH: Climbing left turn to 2400 direct ZEBRE LOM and hold.

ASOS	CHAMPAIGN APP CON ★	UNICOM
109.4	132.85 291.0	122.7 (CTAF) L







MIRL Rwy 6-24 L
HIRL Rwy 11-29 L
REIL Rwys 6, 11, and 24 L

CATEGORY	A	B	C	D
S-29	1140-¾ 422 (500-¾)			1140-1 422 (500-1)
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1180-1½ 458 (500-1½)	1280-2 558 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

EC-3, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 24

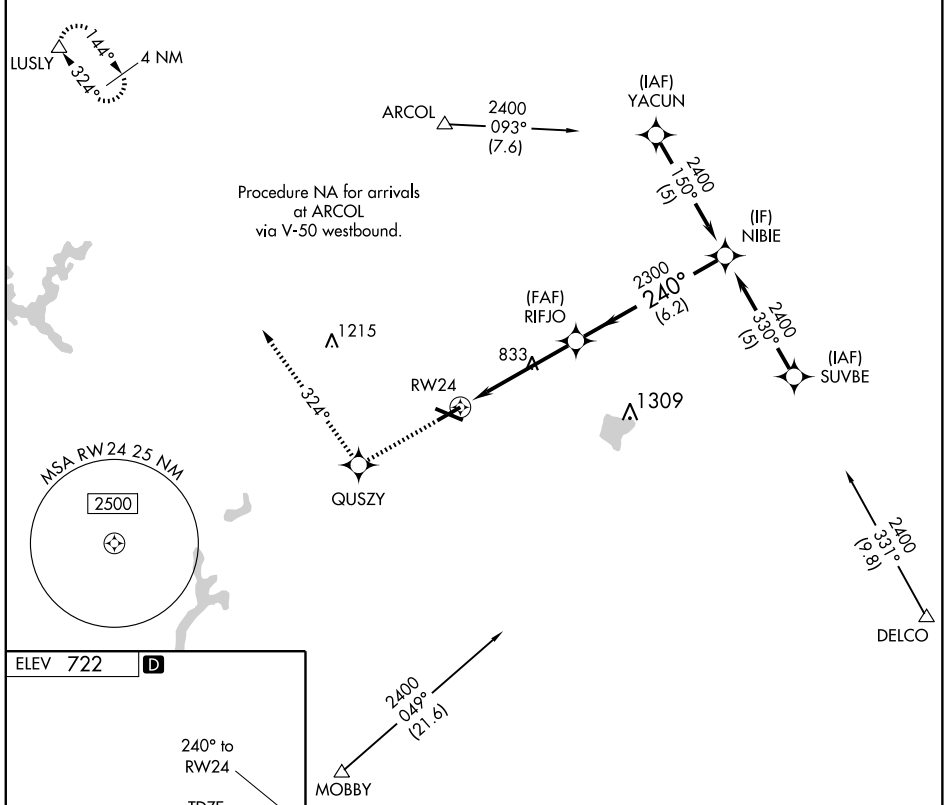
MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

APP CRS	Rwy Idg	5799
240°	TDZE	719
	Apt Elev	722

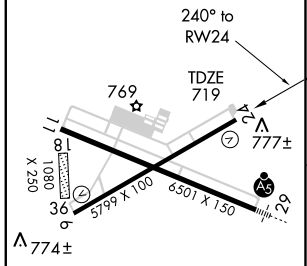
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase MDA 100 feet, increase LNAV Cat C visibility ¼ mile and LNAV Cat D visibility ½ mile.

MISSED APPROACH: Climb to 2500 direct QUSZY and via track 324° to LUSLY and hold.

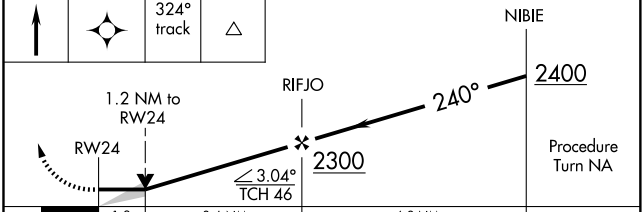
ASOS	CHAMPAIGN APP CON ★	UNICOM
109.4	132.85 291.0	122.7 (CTAF) L



ELEV 722 D



2500	QUSZY	324° track	LUSLY



CATEGORY	A	B	C	D
LNAV MDA	1140-1	421 (500-1)	1140-1¼	421 (500-1¼)
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1180-1½ 458 (500-1½)	1280-2 558 (600-2)

MIRL Rwy 6-24 L
HIRL Rwy 11-29 L
REIL Rwys 6, 11, and 24 L

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6501
CH 93510	293°	TDZE	718
W29A		Apt Elev	722

RNAV (GPS) RWY 29

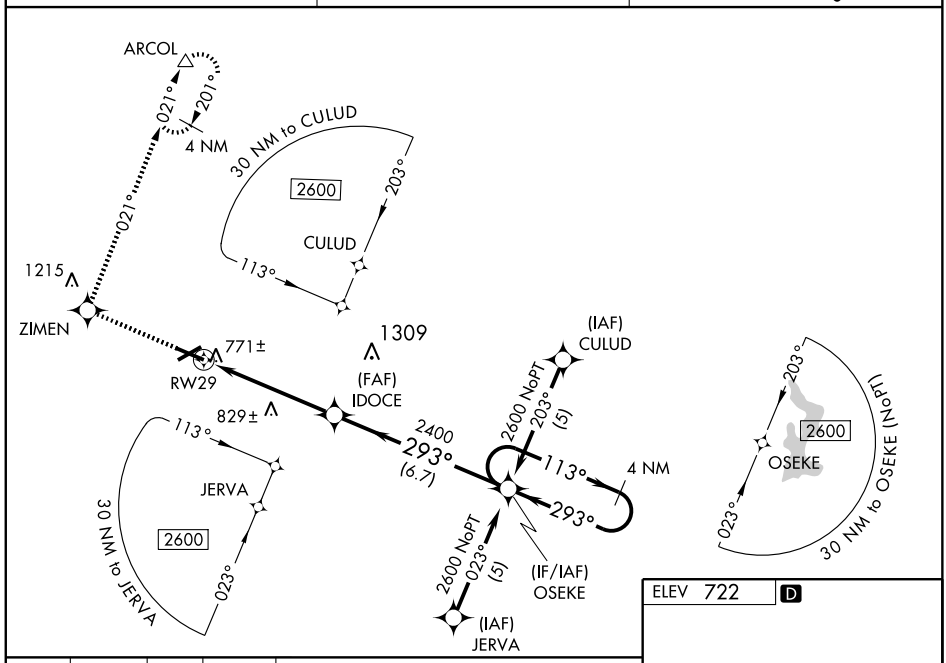
MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Champaign/Urbana altimeter setting. For inoperative MALSR, increase LNAV/VNAV, and LNAV visibility Cat. D ¼ mile. When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all DA 82 feet, increase all MDA 100 feet, increase LPV, LNAV/VNAV, and LNAV visibility 1 mile. Inoperative table does not apply when using Champaign/Urbana altimeter setting.

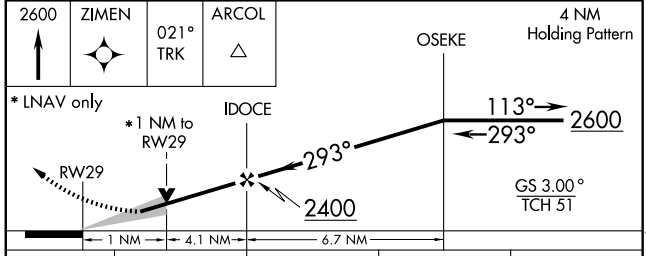
MALSR

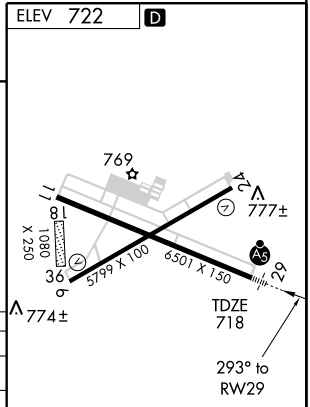
MISSED APPROACH: Climb to 2600 direct ZIMEN and via 021° track to ARCOL and hold.

ASOS	CHAMPAIGN APP CON ★	UNICOM
109.4	132.85 291.0	122.7 (CTAF) L



2600	ZIMEN	021° TRK	ARCOL





CATEGORY	A	B	C	D
LPV DA	971-½ 253 (300-½)			
LNAV/VNAV DA	1040-½ 322 (400-½)			1040-¾ 322 (400-¾)
LNAV MDA	1080-½ 362 (400-½)			1080-1 362 (400-1)
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1180-1½ 458 (500-1½)	1280-2 558 (600-2)

MIRL Rwy 6-24 L
HIRL Rwy 11-29 L
REIL Rwys 6, 11, and 24 L

EC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME MTO	APP CRS	Rwy Idg	5799
109.4	045°	TDZE	722
Chan 31		Apt Elev	722

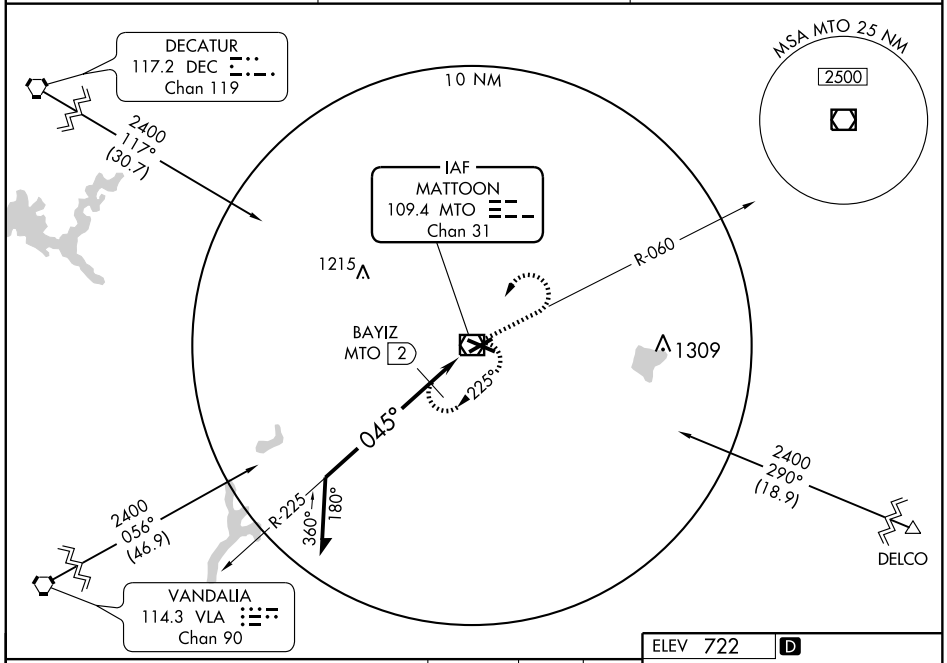
VOR RWY 6

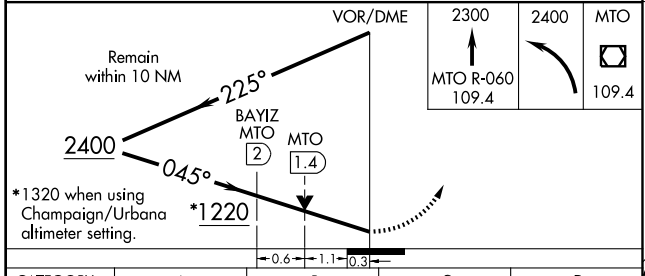
MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all MDA 100 feet, increase S-6 Cats C and D visibility ¼ mile and BAYIZ FIX minimums S-6 Cats C and D visibility ¼ mile.

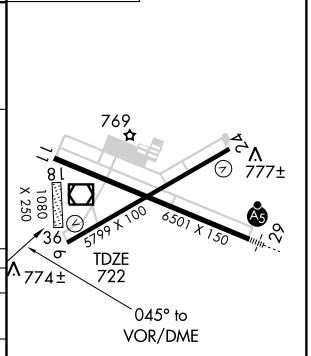
MISSED APPROACH: Climb to 2300 via MTO VOR/DME R-060 then climbing left turn to 2400 direct MTO VOR/DME and hold.

ASOS	CHAMPAIGN APP CON ★	UNICOM
109.4	132.85 291.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-6	1220-1 498 (500-1)		1220-1¼ 498 (500-1¼)	1220-1½ 498 (500-1½)
CIRCLING	1220-1 498 (500-1)		1220-1½ 498 (500-1½)	1280-2 558 (600-2)
BAYIZ FIX MINIMUMS				
S-6	1120-1 398 (400-1)			1120-1¼ 398 (400-1¼)
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1180-1½ 458 (500-1½)	1280-2 558 (600-2)



MIRL Rwy 6-24 L
HIRL Rwy 11-29 L
REIL Rwys 6, 11, and 24 L

EC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME MTO	APP CRS	Rwy Idg	5799
109.4	240°	TDZE	719
Chan 31		Apt Elev	722

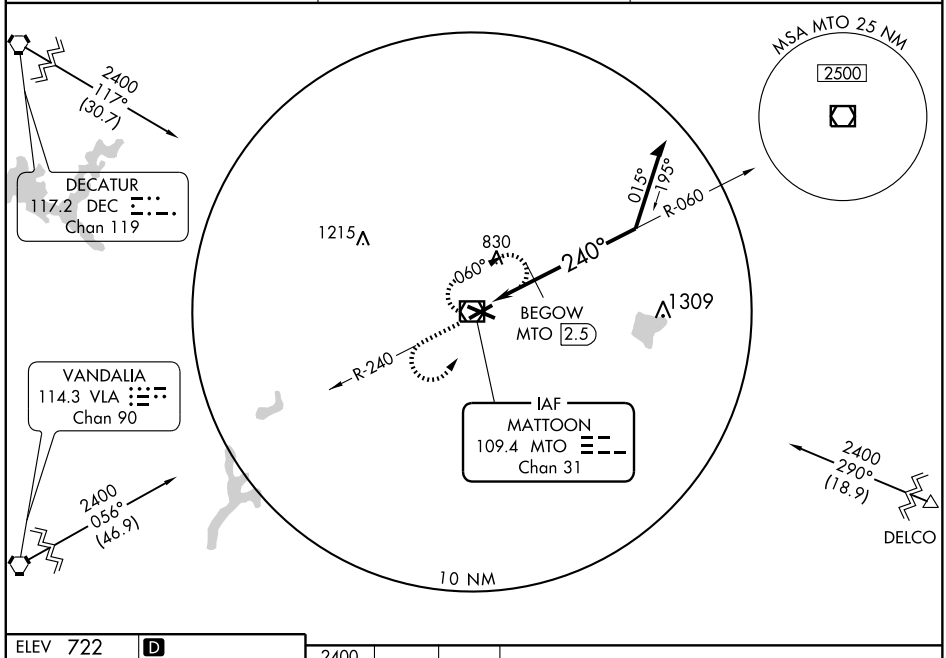
VOR RWY 24

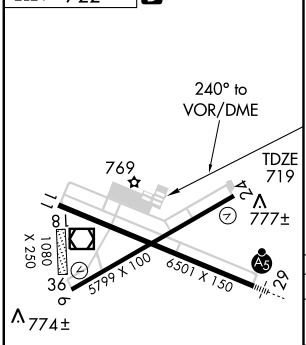
MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

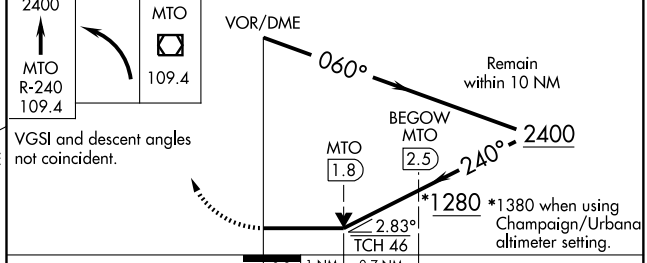
When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all MDA 100 feet, and increase S-24 Cat C and D and Circling Cat C visibility ¼ mile, BEGOW FIX minimums S-24 increase Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2400 via MTO VOR/DME R-240 then left turn direct MTO VOR/DME and hold.

ASOS	CHAMPAIGN APP CON ★	UNICOM
109.4	132.85 291.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-24	1280-1 561 (600-1)		1280-1½ 561 (600-1½)	1280-1¾ 561 (600-1¾)
CIRCLING	1280-1 558 (600-1)		1280-1½ 558 (600-1½)	1280-2 558 (600-2)
BEGOW FIX MINIMUMS				
S-24	1080-1 361 (400-1)			1080-1¼ 361 (400-1¼)
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1180-1½ 458 (500-1½)	1280-2 558 (600-2)

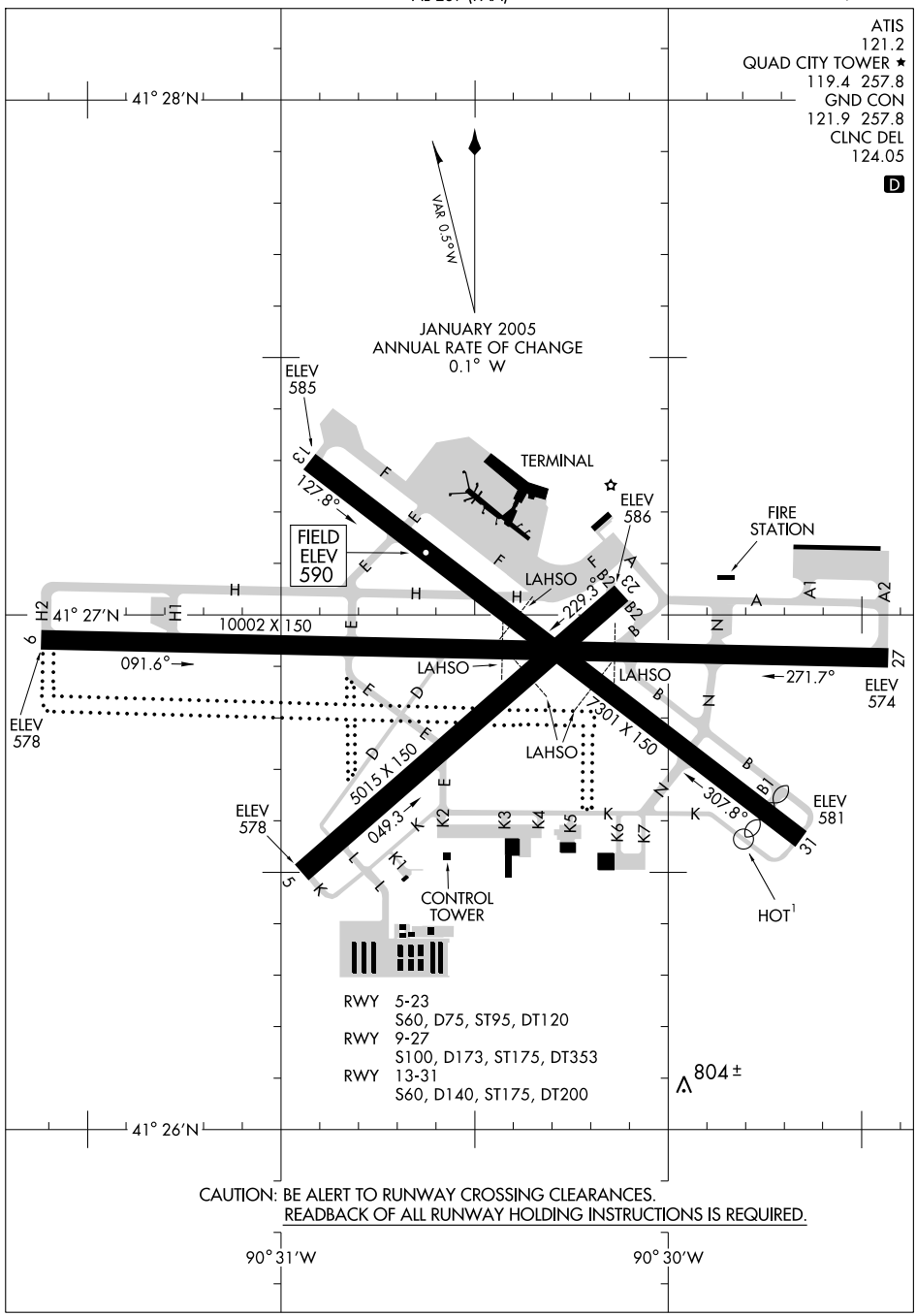
MIRL Rwy 6-24 L
HIRL Rwy 11-29 L
REIL Rwys 6, 11, and 24 L

EC-3. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-269 (FAA)

MOLINE/QUAD CITY INTL (MLI)
MOLINE, ILLINOIS



LOC/DME I-MLI	APP CRS	Rwy Idg 10002
110.5 Chan 42	090°	TDZE 587
		Apt Elev 590

ILS or LOC RWY 9

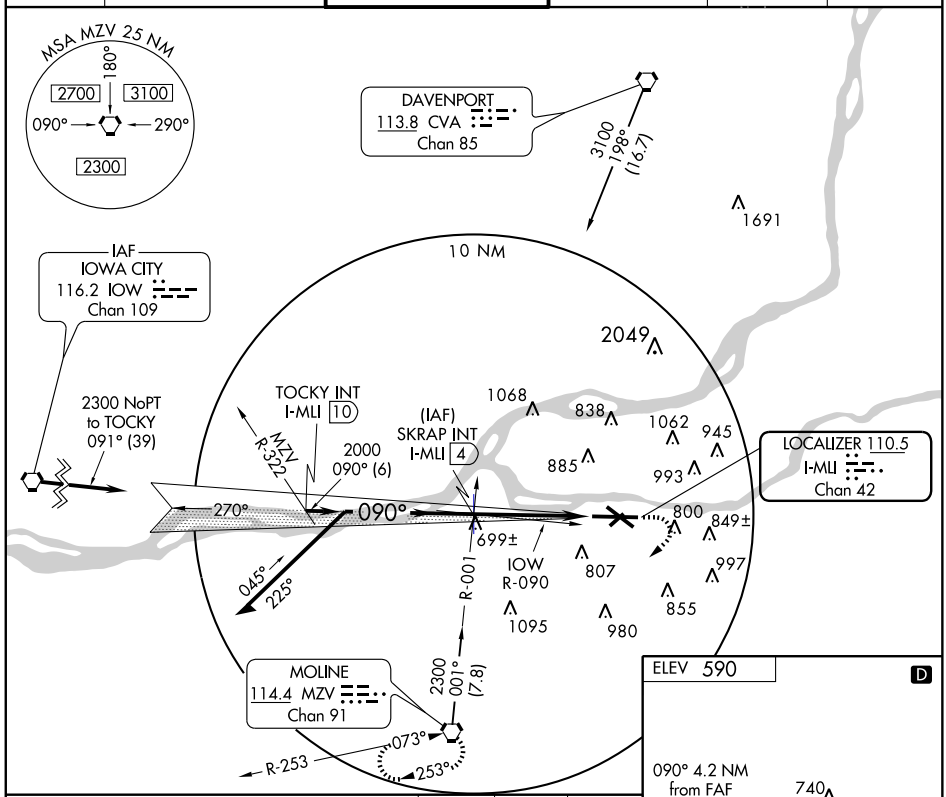
MOLINE / QUAD CITY INTL (MLI)

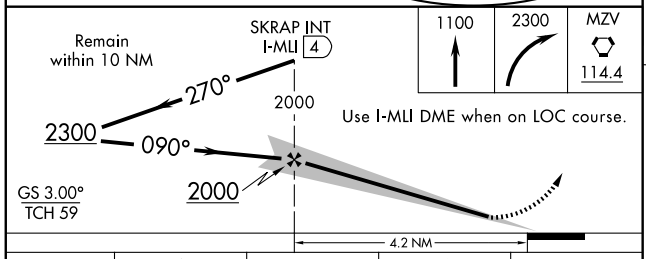
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

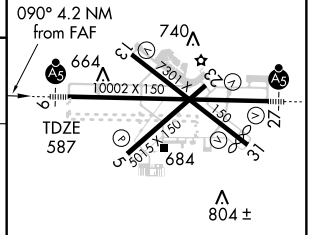
MALSR

MISSED APPROACH: Climb to 1100, then climbing right turn to 2300 direct MZV VORTAC and hold.

ATIS	QUAD CITY APP CON *	QUAD CITY TOWER *	GND CON	CLNC DEL	UNICOM
121.2	125.95 257.8	119.4 (CTAF) L 257.8	121.9 257.8	124.05	122.95







MIRL Rwy 5-23
REIL Rwys 13 and 31
HIRL Rwy 13-31
HIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-ILS 9	*787/24 200 (200-½)			
S-LOC 9	940/24 353 (400-½)			940/40 353 (400-¾)
CIRCLING	1140-1 550 (600-1)		1140-1½ 550 (600-1½)	1260-2 670 (700-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-GEQ	APP CRS	Rwy Idg	10002
110.5	270°	TDZE	581
Chan 42		Apt Elev	590

ILS or LOC RWY 27

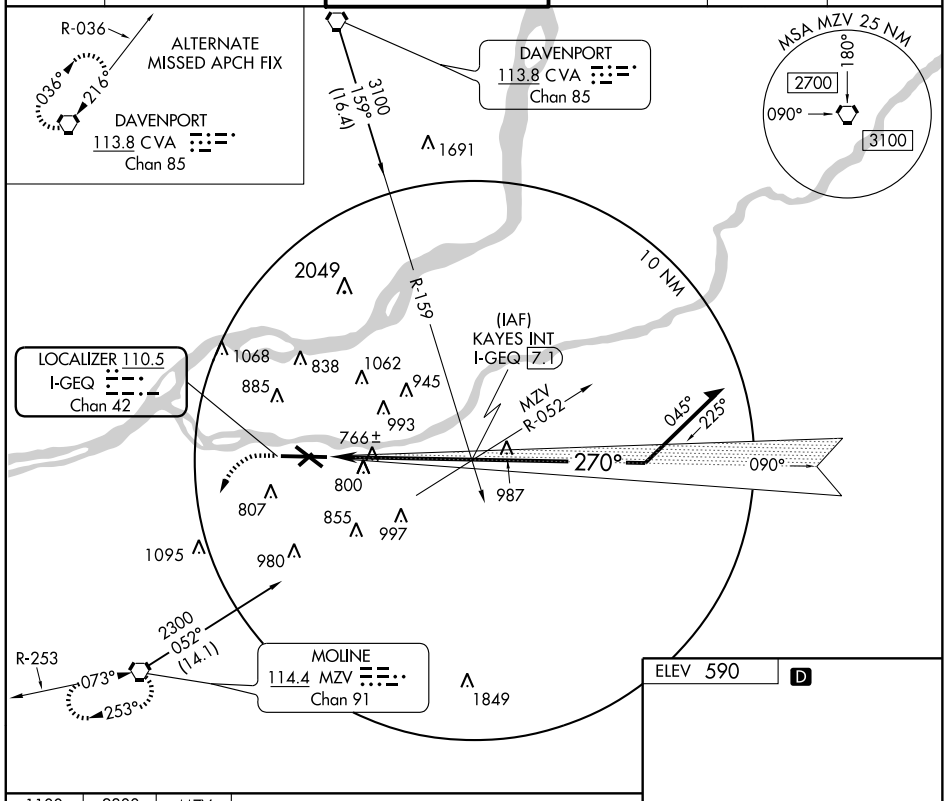
MOLINE / QUAD CITY INTL (MLI)

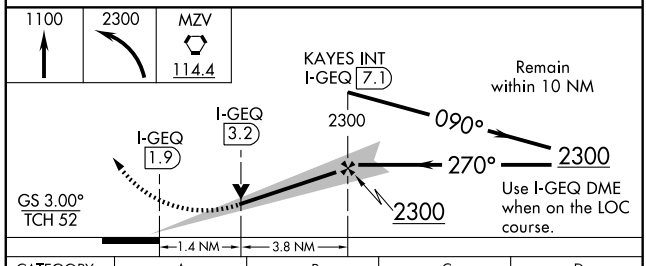
*1800 RVR authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LOC-27 and Circling Cat C/D visibility ¼ mile.

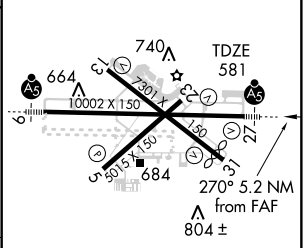
MALSR

MISSED APPROACH: Climb to 1100, then climbing left turn to 2300 direct MZV VORTAC and hold.

ATIS	QUAD CITY APP CON ★	QUAD CITY TOWER ★	GND CON	CLNC DEL	UNICOM
121.2	125.95 257.8	119.4 (CTAF) 257.8	121.9 257.8	124.05	122.95







CATEGORY	A	B	C	D
S-ILS 27	*781/24 200 (200-½)			
S-LOC 27	1060/24 479 (500-½)		1060/40 479 (500-¾)	1060/50 479 (500-1)
CIRCLING	1140-1 550 (600-1)		1140-1½ 550 (600-1½)	1260-2 670 (700-2)

MIRL Rwy 5-23
REIL Rwys 13 and 31
HIRL Rwys 9-27 and 13-31

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	10002
090°	TDZE	587
	Apt Elev	590

RNAV (GPS) RWY 9

MOLINE / QUAD CITY INTL (MLI)

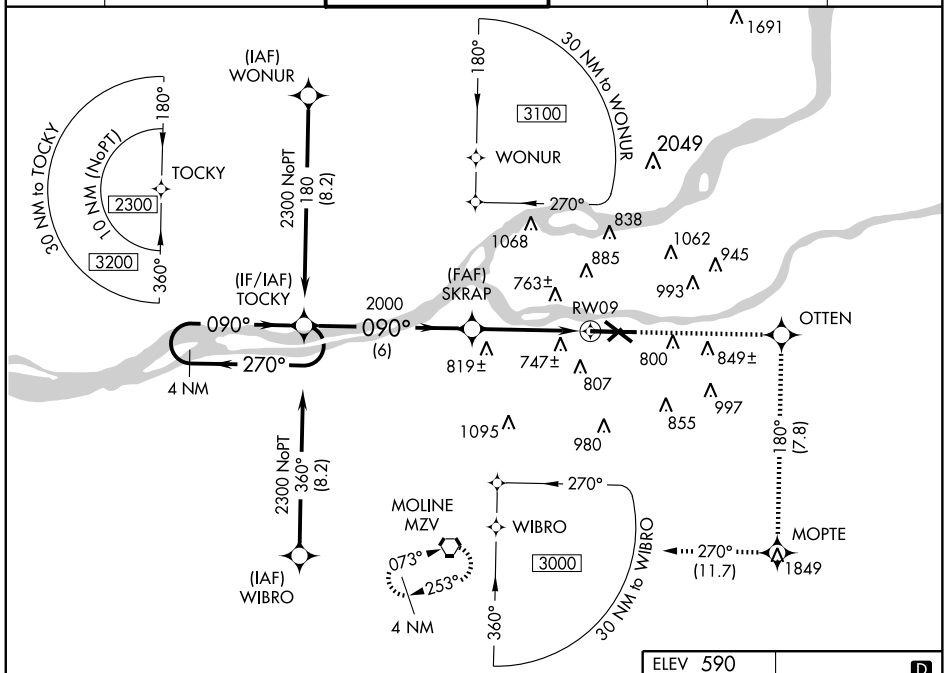
NA

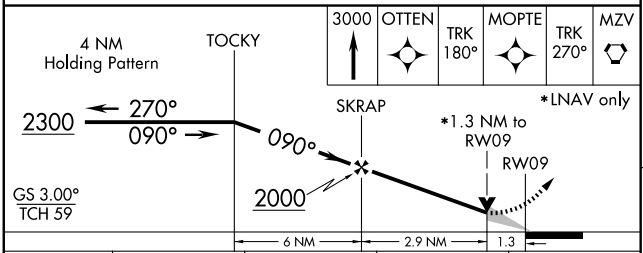
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F).

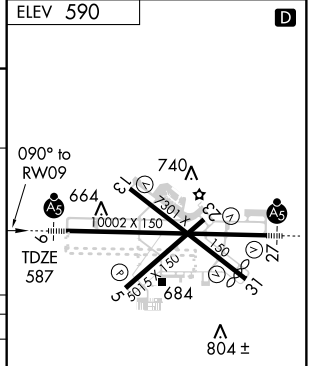
MALSR

MISSED APPROACH: Climb to 3000 direct OTTEN WP, and via 180° track to MOPTE WP and 270° track to MZV VORTAC and hold.

ATIS	QUAD CITY APP CON ★	QUAD CITY TOWER ★	GND CON	CLNC DEL	UNICOM
121.2	125.95 257.8	119.4 (CTAF) L 257.8	121.9 257.8	124.05	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1060/60 473 (500-1¼)			
LNAV MDA	1060/24 473 (500-½)		1060/40 473 (500-¾)	1060/50 473 (500-1)
CIRCLING	1140-1¾ 550 (600-1¾)			1260-2 670 (700-2)

MIRL Rwy 5-23
REIL Rwys 13 and 31
HIRL Rwy 13-31
HIRL Rwy 9-27 L

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS CH 42515 W13A	APP CRS 126°	Rwy Idg 7046 TDZE 590 Apt Elev 590

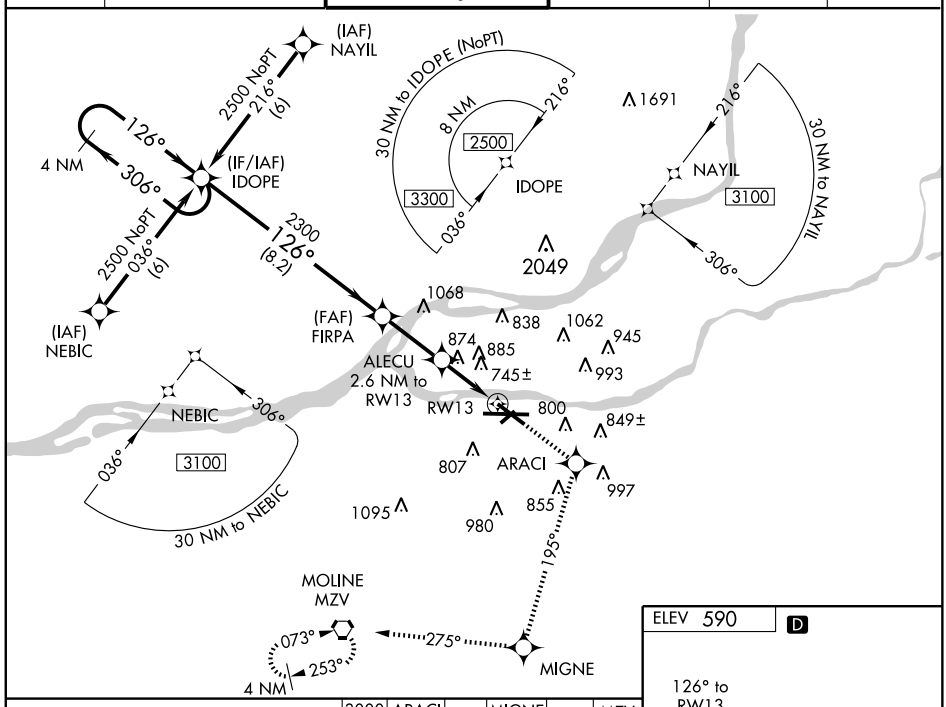
RNAV (GPS) RWY 13

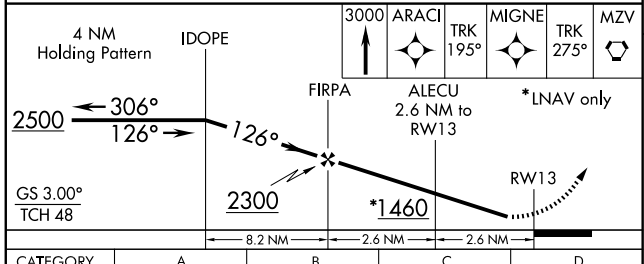
MOLINE / QUAD CITY INTL (MLI)

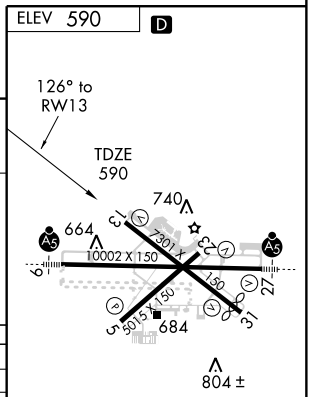
Straight-in minimums NA at night. Baro-VNAV NA when using Davenport altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ARACI and via track 195° to MIGNE and via track 275° to MZV VORTAC and hold.

ATIS	QUAD CITY APP CON ★	QUAD CITY TOWER ★	GND CON	CLNC DEL	UNICOM
121.2	125.95 257.8	119.4 (CTAF) 257.8	121.9 257.8	124.05	122.95







CATEGORY	A	B	C	D
LPV DA	908-1 318 (400-1)			
LNAV/VNAV DA	1292-2½ 702 (800-2½)			
LNAV MDA	1140-1 550 (600-1)		1140-1½ 550 (600-1½)	1140-1¾ 550 (600-1¾)
CIRCLING	1140-1 550 (600-1)		1140-1½ 550 (600-1½)	1260-2 670 (700-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6504
CH 86715	306°	TDZE	583
W31A		Apt Elev	590

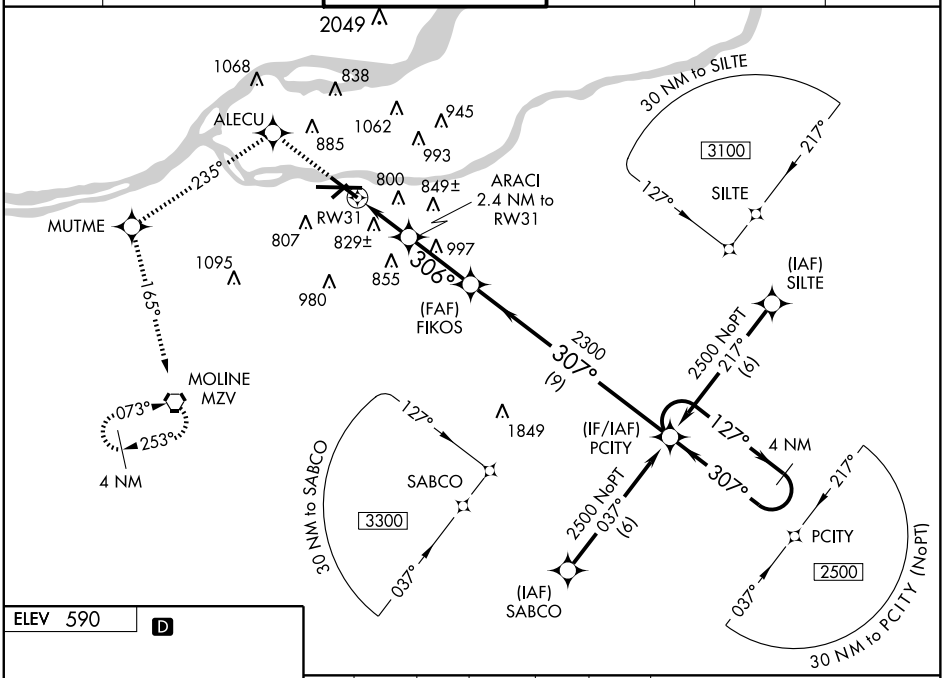
RNAV (GPS) RWY 31

MOLINE / QUAD CITY INTL (MLI)

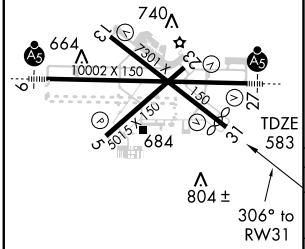
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Davenport altimeter setting.

MISSED APPROACH: Climb to 3000 direct ALECU and via track 235° to MUTME and via track 165° to MZV VORTAC and hold.

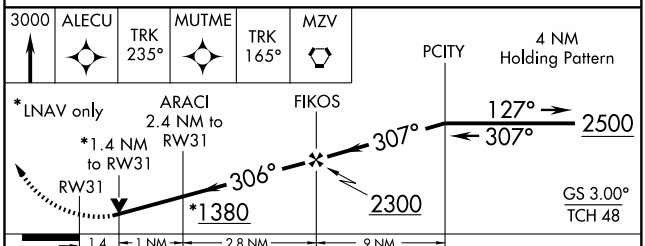
ATIS	QUAD CITY APP CON ★	QUAD CITY TOWER ★	GND CON	CLNC DEL	UNICOM
121.2	125.95 257.8	119.4 (CTAF) 257.8	121.9 257.8	124.05	122.95



ELEV 590 D



MIRL Rwy 5-23
REIL Rwys 13 and 31
HIRL Rwys 9-27 and 13-31



CATEGORY	A	B	C	D
LPV DA	1031-1½ 448 (500-1½)			
LNAV/VNAV DA	1160-2 577 (600-2)			
LNAV MDA	1080-1 497 (500-1)		1080-1¼ 497 (500-1¼)	1080-1½ 497 (500-1½)
CIRCLING	1140-1 550 (600-1)		1140-1½ 550 (600-1½)	1260-2 670 (700-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	10002
270°	TDZE	581
	Apt Elev	590

RNAV (GPS) Y RWY 27

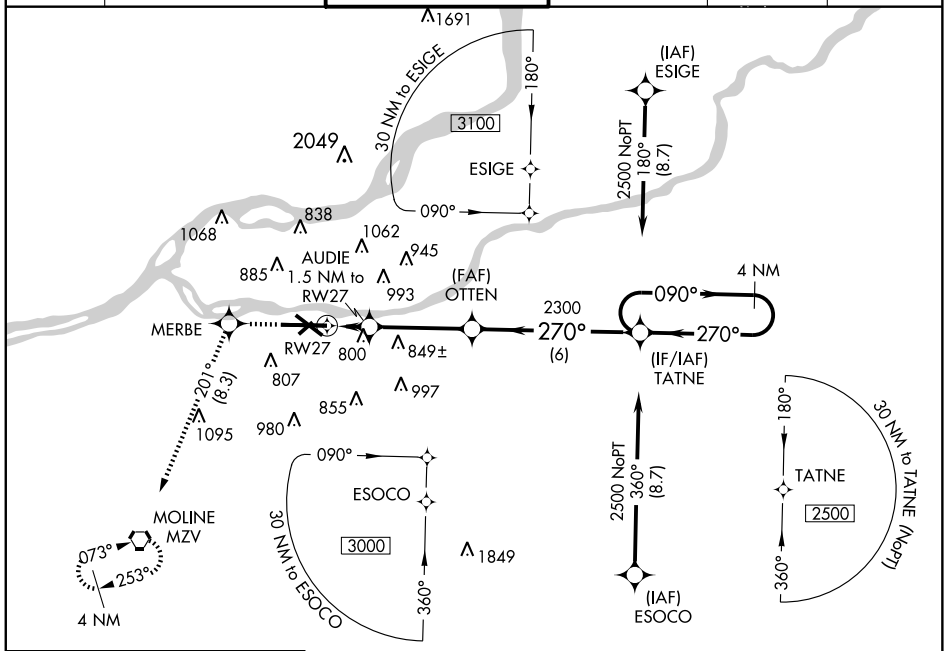
MOLINE / QUAD CITY INTL (MLI)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA

MALSR

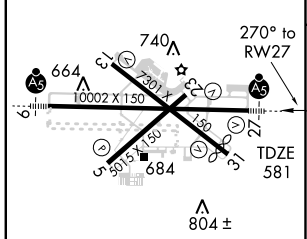
MISSED APPROACH: Climb to 3000 direct MERBE WP and via 201° track to MZV VORTAC and hold.

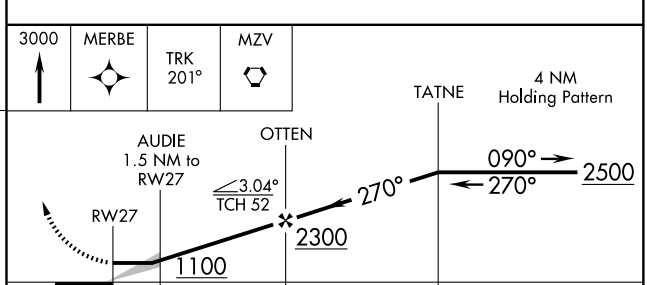
ATIS	QUAD CITY APP CON ★	QUAD CITY TOWER ★	GND CON	CLNC DEL	UNICOM
121.2	125.95 257.8	119.4 (CTAF) 257.8	121.9 257.8	124.05	122.95



ELEV 590

D





CATEGORY	A	B	C	D
LNAV MDA	1060/24	479 (500-½)	1060/40	479 (500-¾)	1060/50	479 (500-1)
CIRCLING	1140-1	550 (600-1)	1140-1½	550 (600-1½)	1260-2	670 (700-2)

MIRL Rwy 5-23
REIL Rwys 13 and 31
HIRL Rwys 13-31
HIRL Rwys 9-27 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	10002
270°	TDZE	581
	Apt Elev	590

RNAV (GPS) Z RWY 27

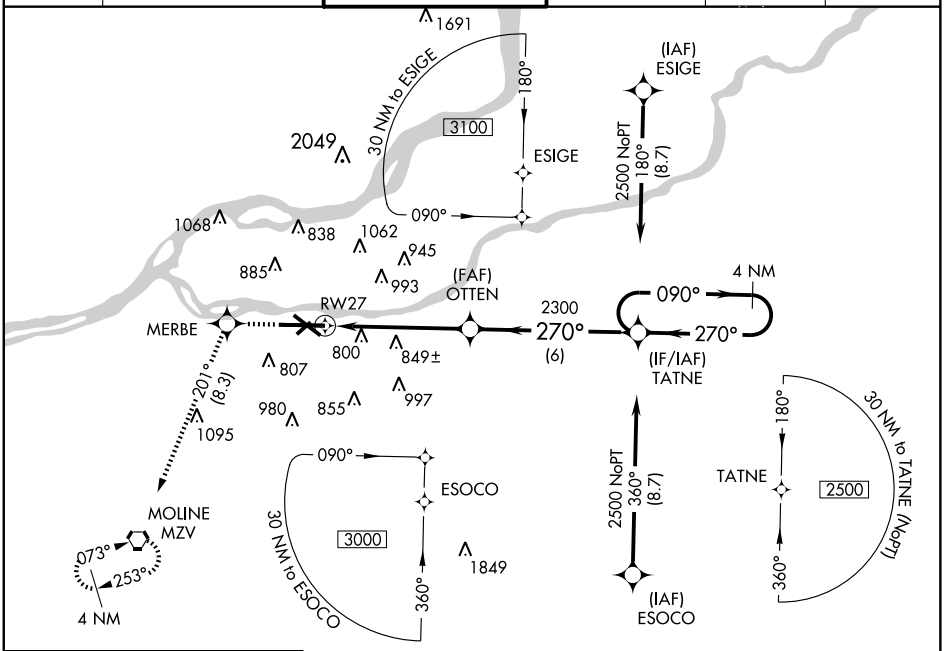
MOLINE / QUAD CITY INTL (MLI)

Baro-VNAV NA below -16°C (4°F)
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MALSR

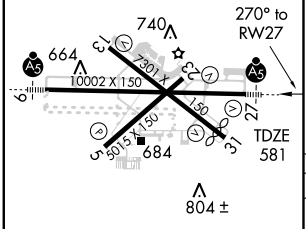
MISSED APPROACH: Climb to 3000 direct MERBE WP and via 201° track to MZV VORTAC and hold.

ATIS	QUAD CITY APP CON ★	QUAD CITY TOWER ★	GND CON	CLNC DEL	UNICOM
121.2	125.95 257.8	119.4 (CTAF) 257.8	121.9 257.8	124.05	122.95

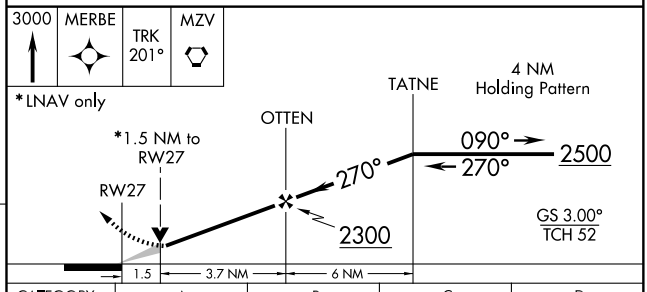


ELEV 590

D



MIRL Rwy 5-23
REIL Rwys 13 and 31
HIRL Rwy 13-31
HIRL Rwy 9-27 (L)



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1120-1½ 539 (600-1½)			
LNAV MDA	1100/24 519 (600-½)		1100/50 519 (600-1)	1100/60 519 (600-1¼)
CIRCLING	1140-2 550 (600-2)			1260-2 670 (700-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5001
093°	TDZE	790
	Apt Elev	790

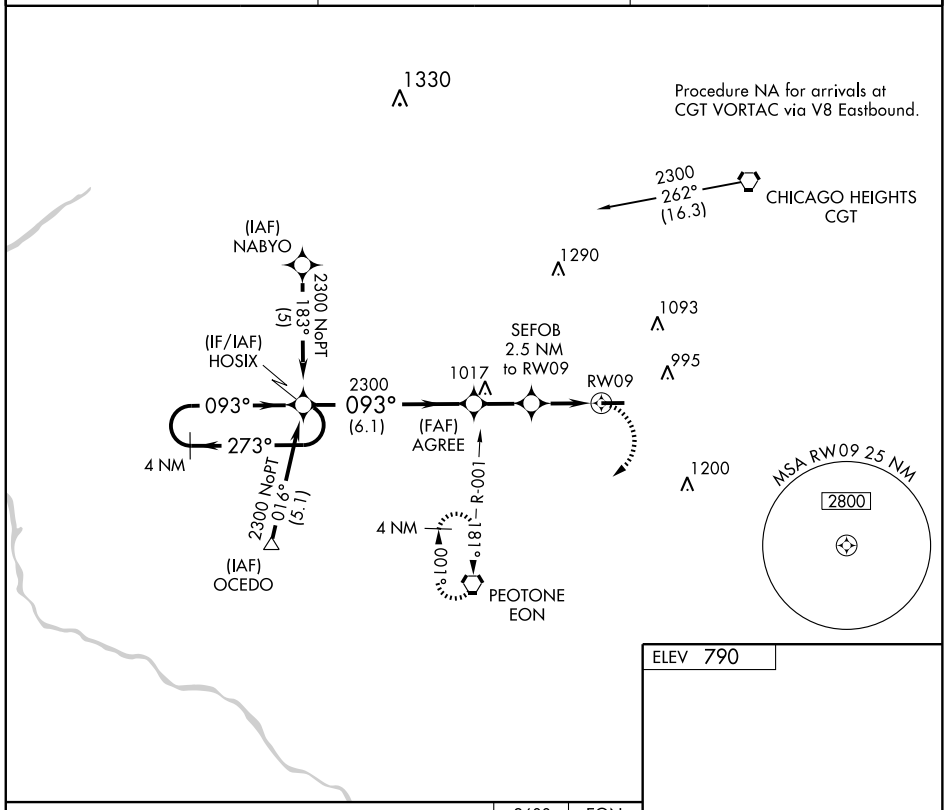
RNAV (GPS) RWY 9

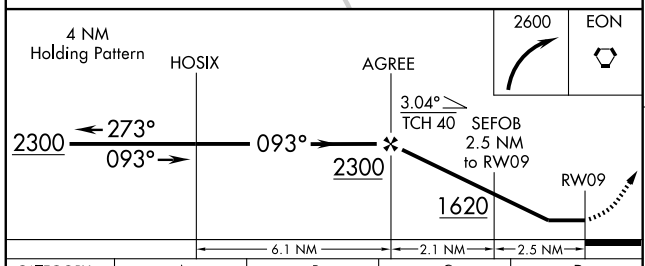
MONEE/ BULT FIELD (C56)

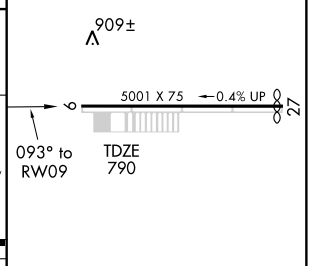
Circling to Rwy 27 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lansing Muni altimeter setting, when not received, use Chicago Midway Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 2600 direct EON VORTAC and hold.

LANSING AWOS-3	CHICAGO CENTER	UNICOM
119.275	132.5 258.1	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1220-1	430 (500-1)	1220-1¼ 430 (500-1¼)	NA
CIRCLING	1260-1	470 (500-1)	1260-1½ 470 (500-1½)	NA

LIRL Rwy 9-27

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4850
273°	TDZE	778
	Apt Elev	790

RNAV (GPS) RWY 27

MONEE/ BULT FIELD (C56)

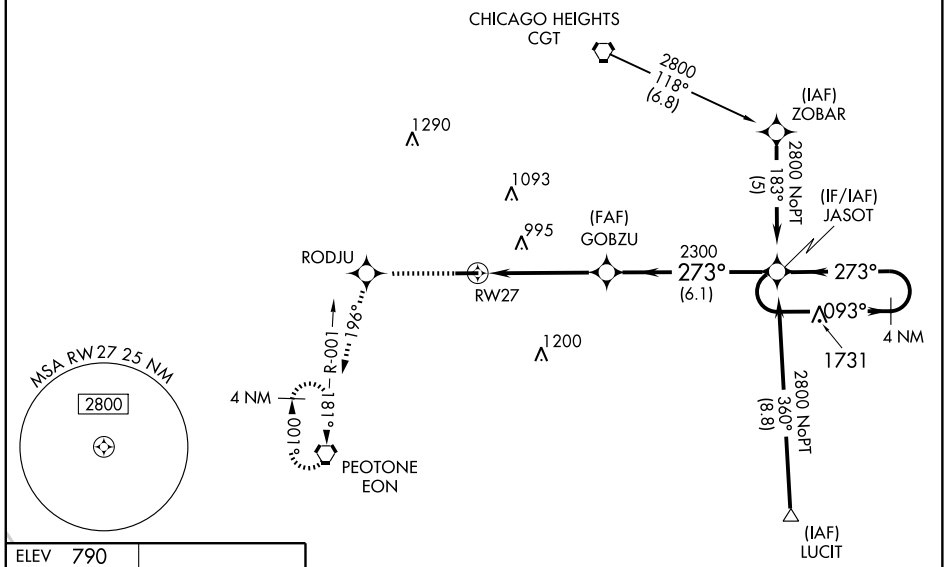
T A NA

Circling to Rwy 9 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lansing Muni altimeter setting, when not received, use Chicago Midway Intl altimeter setting and increase all MDA 40 feet.

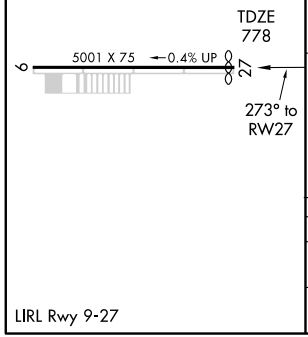
MISSED APPROACH: Climb to 2600 direct RODJU and via 196° track to EON VORTAC and hold.

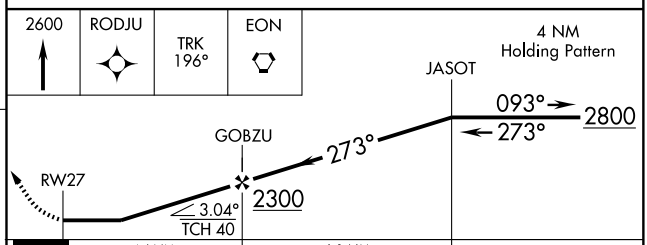
LANSING AWOS-3	CHICAGO CENTER	UNICOM
119.275	132.5 258.1	123.0 (CTAF)

Procedure NA for arrivals on CGT VORTAC airway radials 087 CW 115.



ELEV 790





CATEGORY	A	B	C	D
LNAV MDA	1320-1	542 (600-1)	1320-1½ 542 (600-1½)	NA
CIRCLING	1320-1	530 (600-1)	1320-1½ 530 (600-1½)	NA

LIRL Rwy 9-27

EC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME GBG	APP CRS	Rwy Idg	N/A
109.8	264°	TDZE	N/A
Chan 35		Apt Elev	753

VOR or GPS-A

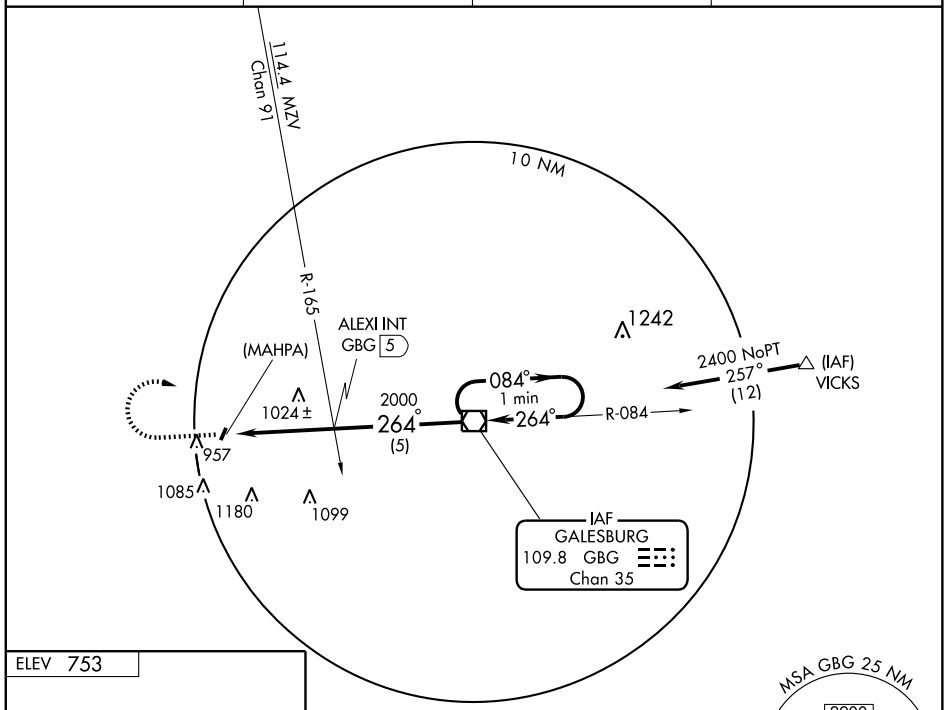
MONMOUTH MUNI (C66)

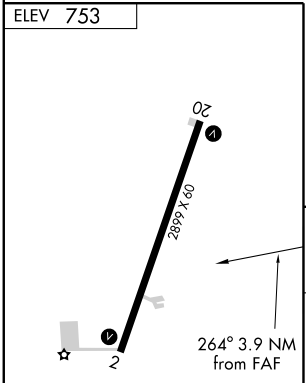
Use Galesburg altimeter setting, if not received, use Moline altimeter setting and increase all MDAs 60 feet.

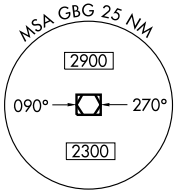
NA

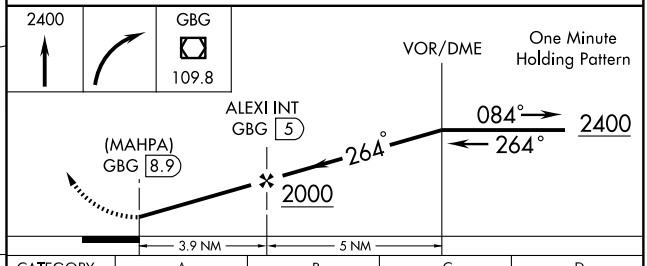
MISSED APPROACH: Climb to 2400 then right turn direct GBG VOR/DME and hold.

GALESBURG AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
109.8	118.2 257.8	120.7	122.8(CTAF) L









FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
CIRCLING	1360-1	607 (700-1)	1360-1¾ 607 (700-1¾)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

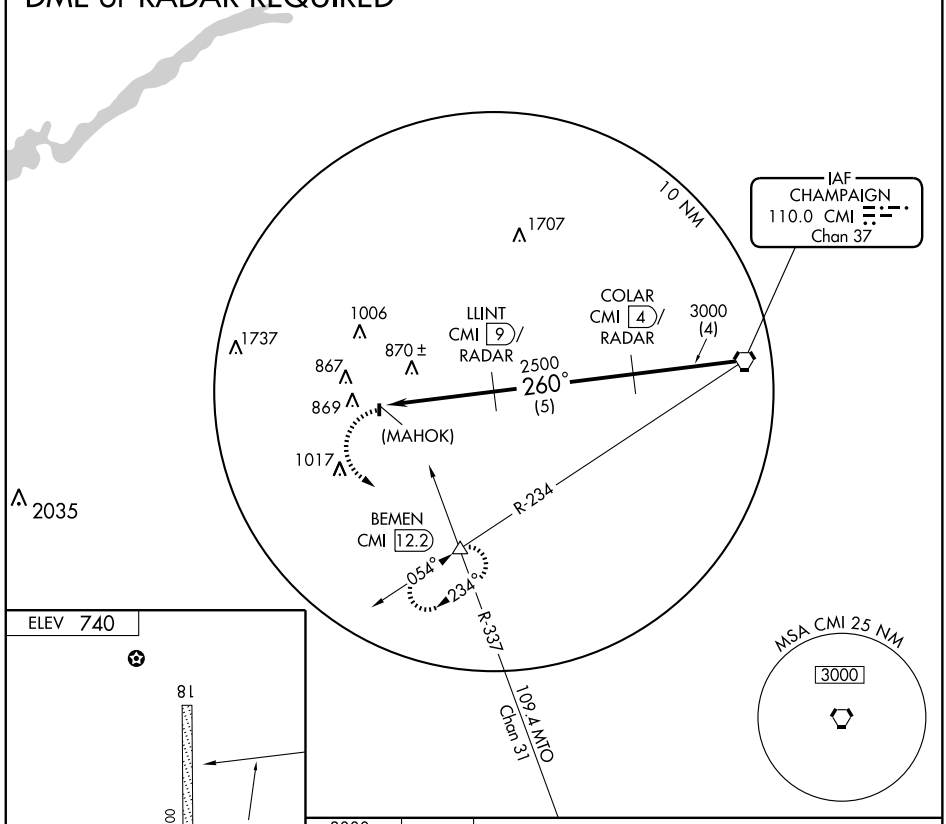
VORTAC CMI 110.0 Chan 37	APP CRS 260°	Rwy Idg N/A TDZE N/A Apt Elev 740

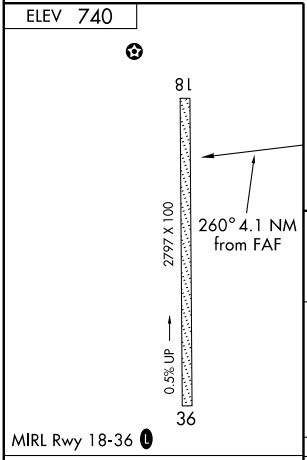
VOR or GPS-A

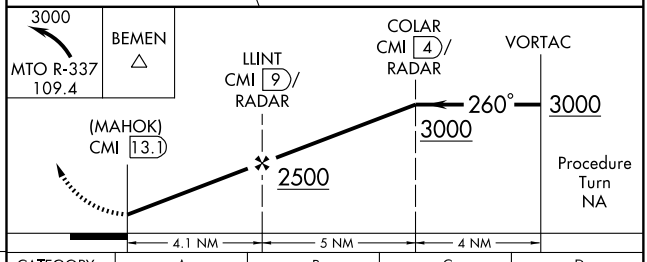
MONTICELLO/ PIATT COUNTY (2K0)

⚠ NA Use Champaign altimeter setting, when not available, use Decatur altimeter setting.	MISSED APPROACH: Climbing left turn to 3000 via MTO R-337 to BEMEN Int and hold.
CHAMPAIGN APP CON ★ 132.85 291.0	CTAF 122.9 Ⓛ

DME or RADAR REQUIRED







FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
CIRCLING	1240-1 500 (500-1)		1240-1½ 500 (500-1½)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

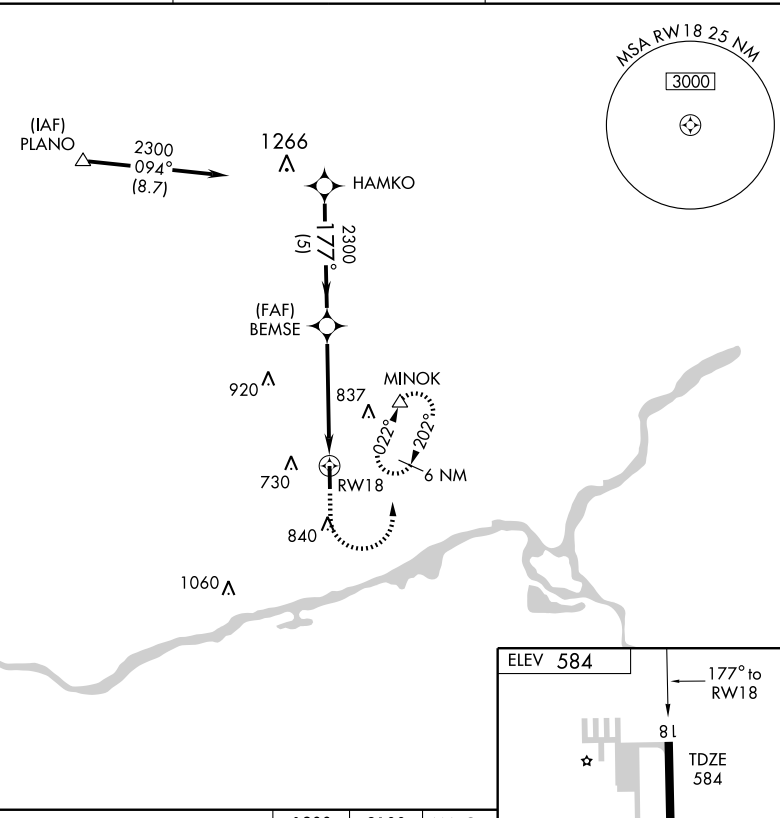
APP CRS	Rwy Idg	5000
177°	TDZE	584
	Apt Elev	584

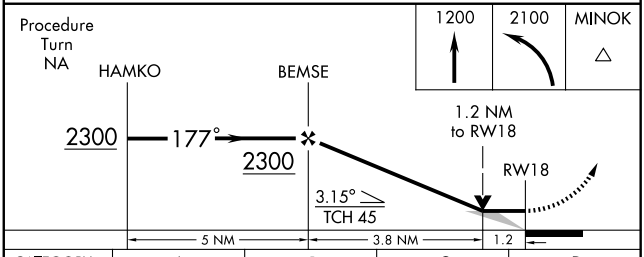
RNAV (GPS) RWY 18

MORRIS MUNI-JAMES R. WASHBURN FIELD (C09)

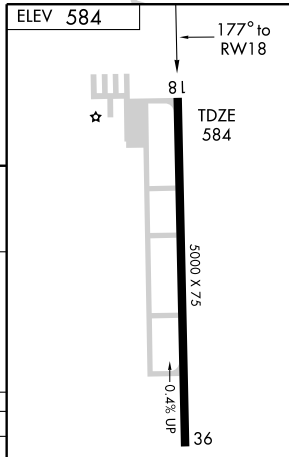
NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA	MISSED APPROACH: Climb to 1200 then climbing left turn to 2100 direct MINOK WP and hold.

AWOS-3	CHICAGO APP CON	UNICOM
118.175	119.35 388.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1020-1	436 (500-1)	1020-1¼ 436 (500-1¼)	NA
CIRCLING	1080-1	496 (500-1)	1200-1¾ 616 (700-1¾)	NA



MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
357°	TDZE	570
	Apt Elev	584

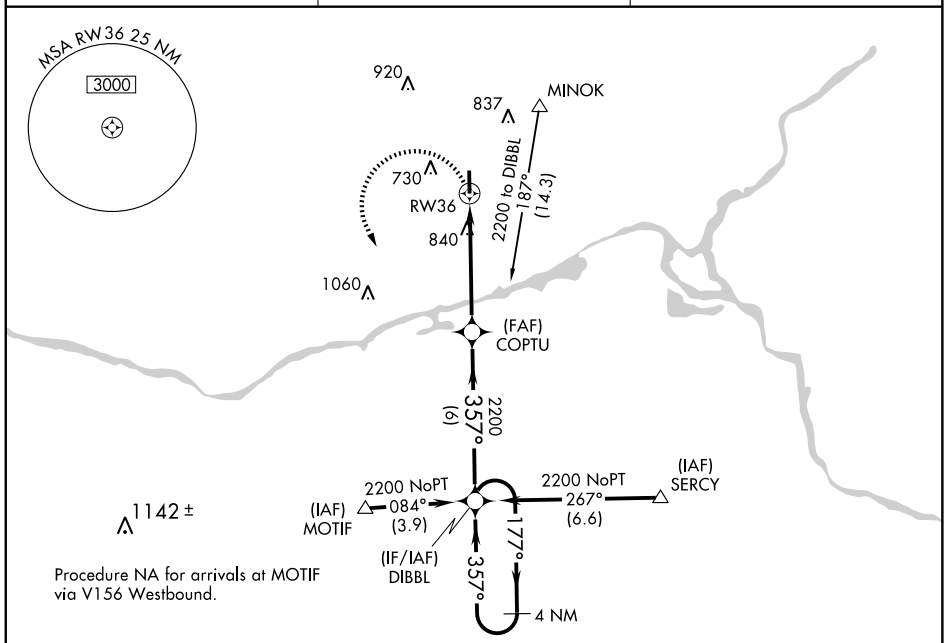
RNAV (GPS) RWY 36

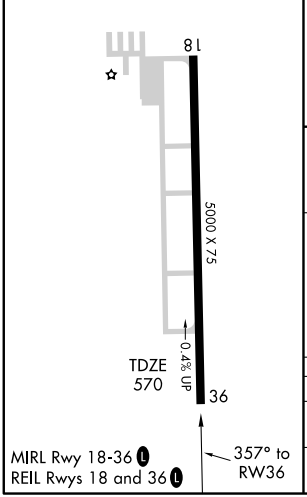
MORRIS MUNI-JAMES R. WASHBURN FIELD (C09)

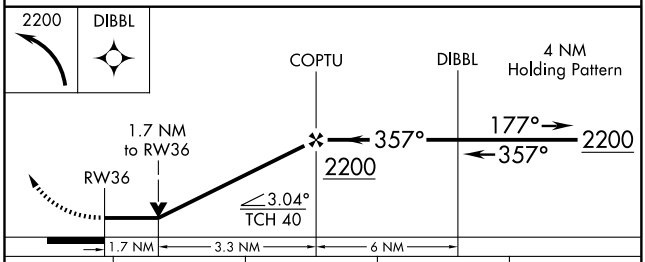
When local altimeter setting not received, use Joliet altimeter setting and increase all MDA 40 feet, and increase LNAV Cat. C visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2200 direct DIBBL and hold.

AWOS-3	CHICAGO APP CON	UNICOM
118.175	119.35 388.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1140-1 570 (600-1)		1140-1½ 570 (600-1½)	NA
CIRCLING	1140-1 556 (600-1)	1200-1 616 (700-1)	1200-1¾ 616 (700-1¾)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

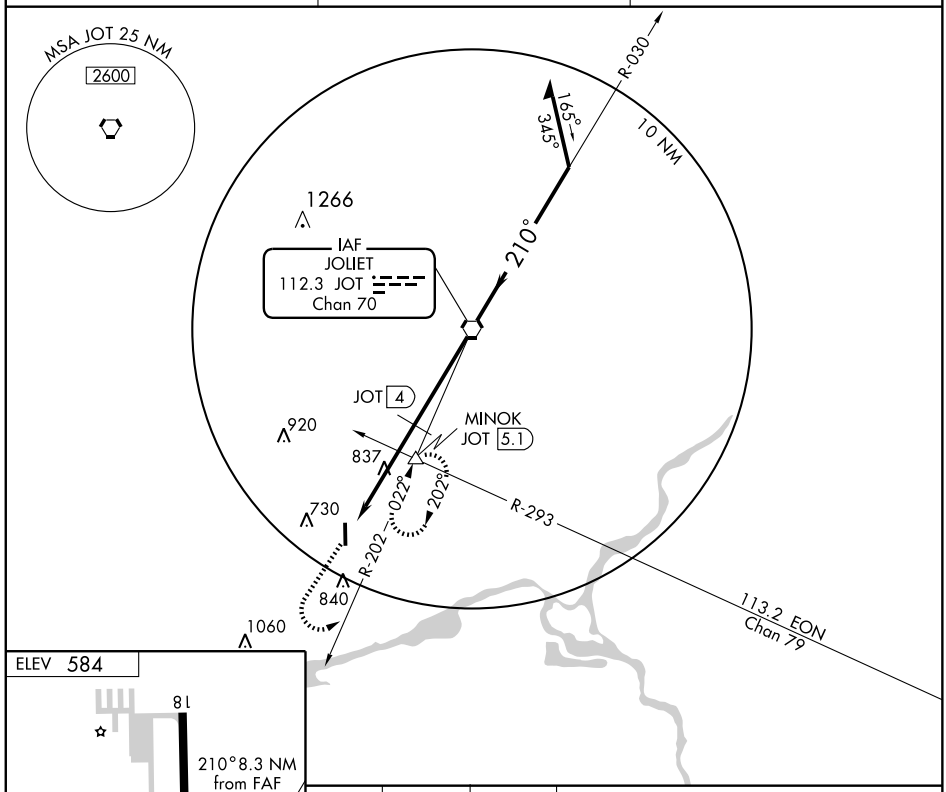
VORTAC JOT	APP CRS	Rwy Idg	N/A
112.3	210°	TDZE	N/A
Chan 70		Apt Elev	584

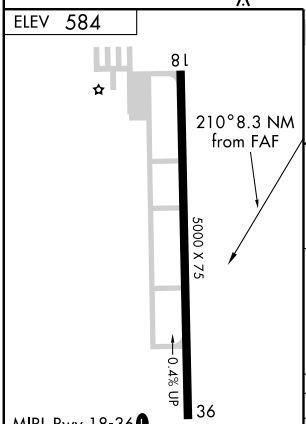
VOR-A

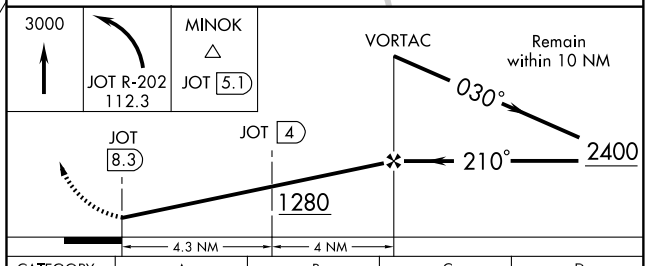
MORRIS MUNI-JAMES R. WASHBURN FIELD (CØ9)

MISSED APPROACH: Climb to 3000 then left turn via JOT R-202 to MINOK Int/JOT 5.1 DME and hold.

AWOS-3	CHICAGO APP CON	UNICOM
118.175	119.35 388.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1280-1 696 (700-1)		1280-2 696 (700-2)	NA

DME MINIMUMS

CIRCLING	1100-1 516 (600-1)	1200-1 616 (700-1)	1200-1¾ 616 (700-1¾)	NA

FAF to MAP 8.3 NM					
Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

EC-3, 14 JAN 2010 to 11 FEB 2010

NDB AJG 524	APP CRS 030°	Rwy Idg 4000 TDZE 428 Apt Elev 429

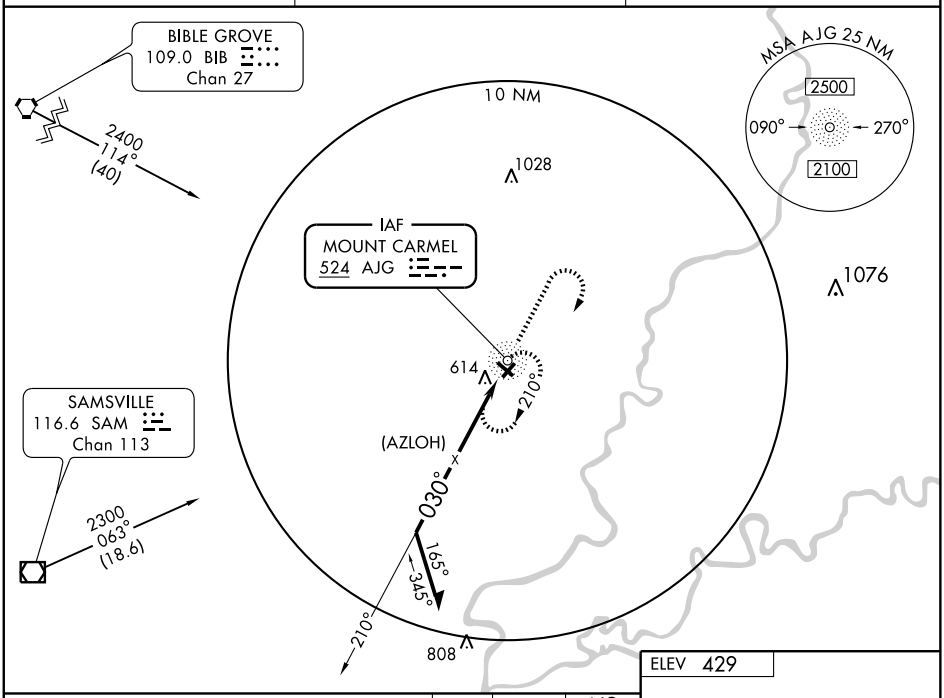
NDB or GPS RWY 4

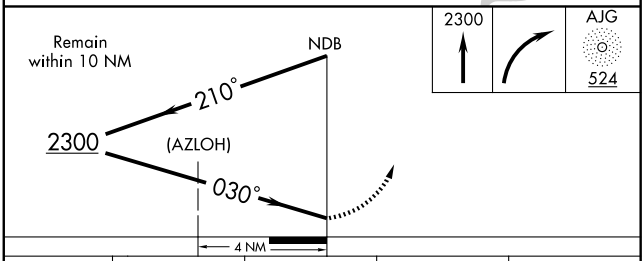
MT. CARMEL MUNI (AJG)

Obtain local altimeter setting on CTAF; when not received use Lawrenceville altimeter setting.

MISSED APPROACH: Climb to 2300, then right turn direct AJG NDB and hold.

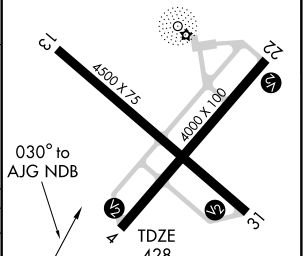
AWOS-3	EVANSVILLE APP CON★	UNICOM
134.9	125.6 267.9	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-4	1080-1 652 (700-1)		1080-1¾ 652 (700-1¾)	NA
CIRCLING	1080-1 651 (700-1)		1080-1¾ 651 (700-1¾)	NA
LAWRENCEVILLE ALTIMETER SETTING MINIMUMS				
S-4	1100-1 672 (700-1)		1100-2 672 (700-2)	NA
CIRCLING	1100-1 671 (700-1)		1100-2 671 (700-2)	NA

ELEV 429



REIL Rwys 4, 22 and 31 L
MIRL Rwys 4-22 and 13-31 L

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4500
313°	TDZE	429
	Apt Elev	429

RNAV (GPS) RWY 31

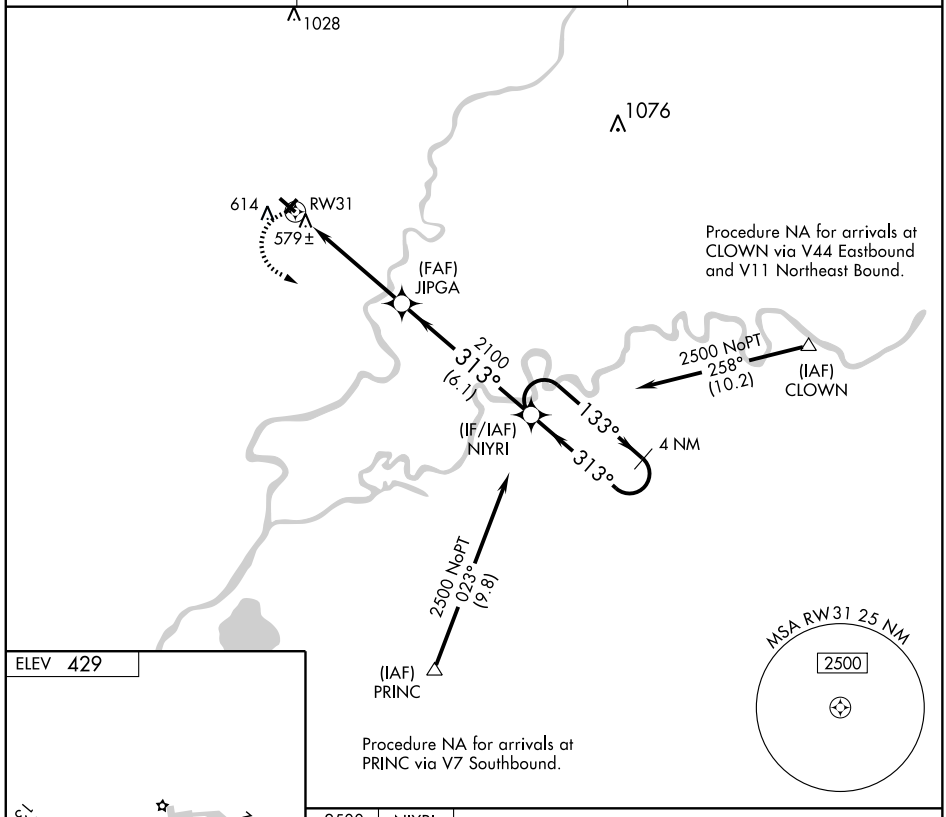
MT. CARMEL MUNI (AJG)

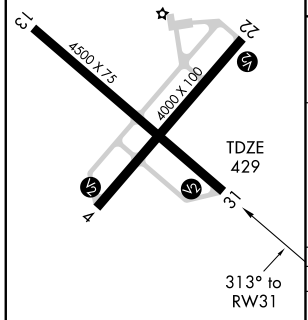
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 40 feet and increase LNAV Cat. D visibility ¼ mile.

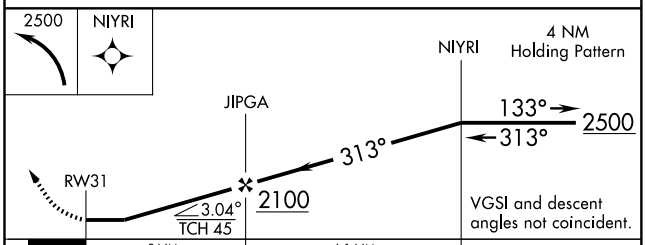
NA

MISSED APPROACH: Climbing left to turn 2500 direct NIYRI and hold.

AWOS-3	EVANSVILLE APP CON★	UNICOM
134.9	125.6 267.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	840-1 411 (500-1)		840-1¼ 411 (500-1¼)	
CIRCLING	980-1 551 (600-1)		980-1½ 551 (600-1½)	980-2 551 (600-2)

REIL Rwys 4, 22 and 31 L
MIRL Rwys 4-22 and 13-31 L

EC-3. 14 JAN 2010 to 11 FEB 2010

VOR/DME LWV	APP CRS	Rwy Idg	4000
108.8	211°	TDZE	428
Chan 25		Apt Elev	429

VOR or GPS RWY 22

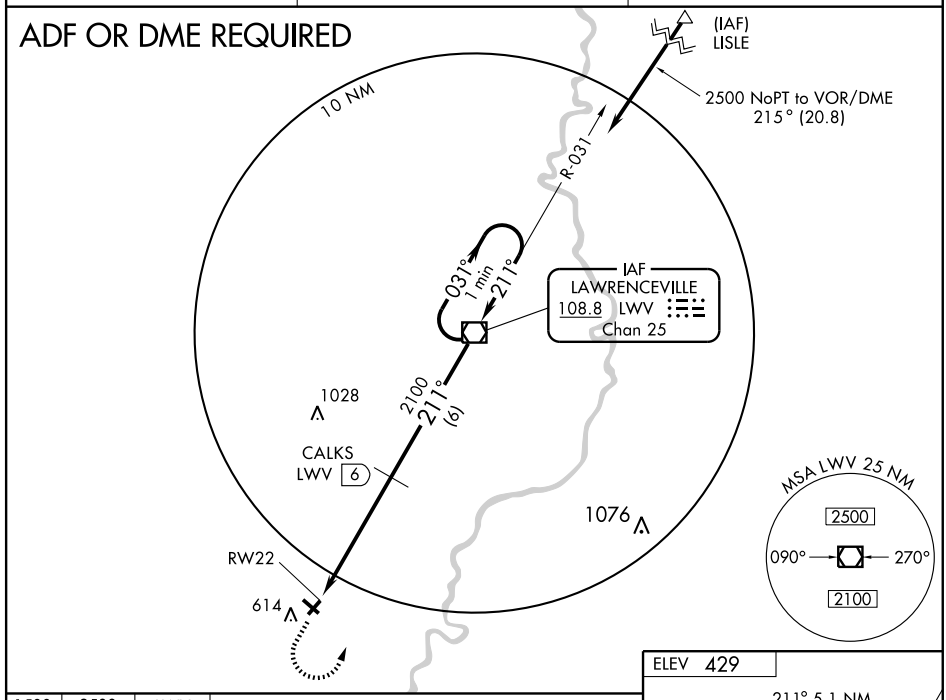
MT. CARMEL MUNI (AJG)

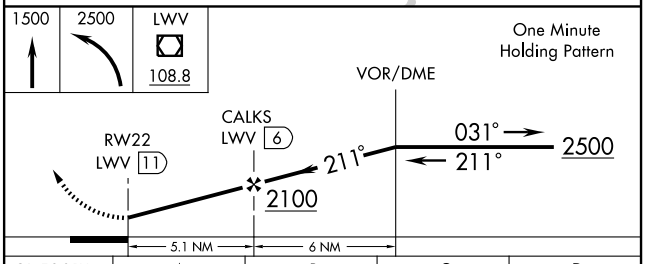
Obtain local altimeter setting on CTAF; when not received use Lawrenceville altimeter setting.

MISSED APPROACH: Climb to 1500, then climbing left turn to 2500 direct LWV VOR/DME and hold.

AWOS-3	EVANSVILLE APP CON★	UNICOM
134.9	125.6 267.9	122.7 (CTAF) L

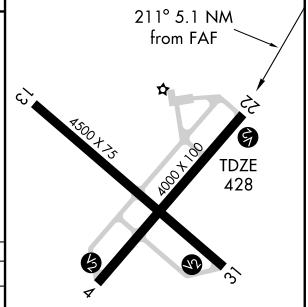
ADF OR DME REQUIRED





CATEGORY	A	B	C	D
S-22	900-1 472 (500-1)		900-1¼ 472 (500-1¼)	NA
CIRCLING	980-1 551 (600-1)		980-1½ 551 (600-1½)	NA
LAWRENCEVILLE ALTIMETER SETTING MINIMUMS				
S-22	920-1 492 (500-1)		920-1¼ 492 (500-1¼)	NA
CIRCLING	1000-1 571 (600-1)		1000-1½ 571 (600-1½)	NA

ELEV 429



REIL Rwys 4, 22 and 31 L

MIRL Rwys 4-22 and 13-31 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5905
CH 45912	180°	TDZE	734
W18A		Apt Elev	734

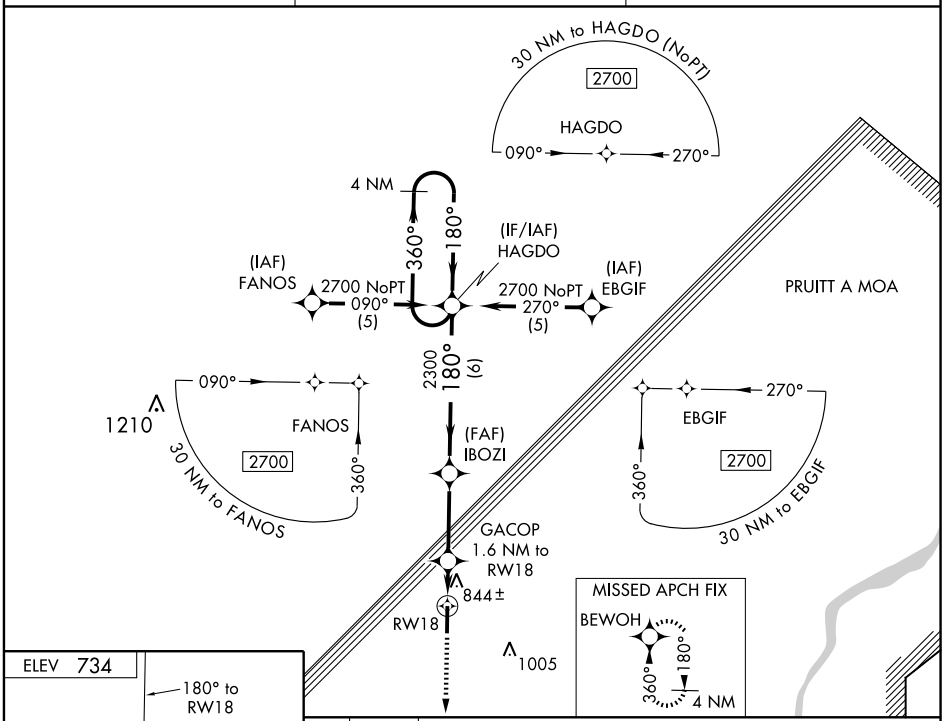
RNAV (GPS) RWY 18
MOUNT STERLING MUNI (I63)

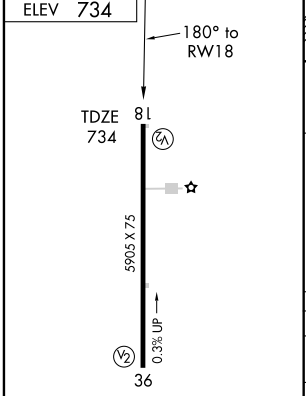
T
A NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Quincy altimeter setting; when not received, use Pittsfield altimeter setting and increase all DA 5 feet, increase all MDA 20 feet and LNAV Cat D visibility ¼ mile.

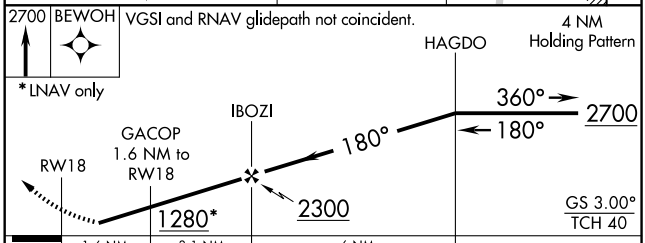
MISSED APPROACH: Climb to 2700 direct BEWOH and hold.

QUINCY ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	122.8 (CTAF) L





MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	1066-1¼ 332 (400-1¼)			
LNAV/VNAV DA	1191-1¾ 457 (500-1¾)			
LNAV MDA	1160-1 426 (500-1)		1160-1¼ 426 (500-1¼)	
CIRCLING	1200-1 466 (500-1)		1200-1½ 466 (500-1½)	1300-2 566 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

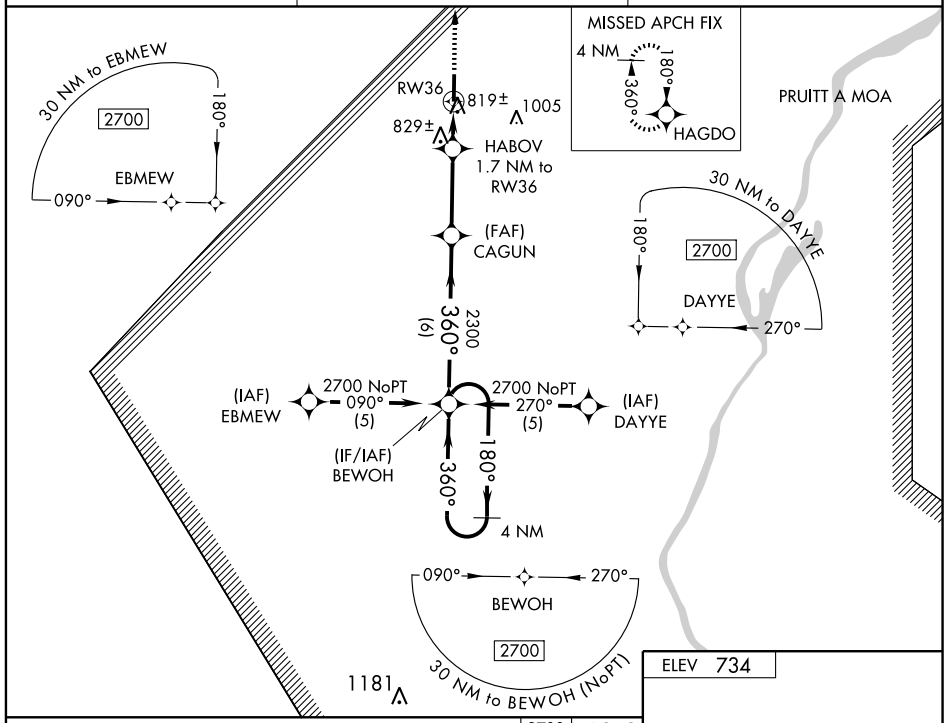
WAAS	APP CRS	Rwy Idg	5905
CH 97712	360°	TDZE	725
W36A		Apt Elev	734

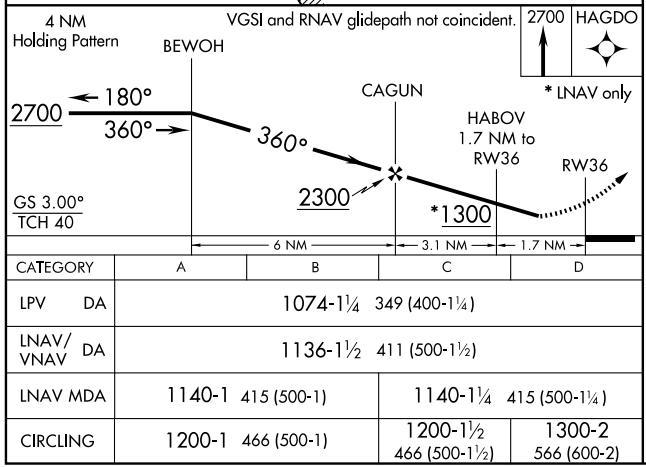
RNAV (GPS) RWY 36
MOUNT STERLING MUNI (I63)

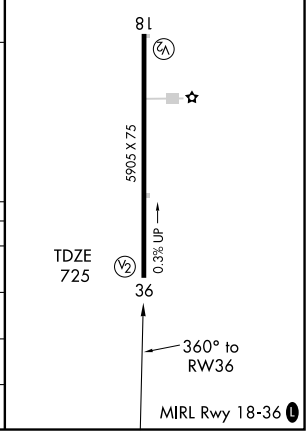
NA — Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Quincy altimeter setting; when not received, use Pittsfield altimeter setting and increase all DA 5 feet, increase all MDA 20 feet and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct HAGDO and hold.

QUINCY ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1074-1¼ 349 (400-1¼)			
LNAV/VNAV DA	1136-1½ 411 (500-1½)			
LNAV MDA	1140-1 415 (500-1)		1140-1¼ 415 (500-1¼)	
CIRCLING	1200-1 466 (500-1)		1200-1½ 466 (500-1½)	1300-2 566 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC UIN	APP CRS	Rwy Idg	N/A
113.6	064°	TDZE	N/A
Chan 83		Apt Elev	734

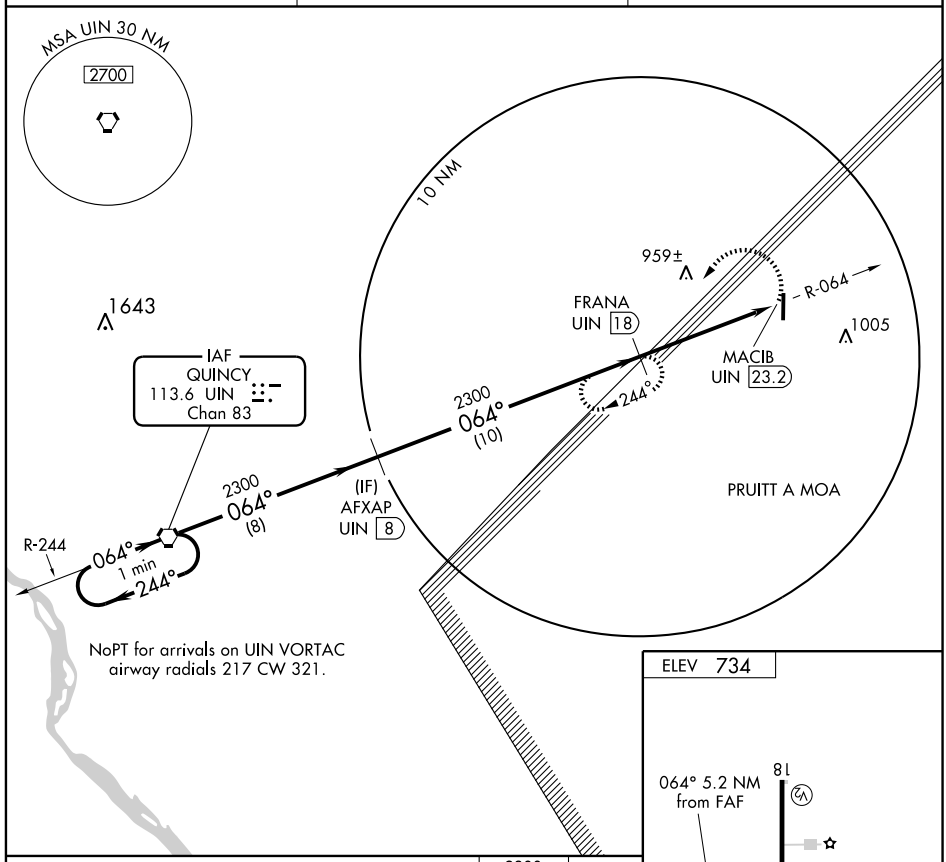
VOR/DME-A
MOUNT STERLING MUNI (I63)

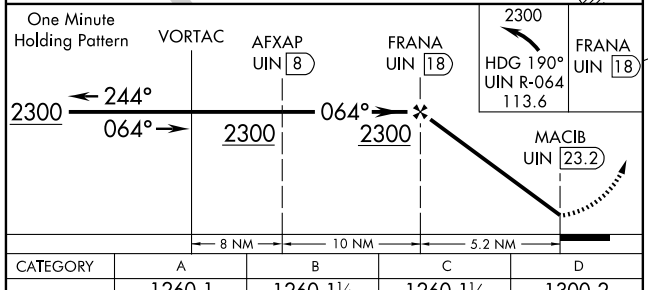
Use Quincy altimeter setting; when not received, use Pittsfield altimeter setting and increase Circling Cats A/B/C MDA 20 feet.

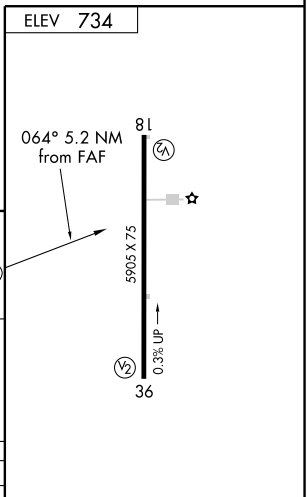
NA

MISSED APPROACH: Climbing left turn to 2300 via heading 190° and UIN VORTAC R-064 to FRANA/18 DME and hold.

QUINCY ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1260-1 526 (600-1)	1260-1¼ 526 (600-1¼)	1260-1½ 526 (600-1½)	1300-2 566 (600-2)

MIRL Rwy 18-36 L

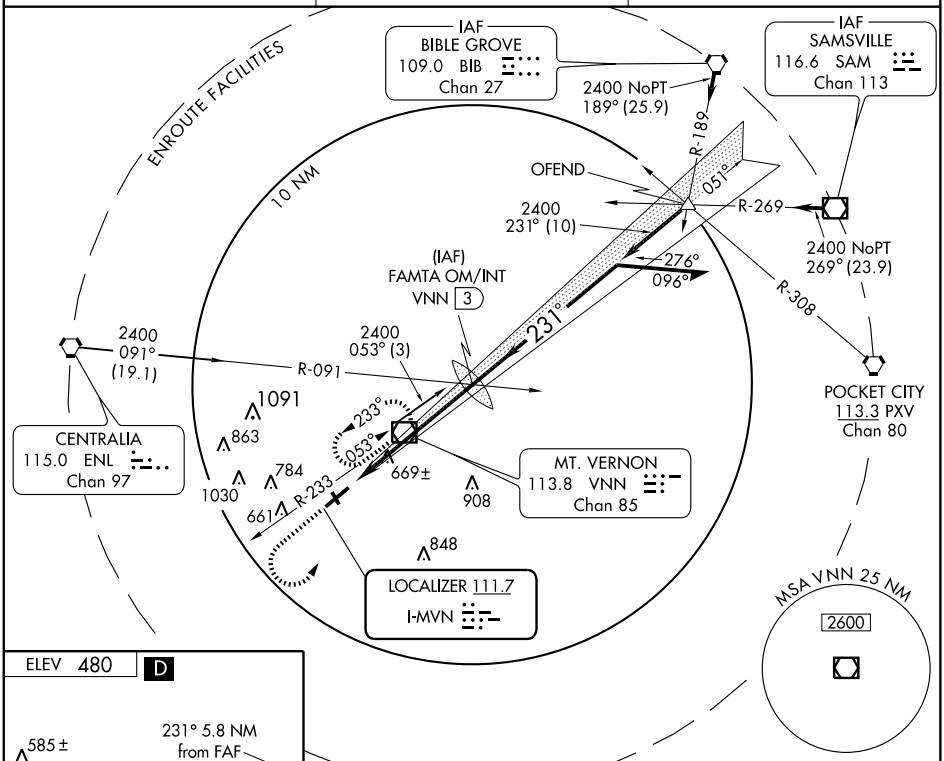
LOC I-MVN	APP CRS	Rwy Idg	6496
111.7	231°	TDZE	471
		Apt Elev	480

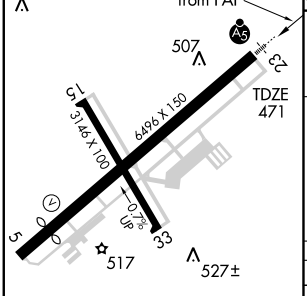
ILS RWY 23
MOUNT VERNON (MVN)

MALSR

MISSED APPROACH: Climb to 2400 then left turn direct VNN VOR/DME and hold.

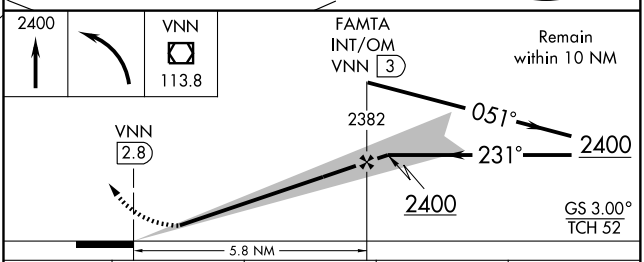
AWOS-3	KANSAS CITY CENTER	UNICOM
113.8	127.7 317.7	123.0 (CTAF) L





HIRL Rwy 5-23 L
MIRL Rwy 15-33 L

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-ILS 23	671-½ 200 (200-½)			
S-LOC 23	920-½ 449 (500-½)		920-¾ 449 (500-¾)	920-1 449 (500-1)
CIRCLING	980-1 500 (500-1)		1000-1½ 520 (600-1½)	1140-2 660 (700-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

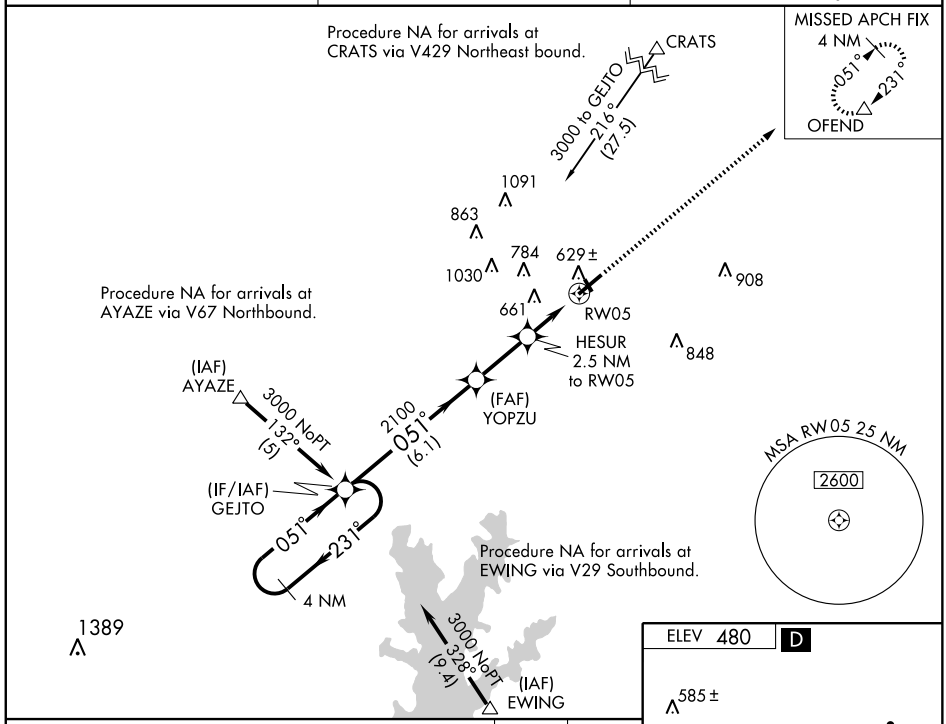
WAAS	APP CRS	Rwy Idg	5722
CH 48910	051°	TDZE	470
W05A		Apt Elev	480

RNAV (GPS) RWY 5
MOUNT VERNON (MVN)

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Centralia altimeter setting and increase all DA 45 feet, all MDA 60 feet, and increase LNAV/VNAV all Cats. visibility ¼ mile, LNAV and Circling Cat. D visibility ¼ mile. Baro-VNAV NA when using Centralia altimeter setting.

MISSED APPROACH: Climb to 2400 direct OFEND and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
113.8	127.7 317.7	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	802-1¼ 332 (400-1¼)			
LNAV/ VNAV DA	838-1¼ 368 (400-1¼)			
LNAV MDA	880-1 410 (400-1)		880-1¼ 410 (400-1¼)	
CIRCLING	1000-1 520 (600-1)		1000-1½ 520 (600-1½)	1140-2 660 (700-2)

HIRL Rwy 5-23 L
MIRL Rwy 15-33 L

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH 58010 W23A	APP CRS 231°	Rwy Idg 5572	TDZE 471	Apt Elev 480

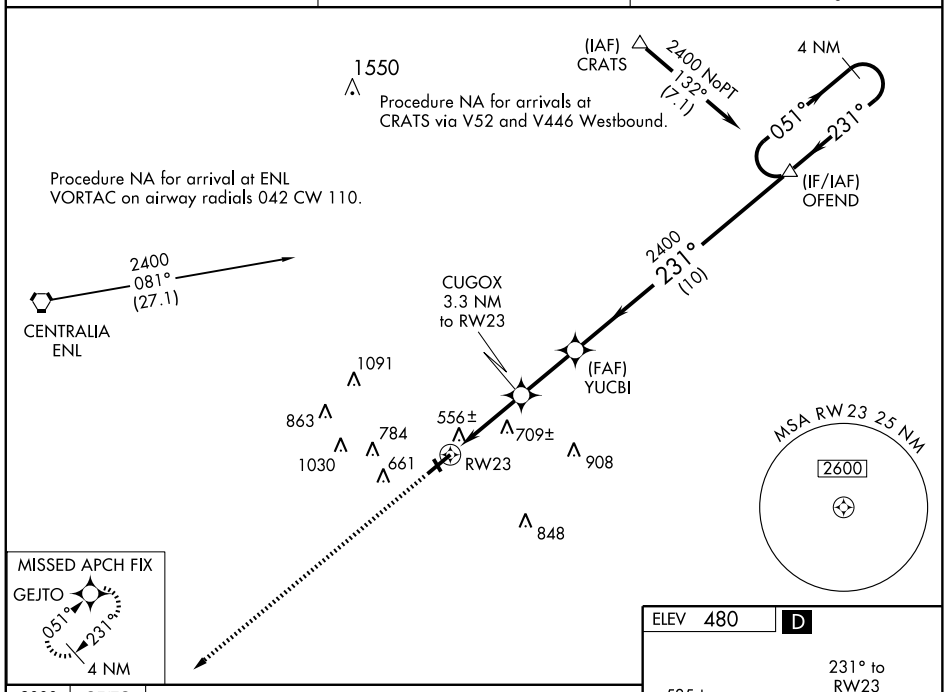
RNAV (GPS) RWY 23
MOUNT VERNON (MVN)

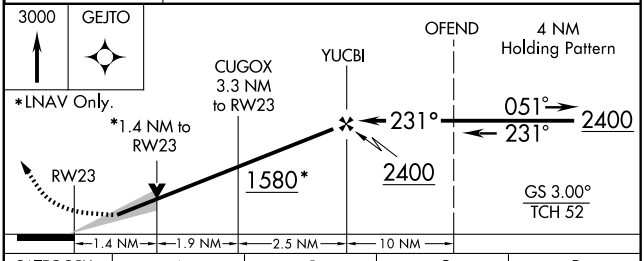
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48° C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Centralia altimeter setting and increase all DA 45 feet and all MDA 60 feet, and increase LNAV Cat. C/D and Circling Cat. D visibility ¼ mile. For inoperative MALSR, when using Centralia altimeter setting, increase LPV all Cats. visibility to 1 mile. VDP and Baro-VNAV NA when using Centralia altimeter setting.

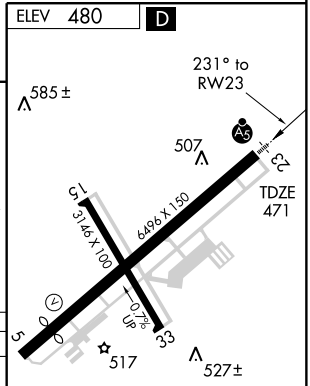
MALSR

MISSED APPROACH: Climb to 3000 direct GEJTO and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
113.8	127.7 317.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	721-½ 250 (300-½)			
LNAV/VNAV DA	873-1 402 (400-1)			
LNAV MDA	960-½ 489 (500-½)		960-¾ 489 (500-¾)	960-1 489 (500-1)
CIRCLING	1000-1 520 (600-1)		1000-1½ 520 (600-1½)	1140-2 660 (700-2)

HIRL Rwy 5-23 L
MIRL Rwy 15-33 L

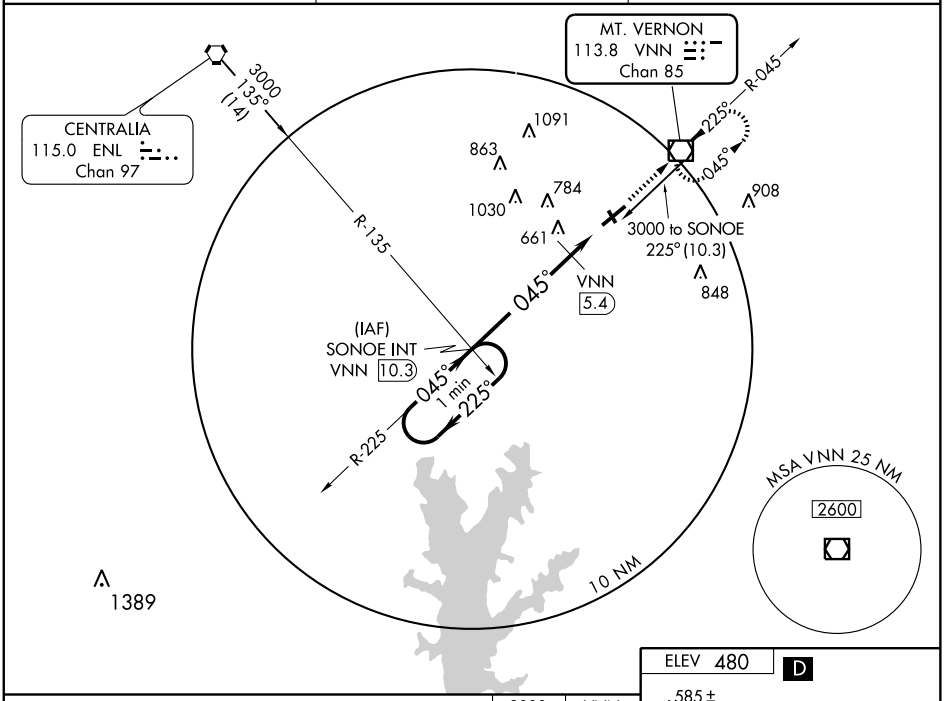
EC-3, 14 JAN 2010 to 11 FEB 2010

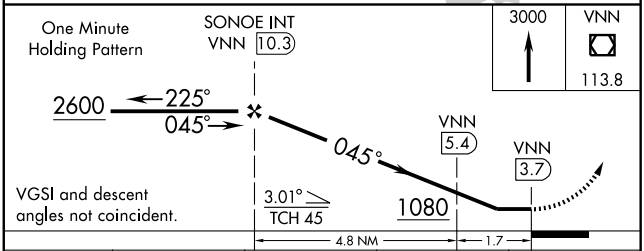
VOR/DME VNN	APP CRS	Rwy Idg	5722
113.8	045°	TDZE	469
Chan 85		Apt Elev	480

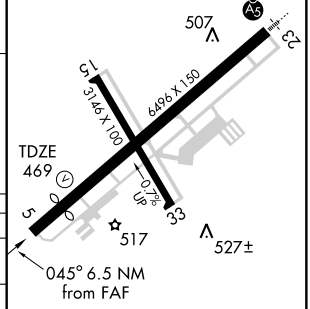
VOR RWY 5
MOUNT VERNON (MVN)

MISSED APPROACH: Climb to 3000 direct VNN VOR/DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
113.8	127.7 317.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-5	1080-1	611 (600-1)	1080-1¾ 611 (600-1¾)	1080-2 611 (600-2)
CIRCLING	1080-1	600 (600-1)	1080-1¾ 600 (600-1¾)	1140-2 660 (700-2)
DME MINIMUMS				
S-5	920-1	451 (500-1)	920-1¼ 451 (500-1¼)	920-1½ 451 (500-1½)
CIRCLING	980-1	500 (500-1)	1000-1½ 520 (600-1½)	1140-2 660 (700-2)

HIRL Rwy 5-23 L
MIRL Rwy 15-33 L

FAF to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

EC-3. 14 JAN 2010 to 11 FEB 2010

VOR/DME VNN	APP CRS	Rwy Idg	6496
113.8	223°	TDZE	471
Chan 85		Apt Elev	480

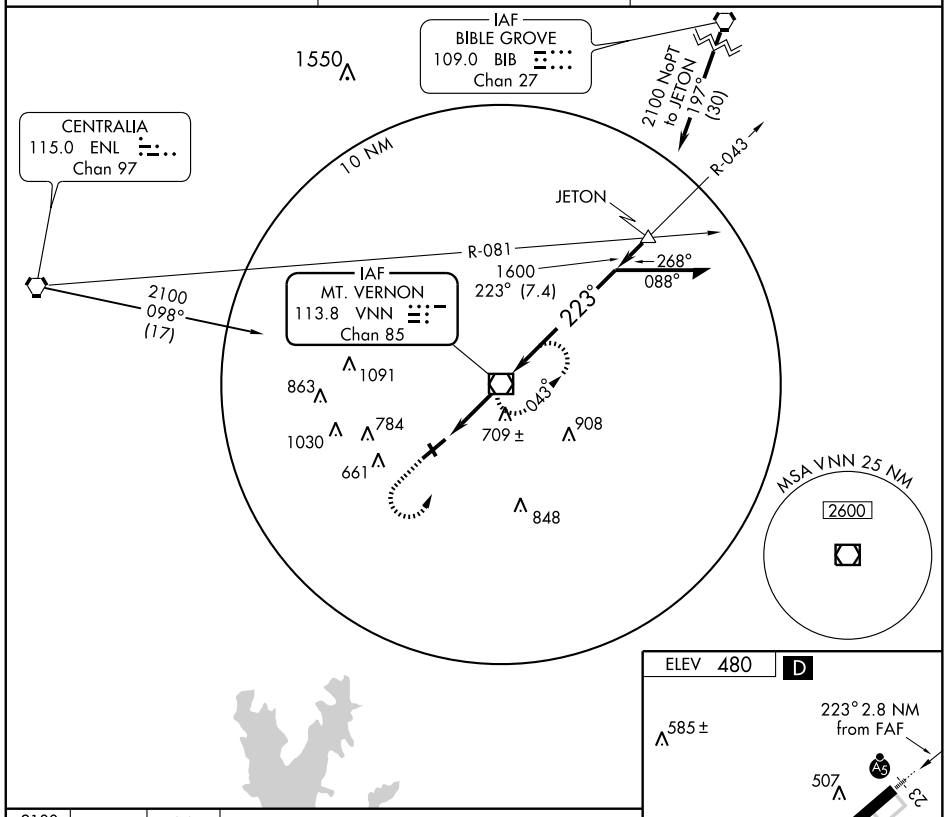
VOR RWY 23
MOUNT VERNON (MVN)

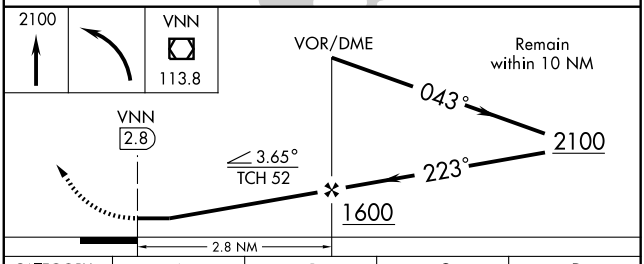
For inoperative MALSR, increase Cats. A and B visibility to 1 mile.

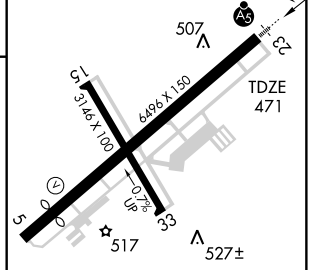
MALSR

MISSED APPROACH: Climb to 2100 then left turn direct VNN VOR/DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
113.8	127.7 317.7	123.0 (CTAF) L







HIRL Rwy 5-23 L
MIRL Rwy 15-33 L

CATEGORY	A	B	C	D
S-23	960-¾ 489 (500-¾)			960-1 489 (500-1)
CIRCLING	980-1 500 (500-1)		1000-1½ 520 (600-1½)	1140-2 660 (700-2)

FAF to MAP 2.8 NM

Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

EC-3, 14 JAN 2010 to 11 FEB 2010

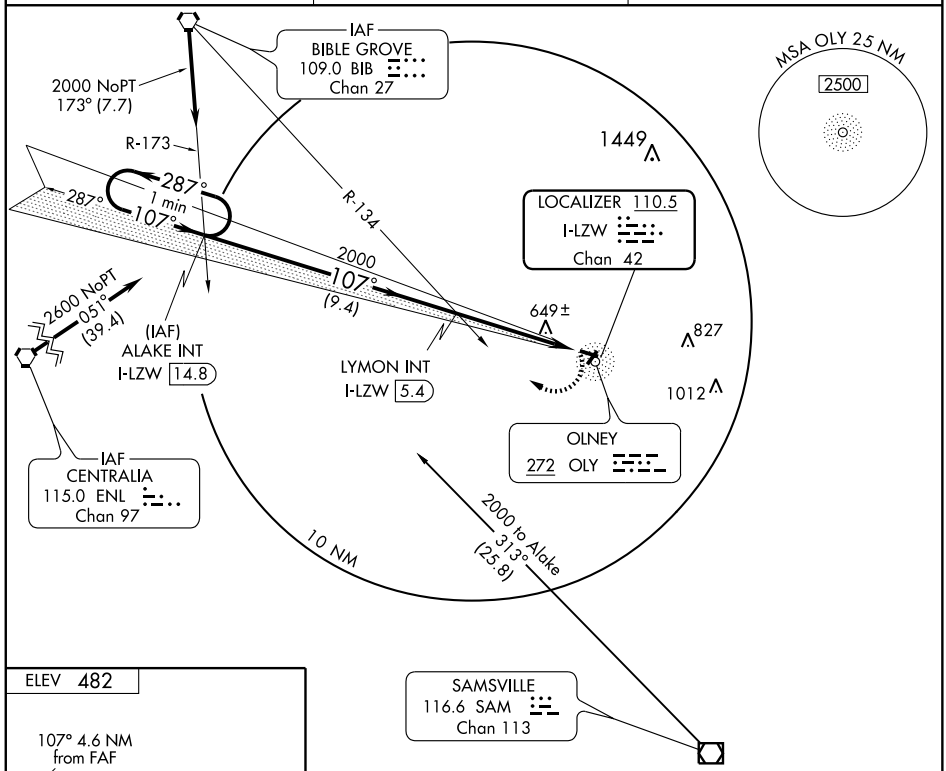
LOC/DME I-LZW	APP CRS	Rwy Idg	4100
110.5	107°	TDZE	482
Chan 42		Apt Elev	482

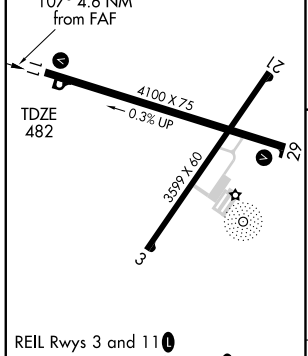
LOC RWY 11
OLNEY-NOBLE (OLY)

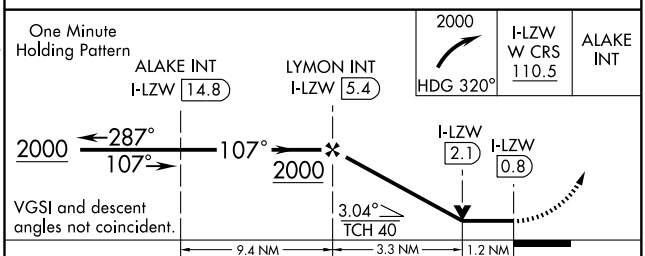
NA — If local altimeter setting not received, use Evansville altimeter setting and increase all MDAs 140 feet. VDP NA with Evansville altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 via heading 320° and I-LZW West course to ALAKE INT/ I-LZW 14.8 DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	127.7 317.7	123.0 (CTAF) L







FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-11	900-1 418 (500-1)		900-1¼ 418 (500-1¼)	
CIRCLING	960-1 478 (500-1)		960-1½ 478 (500-1½)	1040-2 558 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

NDB OLY 272	APP CRS 045°	Rwy Idg 3599 TDZE 471 Apt Elev 482

NDB or GPS RWY 3

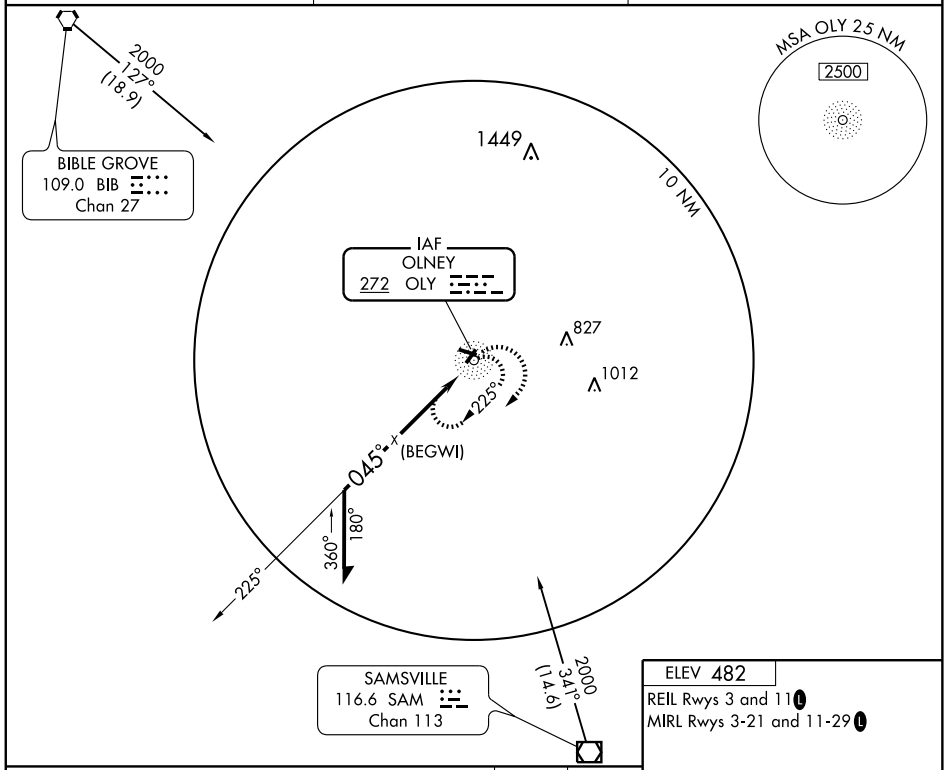
OLNEY-NOBLE (OLY)

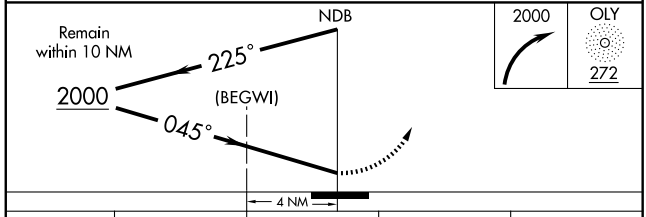
NA

Obtain local altimeter setting on CTAF, when not received use Evansville altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 in OLY NDB holding pattern.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	127.7 317.7	123.0 (CTAF) L



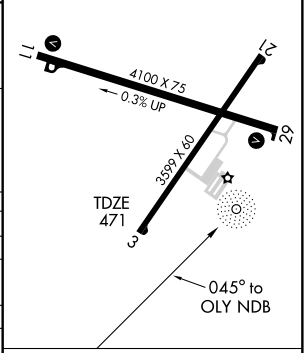


CATEGORY	A	B	C	D
S-3	980-1 509 (500-1)		980-1½ 509 (500-1½)	
CIRCLING	980-1 498 (500-1)		980-1½ 498 (500-1½)	1040-2 558 (600-2)
EVANSVILLE ALTIMETER SETTING MINIMUMS				
S-3	1220-1 749 (800-1)	1220-1¼ 749 (800-1¼)	1220-2¼ 749 (800-2¼)	1220-2½ 749 (800-2½)
CIRCLING	1220-1 738 (800-1)	1220-1¼ 738 (800-1¼)	1220-2¼ 738 (800-2¼)	1220-2½ 738 (800-2½)

ELEV 482

REIL Rwys 3 and 11 L

MIRL Rwys 3-21 and 11-29 L



Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

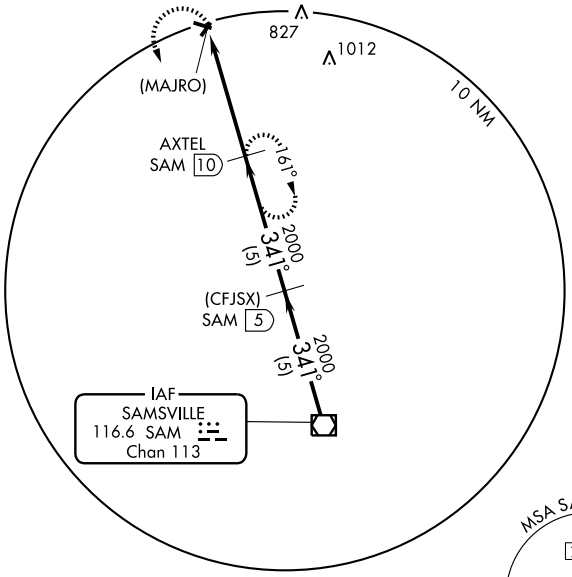
VOR/DME SAM	APP CRS	Rwy Idg	N/A
116.6	341°	TDZE	N/A
Chan 113		Apt Elev	482

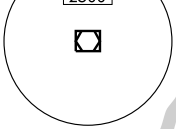
VOR/DME or GPS-A
OLNEY-NOBLE (OLY)

NA Obtain local altimeter setting on CTAF; when not received use Evansville altimeter setting.

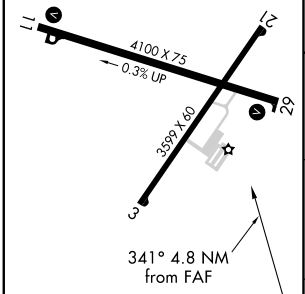
MISSED APPROACH: Climbing left turn to 2000 via SAM R-341 to AXTEL 10 DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	127.7 317.7	123.0 (CTAF) L



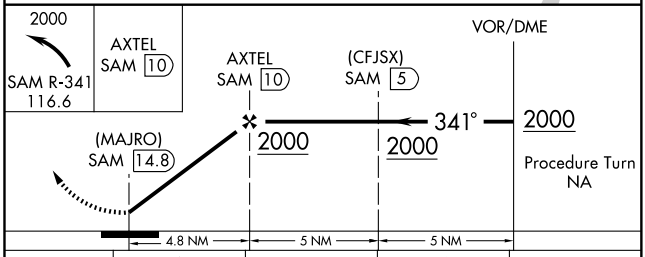


1029±



REIL Rwys 3 and 11 L
MIRL Rwys 3-21 and 11-29 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
CIRCLING	940-1	458 (500-1)	940-1½ 458 (500-1½)	1040-2 558 (600-2)
EVANSVILLE ALTIMETER SETTING MINIMUMS				
CIRCLING	1180-1	698 (700-1)	1180-2 698 (700-2)	1180-2¼ 698 (700-2¼)

EC-3. 14 JAN 2010 to 11 FEB 2010

NDB PRG	APP CRS	Rwy ldg	4502
341	262°	TDZE	651
		Apt Elev	654

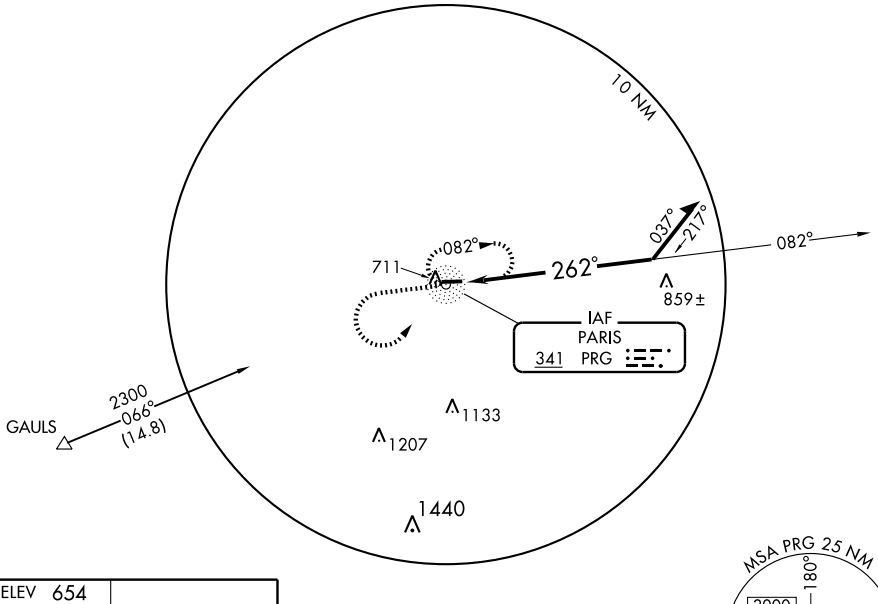
NDB RWY 27

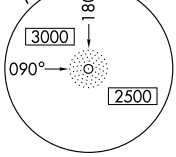
PARIS/ EDGAR COUNTY (PRG)

When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDAs 80 feet, and all Cat C visibilities ¼ mile. Visibility reduction by helicopters NA.

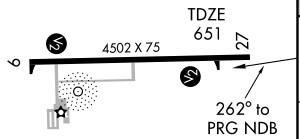
MISSED APPROACH: Climb to 2300 then left turn direct PRG NDB and hold.

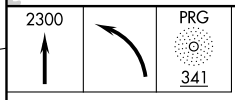
AWOS-3	HULMAN APP CON ★	UNICOM
124.175	125.45 339.8	123.0 (CTAF) L

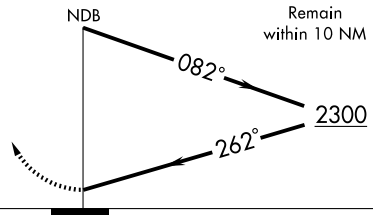




ELEV 654







CATEGORY	A	B	C	D
S-27	1220-1	569 (600-1)	1220-1½ 569 (600-1½)	NA
CIRCLING	1220-1	566 (600-1)	1220-1½ 566 (600-1½)	NA

REIL Rwy 27
MIRL Rwy 9-27 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS		
087°	Rwy Idg	4502
	TDZE	654
	Apt Elev	654

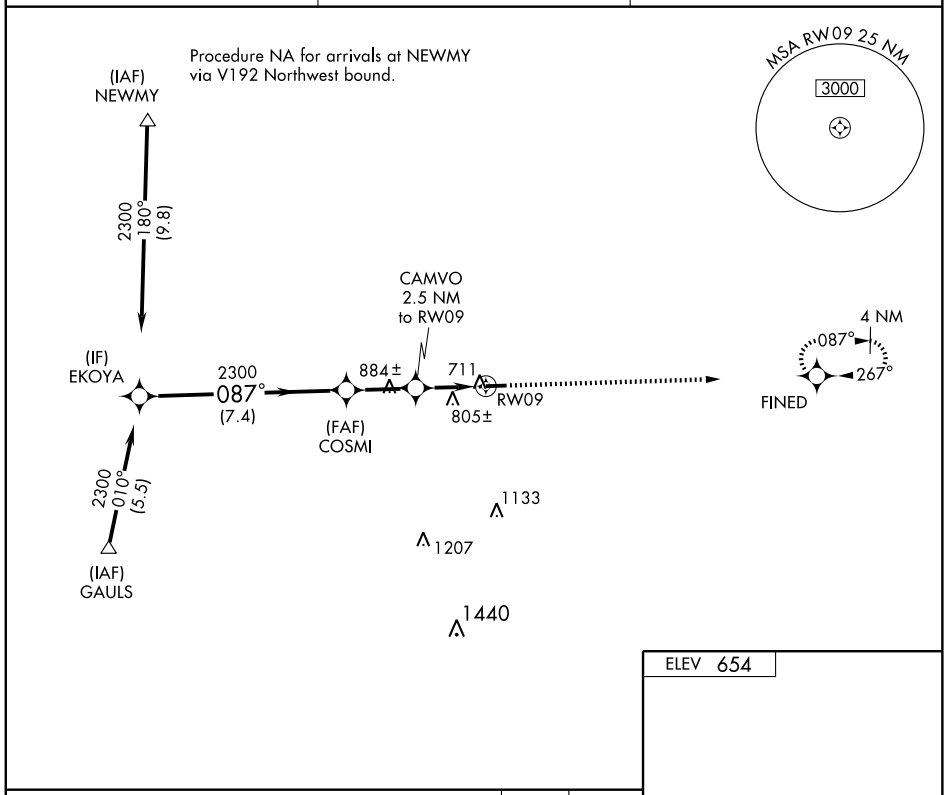
RNAV (GPS) RWY 9

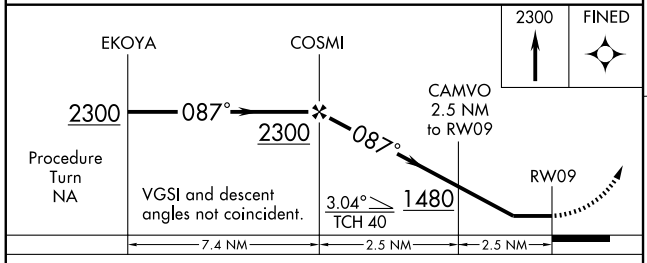
PARIS/EDGAR COUNTY (PRG)

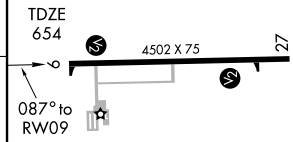
When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct FINED and hold.

AWOS-3	HULMAN APP CON ★	UNICOM
124.175	125.45 339.8	123.0 (CTAF) L







ELEV 654

CATEGORY	A	B	C	D
LNAV MDA	1060-1 406 (500-1)		1060-1¼ 406 (500-1¼)	NA
CIRCLING	1080-1 426 (500-1)	1120-1 466 (500-1)	1120-1½ 466 (500-1½)	NA

REIL Rwy 27
MIRL Rwy 9-27 L

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4502
267°	TDZE	651
	Apt Elev	654

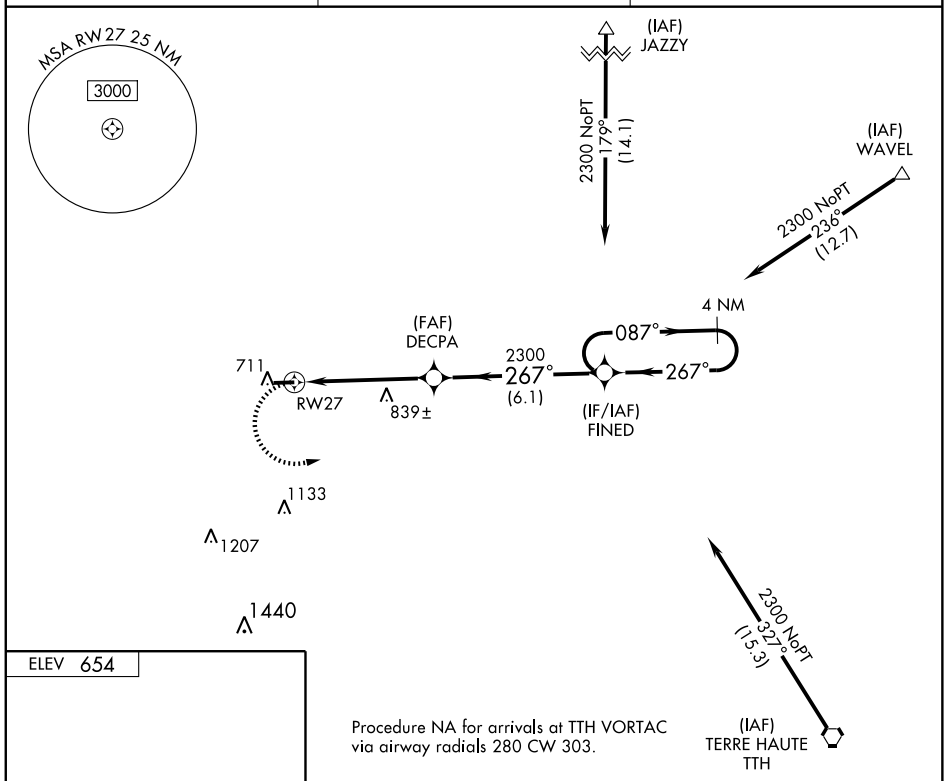
RNAV (GPS) RWY 27

PARIS/EDGAR COUNTY (PRG)

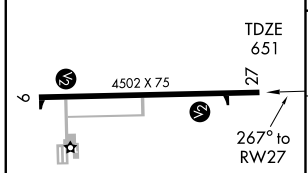
When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDAs 80 feet, and LNAV Cat C visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

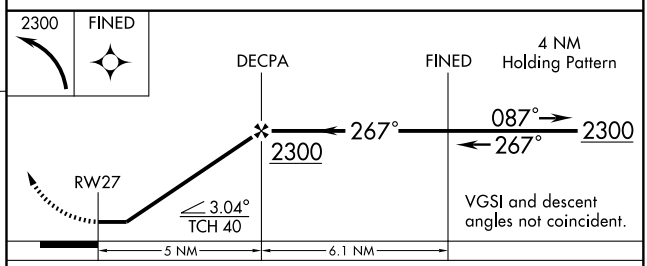
MISSED APPROACH: Climbing left turn to 2300 direct FINED and hold.

AWOS-3	HULMAN APP CON ★	UNICOM
124.175	125.45 339.8	123.0 (CTAF) L



Procedure NA for arrivals at TTH VORTAC via airway radials 280 CW 303.





CATEGORY	A	B	C	D
LNAV MDA	1100-1 449 (500-1)		1100-1¼ 449 (500-1¼)	NA
CIRCLING	1100-1 446 (500-1)	1120-1 466 (500-1)	1120-1½ 466 (500-1½)	NA

REIL Rwy 27
MIRL Rwy 9-27 L

EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC TTH	APP CRS	Rwy Idg	N/A
115.3	301°	TDZE	N/A
Chan 100		Apt Elev	654

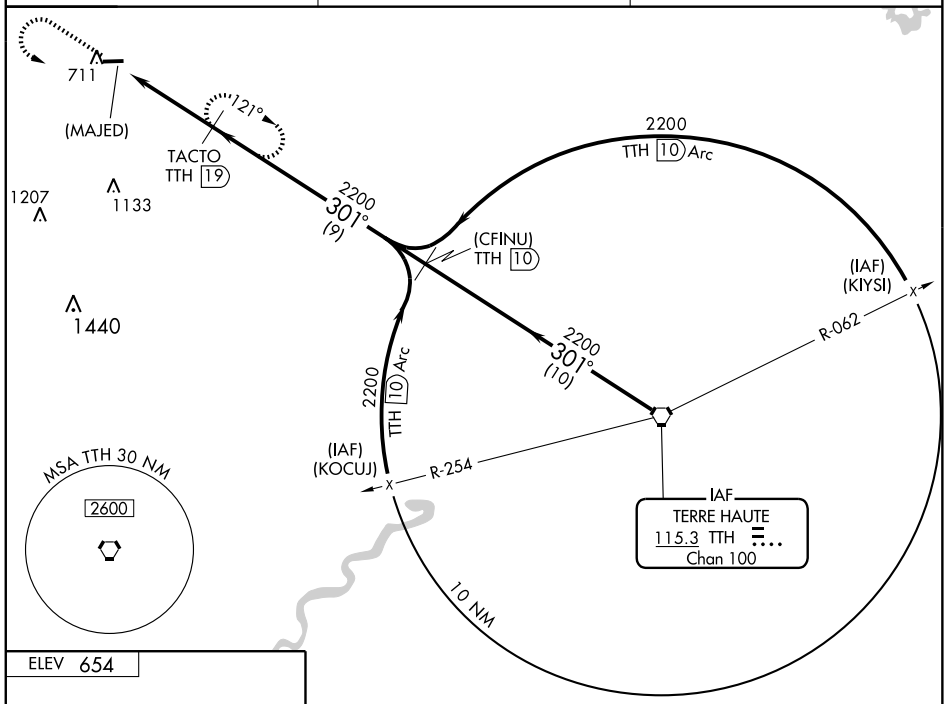
VOR/DME or GPS-A

PARIS/ EDGAR COUNTY (PRG)

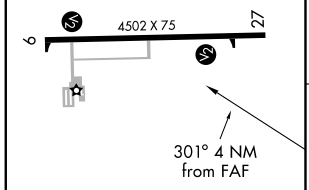
Obtain local altimeter setting on CTAF; when not received, use Terre Haute altimeter setting.

MISSED APPROACH: Climb to 2200 then left turn via TTH R-301 to TACTO 19 DME and hold.

AWOS-3	HULMAN APP CON ★	UNICOM
124.175	125.45 339.8	123.0 (CTAF) L

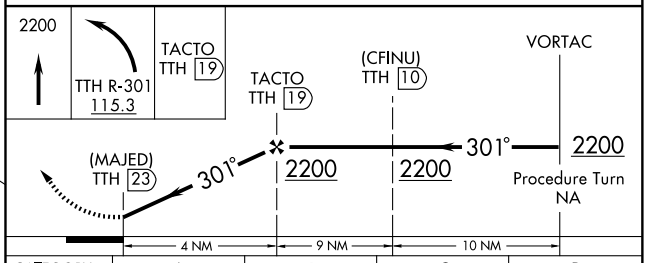


ELEV 654



REIL Rwy 27
MIRL Rwy 9-27 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
CIRCLING	1200-1 546 (600-1)	1200-1¼ 546 (600-1¼)	1200-1½ 546 (600-1½)	NA
TERRE HAUTE ALTIMETER SETTING MINIMUMS				
CIRCLING	1280-1 626 (700-1)	1280-1¼ 626 (700-1¼)	1280-1¾ 626 (700-1¾)	NA

EC-3. 14 JAN 2010 to 11 FEB 2010

VOR/DME RBS	APP CRS	Rwy Idg 2609
116.8	166°	TDZE 777
Chan 115		Apt Elev 779

VOR or GPS RWY 18

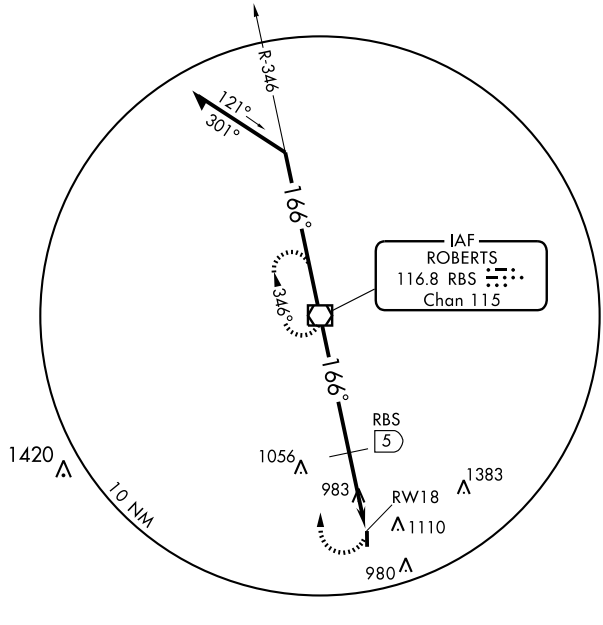
PAXTON (1C1)

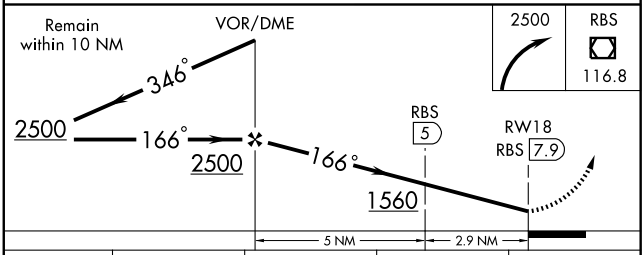
Use Champaign altimeter setting; when not available, use Decatur altimeter setting and increase all MDAs 140 feet and increase all visibilities ½ mile.

NA

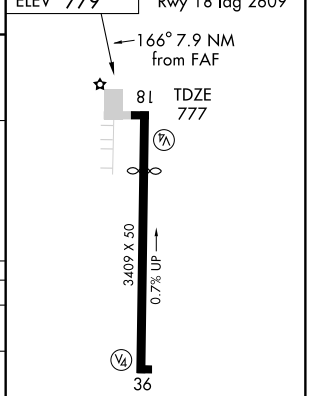
MISSED APPROACH: Climbing right turn to 2500 direct RBS VOR/DME and hold.

CHAMPAIGN APP CON ★	UNICOM
121.35 291.0	122.8 (CTAF)





CATEGORY	A	B	C	D
S-18	1560-1 783 (800-1)	1560-1¼ 783 (800-1¼)	1560-2¼ 783 (800-2¼)	NA
CIRCLING	1560-1 780 (800-1)	1560-1¼ 780 (800-1¼)	1560-2¼ 780 (800-2¼)	NA
DME MINIMUMS				
S-18	1480-1 703 (700-1)		1480-2 703 (700-2)	NA
CIRCLING	1520-1 740 (800-1)		1520-2 740 (800-2)	NA



MIRL Rwy 18-36
REIL Rwy 18

FAF to MAP 7.9 NM

Knots	60	90	120	150	180
Min:Sec	7:54	5:16	3:57	3:10	2:38

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5000
CH 53509	091°	TDZE	530
W09A		Apt Elev	530

RNAV (GPS) RWY 9

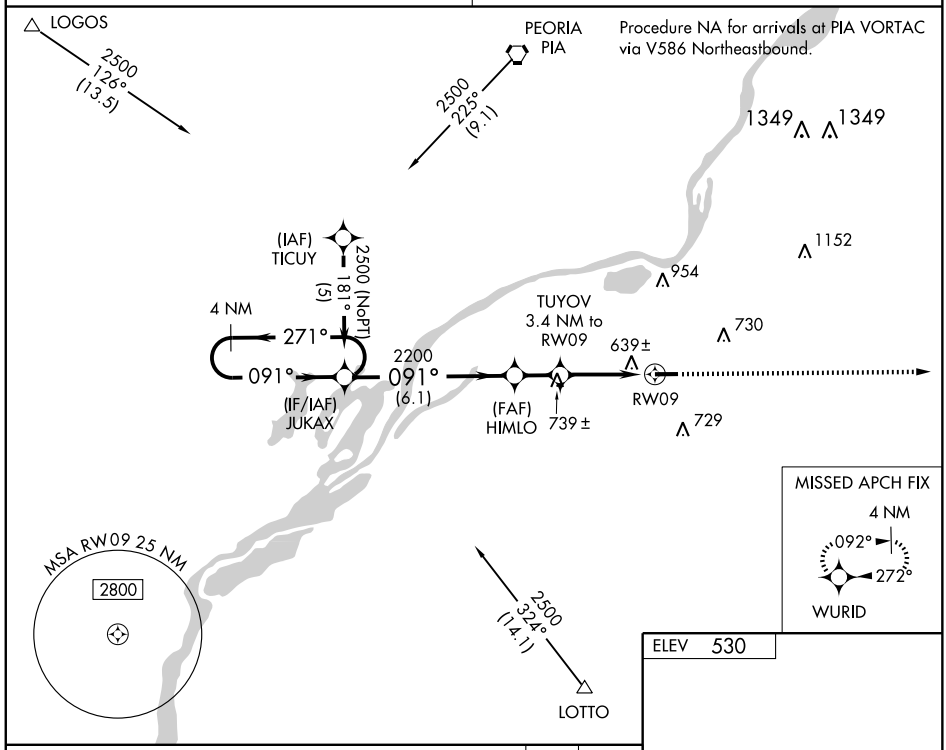
PEKIN MUNI (C15)

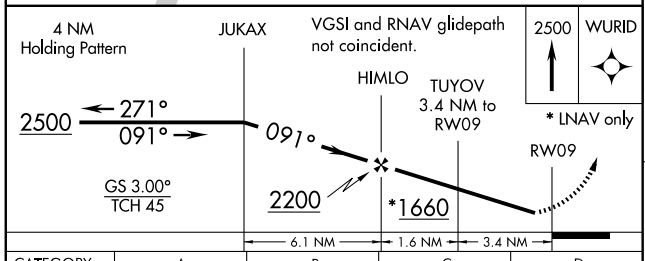
NA

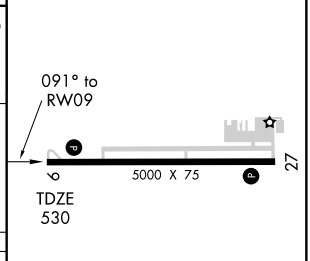
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Greater Peoria Rgnl altimeter setting; when not recieved use Logan County altimeter setting and increase all DA 25 feet and all MDA 40 feet; increase LNAV/VNAV visibility ¼ mile and LNAV Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct WURID and hold.

PEORIA APP CON	UNICOM
124.675 269.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	862-1¼ 332 (400-1¼)			
LNAV/VNAV DA	982-1½ 452 (500-1½)			
LNAV MDA	940-1 410 (500-1)		940-1¼ 410 (500-1¼)	
CIRCLING	1000-1 470 (500-1)		1020-1½ 490 (500-1½)	1080-2 550 (600-2)

HIRL Rwy 9-27 L

EC-3. 14 JAN 2010 to 11 FEB 2010

PEKIN, ILLINOIS

AL-5812 (FAA)

WAAS	APP CRS		
CH **99509**	**272°**	Rwy Idg	**5000**
W27A		TDZE	**525**
		Apt Elev	**530**

RNAV (GPS) RWY 27

PEKIN MUNI (C15)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Greater Peoria Rgnl altimeter setting; when not recieved use Logan County altimeter setting and increase all DA 25 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 2500 direct JUKAX and hold.

PEORIA APP CON	UNICOM
124.675 269.2	**122.8** (CTAF) L

MISSED APCH FIX
4 NM
271°
091°
JUKAX

(IAF)
MAROC
2500 NoPT
176°
(14.9)

1349 1349
1152
954
730
869±
(FAF)
POTIY
580±
659±
RW27
729
USOCI
3.4 NM to
RW27
2200
272°
(10)
4 NM
092°
272°
(IF/IAF)
WURID
2500 NoPT
301°
(6.9)
(IAF)
NINIC

MSA RW27 25 NM
2800

Procedure NA for arrivals at NINIC via V434 Southeastbound.

ELEV 530

272° to RW27

5000 X 75

27

TDZE
525

2500 JUKAX

* LNAV only

VGSI and RNAV glidepath not coincident.

USOCI
3.4 NM to
RW27

POTIY

WURID

4 NM
Holding Pattern

092°
272°
2500

272°

RW27

*1660

2200

GS 3.00°
TCH 45

3.4 NM 1.7 NM 10 NM

CATEGORY	A	B	C	D
LPV DA	864-1¼ 339 (400-1¼)			
LNAV/ VNAV DA	949-1½ 424 (500-1½)			
LNAV MDA	960-1 435 (500-1)		960-1¼ 435 (500-1¼)	960-1½ 435 (500-1½)
CIRCLING	1000-1 470 (500-1)		1020-1½ 490 (500-1½)	1080-2 550 (600-2)

HIRL Rwy 9-27 L

EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC PIA	APP CRS	Rwy Idg	N/A
115.2	151°	TDZE	N/A
Chan 99		Apt Elev	530

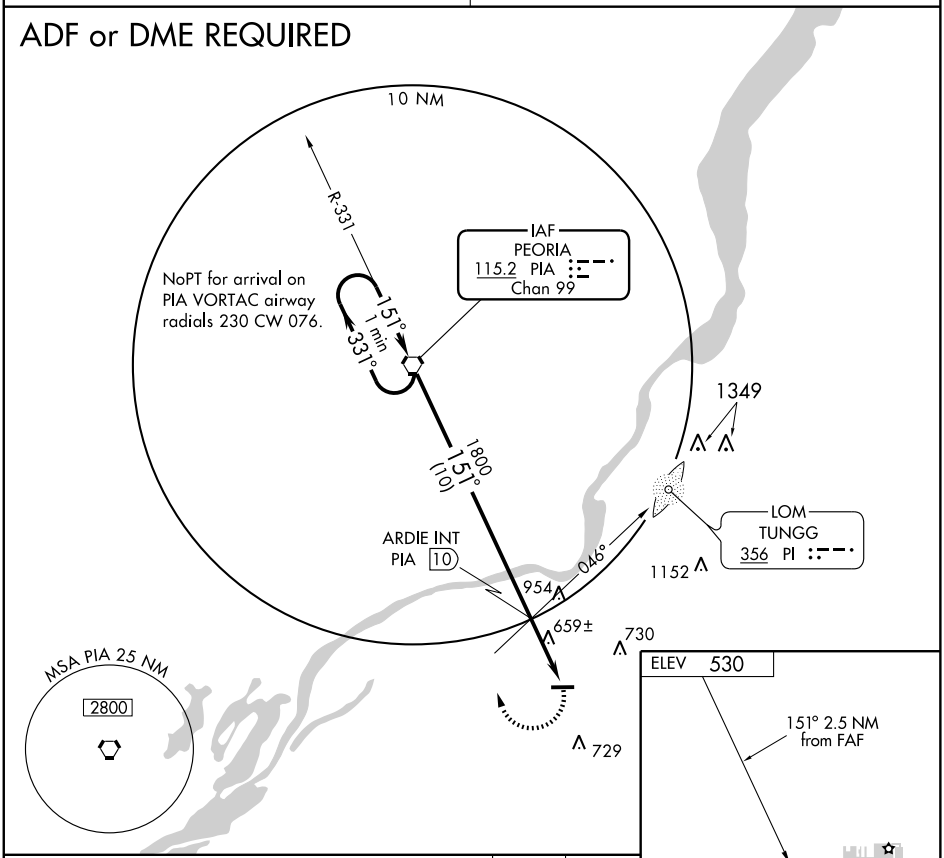
VOR-A
PEKIN MUNI (C15)

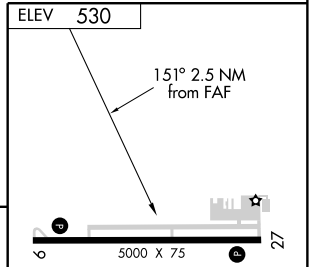
NA — Use Greater Peoria Rgnl altimeter setting; when not recieved use Logan County altimeter setting and increase all MDA 40 feet.

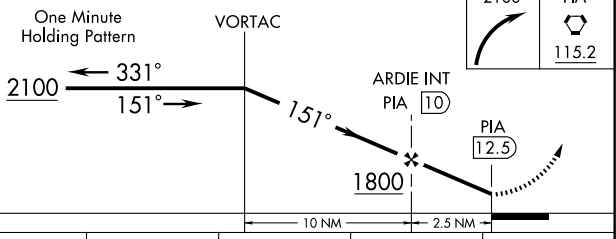
MISSED APPROACH: Climbing right turn to 2100 direct PIA VORTAC and hold.

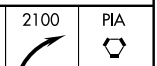
PEORIA APP CON	UNICOM
124.675 269.2	122.8 (CTAF) L

ADF or DME REQUIRED









HIRL Rwy 9-27 L

CATEGORY	A	B	C	D
CIRCLING	1000-1 470 (500-1)		1020-1½ 490 (500-1½)	1080-2 550 (600-2)

FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	3600
CH 90413	177°	TDZE	786
W18A		Apt Elev	786

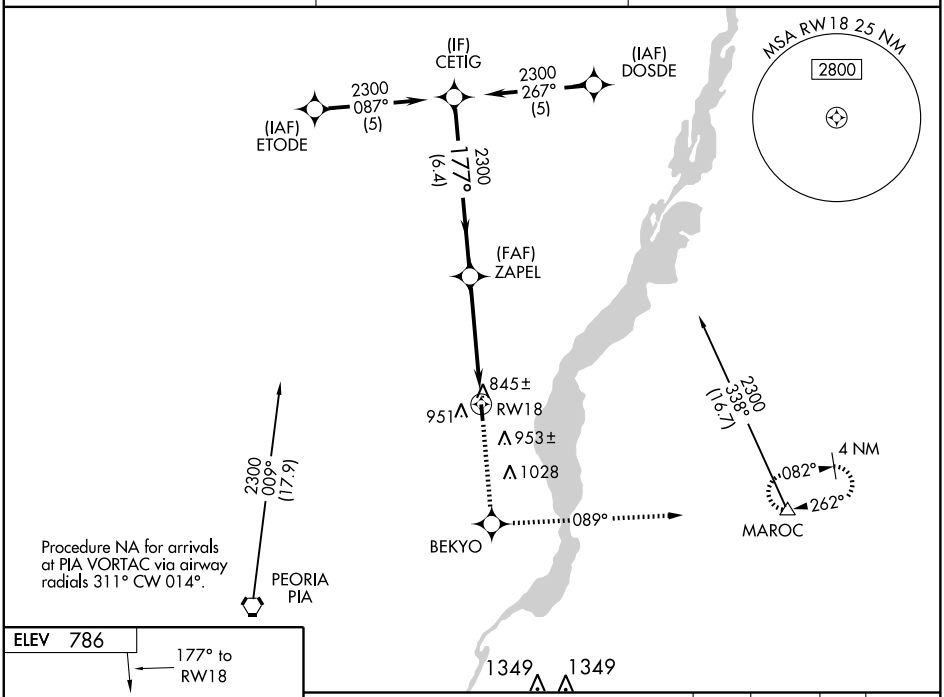
RNAV (GPS) RWY 18

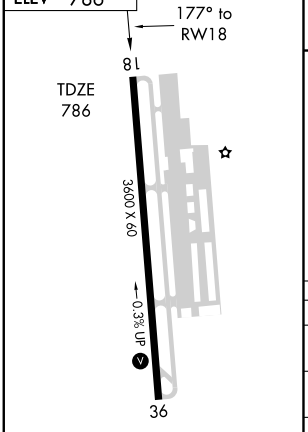
PEORIA/MT. HAWLEY AUXILIARY (3MY)

Baro-VNAV NA. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Greater Peoria Rgnl altimeter setting, when not received, use Marshall County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

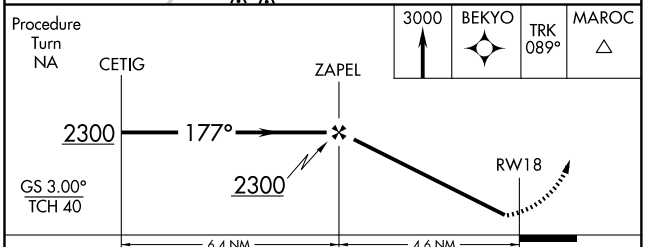
MISSED APPROACH: Climb to 3000 direct BEKYO and via track 089° to MAROC and hold.

PEORIA APP CON	CLINC DEL	UNICOM
125.8 269.2	121.6	122.7 (CTAF) L





REIL Rwy 36 L
MIRL Rwy 18-36



CATEGORY	A	B	C	D
LPV DA	1074-1 288 (300-1)			NA
LNAV/VNAV DA	1153-1¼ 367 (400-1¼)			NA
LNAV MDA	1240-1 454 (500-1)		1240-1¼ 454 (500-1¼)	NA
CIRCLING	1360-1 574 (600-1)		1360-1½ 574 (600-1½)	NA

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC PIA	APP CRS	Rwy Idg	N/A
115.2	225°	TDZE	N/A
Chan 99		Apt Elev	786

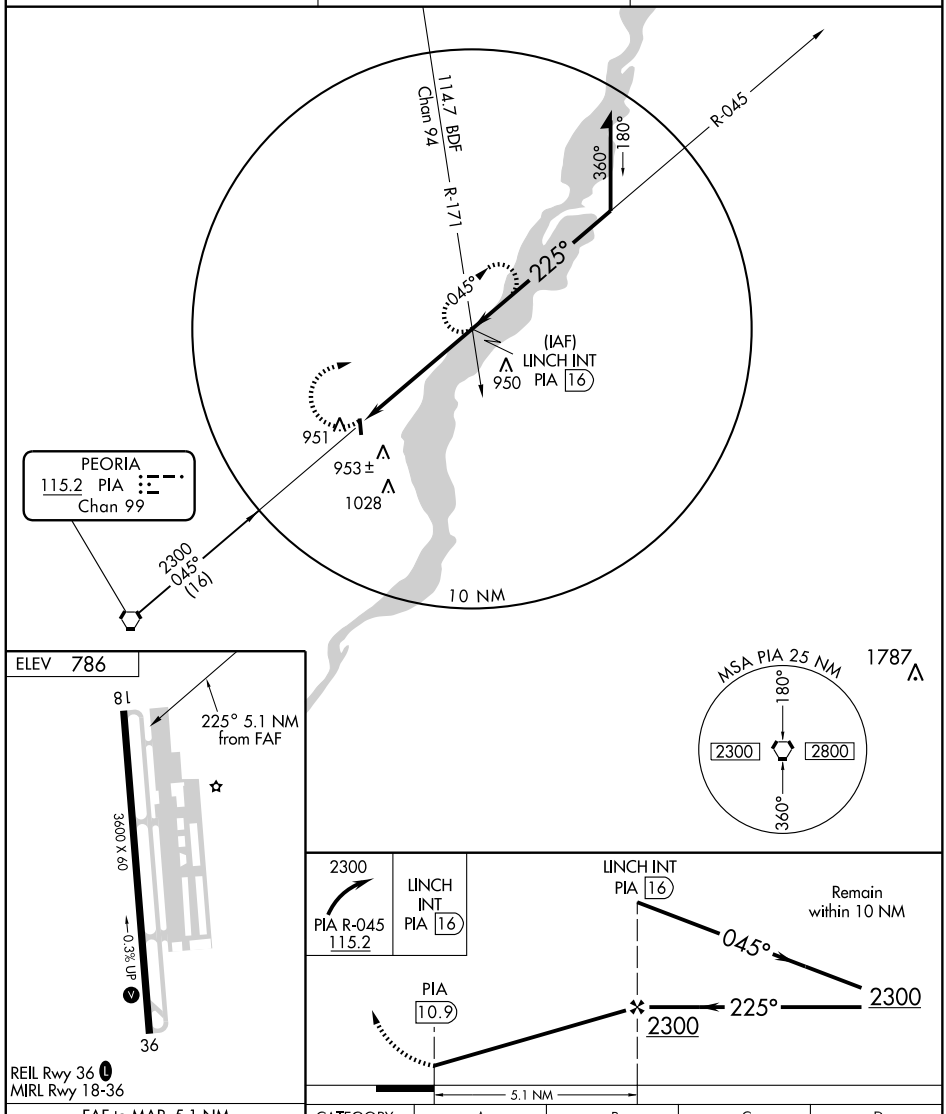
VOR-A

PEORIA/MT. HAWLEY AUXILIARY (3MY)

NA — Use Greater Peoria Rgnl altimeter setting, when not received, use Marshall County altimeter setting and increase MDA 40 feet and increase Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2300 via PIA VORTAC R-045 to LINCH Int/PIA16 DME and hold.

PEORIA APP CON	CLINC DEL	UNICOM
125.8 269.2	121.6	122.7 (CTAF) L



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
CIRCLING	1360-1	574 (600-1)	1360-1½ 574 (600-1½)	NA

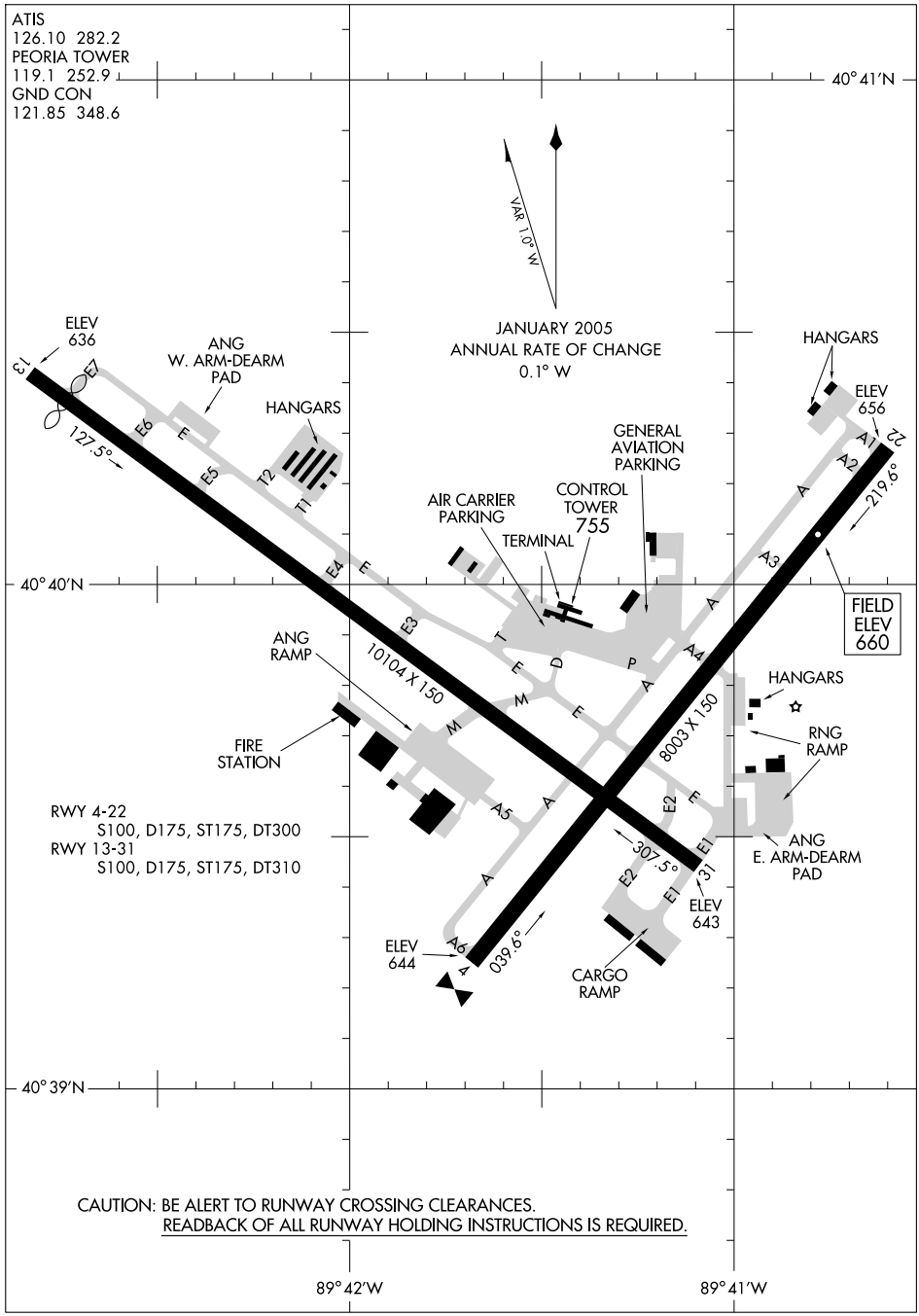
EC-3, 14 JAN 2010 to 11 FEB 2010

09015

AIRPORT DIAGRAM

AL-597 (FAA)

PEORIA/GREATER PEORIA RGNL (PIA)
PEORIA, ILLNOIS



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-3, 14 JAN 2010 to 11 FEB 2010

HI-ILS or LOC RWY 31

LOC I-PIA	APCH CRS	Rwy ldg	TDZE	Arpt Elev
109.9	306°	10,104	651	660

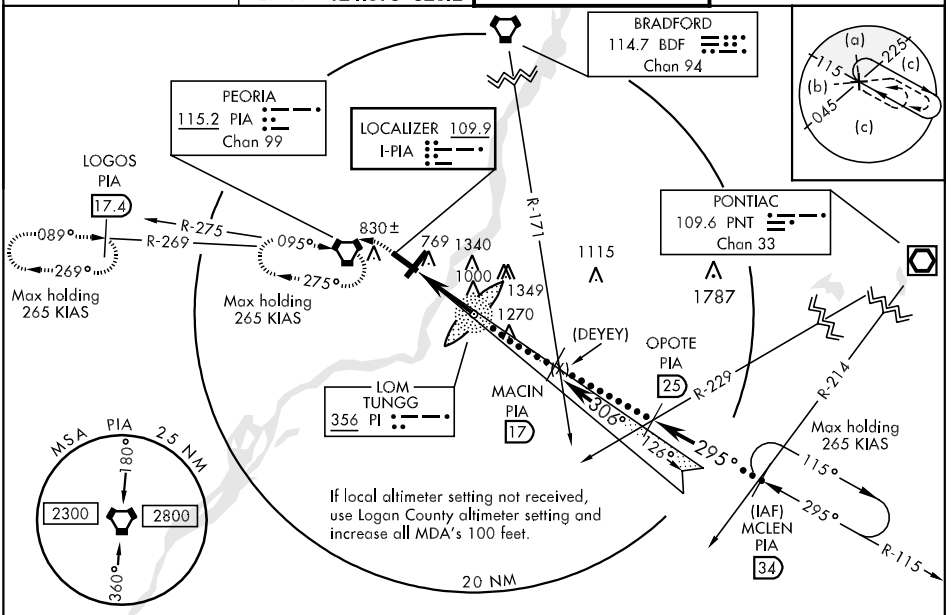
JAL 597 [USAF] PEORIA/GREATER PEORIA REGIONAL (KPIA)

* When ALS inop, increase vis CAT CDE ¼ mile.
** When ALS inop, increase vis CAT CDE ½ mile.

MALSR

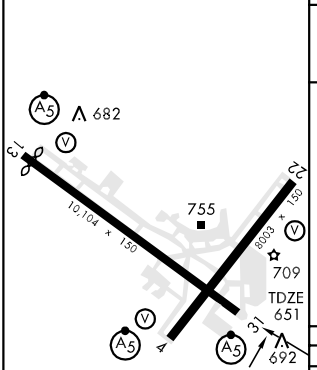
MISSED APPROACH: Climb to 1200, then climbing left turn to 2400 direct PIA VORTAC and hold. (TACAN aircraft: continue via PIA R-269 to LOGOS 17.4 DME and hold west, right turn 089° inbound).

ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.1 282.2	305°-125° 125.8 269.2 126°-304° 124.675 326.2	119.1 252.9	121.85 348.6



EMERG SAFE ALT 100 NM 3300

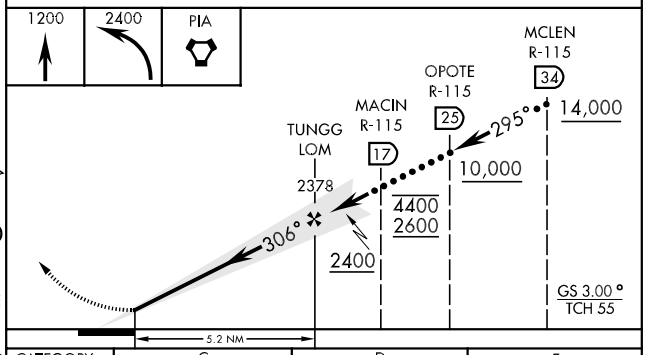
ELEV 660 Rwy 13 ldg 9500'



306° 5.2 NM from FAF

FAF to MAP 5.2 NM

Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34



CATEGORY	C	D	E
S-ILS 31*	851/24	200	(200-½)
S-LOC 31**	1020/24 369 (400-½)	1020/40 369	(400- ¾)
CIRCLING	1160-1½ 500 (500-1½)	1220-2 560 (600-2)	1680-3 1020 (1100-3)

VORTAC PIA 115.2 Chan 99	APCH CRS 281°	Rwy Idg 10,104 TDZE 651 Arpt Elev 660

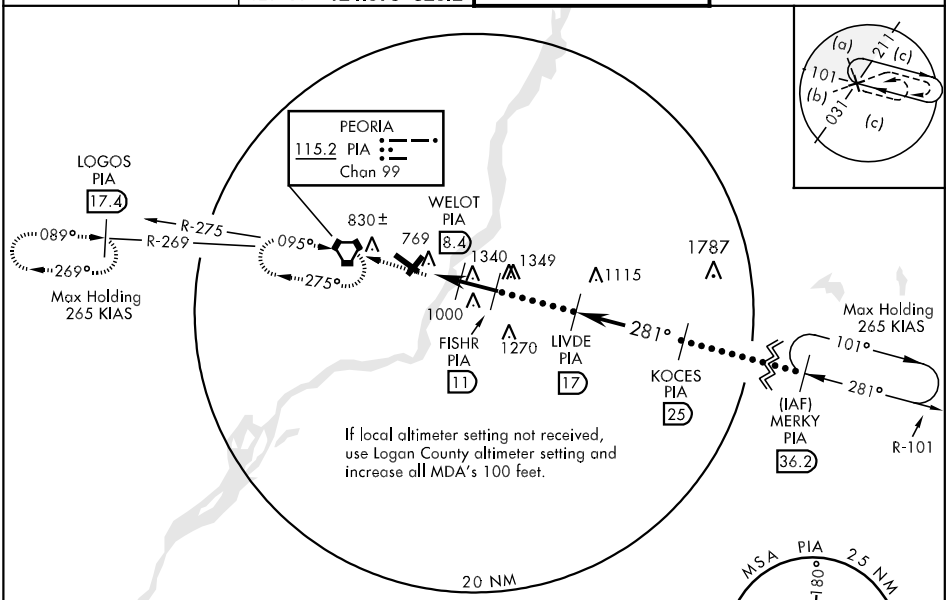
HI-VOR/DME or TACAN RWY 31

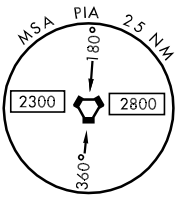
JAL 597 [USAF] PEORIA/GREATER PEORIA REGIONAL (KPIA)

MALSR

MISSED APPROACH: Climb to 2800, direct PIA VORTAC and hold. Continue climb-in-hold to 2800. (TACAN aircraft: continue via PIA R-269 to LOGOS INT/PIA 17.4 DME and hold West, right turn 089° inbound).

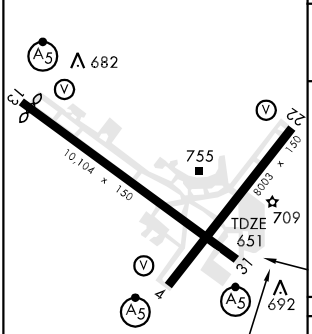
ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.1 282.2	305°-125° 125.8 269.2 126°-304° 124.675 326.2	119.1 252.9	121.85 348.6

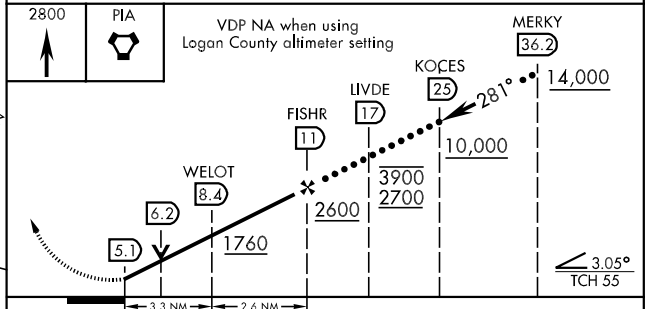




EMERG SAFE ALT 100 NM 3300

ELEV 660 Rwy 13 Idg 9500′





CATEGORY	C	D	E
S-31	1040/50 389 (400-1)	1040/60 389 (400-1¼)	
CIRCLING	1160-1½ 500 (500-1½)	1220-2 560 (600-2)	1680-3 1020 (1100-3)

HIRL Rwy 4-22 and 13-31

LOC/DME I-RNX	APP CRS	Rwy Idg	8003
110.55	038°	TDZE	652
Chan 42 (Y)		Apt Elev	660

ILS or LOC RWY 4

PEORIA/GREATER PEORIA RGNL(PIA)

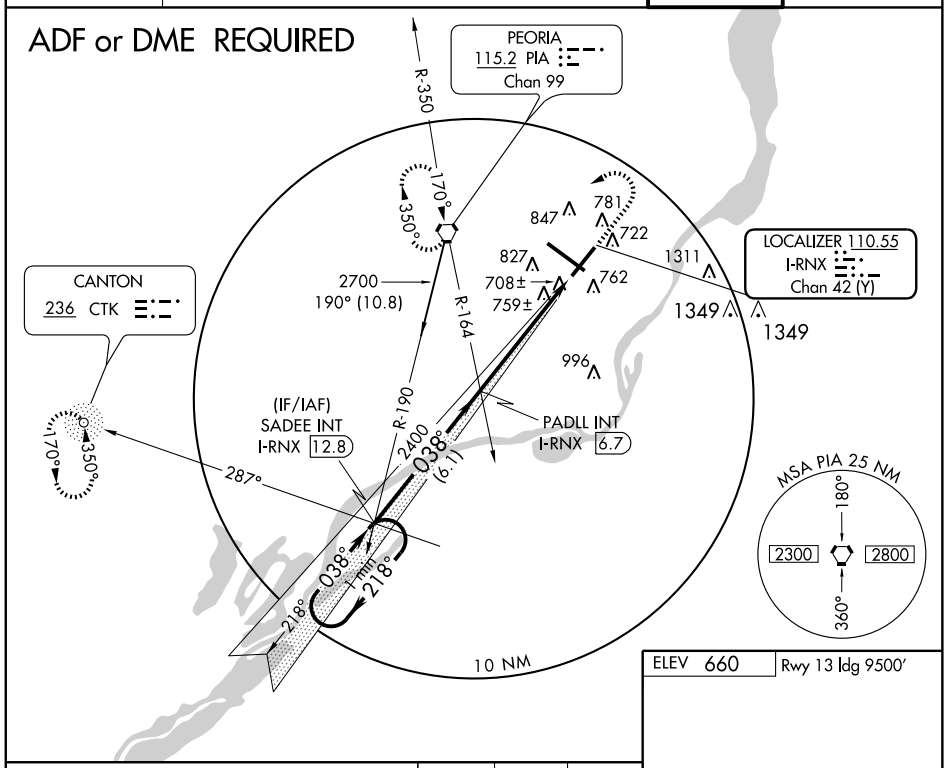
If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/ MDAs 100 feet. VDP NA with Logan County altimeter setting.

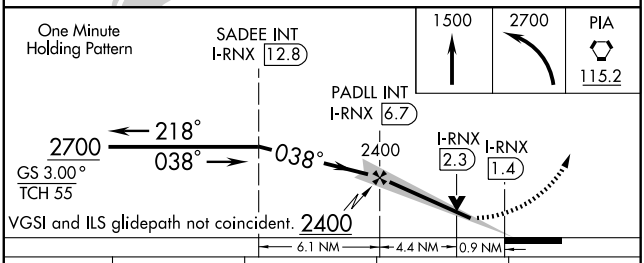
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct PIA VORTAC and hold.

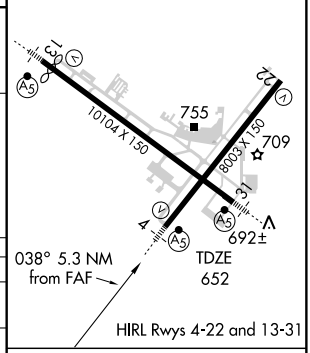
ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.10 282.2	125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	119.1 252.9	121.85 348.6

ADF or DME REQUIRED





CATEGORY	A	B	C	D
S-ILS 4	852-½ 200 (200-½)			
S-LOC 4	960-½ 308 (300-½)			960-¾ 308 (300-¾)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1220-2 560 (600-2)



FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC I-PIA	APP CRS	Rwy Idg	10104
109.9	306°	TDZE	651
		Apt Elev	660

ILS or LOC RWY 31

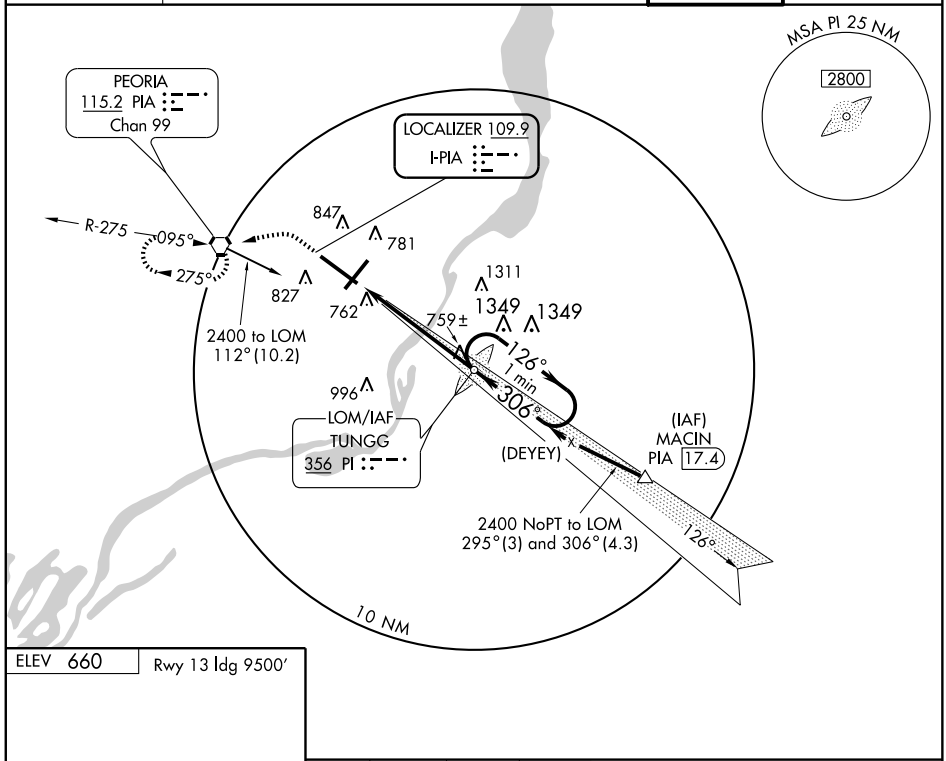
PEORIA/GREATER PEORIA RGNL (PIA)

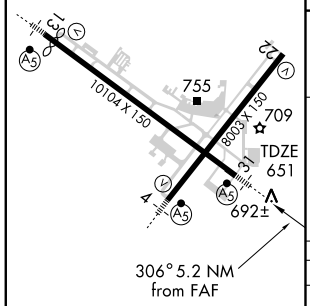
If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 100 feet.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct PIA VORTAC and hold.

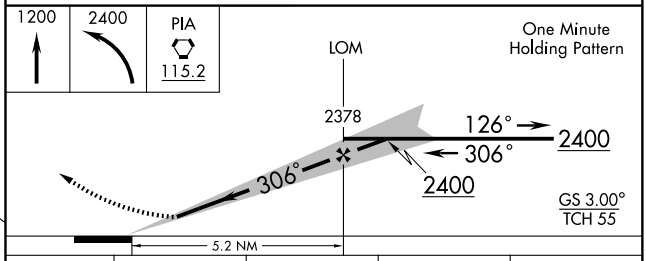
ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.10 282.2	125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	119.1 252.9	121.85 348.6





HIRL Rwys 4-22 and 13-31

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 31	** 851/24 200 (200-½)			
S-LOC 31	1020/24 369 (400-½)			1020/40 369 (400-¾)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1220-2 560 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-GZX	APP CRS	Rwy Idg	9500
109.9	126°	TDZE	632
		Apt Elev	660

ILS RWY 13

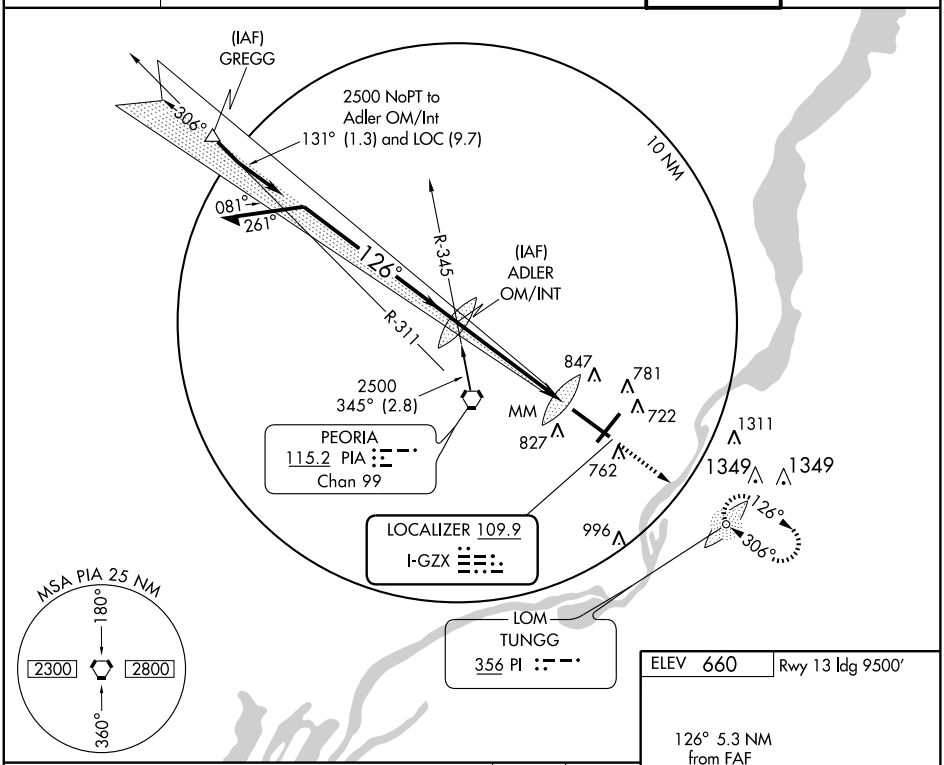
PEORIA/GREATER PEORIA RGNL (PIA)

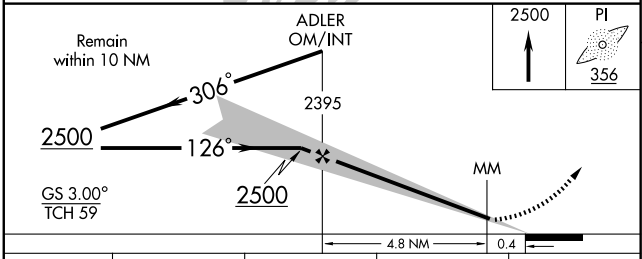
ADF REQUIRED

MALSR

MISSED APPROACH: Climb to 2500 direct PI LOM and hold.

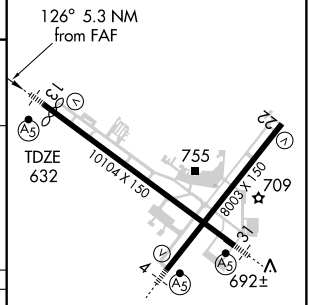
ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.10 282.2	125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	119.1 252.9	121.85 348.6





CATEGORY	A	B	C	D
S-ILS 13	832/24 200 (200-½)			
S-LOC 13	1120/24 488 (500-½)		1120/40 488 (500-¾)	1120/50 488 (500-1)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1220-2 560 (600-2)

ELEV 660 | Rwy 13 ldg 9500′



HIRL Rwys 4-22 and 13-31

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-3. 14 JAN 2010 to 11 FEB 2010

LOM PI	APP CRS	Rwy ldg	10104
356	306°	TDZE	651
		Apt Elev	660

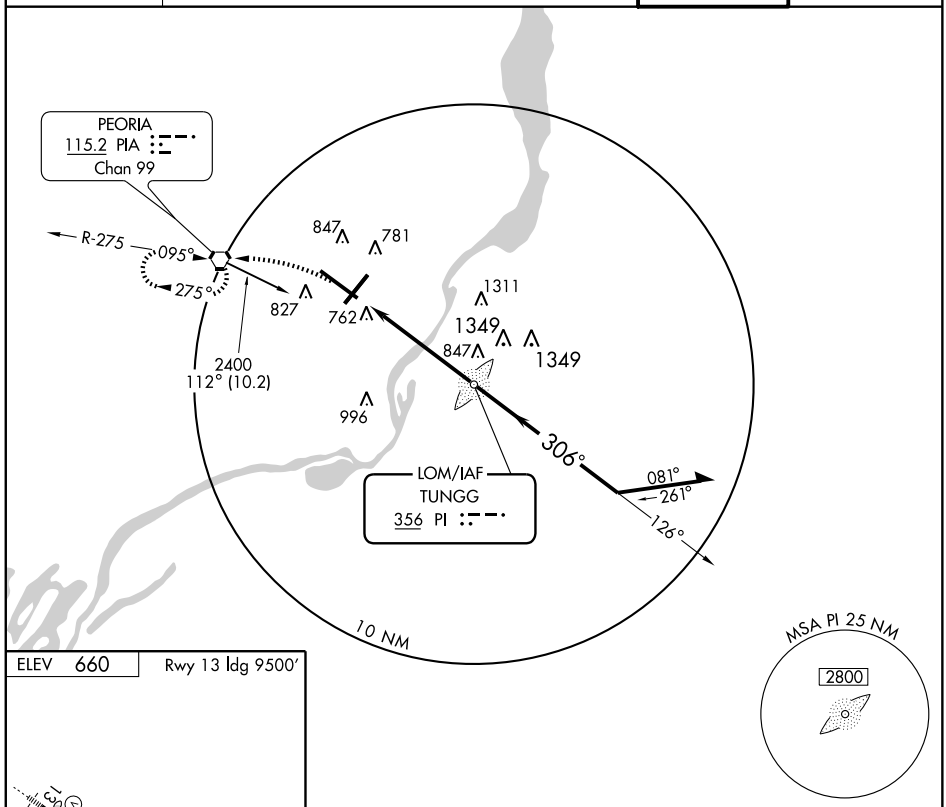
NDB RWY 31

PEORIA/GREATER PEORIA RGNL (PIA)

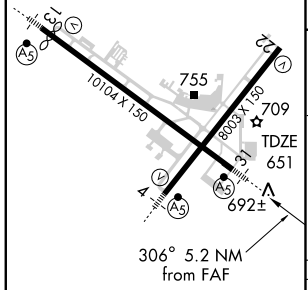
MALSR

MISSED APPROACH: Climbing left turn to 2400 direct PIA VORTAC and hold.

ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.10 282.2	125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	119.1 252.9	121.85 348.6



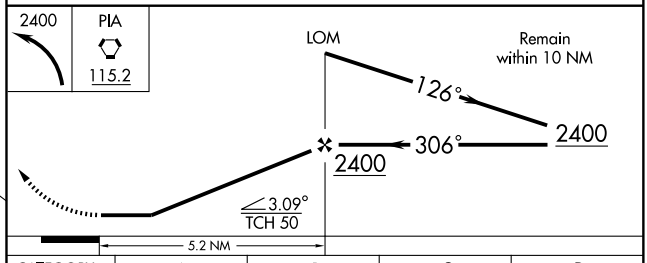
ELEV 660 Rwy 13 ldg 9500'



HIRL Rwys 4-22 and 13-31

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-31	1140/40 489 (500-¾)			1140/60 489 (500-1¼)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1220-2 560 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8003
CH 56210	038°	TDZE	652
W04A		Apt Elev	660

RNAV (GPS) RWY 4

PEORIA/GREATER PEORIA RGNL(PIA)

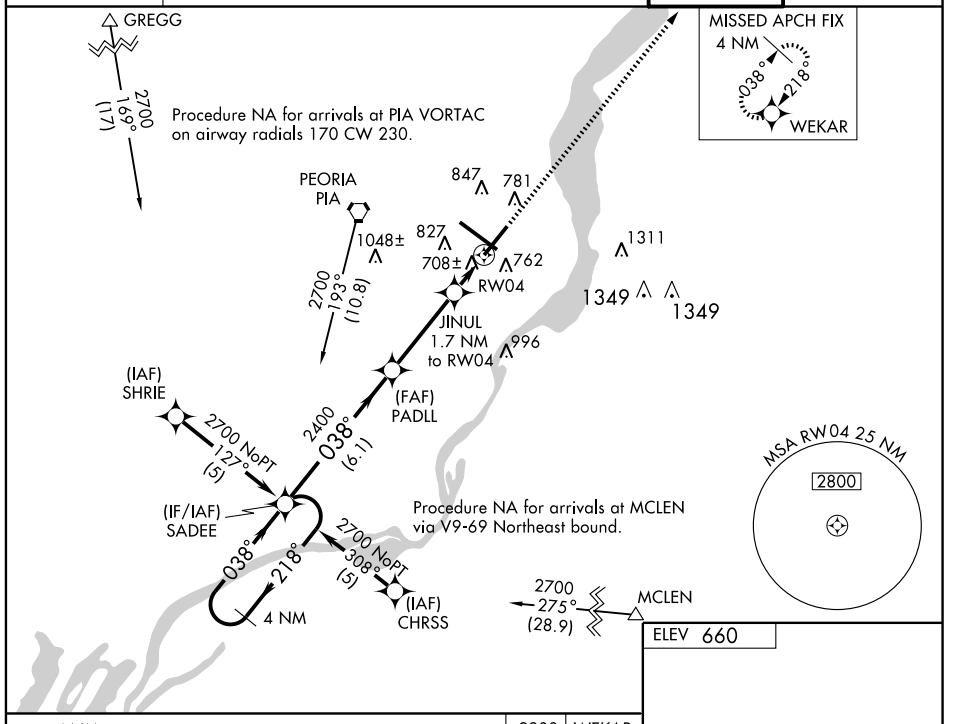
T ASR

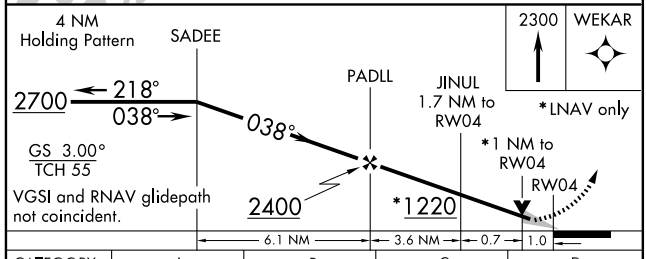
For inoperative MALSR, increase LPV all Cats. visibility to 1 mile, and LNAV Cat. D visibility to 1¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Logan County altimeter setting. When local altimeter setting not received, use Logan County altimeter setting and increase all DA 89 feet and all MDA 100 feet. Increase LPV all Cats. and LNAV Cat. C visibility ¼ mile, increase LNAV/VNAV all Cats. visibility ½ mile.

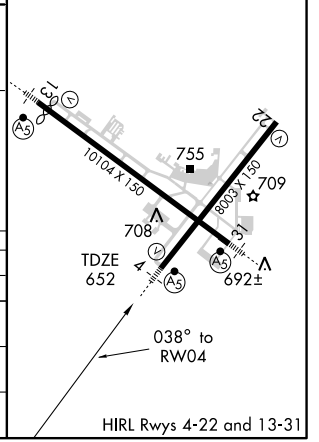
MALSR

MISSED APPROACH: Climb to 2300 direct WEKAR and hold.

ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.10 282.2	125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	119.1 252.9	121.85 348.6







CATEGORY	A	B	C	D
LPV DA	926-½ 274 (300-½)			
LNAV/VNAV DA	1098-1 446 (500-1)			
LNAV MDA	1020-½ 368 (400-½)			1020-1 368 (400-1)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1220-2 560 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	9500
CH 60922	125°	TDZE	632
W13A		Apt Elev	660

RNAV (GPS) RWY 13

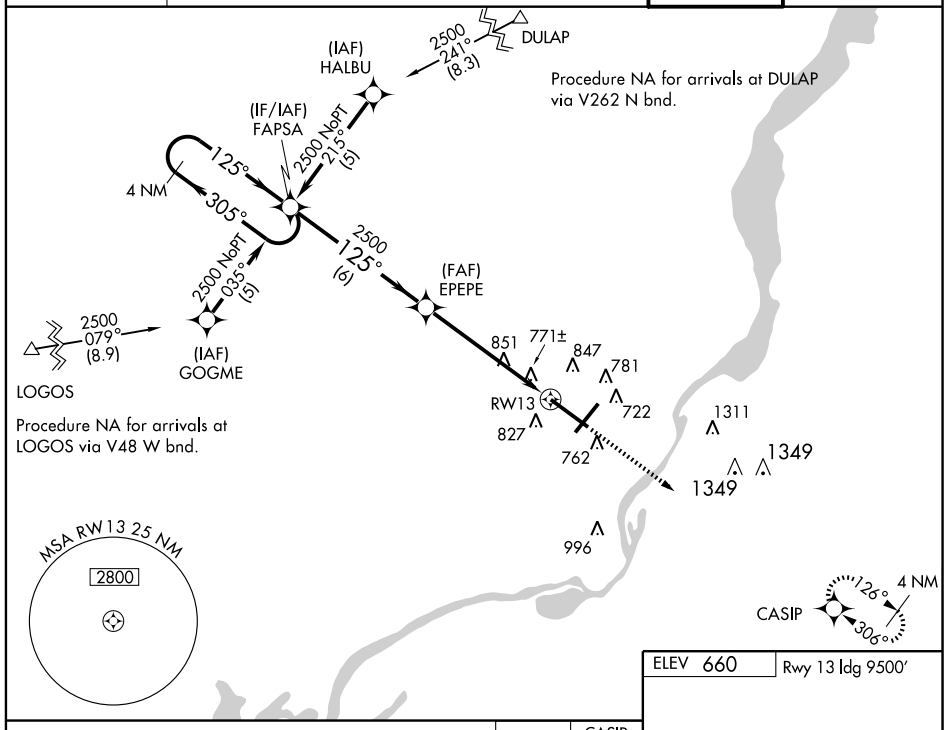
PEORIA/GREATER PEORIA RGNL (PIA)

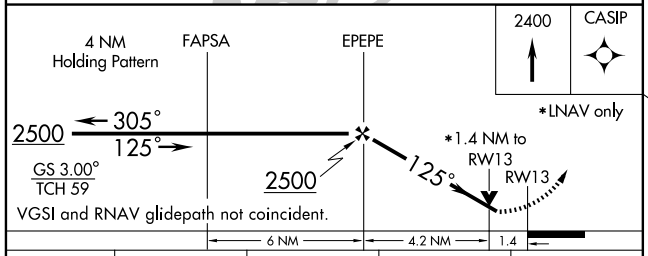
Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA with Logan County altimeter setting. For inoperative MALSR increase LPV visibility to RVR 6000 all Cats and increase LNAV Cats A and B visibility to RVR 5000.

MALSR

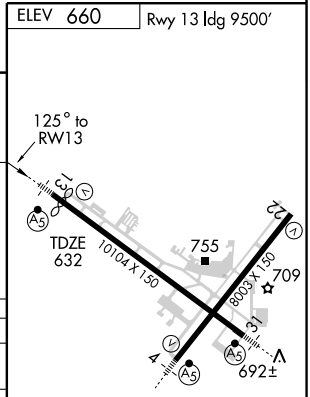
MISSED APPROACH: Climb to 2400 direct CASIP and hold.

ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.10 282.2	125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	119.1 252.9	121.85 348.6





CATEGORY	A	B	C	D
LPV DA	1021/40 389 (400-1)			
LNAV/VNAV DA	1079/50 447 (500-1)			
LNAV MDA	1120/40 488 (500-¾)			1120/50 488 (500-1)
CIRCLING	1160-1½ 500 (500-1½)			1220-2 560 (600-2)



HIRL Rwys 4-22 and 13-31

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	8003
218°	TDZE	660
	Apt Elev	660

RNAV (GPS) RWY 22

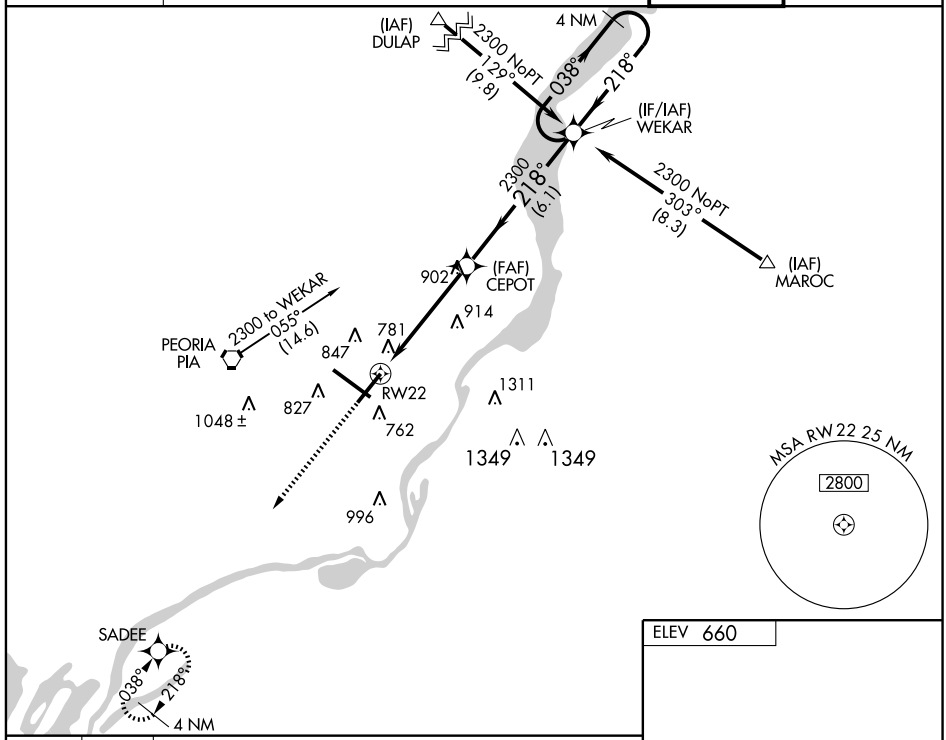
PEORIA/GREATER PEORIA RGNL (PIA)

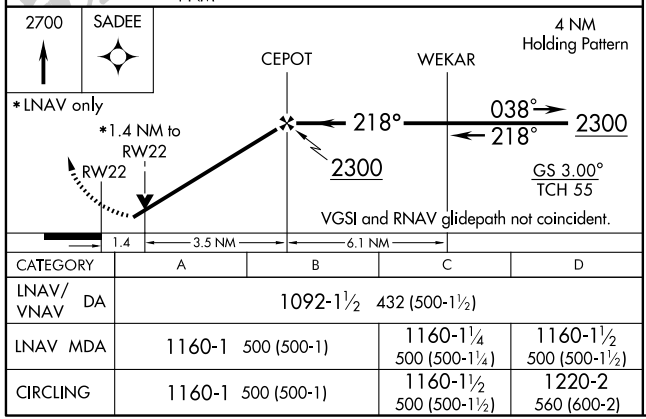
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Logan County altimeter setting and increase all DA 89 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats. and LNAV Cat. C and D visibility ¼ mile. Baro-VNAV and VDP NA with Logan County altimeter setting.

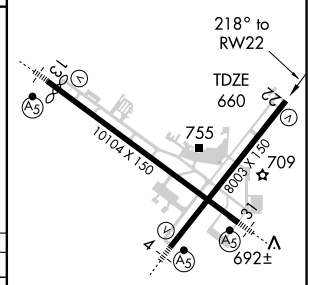
ASR

MISSED APPROACH: Climb to 2700 direct SADEE and hold.

ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.10 282.2	125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	119.1 252.9	121.85 348.6







CATEGORY	A	B	C	D
LNAV/VNAV DA	1092-1½ 432 (500-1½)			
LNAV MDA	1160-1 500 (500-1)		1160-1¼ 500 (500-1¼)	1160-1½ 500 (500-1½)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1220-2 560 (600-2)

HIRL Rwys 4-22 and 13-31

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	10104
CH 77509	306°	TDZE	651
W31A		Apt Elev	660

RNAV (GPS) RWY 31

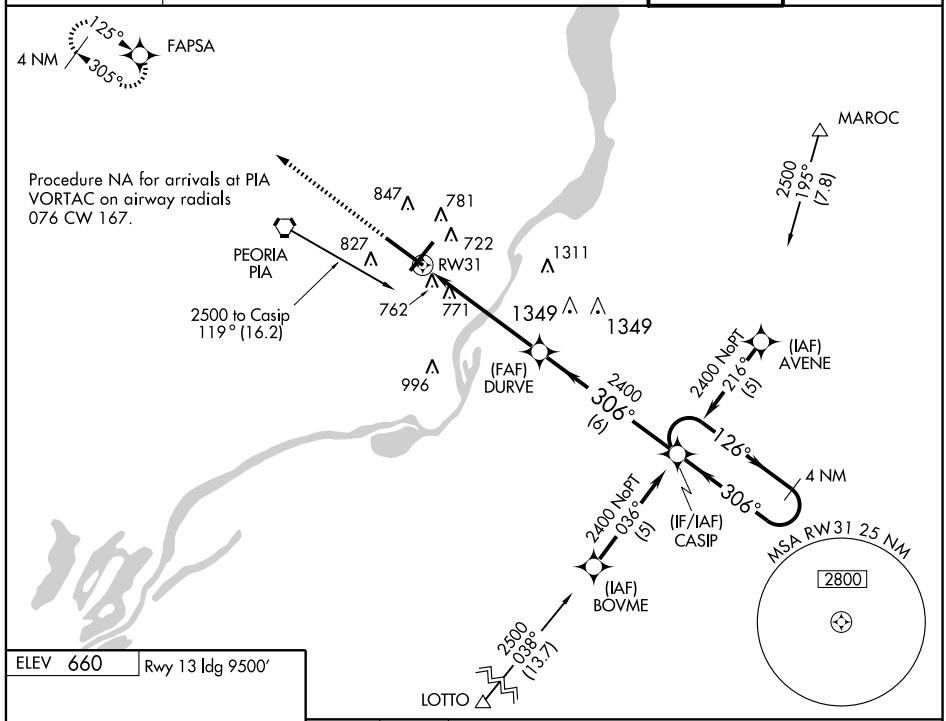
PEORIA/GREATER PEORIA RGNL(PIA)

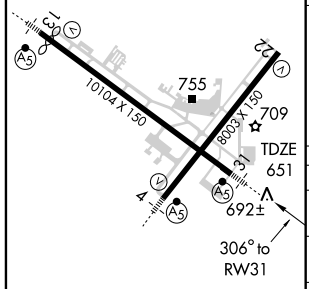
Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats, and LNAV Cat. D visibility to RVR 6000. If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 100 feet.

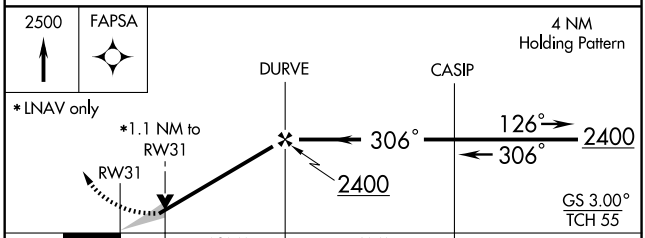
MALSR

MISSED APPROACH: Climb to 2500 direct FAPSA and hold.

ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.10 282.2	125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	119.1 252.9	121.85 348.6







CATEGORY	A	B	C	D
LPV DA	940/24 289 (300-½)			
LNAV/VNAV DA	1123/60 472 (500-1¼)			
LNAV MDA	1040/24 389 (400-½)			1040/50 389 (400-1)
CIRCLING	1160-1¾ 500 (500-1¾)			1220-2 560 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC PIA	APP CRS	Rwy Idg 10104
115.2	281°	TDZE 651
Chan 99		Apt Elev 660

VOR/DME or TACAN RWY 31

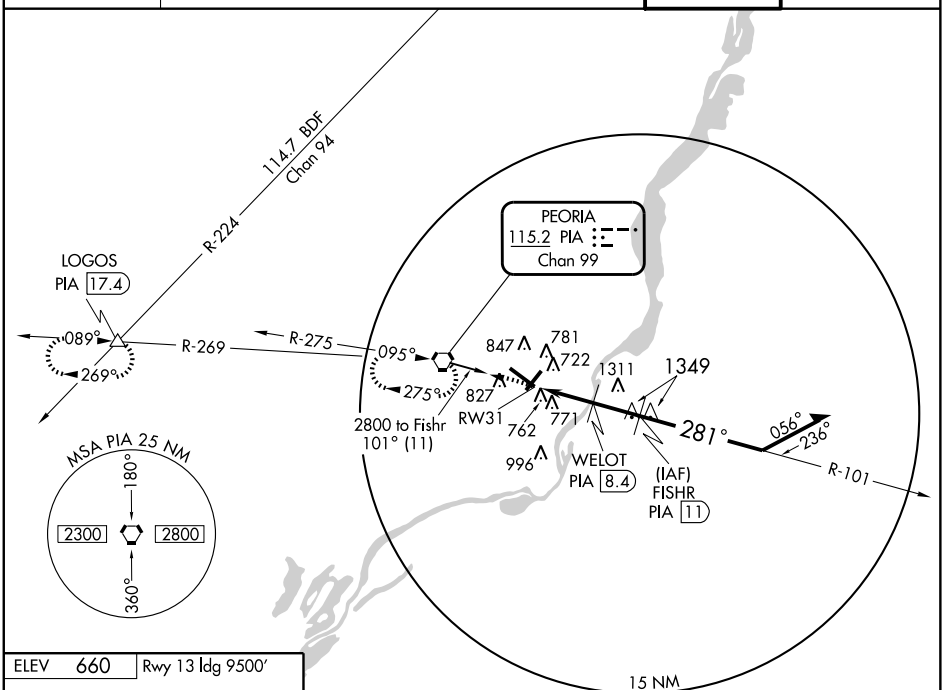
PEORIA/GREATER PEORIA RGNL (PIA)

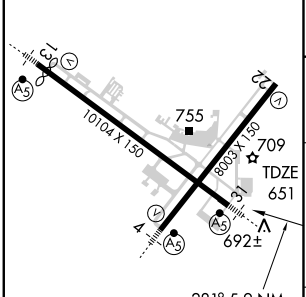
If local altimeter setting not available, use Logan County altimeter setting and increase all MDAs 100 feet. VDP NA when using Logan County altimeter setting. Inoperative table does not apply.

MALSR

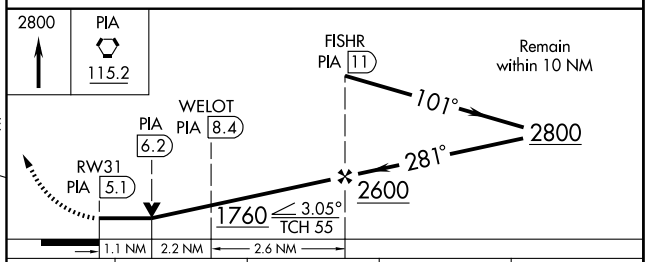
MISSED APPROACH: Climb to 2800 direct PIA VORTAC and hold, continue climb-in-hold to 2800. (TACAN aircraft continue via PIA R-269 to LOGOS Int/PIA 17.4 DME and hold west, right turn, 089° inbound).

ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.10 282.2	125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	119.1 252.9	121.85 348.6





HIRL Rwys 4-22 and 13-31



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-31	1040/50 389 (400-1)			1040/60 389 (400-1¼)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1220-2 560 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC PIA	APP CRS	Rwy Idg	9500
115.2	093°	TDZE	632
Chan 99		Apt Elev	660

VOR or TACAN RWY 13

PEORIA/GREATER PEORIA RGNL (PIA)

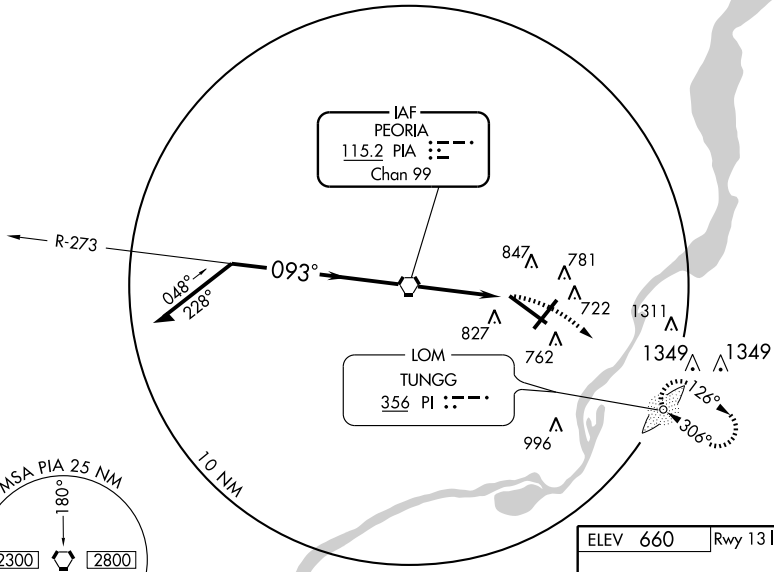
Inoperative table does not apply.

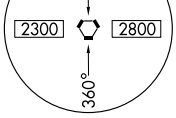
MALSR

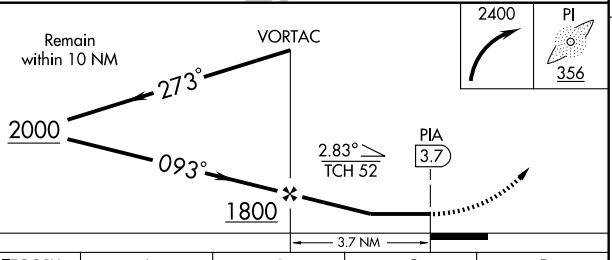
MISSED APPROACH: Climbing right turn to 2400 direct PI LOM and hold.

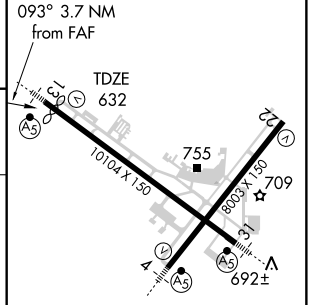
ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.10 282.2	125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	119.1 252.9	121.85 348.6

ADF REQUIRED









CATEGORY	A	B	C	D
S-13	1120/50	488 (500-1)	1120/60 488 (500-1¼)	1120-1½ 488 (500-1½)
CIRCLING	1160-1	500 (500-1)	1160-1½ 500 (500-1½)	1220-2 560 (600-2)

HIRL Rwys 4-22 and 13-31

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-PYU	APP CRS	Rwy Idg	6000
110.35	360°	TDZE	648
Chan 40 (Y)		Apt Elev	654

PERU/
ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD (VYS)

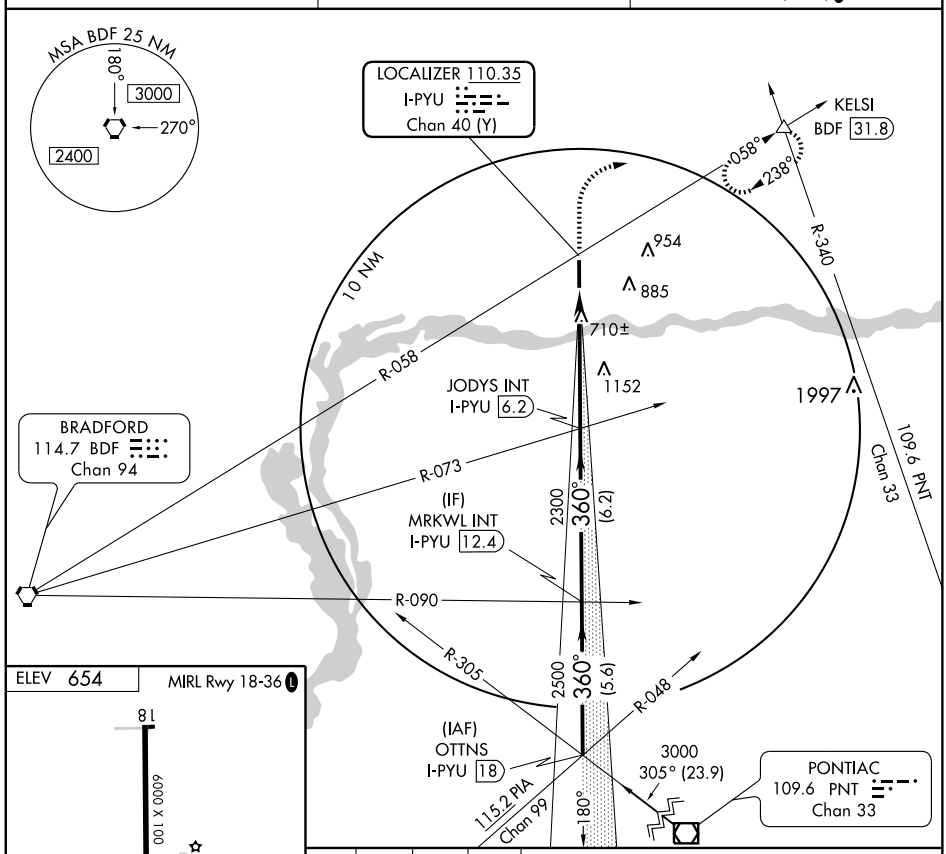
LOC RWY 36

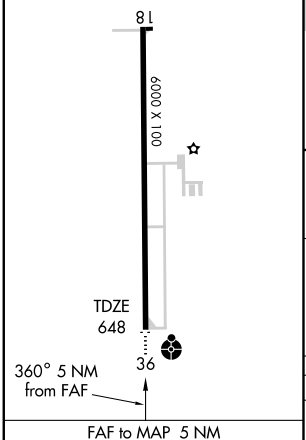
VDP NA when using Marshall County altimeter setting. If local altimeter setting not received, use Marshall County altimeter setting and increase all MDAs 80 feet.

ODALS

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 059° and BDF R-058 to KELSI Int/BDF 31.8 DME and hold.

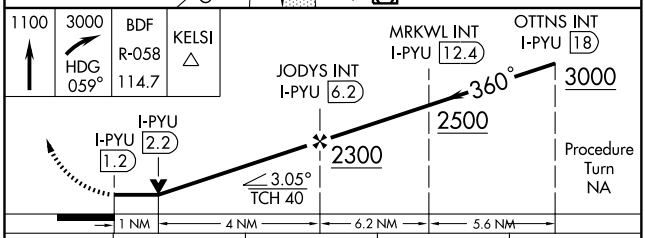
AWOS-3	CHICAGO CENTER	UNICOM
120.025	123.75 354.0	123.0 (CTAF)





FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-36	1020-¾ 372 (400-¾)			1020-1¼ 372 (400-1¼)
CIRCLING	1060-1 406 (500-1)	1160-1 506 (600-1)	1160-1½ 506 (600-1½)	1240-2 586 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6000
180°	TDZE	654
	Apt Elev	654

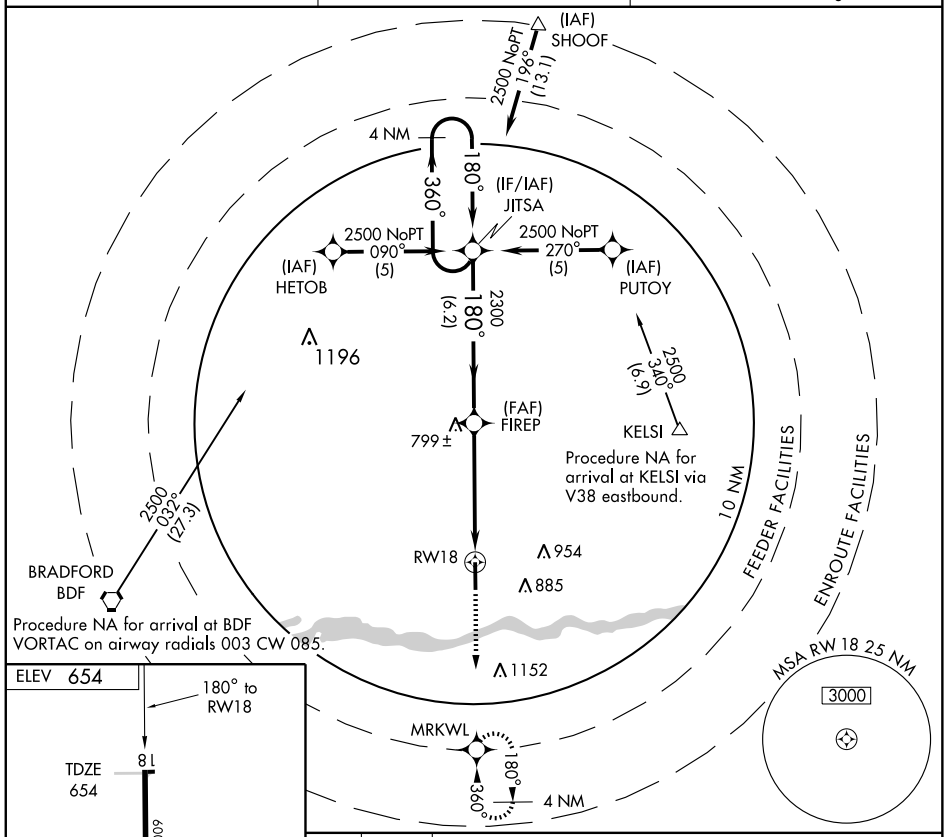
RNAV (GPS) RWY 18

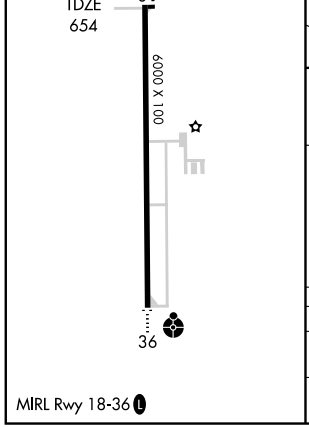
PERU/ ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD (VYS)

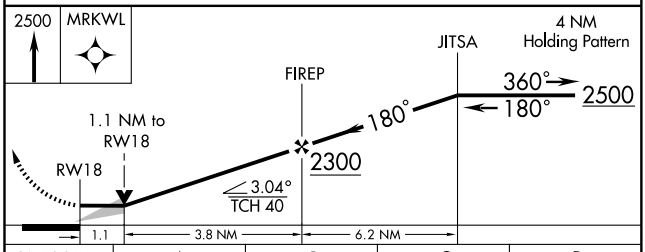
If local altimeter setting not received, use Marshall County altimeter setting and increase all MDAs 80'. DME/DME RNP-0.3 NA. VDP NA when using Marshall County altimeter setting.

MISSED APPROACH: Climb to 2500 direct MRKWL and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.025	123.75 354.0	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1060-1	406 (500-1)	1060-1¼	406 (500-1¼)
CIRCLING	1060-1 406 (500-1)	1160-1 506 (600-1)	1160-1½ 506 (600-1½)	1240-2 586 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6000
360°	TDZE	648
	Apt Elev	654

RNAV (GPS) RWY 36

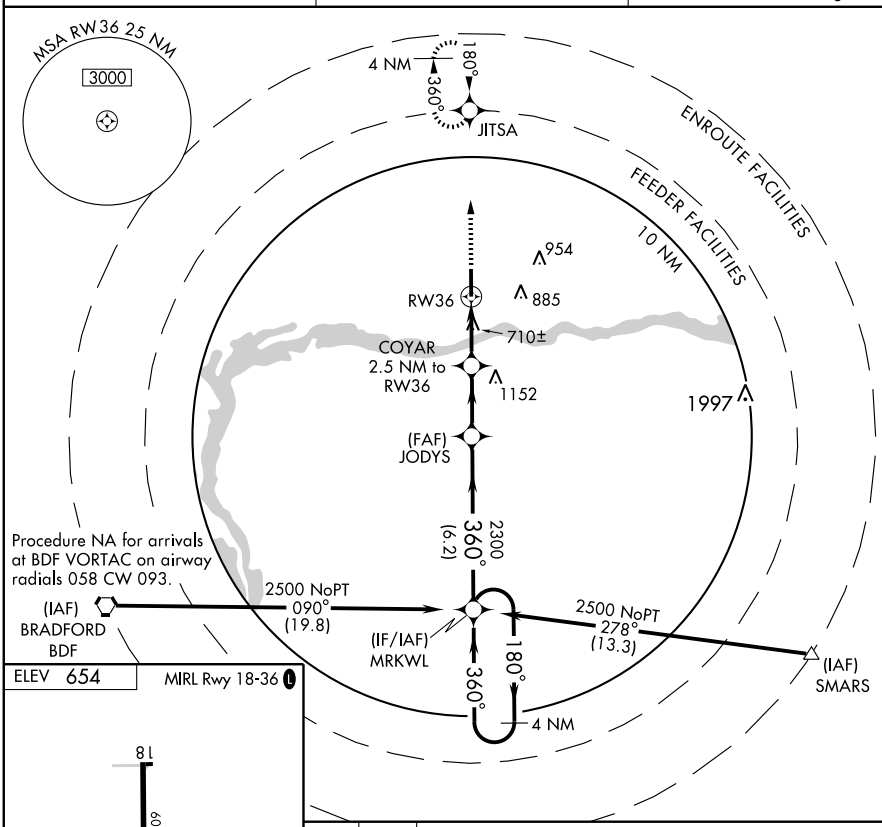
PERU/ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD (VYS)

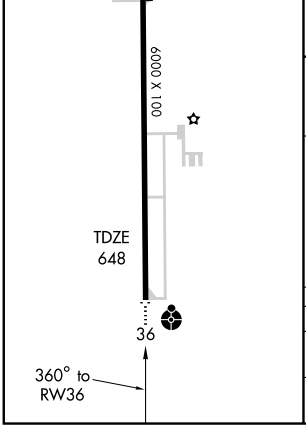
If local altimeter setting not received, use Marshall County altimeter setting and increase all MDAs 80'. DME/DME RNP-0.3 NA. VDP NA when using Marshall County altimeter setting.

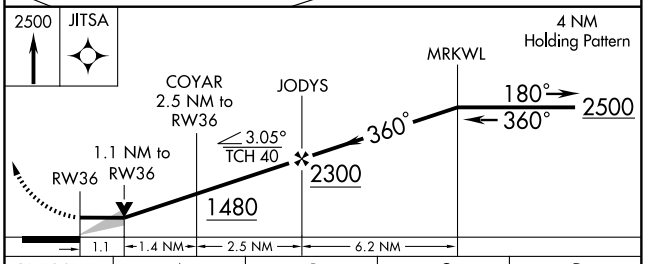
ODALS

MISSED APPROACH: Climb to 2500 direct JITSA and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.025	123.75 354.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1020-¾ 372 (400-¾)			1020-1¼ 372 (400-1¼)
CIRCLING	1060-1 406 (500-1)	1160-1 506 (600-1)	1160-1½ 506 (600-1½)	1240-2 586 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

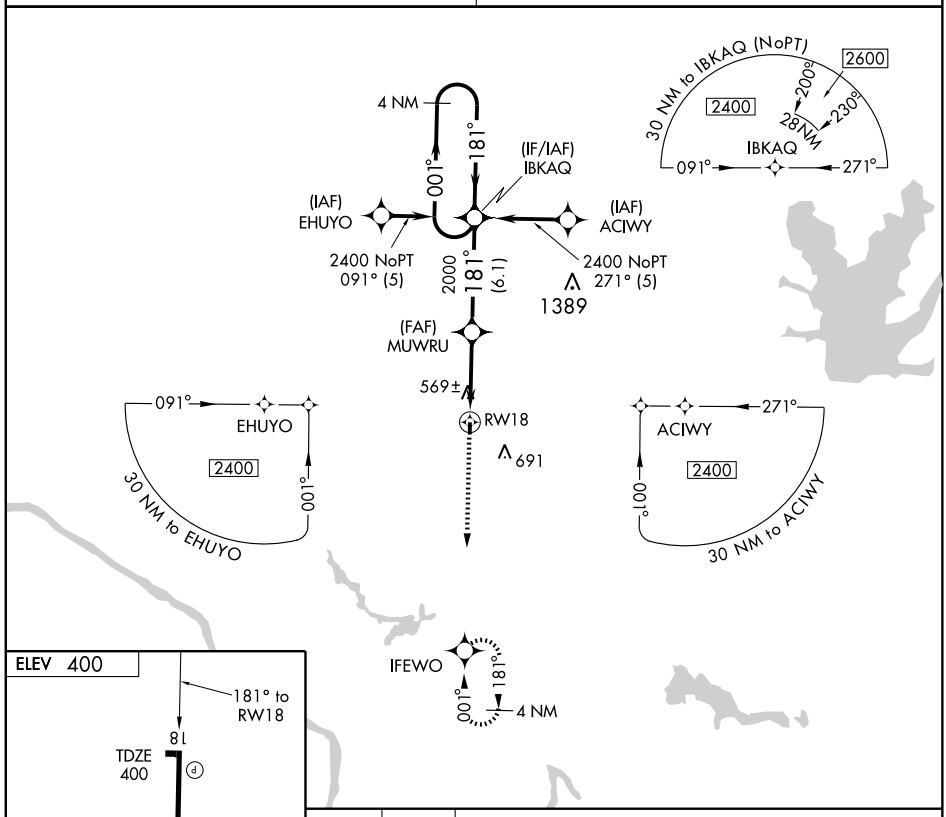
PINCKNEYVILLE, ILLINOIS AL-6850 (FAA)

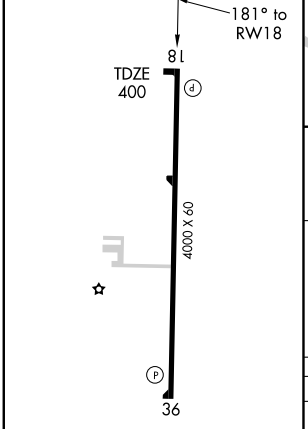
APP CRS	Rwy Idg	4000
181°	TDZE	400
	Apt Elev	400

RNAV (GPS) RWY 18
PINCKNEYVILLE-DU QUOIN (PJY)

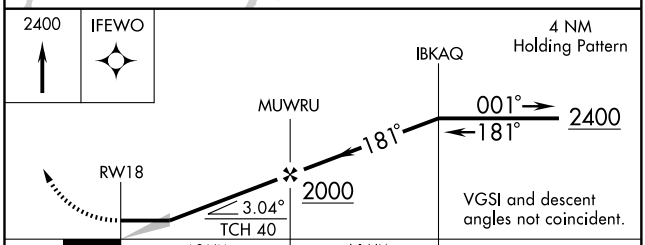
NA	Use Carbondale-Murphysboro altimeter setting; if not received, use Sparta Community-Hunter Field altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2400 direct IFEWO and hold

KANSAS CITY CENTER	UNICOM
125.3 269.5	**122.8** (CTAF)





MIRL Rwy 18-36



CATEGORY	A	B	C	D
LNAV MDA	860-1 460 (500-1)		860-1¼ 460 (500-1¼)	860-1½ 460 (500-1½)
CIRCLING	920-1 520 (600-1)		920-1½ 520 (600-1½)	1080-2¼ 680 (700-2¼)

EC-3. 14 JAN 2010 to 11 FEB 2010

PINCKNEYVILLE, ILLINOIS AL-6850 (FAA)

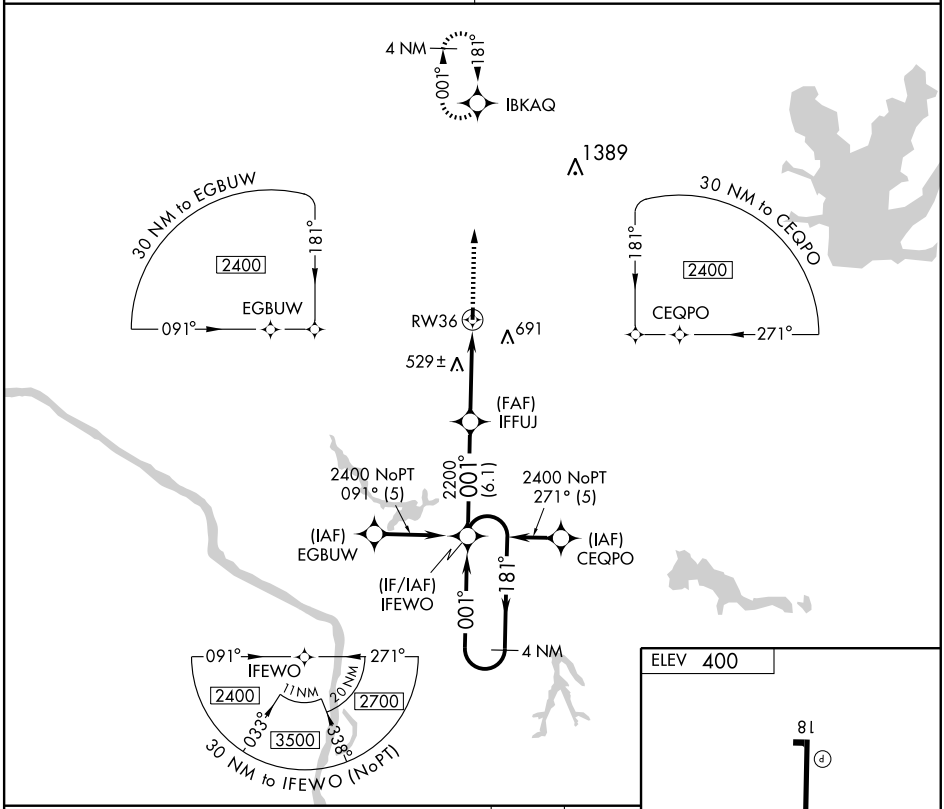
APP CRS		
001°	Rwy Idg	4000
	TDZE	399
	Apt Elev	400

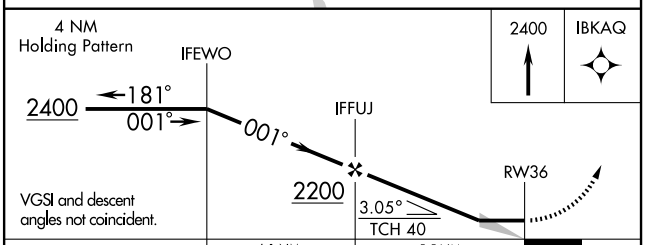
RNAV (GPS) RWY 36
PINCKNEYVILLE-DU QUOIN (PJY)

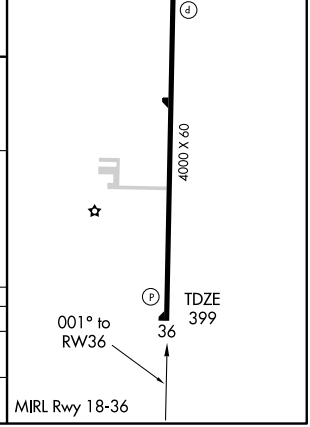
⚠NA — Use Carbondale-Murphysboro altimeter setting; if not received, use Sparta Community-Hunter Field altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct IBKAQ and hold

KANSAS CITY CENTER	UNICOM
125.3 269.5	**122.8** (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	820-1 421 (500-1)		820-1¼ 421 (500-1¼)	
CIRCLING	920-1 520 (600-1)		920-1½ 520 (600-1½)	1080-2¼ 680 (700-2¼)

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
133°	TDZE	710
	Apt Elev	710

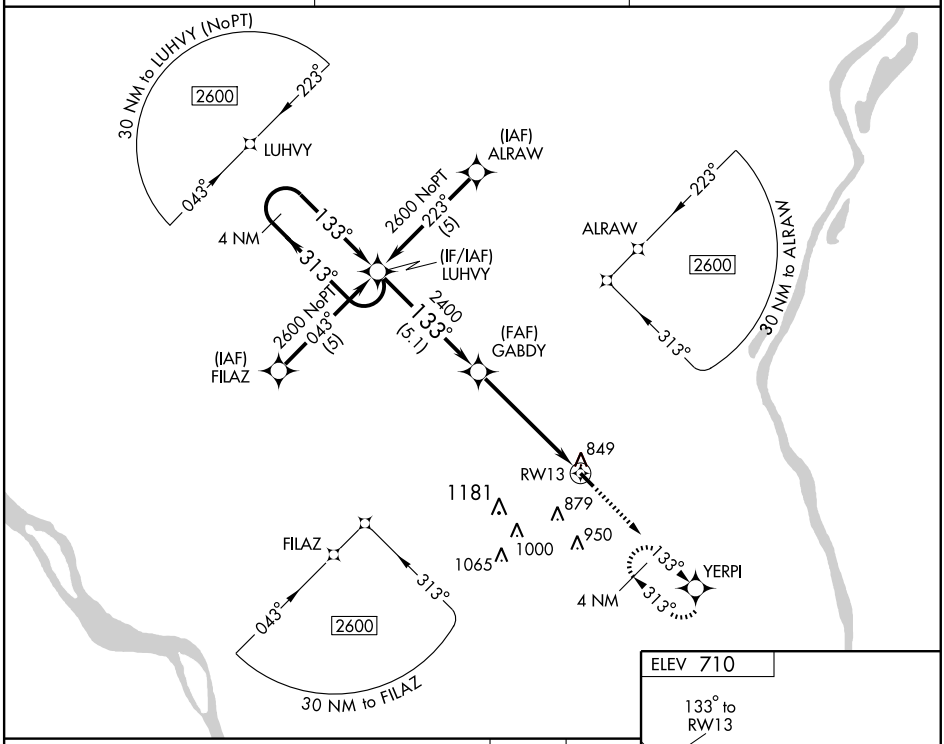
RNAV (GPS) RWY 13

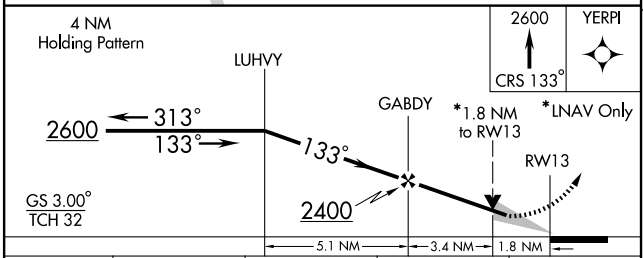
PITTSFIELD PENSTONE MUNI (PPQ)

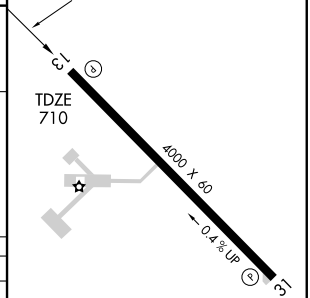
NA Baro-VNAV NA below -16°C (3°F).
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 via 133° course to YERPI WP and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.525	135.525 319.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1120-1½ 410 (500-1½)			NA
LNAV MDA	1300-1 590 (600-1)		1300-1½ 590 (600-1½)	NA
CIRCLING	1300-1½ 590 (600-1½)			NA

MIRL Rwy 13-31 L

EC-3. 14 JAN 2010 to 11 FEB 2010

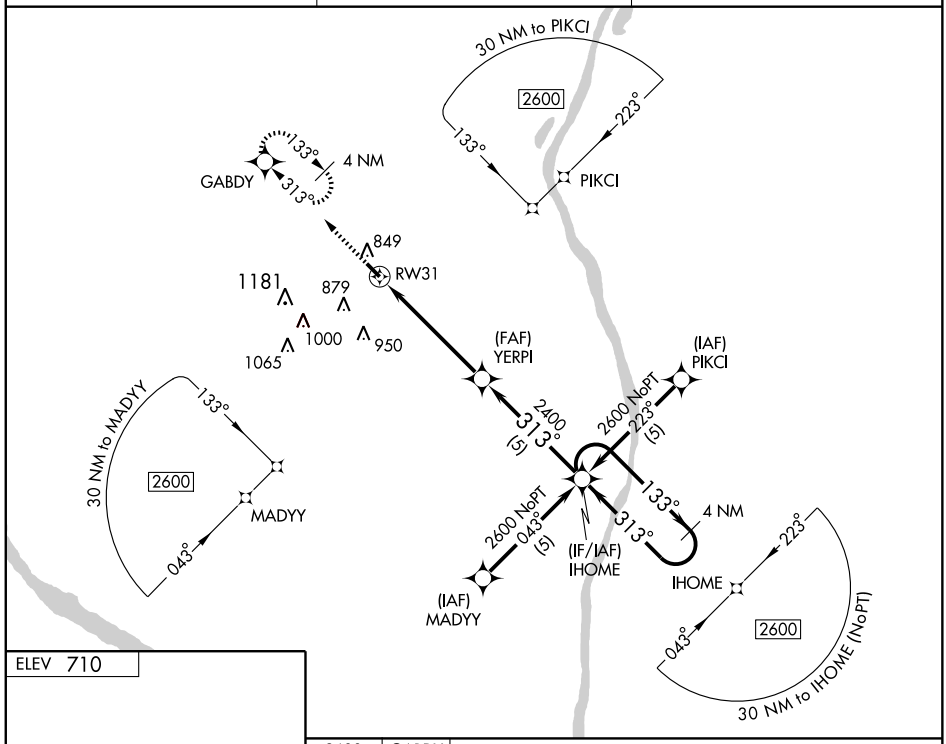
APP CRS	Rwy Idg	4000
313°	TDZE	710
	Apt Elev	710

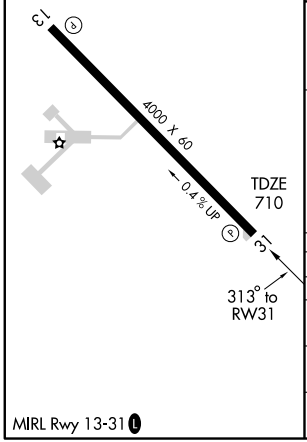
RNAV (GPS) RWY 31
PITTSFIELD PENSTONE MUNI (PPQ)

NA — Baro-VNAV NA below -16°C (3°F). GPS or RNP-0.3 Required. DME/DME-0.3 NA.

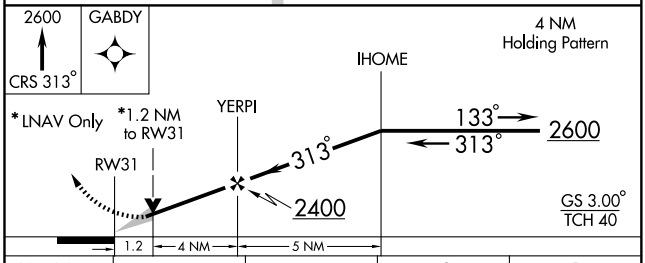
MISSED APPROACH: Climb to 2600 via 313° course to GABDY WP and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.525	135.525 319.9	122.8 (CTAF) L





MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1060-1¼ 350 (400-1¼)			NA
LNAV MDA	1100-1 390 (400-1)			NA
CIRCLING	1160-1¼ 450 (500-1¼)		1160-1½ 450 (500-1½)	NA

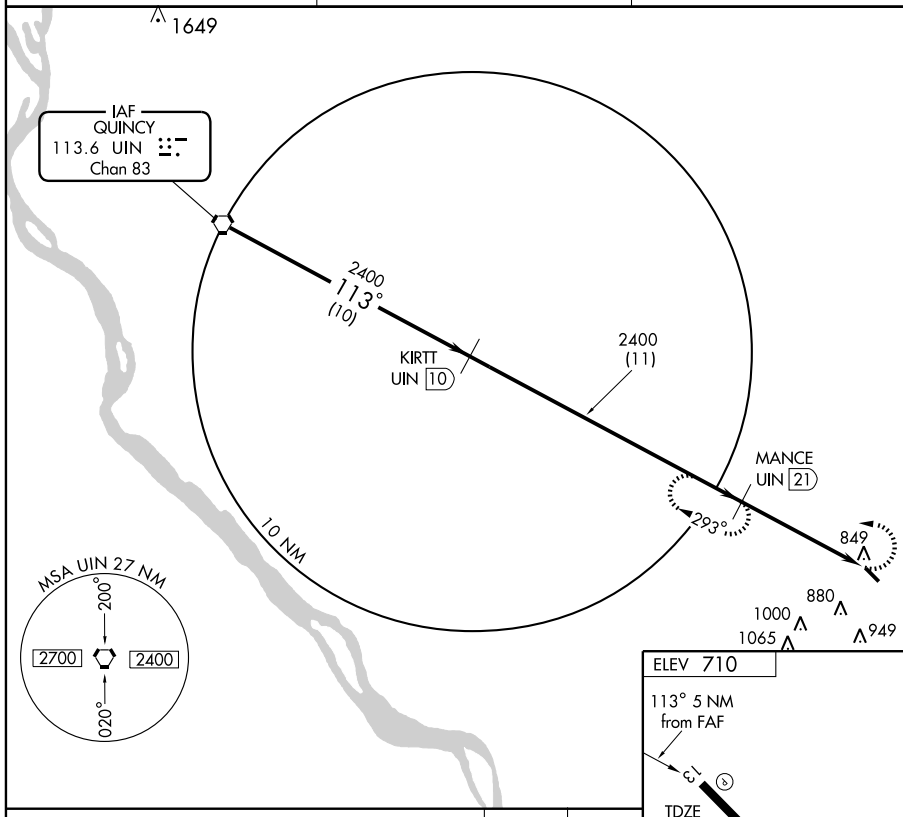
VORTAC UIN	APP CRS	Rwy Idg	4000
113.6	113°	TDZE	710
		Apt Elev	710

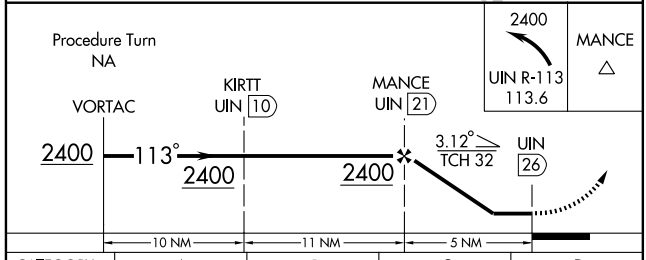
VOR/DME RWY 13

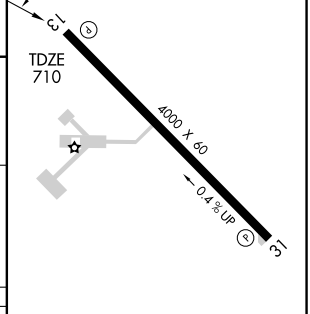
PITTSFIELD PENSTONE MUNI (PPQ)

MISSED APPROACH: Climbing left turn to 2400 via UIN R-113 to MANCE 21 DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.525	135.525 319.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1300-1 590 (600-1)	1300-1¼ 590 (600-1¼)	1300-1½ 590 (600-1½)	NA
CIRCLING	1300-1 590 (600-1)	1300-1¼ 590 (600-1¼)	1300-1½ 590 (600-1½)	NA

MIRL Rwy 13-31 L

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS CH **86708** **W06A**	APP CRS **060°**	Rwy Idg **5000** TDZE **657** Apt Elev **666**

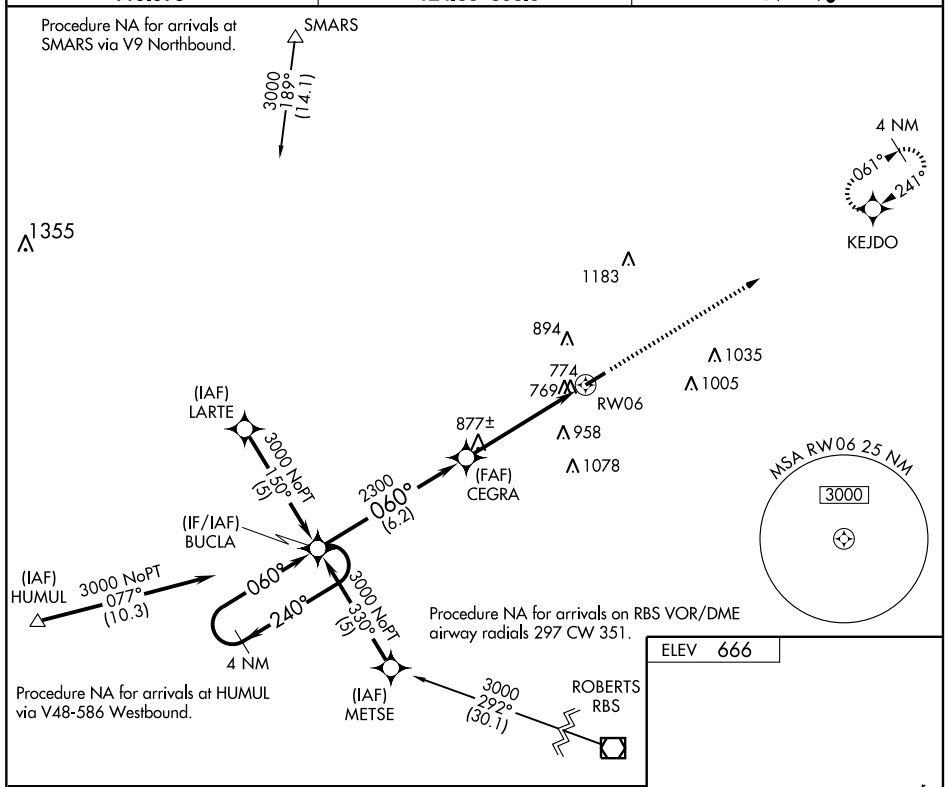
RNAV (GPS) RWY 6

PONTIAC MUNI (PNT)

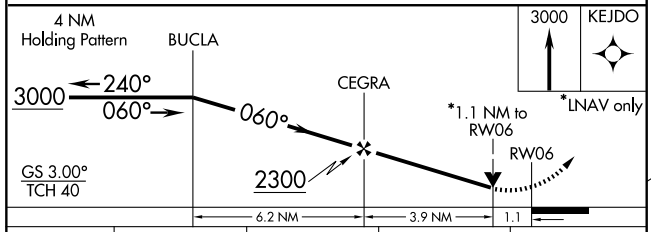
T A DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Bloomington/Normal altimeter setting and increase LPV DA to 1138, LNAV/VNAV DA to 1339 and all MDA 100 feet, increase LPV visibility ¼ mile all Cats, LNAV/VNAV 1 mile all Cats, LNAV and Circling Cat C ¼ mile. Baro-VNAV and VDP NA when using Bloomington/Normal altimeter setting. Visibility reduction by helicopters NA.

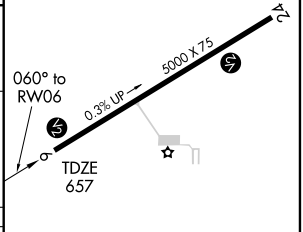
MISSED APPROACH: Climb to 3000 direct KEJDO and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.675	**124.55 398.9**	**122.8** (CTAF) L



ELEV 666





CATEGORY	A	B	C	D
LPV DA	1040-1½	383 (400-1½)		NA
LNAV/VNAV DA	1071-1½	414 (500-1½)		NA
LNAV MDA	1040-1	383 (400-1)		NA
CIRCLING	1180-1	514 (600-1)	1200-1½ 534 (600-1½)	NA

MIRL Rwy 6-24 L

EC-3, 14 JAN 2010 to 11 FEB 2010

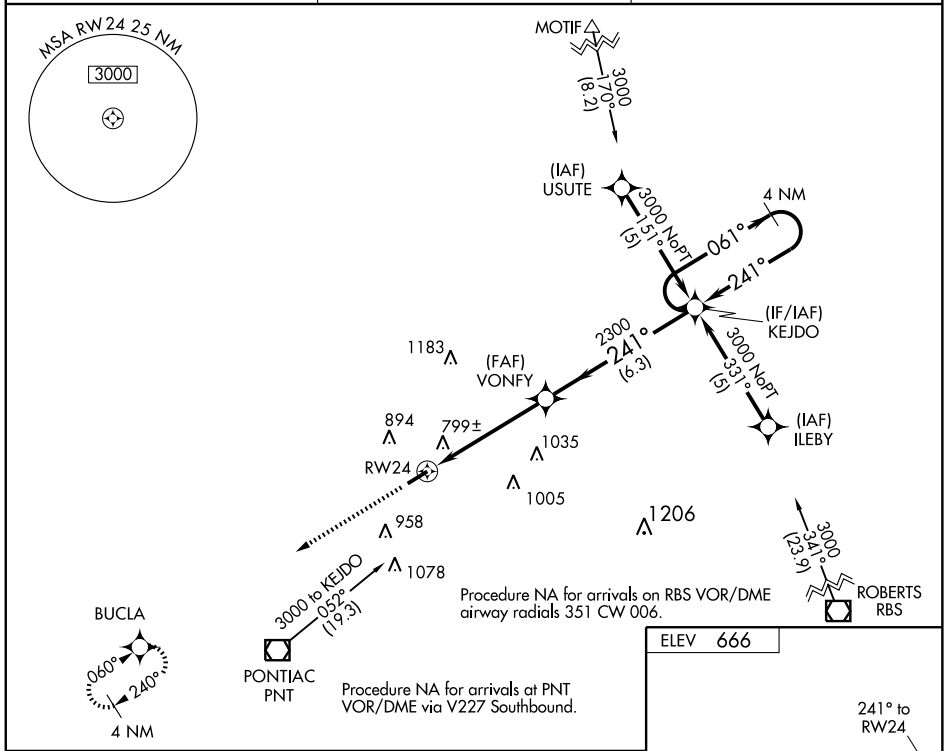
WAAS	APP CRS	Rwy Idg	5000
CH 50308	241°	TDZE	666
W24A		Apt Elev	666

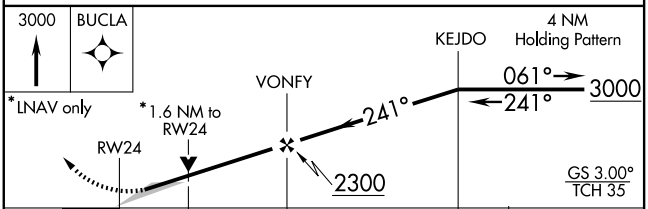
RNAV (GPS) RWY 24
PONTIAC MUNI (PNT)

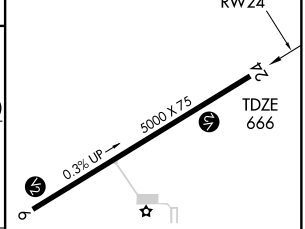
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Bloomington/Normal altimeter setting and increase all DA 98 feet and all MDA 100 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Bloomington/Normal altimeter setting.

MISSED APPROACH: Climb to 3000 direct BUCLA and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.675	124.55 398.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	916-1	250 (300-1)		NA
LNAV/VNAV DA	1139-1¾	473 (500-1¾)		NA
LNAV MDA	1220-1	554 (600-1)	1220-1½ 554 (600-1½)	NA
CIRCLING	1220-1	554 (600-1)	1220-1½ 554 (600-1½)	NA

MIRL Rwy 6-24 L

EC-3, 14 JAN 2010 to 11 FEB 2010

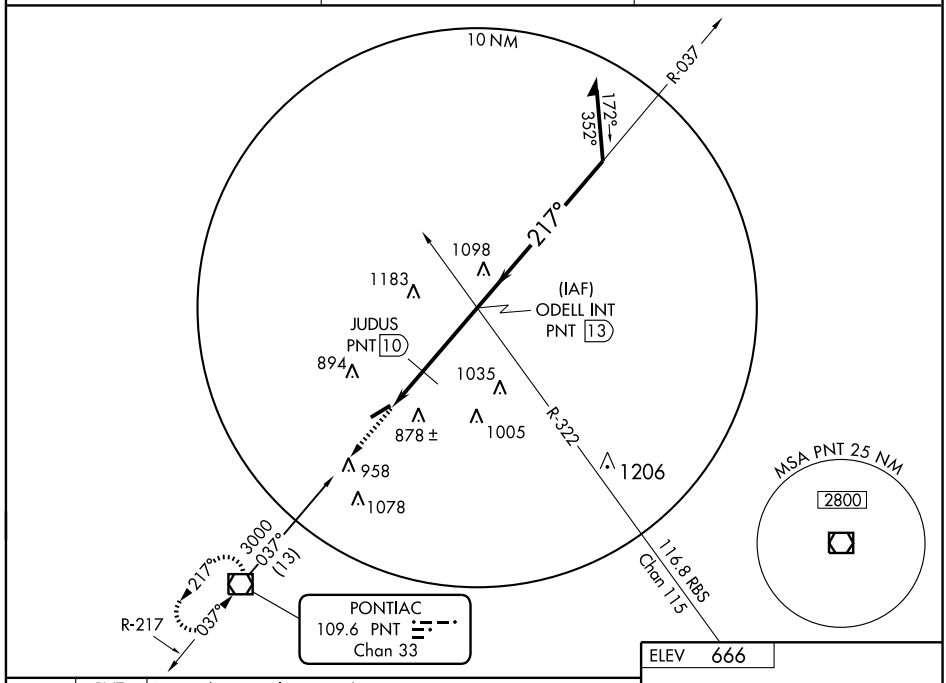
VOR/DME PNT	APP CRS	Rwy Idg 5000
109.6	217°	TDZE 666
Chan 33		Apt Elev 666

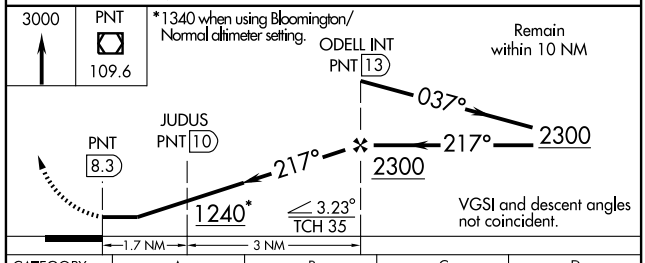
VOR RWY 24
PONTIAC MUNI (PNT)

When local altimeter setting not received, use Bloomington/Normal altimeter setting and increase all MDA 100 feet, increase S-24 and Circling Cat C visibility ½ mile, and JUDUS fix minimums S-24 and Circling Cat C visibility ¼ mile.

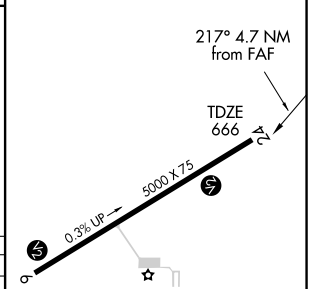
MISSED APPROACH: Climb to 3000 direct PNT VOR/DME and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.675	124.55 398.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-24	1240-1	574 (600-1)	1240-1½ 574 (600-1½)	NA
CIRCLING	1240-1	574 (600-1)	1240-1½ 574 (600-1½)	NA
JUDUS FIX MINIMUMS				
S-24	1140-1	474 (500-1)	1140-1¼ 474 (500-1¼)	NA
CIRCLING	1180-1	514 (600-1)	1220-1½ 554 (600-1½)	NA



FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-3. 14 JAN 2010 to 11 FEB 2010

VOR/DME RFD	APP CRS	Rwy Idg	N/A
110.8	069°	TDZE	N/A
Chan 45		Apt Elev	856

VOR-A
POPLAR GROVE (C77)

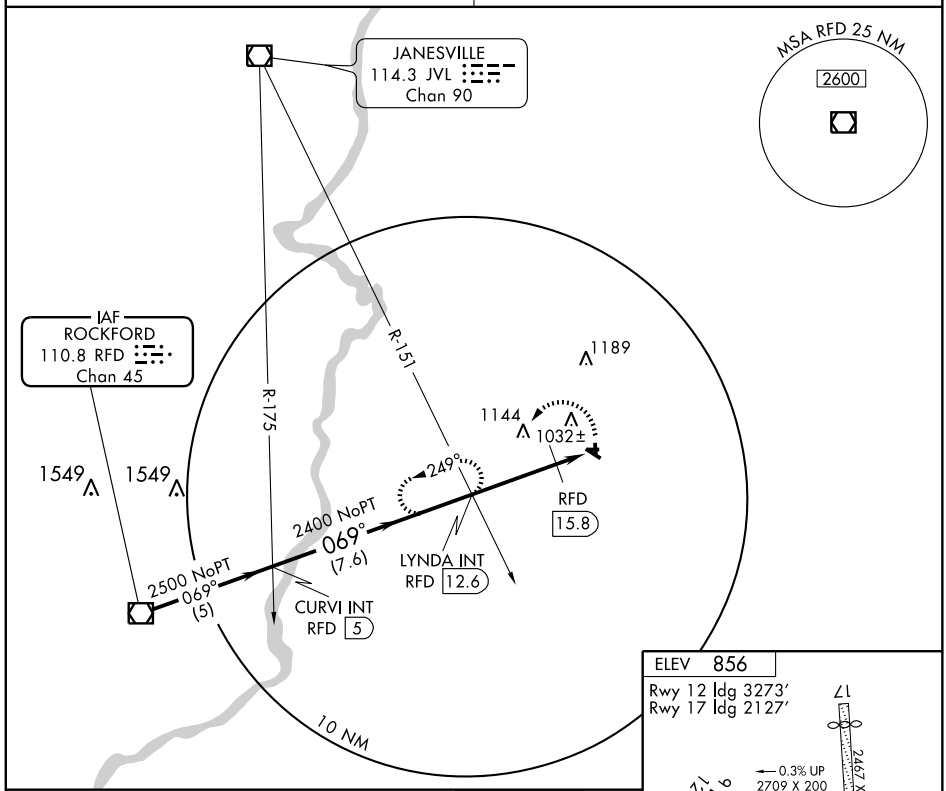
NA

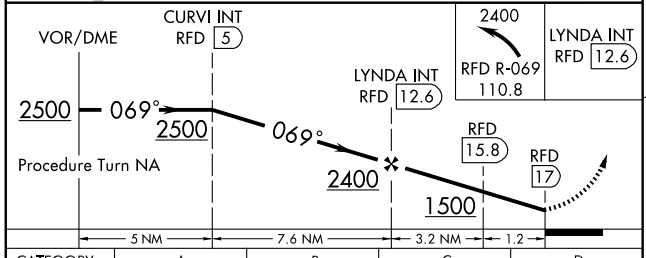
Use Rockford, IL altimeter setting.

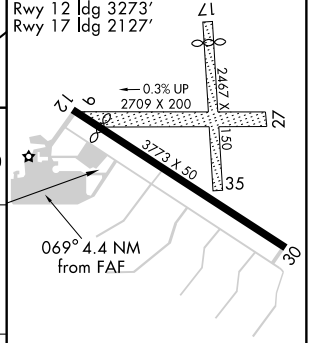
MISSED APPROACH: Climbing left turn to 2400 via RFD R-069 to LYNDA Int 12.6 DME and hold.

ROCKFORD APP CON
121.0 327.0

UNICOM
122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1500-1 644 (700-1)		1500-1¾ 644 (700-1¾)	NA
DME MINIMUMS				
CIRCLING	1380-1 524 (600-1)		1380-1½ 524 (600-1½)	NA

LIRL Rwy 12-30

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC I-UIN	APP CRS	Rwy Idg	7098
110.1	038°	TDZE	762
		Apt Elev	769

ILS or LOC RWY 4

QUINCY RGNL-BALDWIN FIELD (UIN)

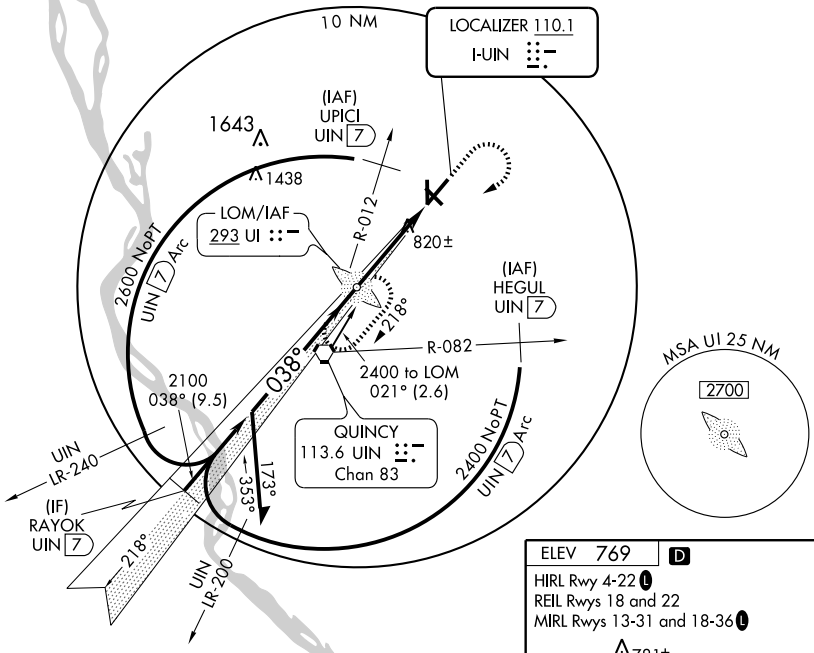
NA — For inoperative MALSR, increase S-LOC 4 Cat. D visibility ¼ mile. ADF REQUIRED.

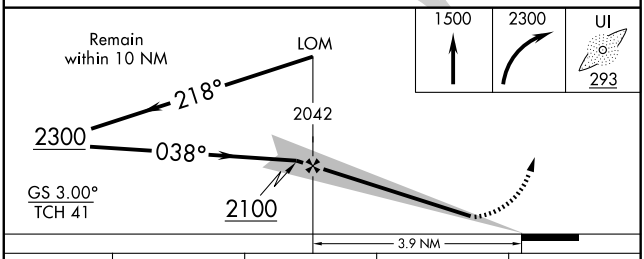
MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 2300 direct UI LOM and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	123.0 (CTAF) L

ADF or DME REQUIRED





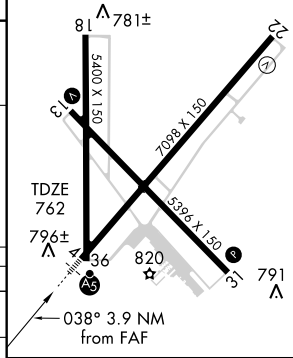
CATEGORY	A	B	C	D
S-ILS 4	962-½ 200 (200-½)			
S-LOC 4	1080-½ 318 (400-½)			1080-¾ 318 (400-¾)
CIRCLING	1200-1 431 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)

ELEV 769 D

HIRL Rwy 4-22 L

REIL Rwys 18 and 22

MIRL Rwys 13-31 and 18-36 L



FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC I-UIN	APP CRS	Rwy Idg	7098
110.1	218°	TDZE	749
		Apt Elev	769

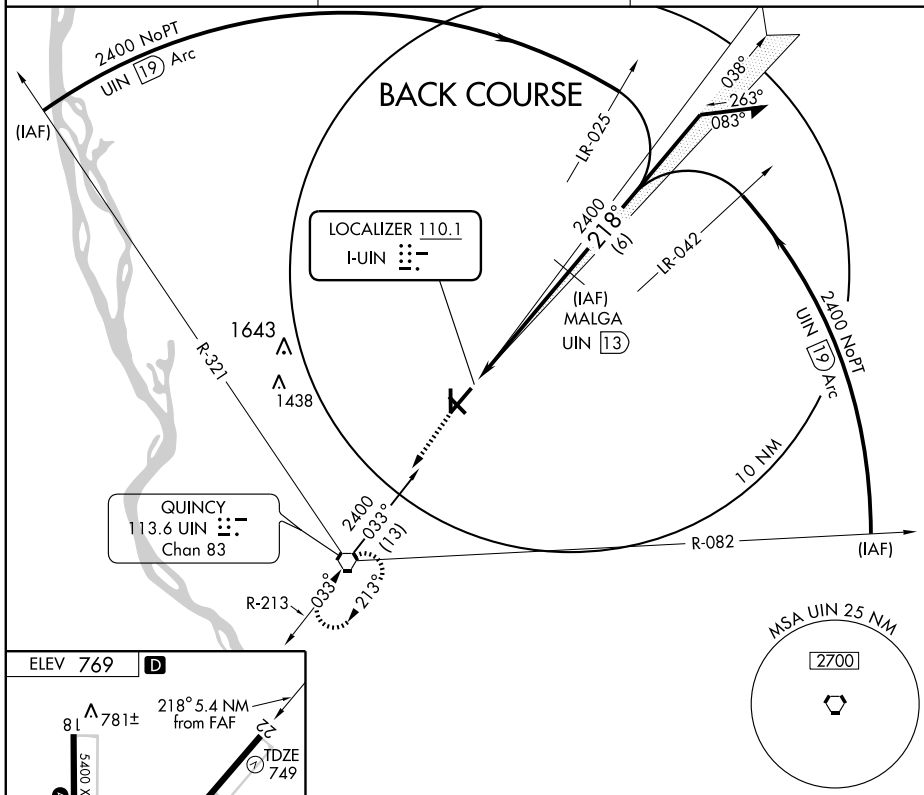
LOC/DME BC RWY 22

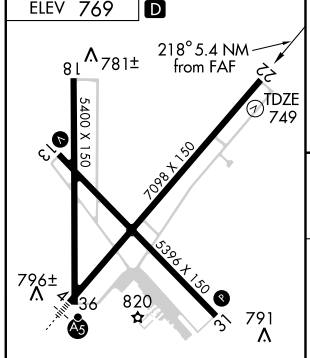
QUINCY RGNL-BALDWIN FIELD (UIN)

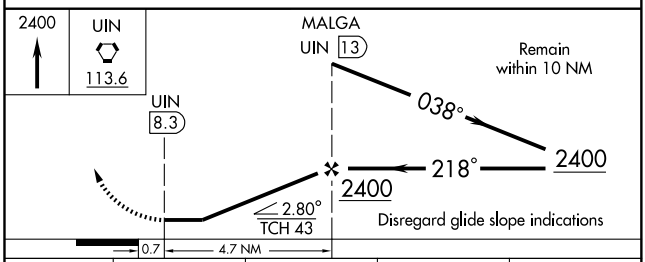
Simultaneous reception of I-UIN and UIN DME Required. DME from UIN VORTAC.

MISSED APPROACH: Climb to 2400 direct UIN VORTAC and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-22	1140-1 391 (400-1)			1140-1¼ 391 (400-1¼)
CIRCLING	1200-1 431 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)

REIL Rwys 18 and 22
HIRL Rwy 4-22 L
MIRL Rwys 13-31 and 18-36 L

EC-3, 14 JAN 2010 to 11 FEB 2010

LOM UI	APP CRS	Rwy Idg	7098
293	038°	TDZE	762
		Apt Elev	769

NDB RWY 4

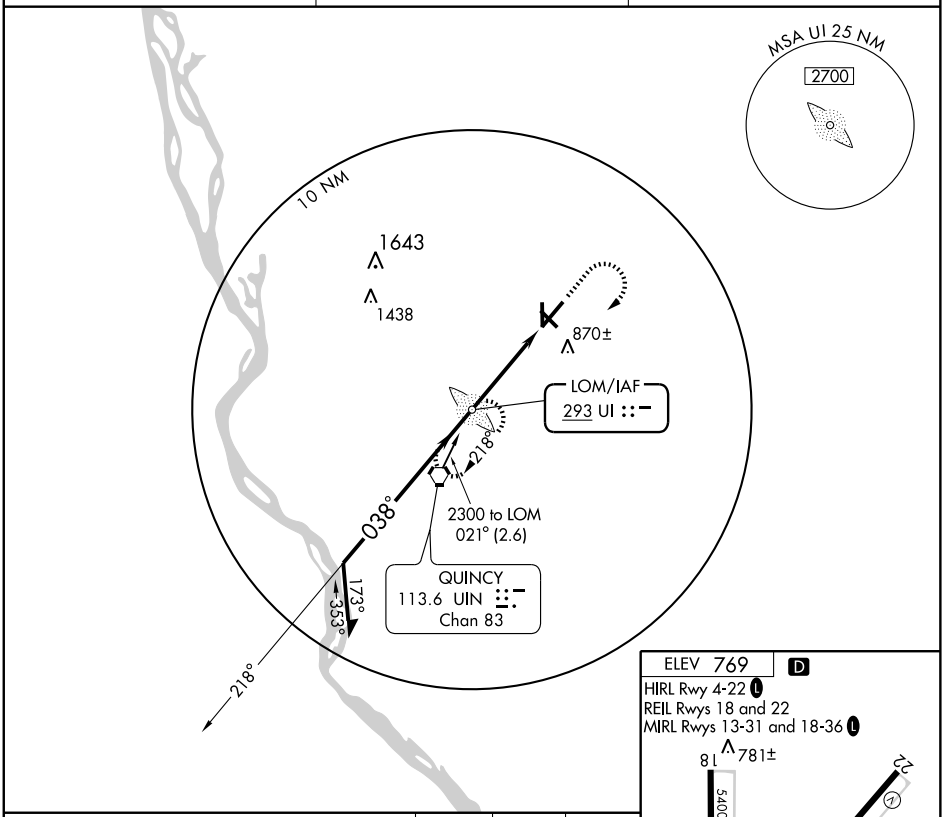
QUINCY RGNL-BALDWIN FIELD (UIN)

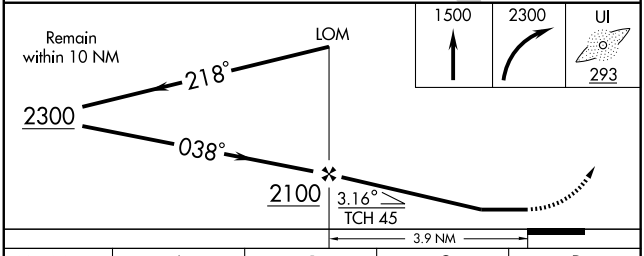
NA

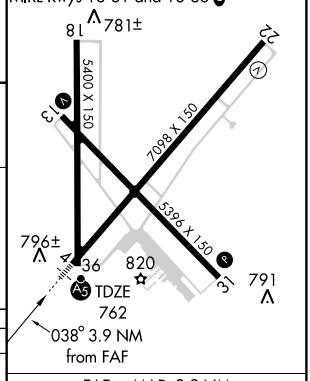
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 direct UI LOM and hold

ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	123.0 (CTAF)







CATEGORY	A	B	C	D
S-4	1180-¾ 418 (500-¾)			1180-1 418 (500-1)
CIRCLING	1200-1 431 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS CH 53510 W04A	APP CRS 038°	Rwy ldg 7098 TDZE 760 Apt Elev 769

RNAV (GPS) RWY 4

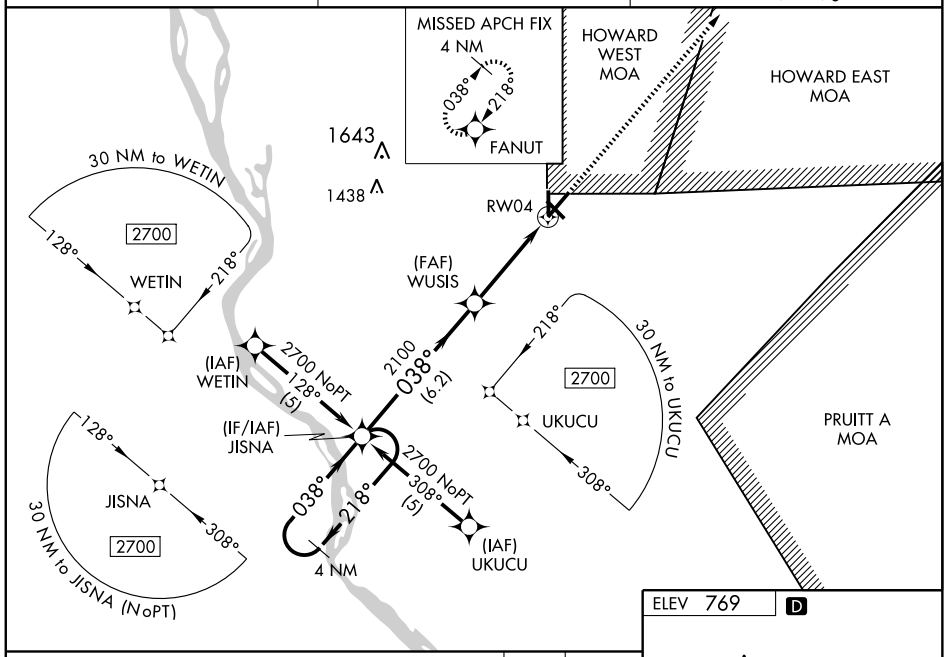
QUINCY RGNL-BALDWIN FIELD (UIN)

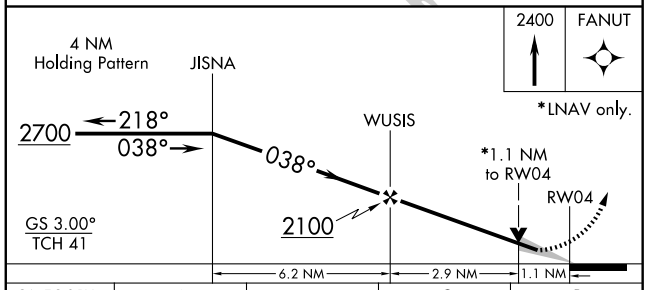
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat. D visibility to 1¼ miles. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LNAV/VNAV visibility all Cats. ¼ mile and LNAV Cat. C ¼ mile. For inoperative MALSR when using Pittsfield altimeter setting, increase LPV visibility all Cats. to 1 mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting.

MALSR

MISSED APPROACH: Climb to 2400 direct FANUT and hold

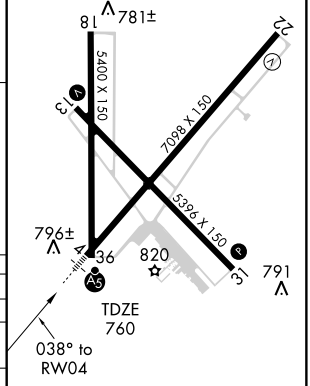
ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	123.0 (CTAF) L





2400 FANUT

*LNAV only.



REIL Rwys 18 and 22
HIRL Rwy 4-22 L
MIRL Rwys 13-31 and 18-36 L

CATEGORY	A	B	C	D
LPV DA	960-½ 200 (200-½)			
LNAV/VNAV DA	1139-¾ 379 (400-¾)			
LNAV MDA	1160-½ 400 (400-½)			1160-1 400 (400-1)
CIRCLING	1180-1 411 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS CH 65910 W13A	APP CRS 133°	Rwy ldg 5123 TDZE 767 Apt Elev 769

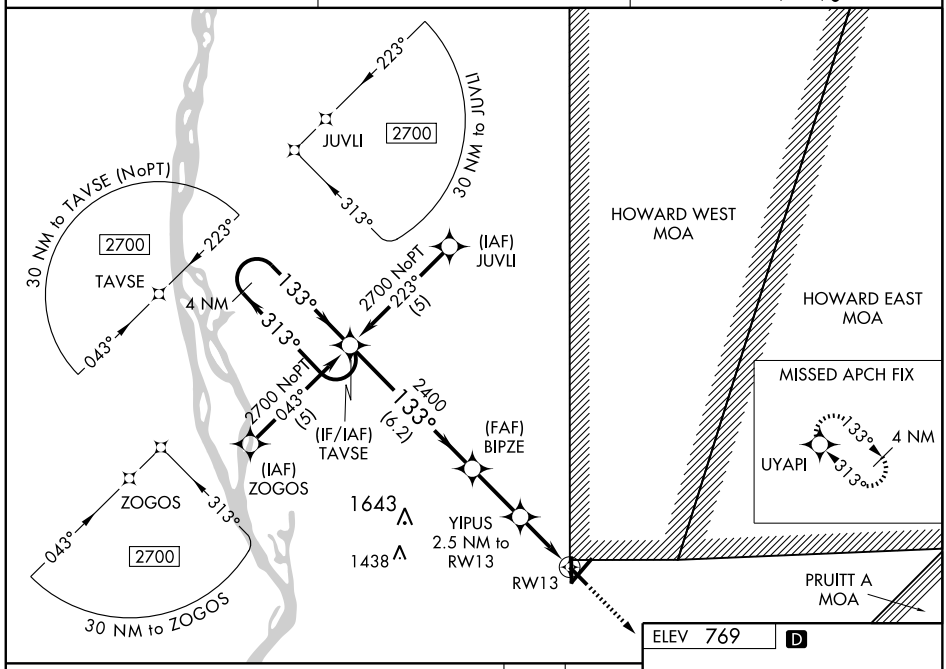
RNAV (GPS) RWY 13

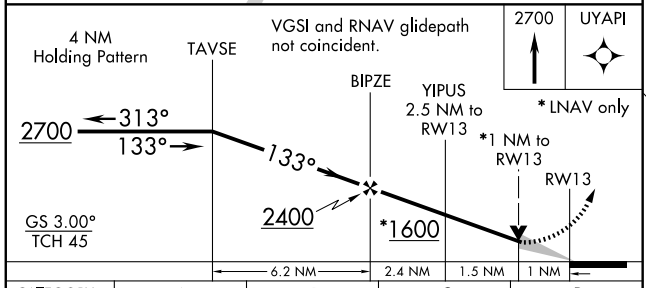
QUINCY RGNL-BALDWIN FIELD (UIN)

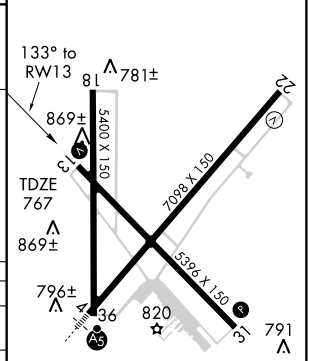
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cat. C, D ¼ mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting.

MISSED APPROACH: Climb to 2700 direct UYAPI and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1116-1¼ 349 (400-1¼)			
LNAV/VNAV DA	1139-1¼ 372 (400-1¼)			
LNAV MDA	1120-1 353 (400-1)			1120-1¼ 353 (400-1¼)
CIRCLING	1180-1 411 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)

REIL Rwys 18 and 22
HIRL Rwy 4-22 L
MIRL Rwys 13-31 and 18-36 L

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS CH 56510 W18A	APP CRS 177°	Rwy ldg 5400 TDZE 760 Apt Elev 769

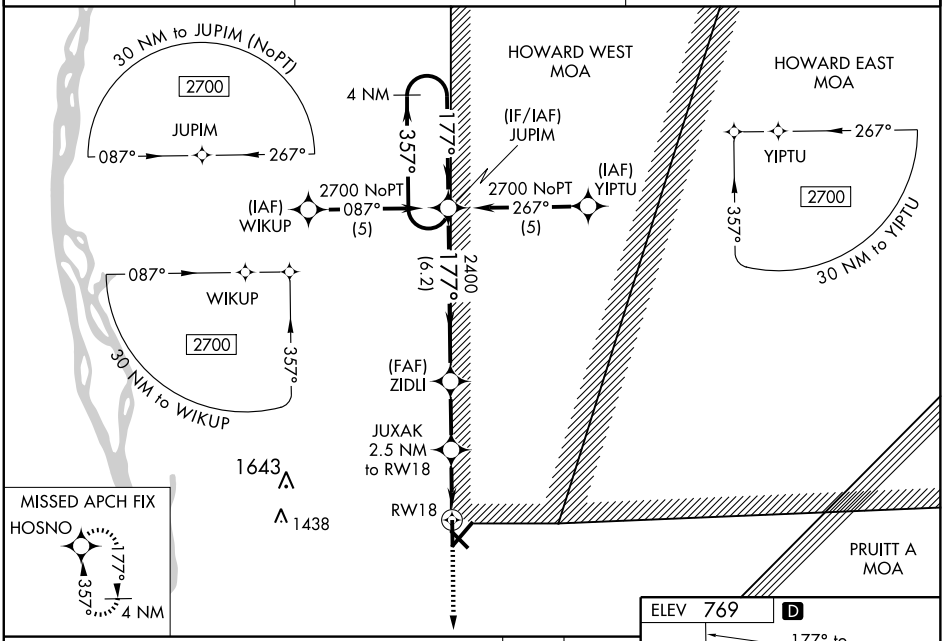
RNAV (GPS) RWY 18

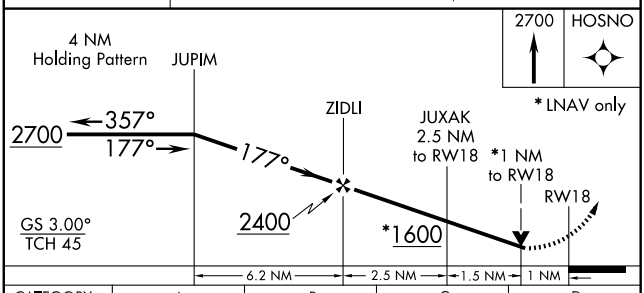
QUINCY RGNL-BALDWIN FIELD (UIN)

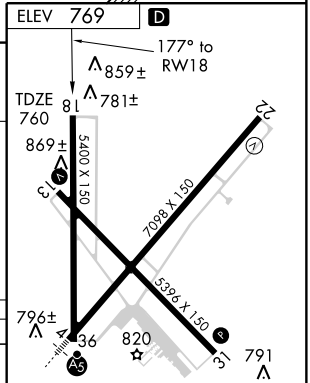
Baro-VNAV NA when using Pittsfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cats. C, D 1¼ mile. VDP NA when using Pittsfield altimeter setting.

MISSED APPROACH: Climb to 2700 direct HOSNO and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1115-1¼ 355 (400-1¼)			
LNAV/VNAV DA	1129-1¼ 369 (400-1¼)			
LNAV MDA	1120-1 360 (400-1)			1120-1¼ 360 (400-1¼)
CIRCLING	1180-1 411 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)

HIRL Rwy 4-22 L
REIL Rwys 18 and 22
MIRL Rwys 13-31 and 18-36 L

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS CH 45705 W22A	APP CRS 218°	Rwy ldg 7098 TDZE 749 Apt Elev 768

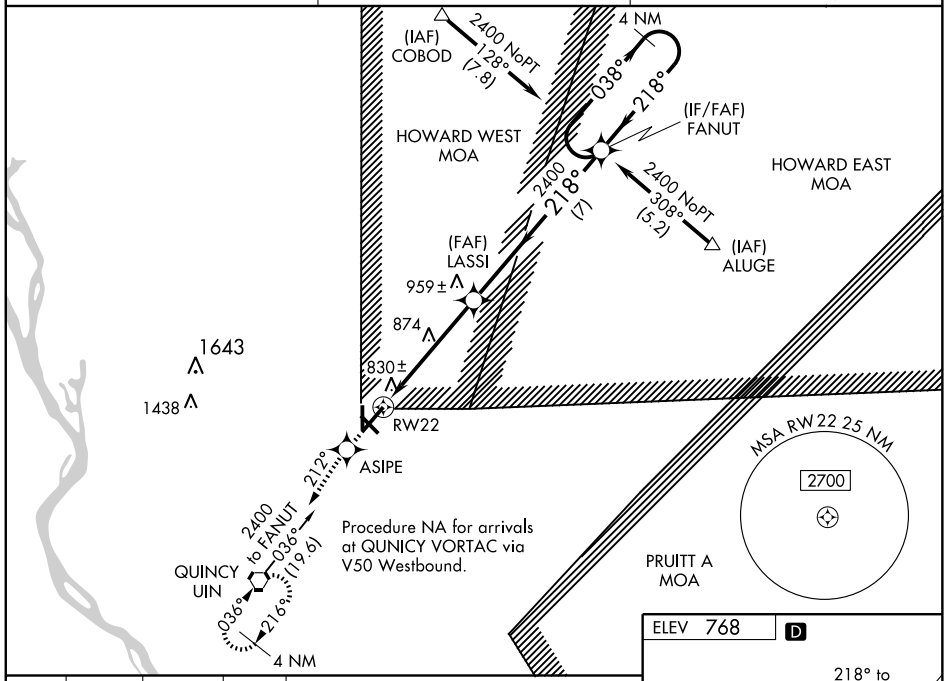
RNAV (GPS) RWY 22

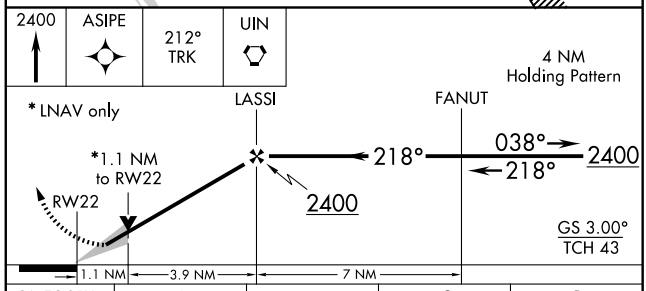
QUINCY RGNL-BALDWIN FIELD (UIN)

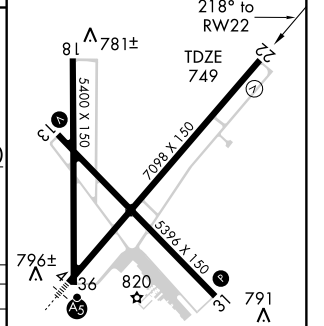
Baro-VNAV NA when using Pittsfield altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. VDP NA when using Pittsfield altimeter setting. If local altimeter setting not received, use Pittsfield altimeter setting and increase all DAs 70 feet and all MDAs 80 feet.

MISSED APPROACH: Climb to 2400 direct ASIPE and via 212° track to UIN VORTAC and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	999-1 250 (300-1)			
LNAV/VNAV DA	1161-1½ 412 (400-1½)			
LNAV MDA	1140-1 391(400-1)			1140-1¼ 391 (400-1¼)
CIRCLING	1200-1 432 (500-1)	1220-1 452 (500-1)	1220-1½ 452 (500-1½)	1320-2 552 (600-2)

REIL Rwys 18 and 22
HIRL Rwy 4-22 L
MIRL Rwys 13-31 and 18-36 L

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy ldg	5146
CH 61210	313°	TDZE	769
W31A		Apt Elev	769

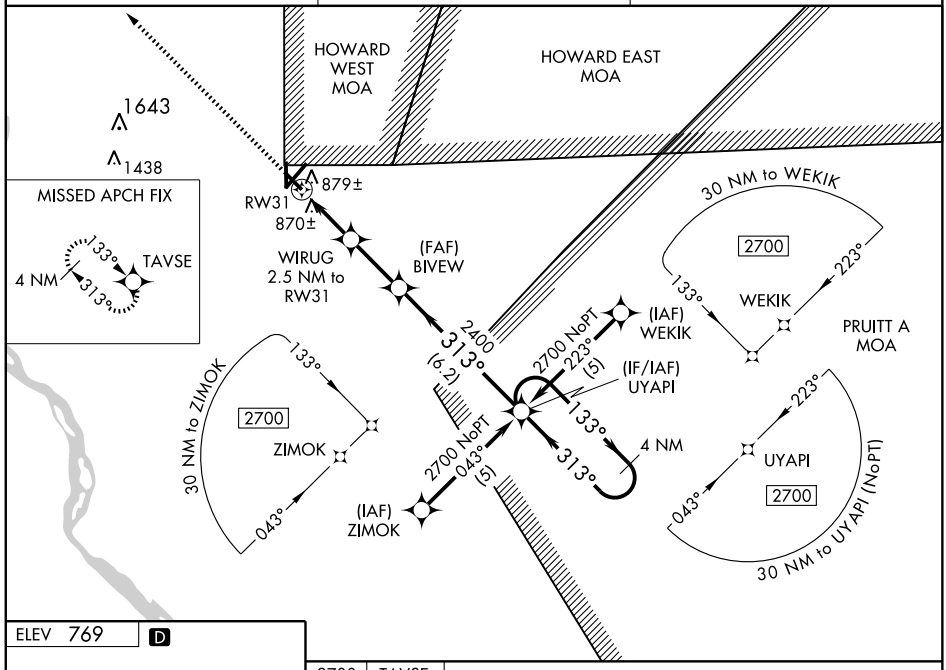
RNAV (GPS) RWY 31

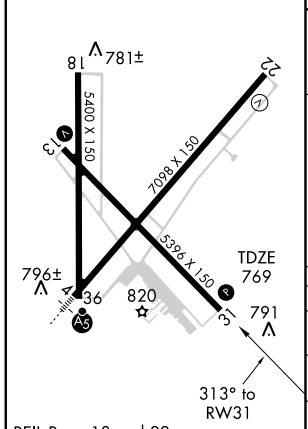
QUINCY RGNL-BALDWIN FIELD (UIN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cat. C, D ¼ mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting.

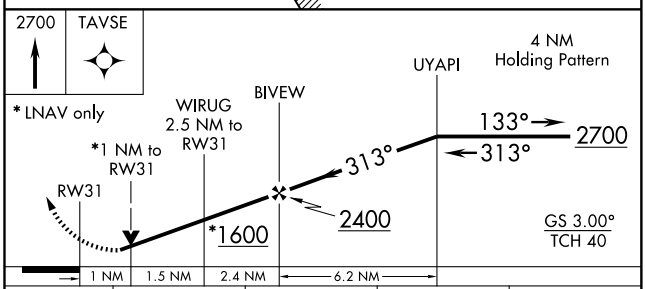
MISSED APPROACH: Climb to 2700 direct TAVSE and hold

ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	123.0 (CTAF) L





REIL Rwys 18 and 22
HIRL Rwy 4-22 L
MIRL Rwys 13-31 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	1057-1 288 (300-1)			
LNAV/ VNAV DA	1168-1½ 399 (400-1½)			
LNAV MDA	1140-1 371 (400-1)			1140-1¼ 371 (400-1¼)
CIRCLING	1180-1 411 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS CH 97610 W36A	APP CRS 357°	Rwy ldg 5400 TDZE 759 Apt Elev 769

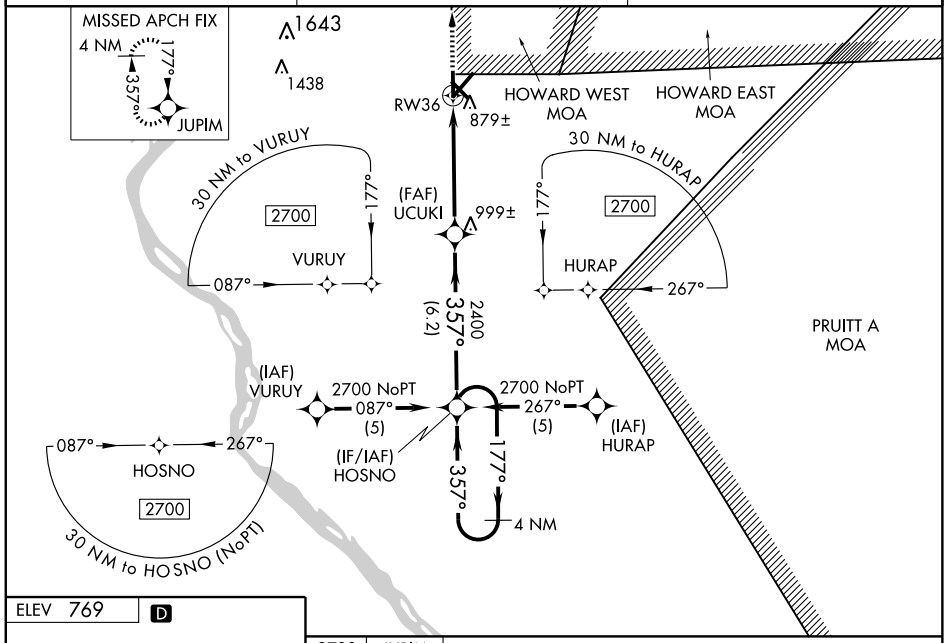
RNAV (GPS) RWY 36

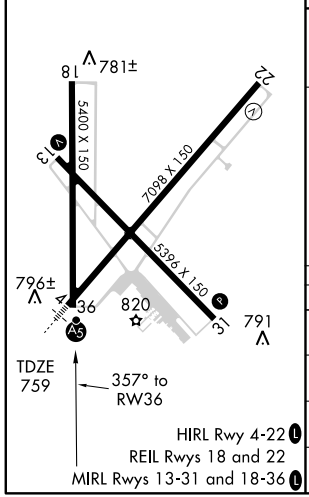
QUINCY RGNL-BALDWIN FIELD (UIN)

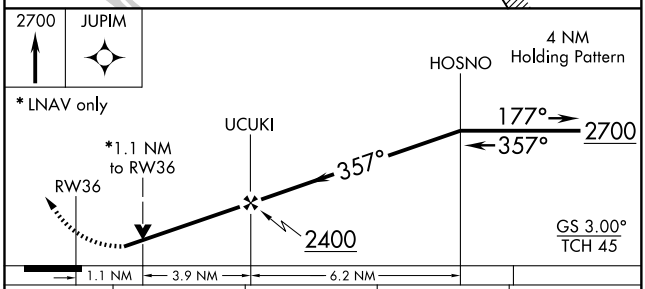
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cat. C, D ¼ mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting.

MISSED APPROACH: Climb to 2700 direct JUPIM and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1073-1 314 (400-1)			
LNAV/VNAV DA	1181-1½ 422 (500-1½)			
LNAV MDA	1140-1 381 (400-1)			1140-1¼ 381 (400-1¼)
CIRCLING	1180-1 411 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC UIN	APP CRS	Rwy Idg	7098
113.6	211°	TDZE	749
Chan 83		Apt Elev	768

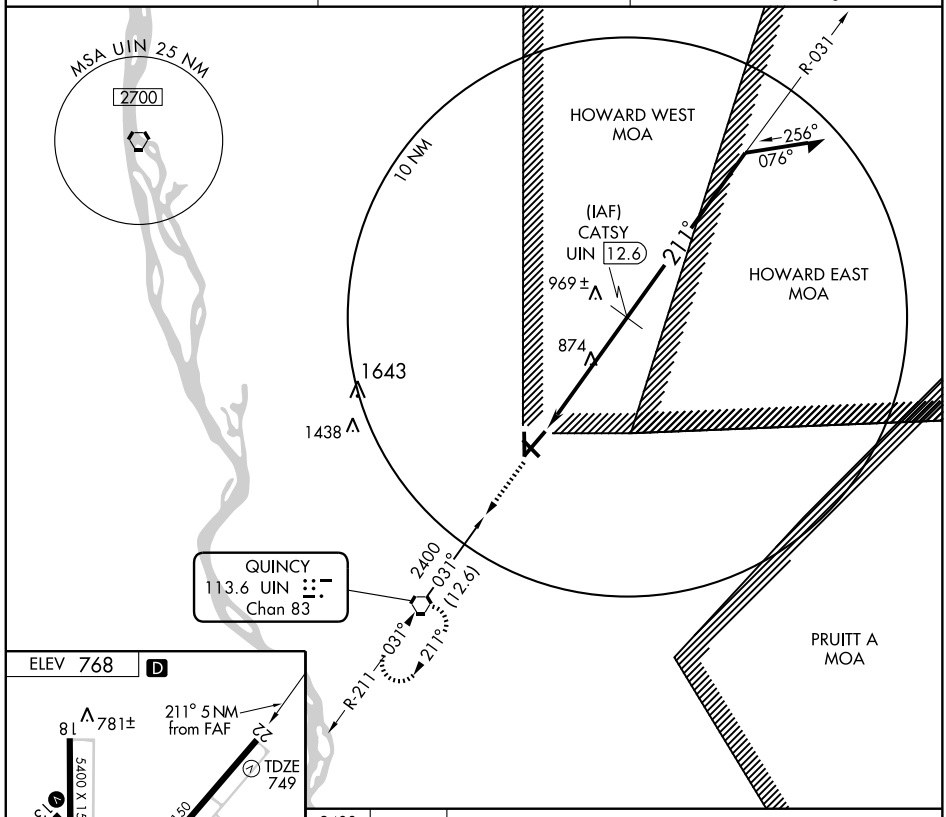
VOR/DME RWY 22

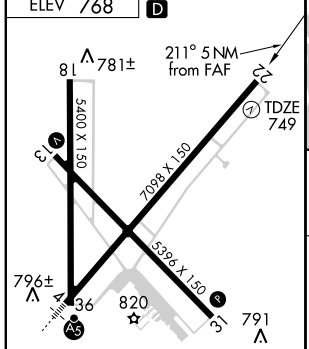
QUINCY RGNL-BALDWIN FIELD (UIN)

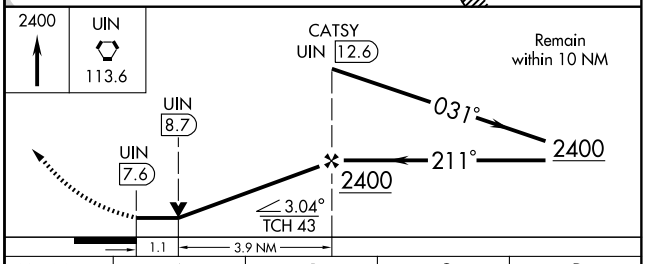
VDP NA when using Pittsfield altimeter setting.
If local altimeter setting not received, use Pittsfield altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2400 direct UIN VORTAC and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-22	1140-1 391 (400-1)			1140-1¼ 391 (400-1¼)
CIRCLING	1200-1 432 (500-1)	1220-1 452 (500-1)	1220-1½ 452 (500-1½)	1320-2 552 (600-2)

REIL Rwys 18 and 22
HIRL Rwy 4-22 L
MIRL Rwys 13-31 and 18-36 L

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC UIN	APP CRS	Rwy Idg	7098
113.6	029°	TDZE	760
Chan 83		Apt Elev	769

VOR RWY 4

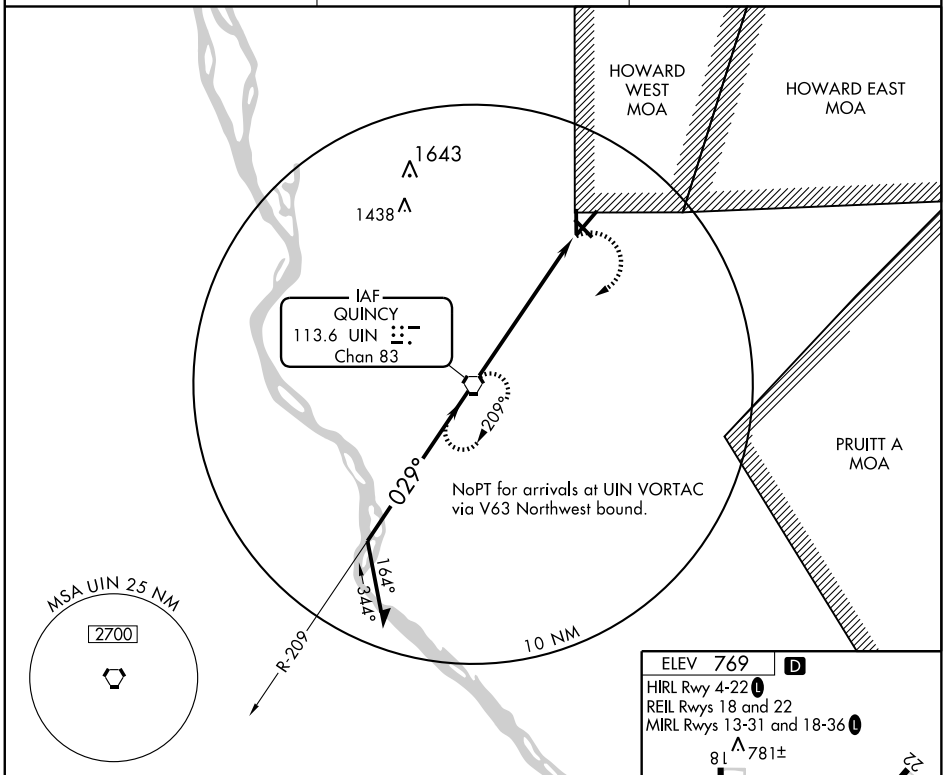
QUINCY RGNL-BALDWIN FIELD (UIN)

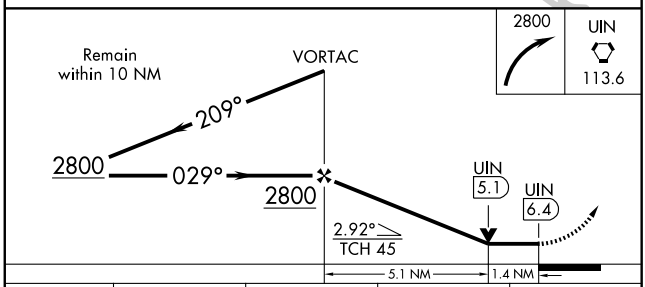
When local altimeter setting not received, use Pittsfield altimeter setting and increase all MDA 80 feet. Increase S-4 Cat. C, D visibility ¼ mile. VDP NA when using Pittsfield altimeter setting.

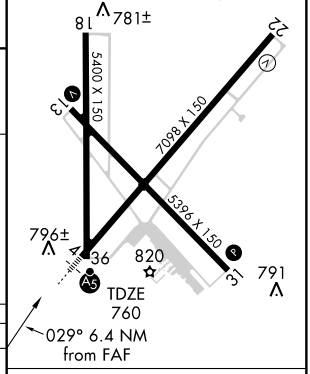
MALSR

MISSED APPROACH: Climbing right turn to 2800 direct UIN VORTAC and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-4	1240-½	480 (500-½)	1240-¾ 480 (500-¾)	1240-1 480 (500-1)
CIRCLING	1240-1	471 (500-1)	1240-1½ 471 (500-1½)	1320-2 551 (600-2)

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
091°	TDZE	736
	Apt Elev	737

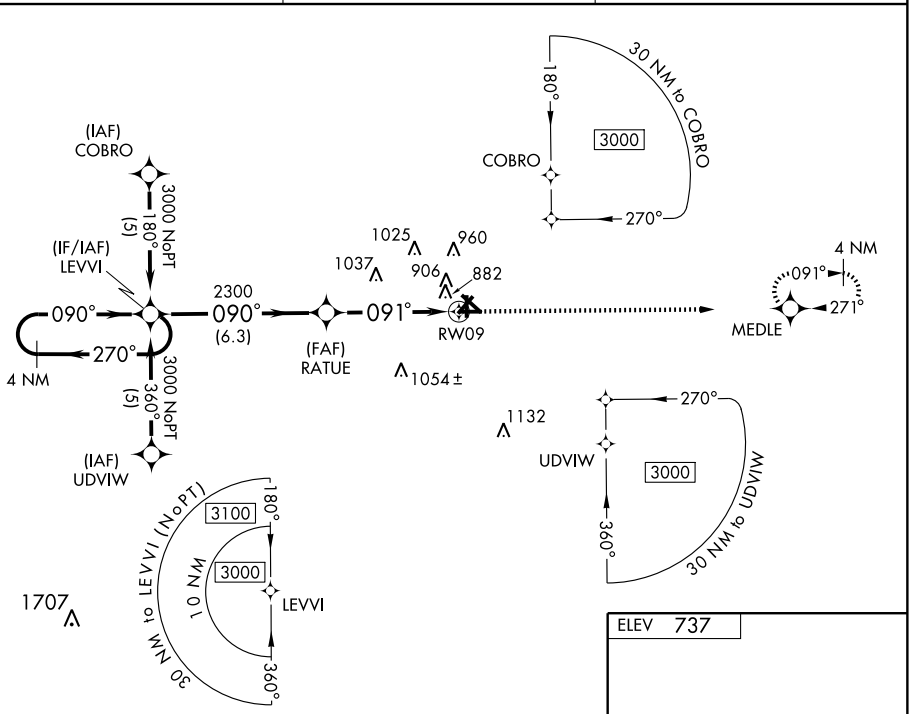
RNAV (GPS) RWY 9

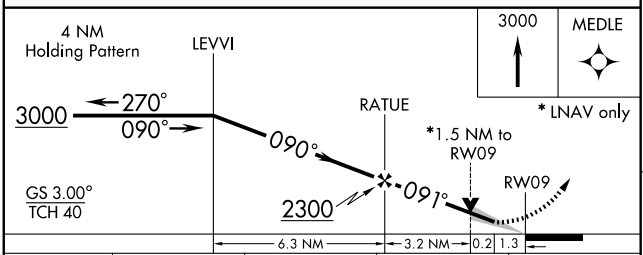
RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

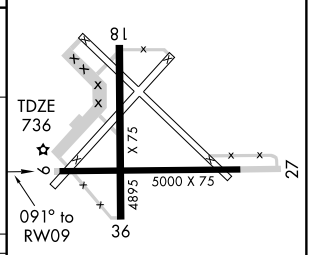
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). When local altimeter setting not received, use Champaign Urbana altimeter setting and increase DA 41 feet and all MDAs 60 feet, increase LNAV/VNAV visibility ¼ mile all Cats., and Circling visibility Cat. C ¼ mile. Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct MEDLE and hold.

AWOS-3	CHAMPAIGN APP CON ★	UNICOM
119.025	121.35 285.65	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	1182-1½ 446 (500-1½)			
LNAV MDA	1260-1 524 (600-1)		1260-1½ 524 (600-1½)	1260-1¾ 524 (600-1¾)
CIRCLING	1260-1 523 (600-1)		1320-1½ 583 (600-1½)	1320-2 583 (600-2)

REIL Rwys 9 and 27
MIRL Rwys 9-27 and 18-36 L

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4895
181°	TDZE	737
	Apt Elev	737

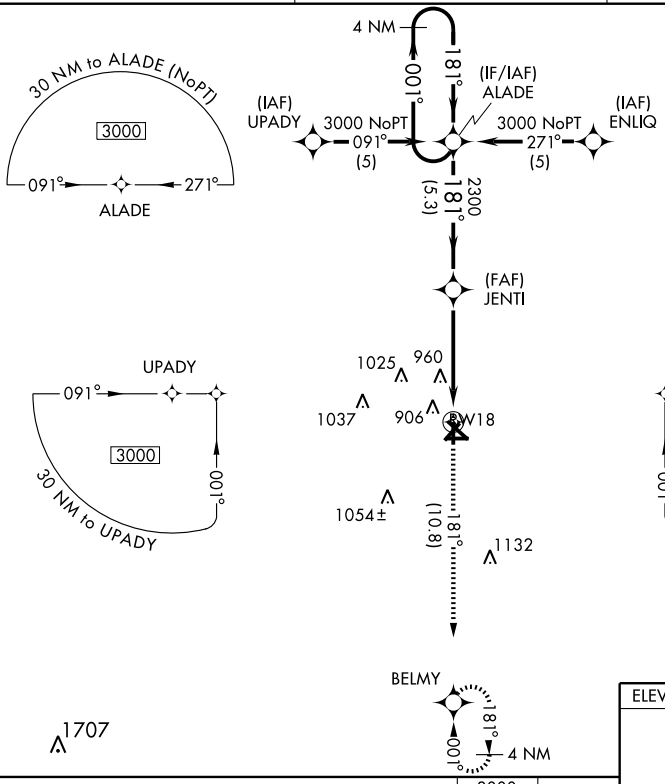
RNAV (GPS) RWY 18

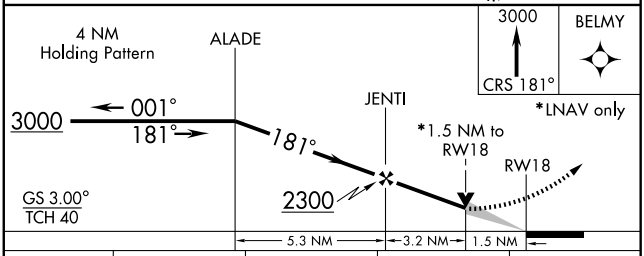
RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

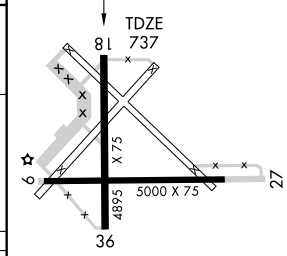
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
BARO-VNAV NA below -16° C (3° F).

MISSED APPROACH: Climb to 3000 via 181° course to BELMY WP and hold.

AWOS-3	CHAMPAIGN APP CON *	UNICOM
119.025	121.35 285.65	123.0 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1260-1¾ 523 (600-1¾)			
LNAV MDA	1260-1 523 (600-1)		1260-1½ 523 (600-1½)	1260-1¾ 523 (600-1¾)
CIRCLING	1260-1¾ 523 (600-1¾)		1320-1¾ 583 (600-1¾)	1320-2 583 (600-2)

REIL Rwys 9 and 27
MIRL Rwys 9-27 and 18-36 L

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5000
271°	TDZE	733
	Apt Elev	737

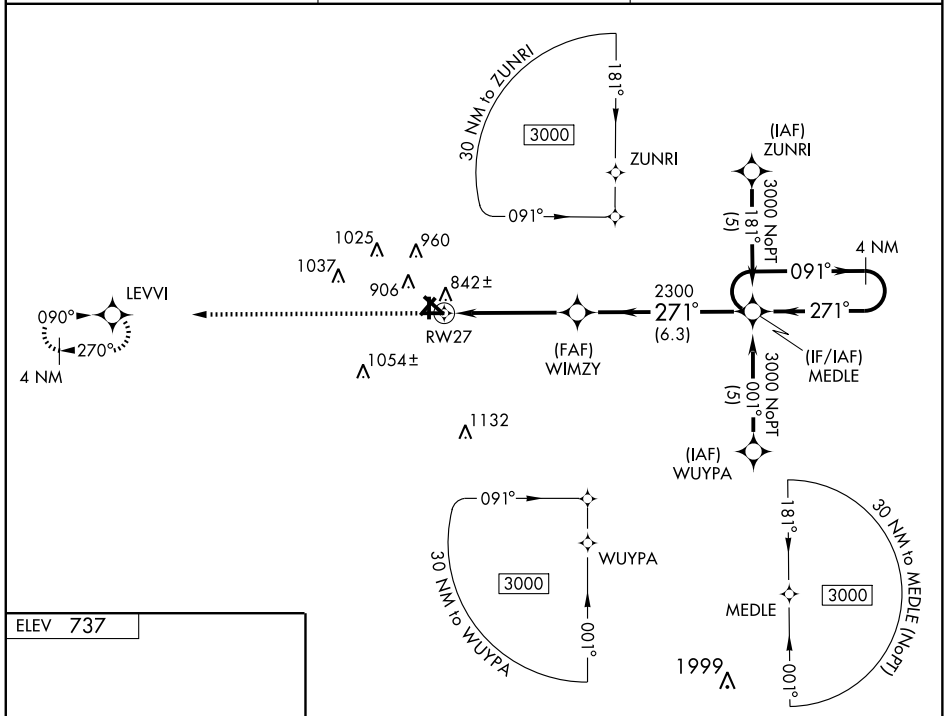
RNAV (GPS) RWY 27

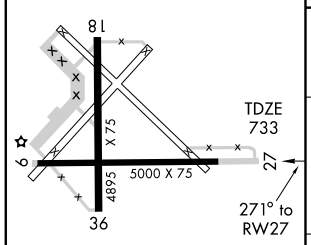
RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

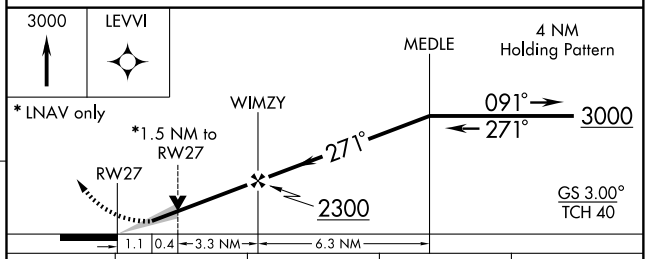
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). When local altimeter setting not received, use Champaign Urbana altimeter setting and increase DA 41 feet and all MDAs 60 feet, increase visibilities LNAV/VNAV ¼ mile all Cats., LNAV Cat. D ¼ mile, and Circling Cat. C ¼ mile. Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct LEVVI and hold.

AWOS-3	CHAMPAIGN APP CON *	UNICOM
119.025	121.35 285.65	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	1112-1¼ 379 (400-1¼)			
LNAV MDA	1240-1 507 (600-1)		1240-1½ 507 (600-1½)	
CIRCLING	1240-1 503 (600-1)	1260-1 523 (600-1)	1320-1½ 583 (600-1½)	1320-2 583 (600-2)

REIL Rwys 9 and 27
MIRL Rwys 9-27 and 18-36 L

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4895
001°	TDZE	737
	Apt Elev	737

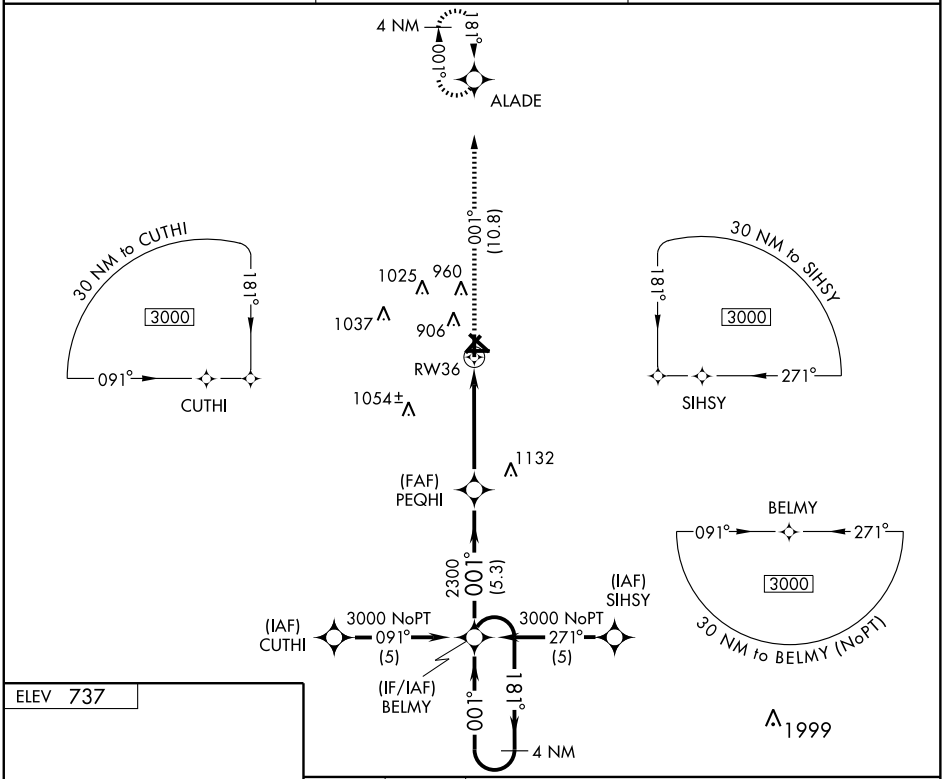
RNAV (GPS) RWY 36

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

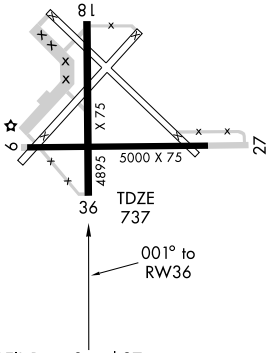
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
NA BARO-VNAV NA below -16° C (3° F).

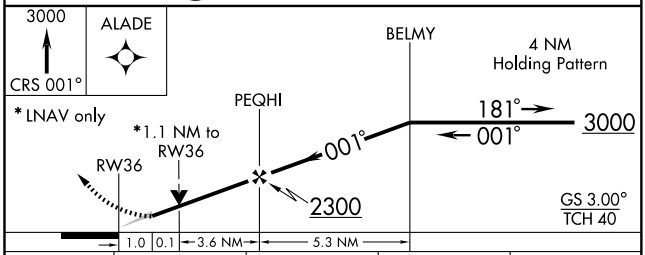
MISSED APPROACH: Climb to 3000 via 001° course to ALADE WP and hold.

AWOS-3	CHAMPAIGN APP CON *	UNICOM
119.025	121.35 285.65	123.0 (CTAF) L



ELEV 737





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1100-1¼ 363 (400-1¼)			
LNAV MDA	1120-1 383 (400-1)			1120-1¼ 383 (400-1¼)
CIRCLING	1220-1¼ 483 (500-1¼)	1260-1¼ 523 (600-1¼)	1320-1½ 583 (600-1½)	1320-2 583 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

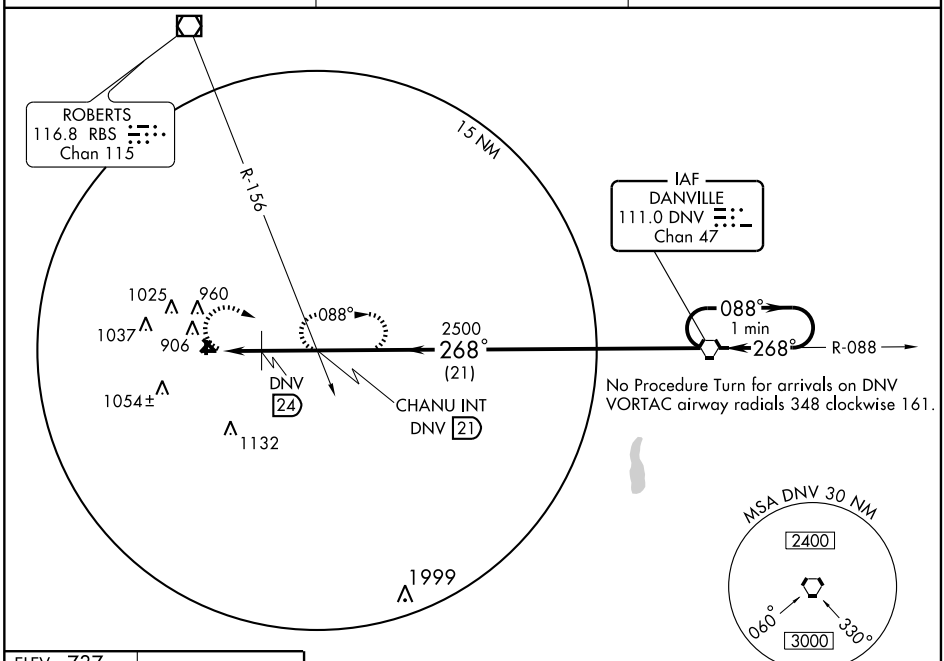
VORTAC DNV	APP CRS	Rwy ldg	5000
111.0	268°	TDZE	733
Chan 47		Apt Elev	737

VOR RWY 27

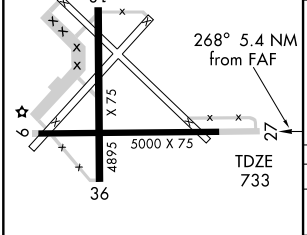
RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

MISSED APPROACH: Climbing right turn to 2500 via DNV R-268 to CHANU Int and hold.

AWOS-3	CHAMPAIGN APP CON ★	UNICOM
119.025	121.35 285.65	123.0 (CTAF) L

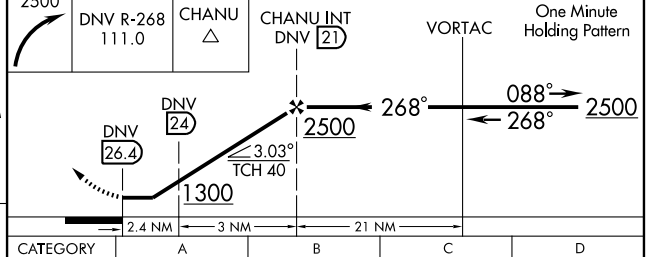


ELEV 737



REIL Rwys 9 and 27
MIRL Rwys 9-27 and 18-36 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-27	1300-1 567 (600-1)		1300-1½ 567 (600-1½)	1300-1¾ 567 (600-1¾)
CIRCLING	1300-1 563 (600-1)		1320-1½ 583 (600-1½)	1320-2 583 (600-2)
DME MINIMUMS				
S-27	1160-1 427 (500-1)		1160-1¼ 427 (500-1¼)	1160-1½ 427 (500-1½)
CIRCLING	1220-1 483 (500-1)	1260-1 523 (600-1)	1320-1½ 583 (600-1½)	1320-2 583 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

NDB PLX 391	APP CRS 155°	Rwy Idg 3399 TDZE 454 Apt Elev 462

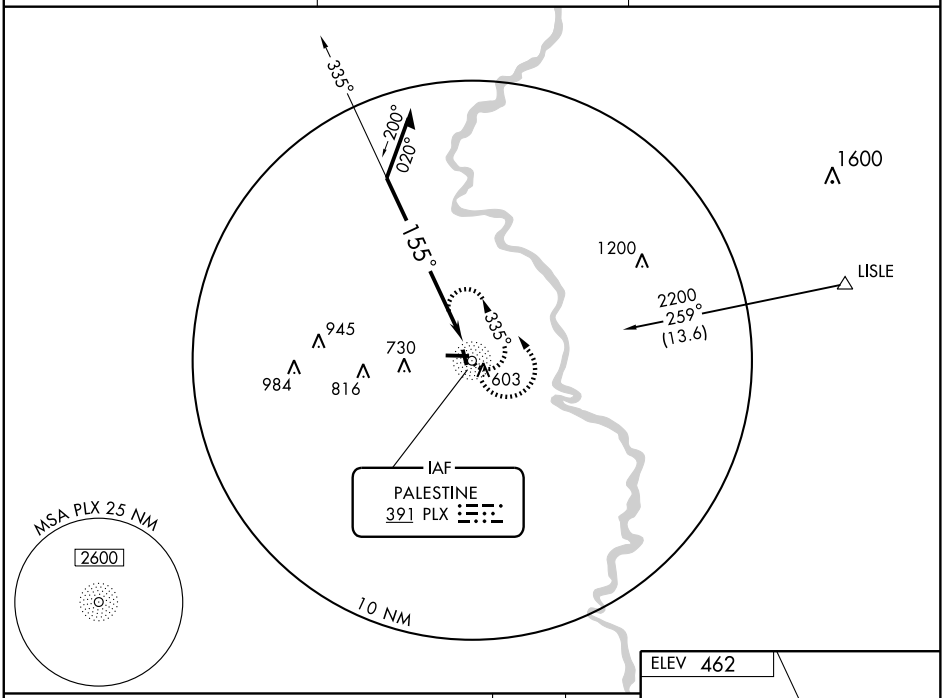
NDB RWY 17

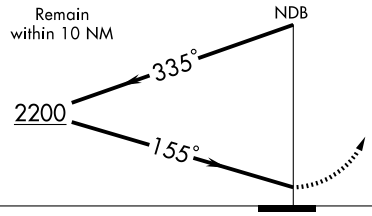
ROBINSON MUNI (RSV)

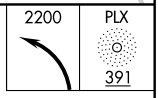
NA Obtain local altimeter setting on CTAF, when not available use Terre Haute altimeter setting.

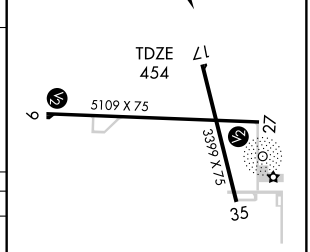
MISSED APPROACH: Climbing left turn to 2200 in PLX NDB holding pattern.

AWOS-3	HULMAN APP CON ★	UNICOM
120.50	119.25 339.8	123.0 (CTAF) L









CATEGORY	A	B	C	D
S-17	1040-1	586 (600-1)	1040-1½ 586 (600-1½)	1040-1¾ 586 (600-1¾)
CIRCLING	1040-1	578 (600-1)	1040-1½ 578 (600-1½)	1040-2 578 (600-2)
TERRE HAUTE ALTIMETER SETTING MINIMUMS				
S-17	1180-1	726 (800-1)	1180-2 726 (800-2)	1180-2¼ 726 (800-2¼)
CIRCLING	1180-1	718 (800-1)	1180-2 718 (800-2)	1180-2¼ 718 (800-2¼)

REIL Rwys 9, 17 and 27
MIRL Rwys 9-27 and 17-35 L

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5109
CH 49109	092°	TDZE	462
W09A		Apt Elev	462

RNAV (GPS) RWY 09

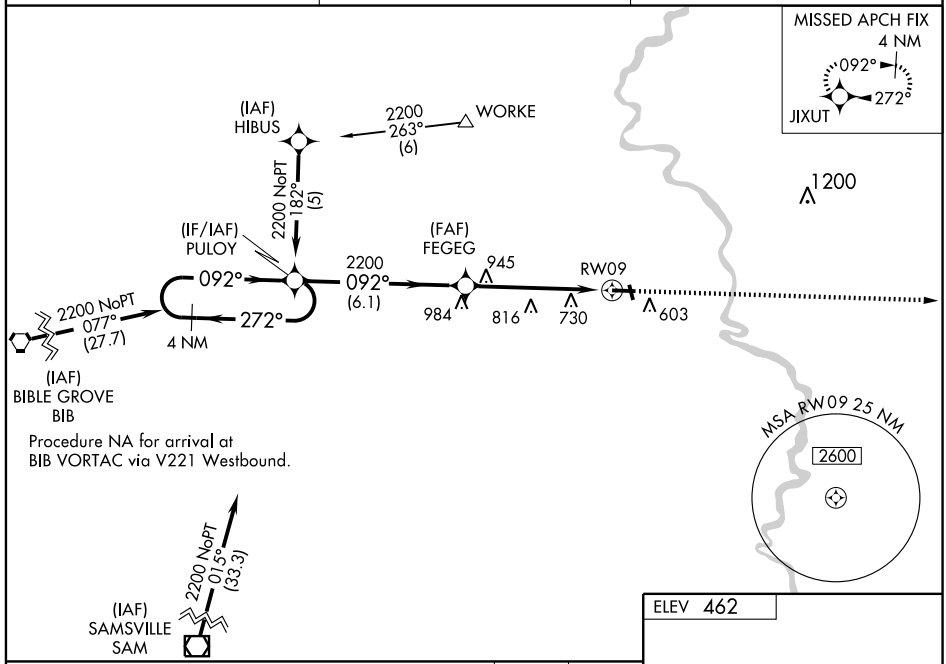
ROBINSON MUNI (RSV)

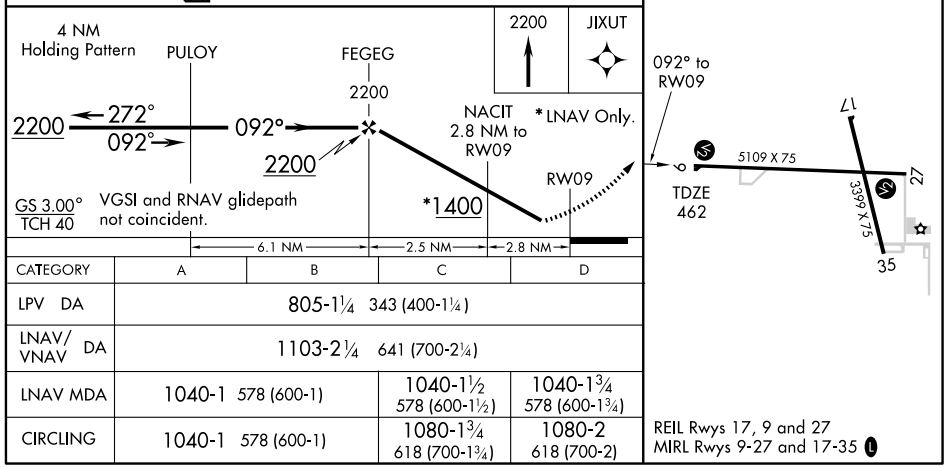
When local altimeter setting not available, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 88 feet, all MDA 100 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats., LNAV Cat. C and D ½ mile, Circling Cat. C and D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV NA when using Terre Haute Intl-Hulman Field altimeter setting. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 2200 direct JIXUT and hold.

AWOS-3	HULMAN APP CON ★	UNICOM
120.50	119.25 339.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	805-1¼ 343 (400-1¼)			
LNAV/VNAV DA	1103-2¼ 641 (700-2¼)			
LNAV MDA	1040-1 578 (600-1)		1040-1½ 578 (600-1½)	1040-1¾ 578 (600-1¾)
CIRCLING	1040-1 578 (600-1)		1080-1¾ 618 (700-1¾)	1080-2 618 (700-2)

REIL Rwys 17, 9 and 27
MIRL Rwys 9-27 and 17-35 L

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5109
CH 69509	272°	TDZE	455
W27A		Apt Elev	462

RNAV (GPS) RWY 27

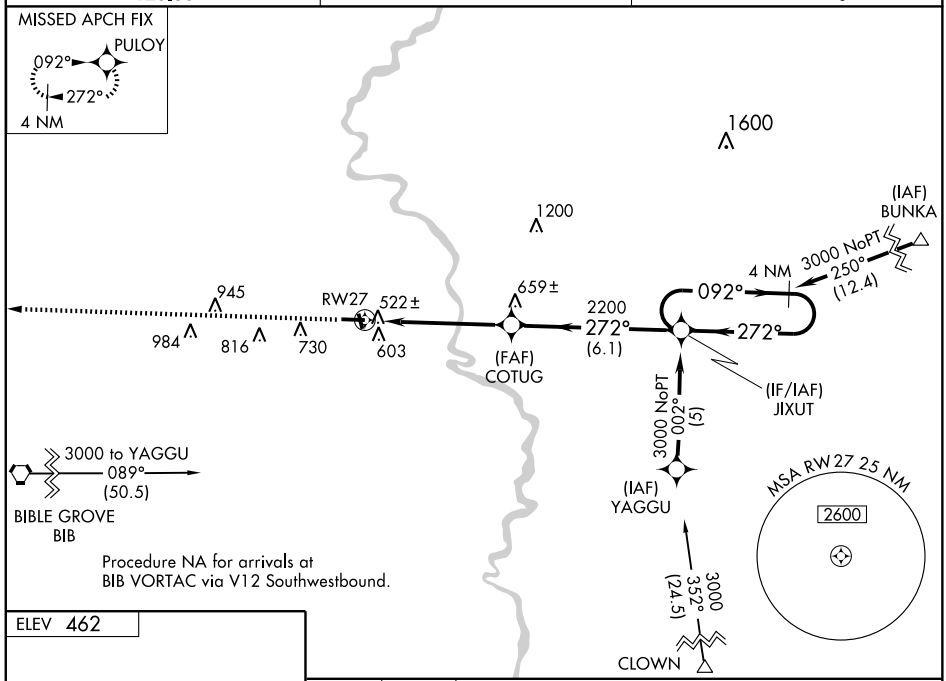
ROBINSON MUNI (RSV)

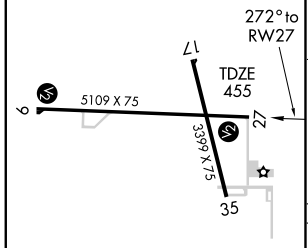
When local altimeter setting not available, use Terre Haute Intl-Hulman Field altimeter and increase all DA 88 feet, all MDA 100 feet and all LPV, LNAV/VNAV visibility ¼ mile, LNAV Cat. C, D and Circling Cat. C, D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Terre Haute Intl-Hulman Field altimeter setting.

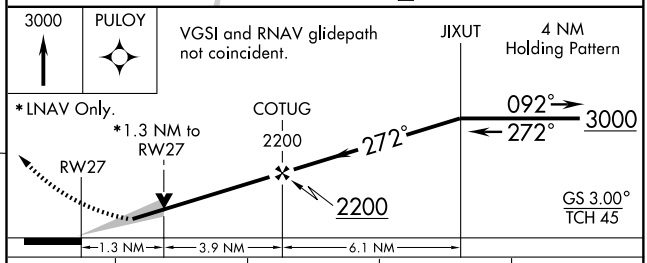
NA

MISSED APPROACH: Climb to 3000 direct PULOY and hold.

AWOS-3	HULMAN APP CON ★	UNICOM
120.50	119.25 339.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	750-1 295 (300-1)			
LNAV/VNAV DA	892-1½ 437 (500-1½)			
LNAV MDA	900-1 445 (500-1)		900-1¼ 445 (500-1¼)	900-1½ 445 (500-1½)
CIRCLING	960-1 498 (500-1)		1080-1¾ 618 (700-1¾)	1080-2 618 (700-2)

REIL Rwys 17, 9 and 27
MIRL Rwys 9-27 and 17-35 L

EC-3. 14 JAN 2010 to 11 FEB 2010

VOR/DME RSV	APP CRS	Rwy Idg	3399
108.4	170°	TDZE	454
Chan 21		Apt Elev	462

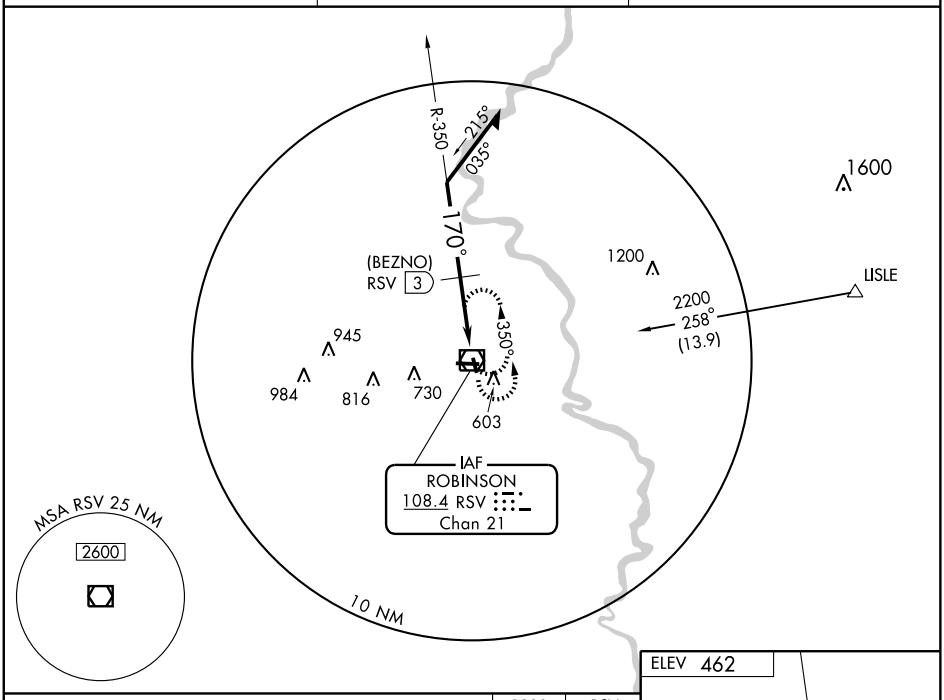
VOR or GPS RWY 17

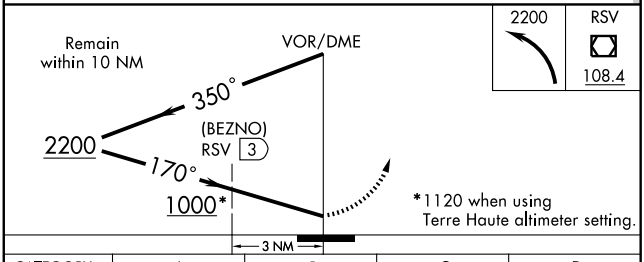
ROBINSON MUNI (RSV)

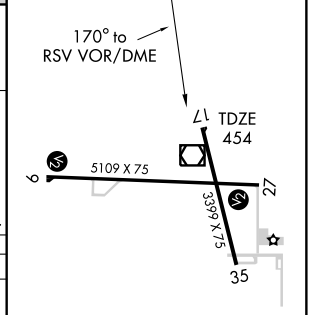
NA Obtain local altimeter setting on CTAF; when not available use Terre Haute altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 2200 in RSV VOR/DME holding pattern.

AWOS-3	HULMAN APP CON ★	UNICOM
120.50	119.25 339.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-17	1000-1 546 (600-1)		1000-1½ 546 (600-1½)	1000-1¾ 546 (600-1¾)
CIRCLING	1000-1 538 (600-1)		1040-1½ 578 (600-1½)	1040-2 578 (600-2)
DME MINIMUMS				
S-17	860-1 406 (400-1)		860-1¼ 406 (400-1¼)	
CIRCLING	940-1 478 (500-1)		1040-1½ 578 (600-1½)	1040-2 578 (600-2)

REIL Rwys 17, 9 and 27
MIRL Rwys 9-27 and 17-35 L

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

VOR/DME RSV	APP CRS	Rwy Idg	5109
108.4	273°	TDZE	455
Chan 21		Apt Elev	462

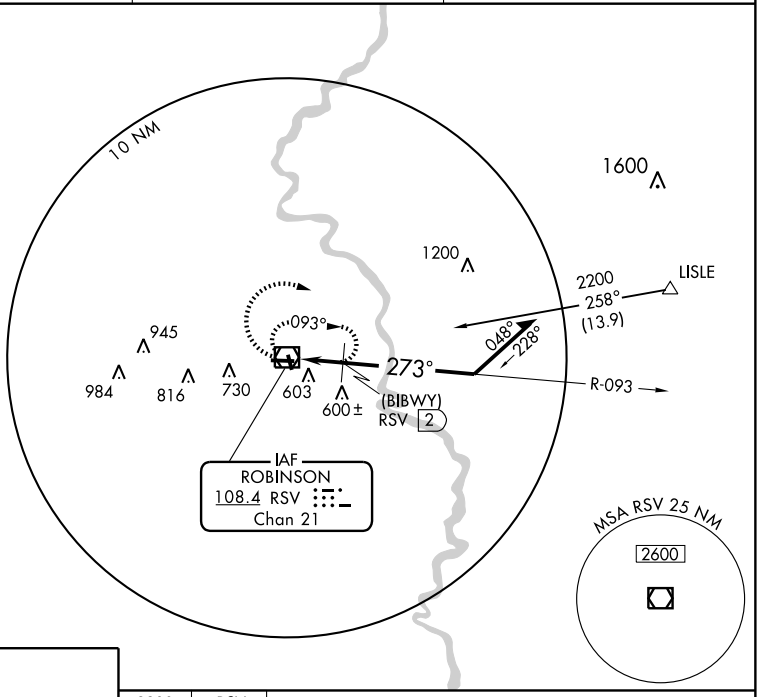
VOR or GPS RWY 27

ROBINSON MUNI (RSV)

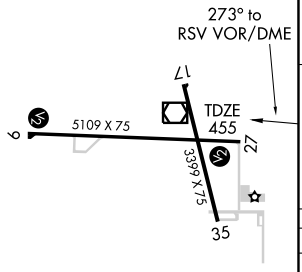
NA Obtain local altimeter setting on CTAF; when not available use Terre Haute altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing right turn to 2200 in RSV VOR/DME holding pattern.

AWOS-3	HULMAN APP CON ★	UNICOM
120.50	119.25 339.8	123.0 (CTAF) L

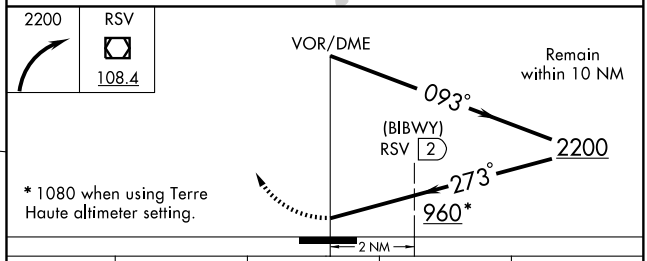


ELEV 462



REIL Rwys 17, 9 and 27
MIRL Rwys 9-27 and 17-35 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-27	960-1 505 (500-1)		960-1½ 505 (500-1½)	
CIRCLING	960-1 498 (500-1)		1040-1½ 578 (600-1½)	1040-2 578 (600-2)
DME MINIMUMS				
S-27	860-1 405 (400-1)		860-1¼ 405 (400-1¼)	
CIRCLING	940-1 478 (500-1)		1040-1½ 578 (600-1½)	1040-2 578 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

ROCHELLE, ILLINOIS

AL-5990 (FAA)

APP CRS	Rwy Idg	4226
071°	TDZE	776
	Apt Elev	781

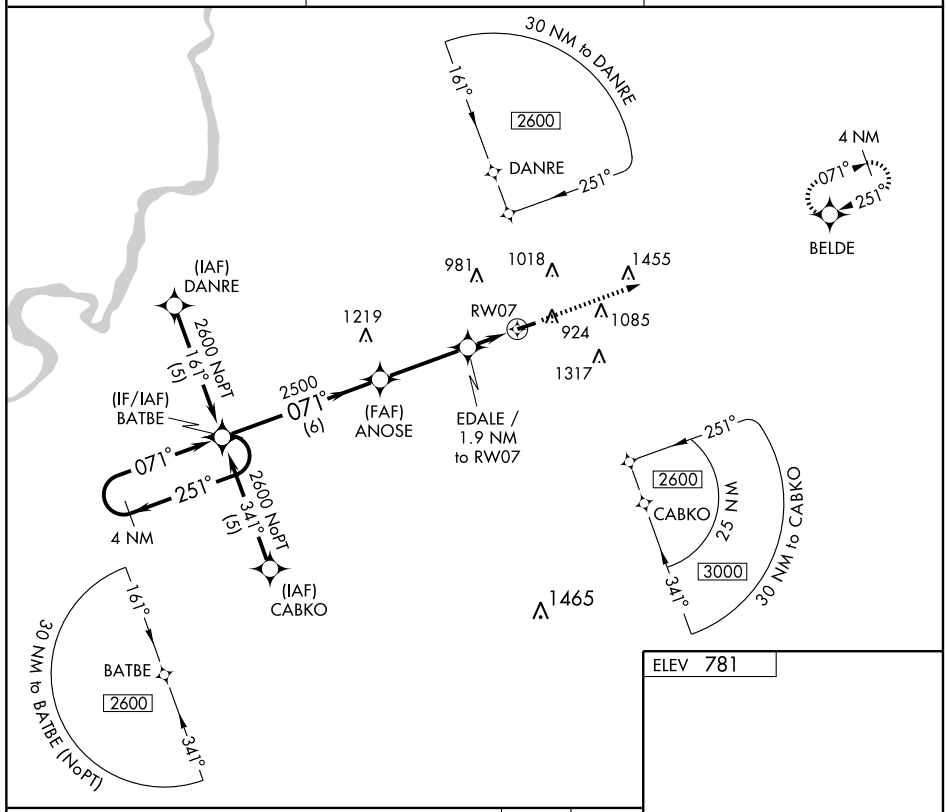
RNAV (GPS) RWY 7

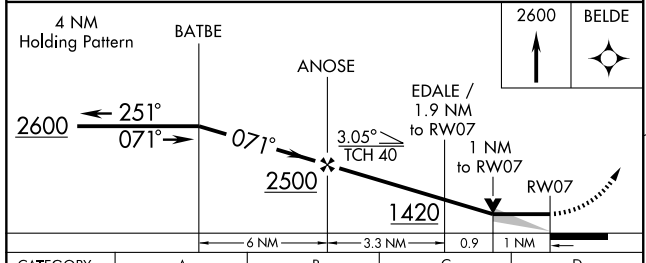
ROCHELLE MUNI AIRPORT-KORITZ FIELD (RPJ)

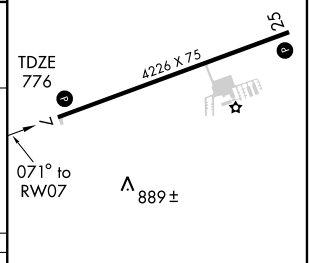
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 2600 direct BELDE WP and hold.

AWOS-3	ROCKFORD APP CON	UNICOM
119.675	126.0 327.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1140-1 364 (400-1)			1140-1¼ 364 (400-1¼)
CIRCLING	1280-1 499 (500-1)		1340-1½ 559 (600-1½)	1400-2 619 (700-2)

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4226
251°	TDZE	781
	Apt Elev	781

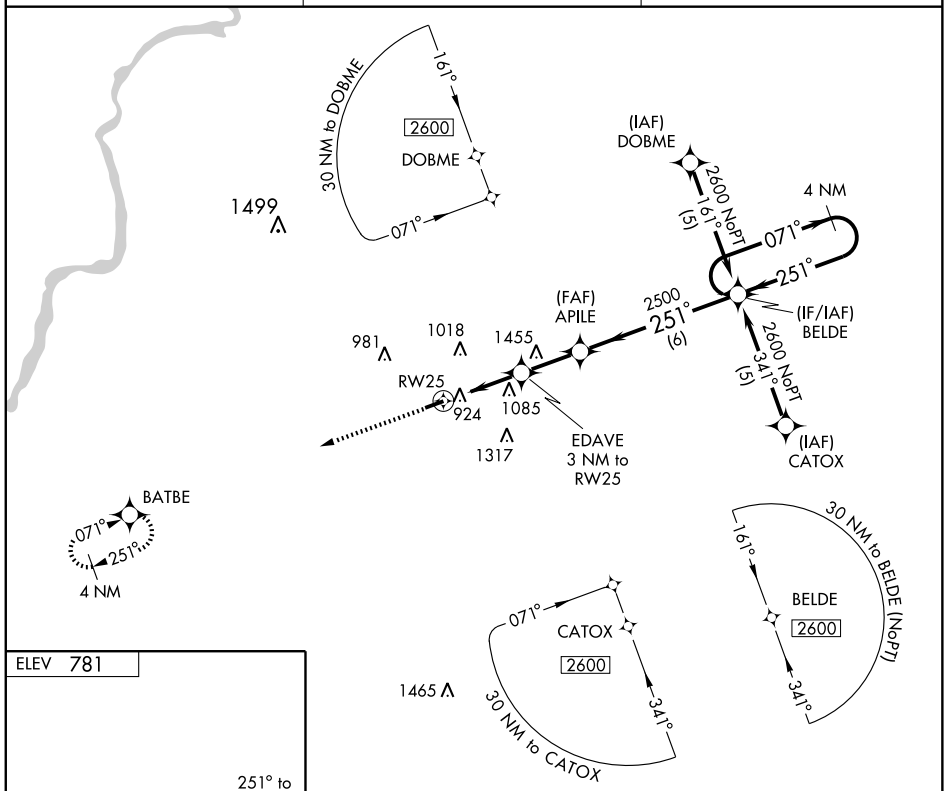
RNAV (GPS) RWY 25

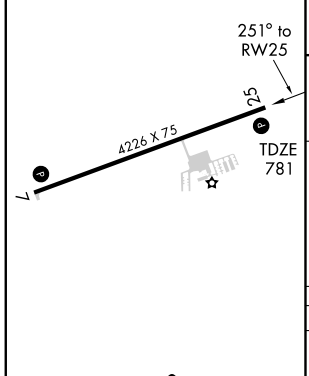
ROCHELLE MUNI AIRPORT-KORITZ FIELD (RPJ)

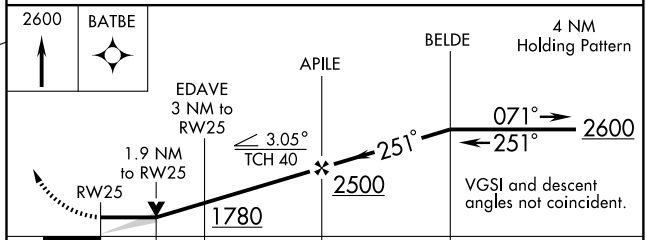
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct BATBE and hold.

AWOS-3	ROCKFORD APP CON	UNICOM
119.675	126.0 327.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1400-1	619 (700-1)	1400-1¾ 619 (700-1¾)	1400-2 619 (700-2)
CIRCLING	1400-1	619 (700-1)	1400-1¾ 619 (700-1¾)	1400-2 619 (700-2)

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

EC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME PLL	APP CRS	Rwy Idg	N/A
111.2	099°	TDZE	N/A
Chan 49		Apt Elev	781

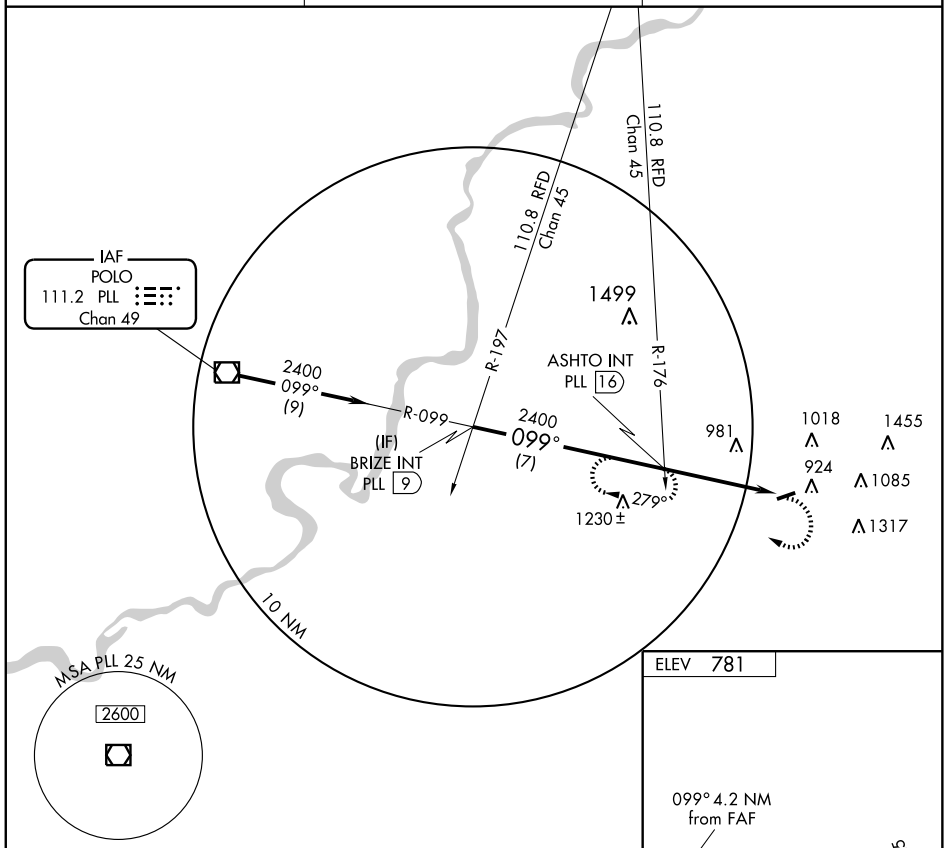
VOR-A

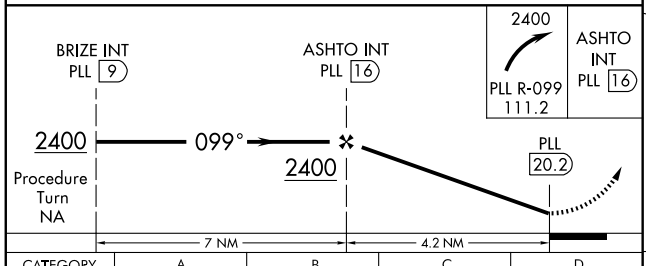
ROCHELLE MUNI AIRPORT-KORITZ FIELD (RPJ)

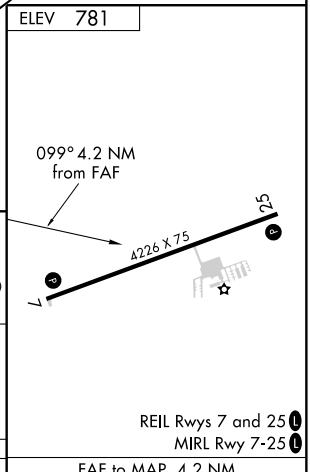
NA

MISSED APPROACH: Climbing right turn to 2400 via PLL VOR/DME R-099 to ASHTO INT/16 DME and hold.

AWOS-3	ROCKFORD APP CON	UNICOM
119.675	126.0 327.0	122.8 (CTAF)







REIL Rwys 7 and 25
MIRL Rwy 7-25

CATEGORY	A	B	C	D
CIRCLING	1300-1 519 (600-1)	1300-1¼ 519 (600-1¼)	1340-1½ 559 (600-1½)	1400-2 619 (700-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-3. 14 JAN 2010 to 11 FEB 2010

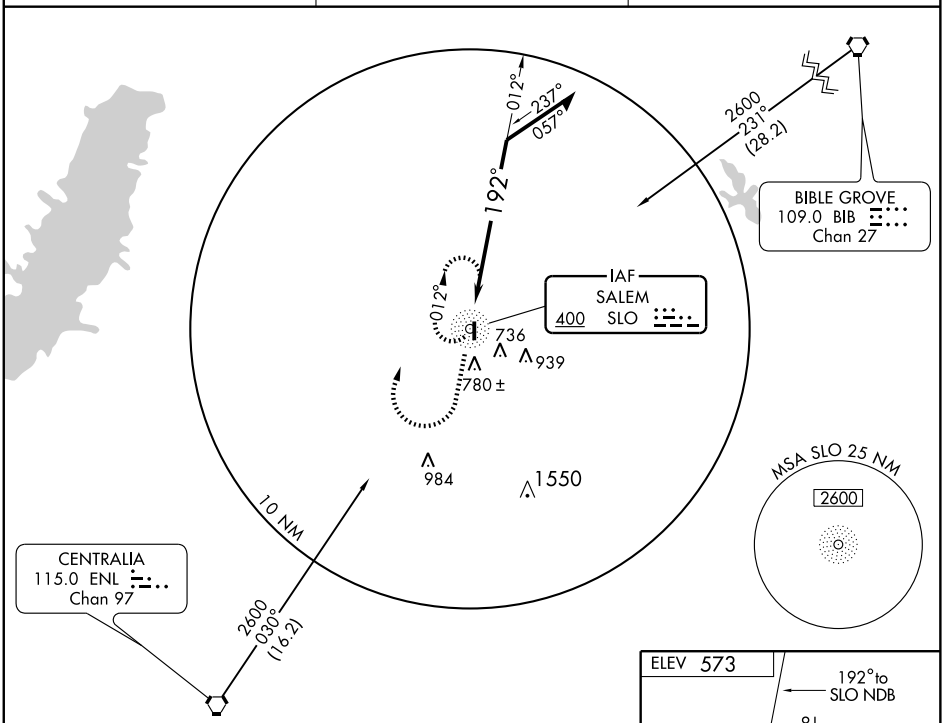
NDB SLO 400	APP CRS 192°	Rwy Idg 4098 TDZE 573 Apt Elev 573

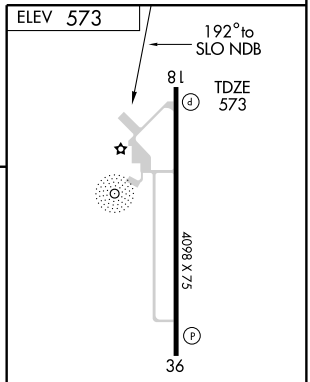
NDB RWY 18
SALEM-LECKRONE (SLO)

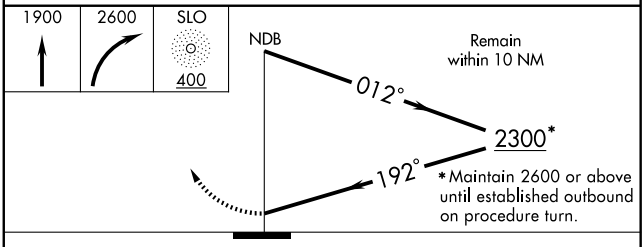
NA

MISSED APPROACH: Climb to 1900, then climbing right turn to 2600 to SLO NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.525	127.7 317.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1260-1	687 (700-1)	1260-2 687 (700-2)	1260-2¼ 687 (700-2¼)
CIRCLING	1260-1	687 (700-1)	1260-2 687 (700-2)	1260-2¼ 687 (700-2¼)

REIL Rwy 18 L
MIRL Rwy 18-36 L

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4098
181°	TDZE	573
	Apt Elev	573

RNAV (GPS) RWY 18

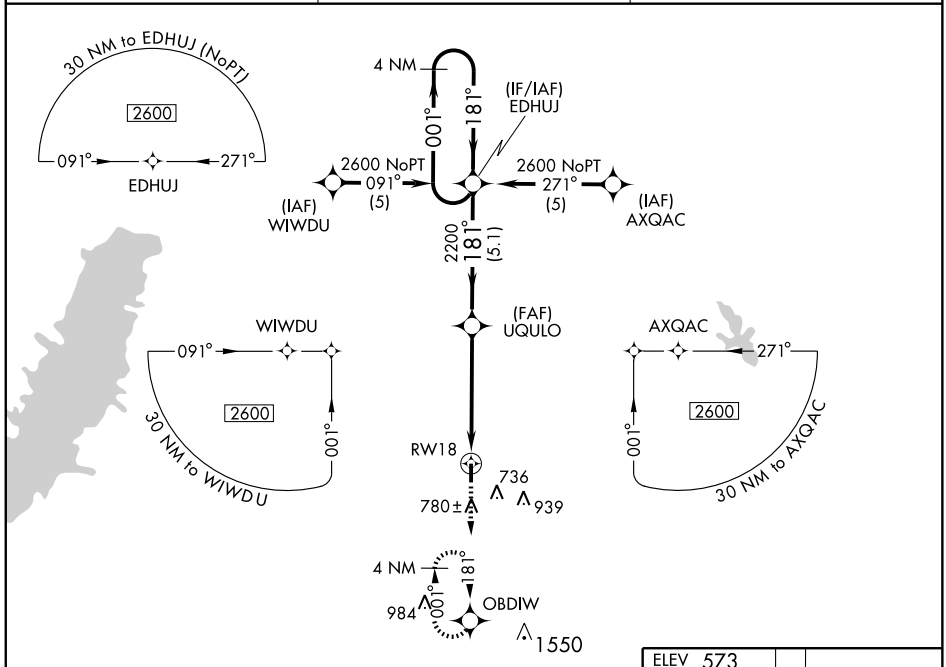
SALEM-LECKRONE (SLO)

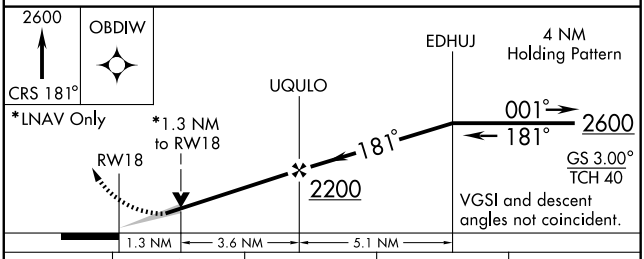
▼ NA

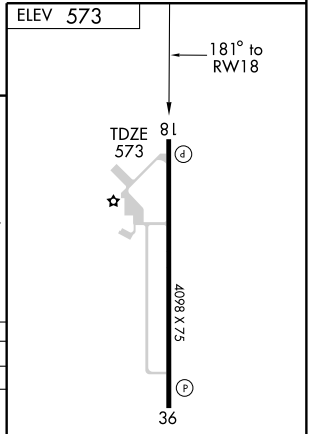
Baro-VNAV NA below -16° C (3° F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 via 181° course to OBDIW WP and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.525	127.7 317.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	940-1¼ 367 (400-1¼)			
LNAV MDA	1000-1 427 (500-1)		1000-1¼ 427 (500-1¼)	1000-1½ 427 (500-1½)
CIRCLING	1060-1¼ 487 (500-1¼)		1060-1½ 487 (500-1½)	1240-2 667 (700-2)

REIL Rwy 18 L
MIRL Rwy 18-36 L

EC-3. 14 JAN 2010 to 11 FEB 2010

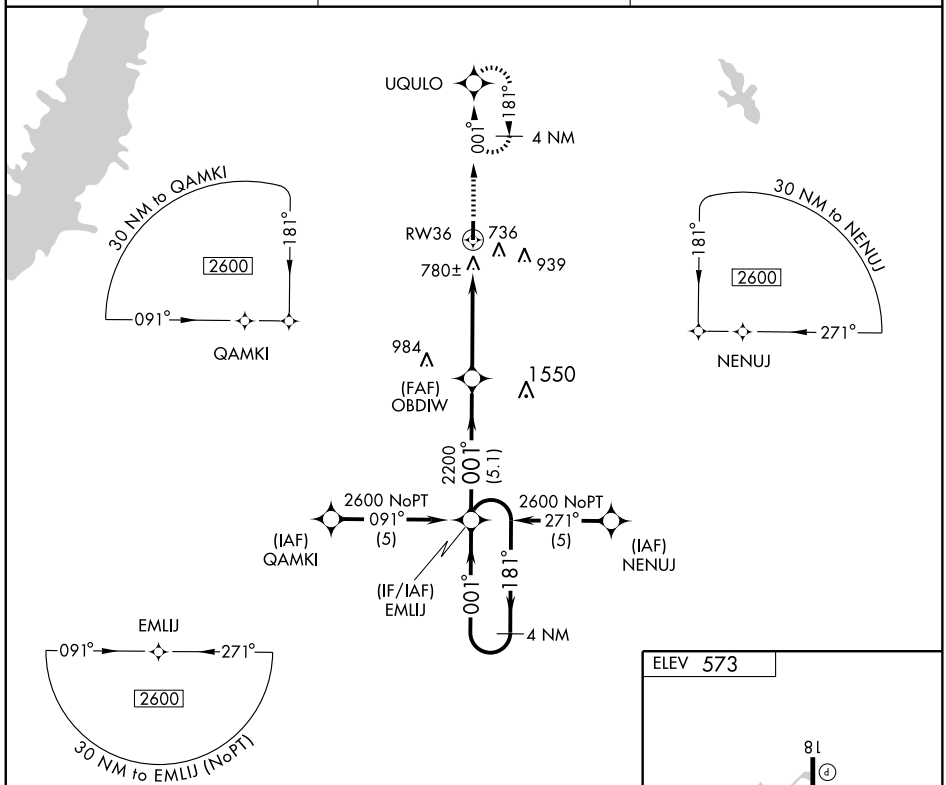
APP CRS	Rwy Idg	4098
001°	TDZE	572
	Apt Elev	573

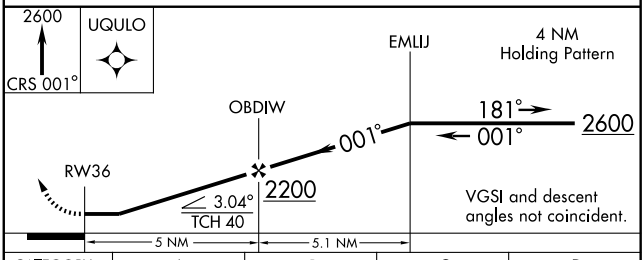
RNAV (GPS) RWY 36
SALEM-LECKRONE (SLO)

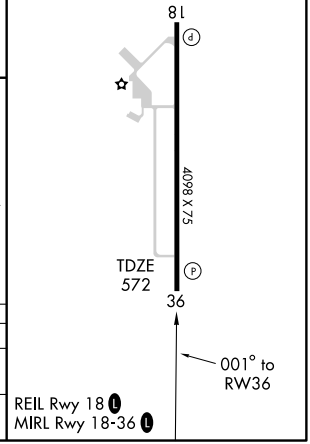
NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 via 001° course to UQULO WP and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.525	127.7 317.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1020-1	448 (500-1)	1020-1¼ 448 (500-1¼)	1020-1½ 448 (500-1½)
CIRCLING	1060-1	487 (500-1)	1060-1½ 487 (500-1½)	1240-2 667 (700-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4001
135°	TDZE	616
	Apt Elev	616

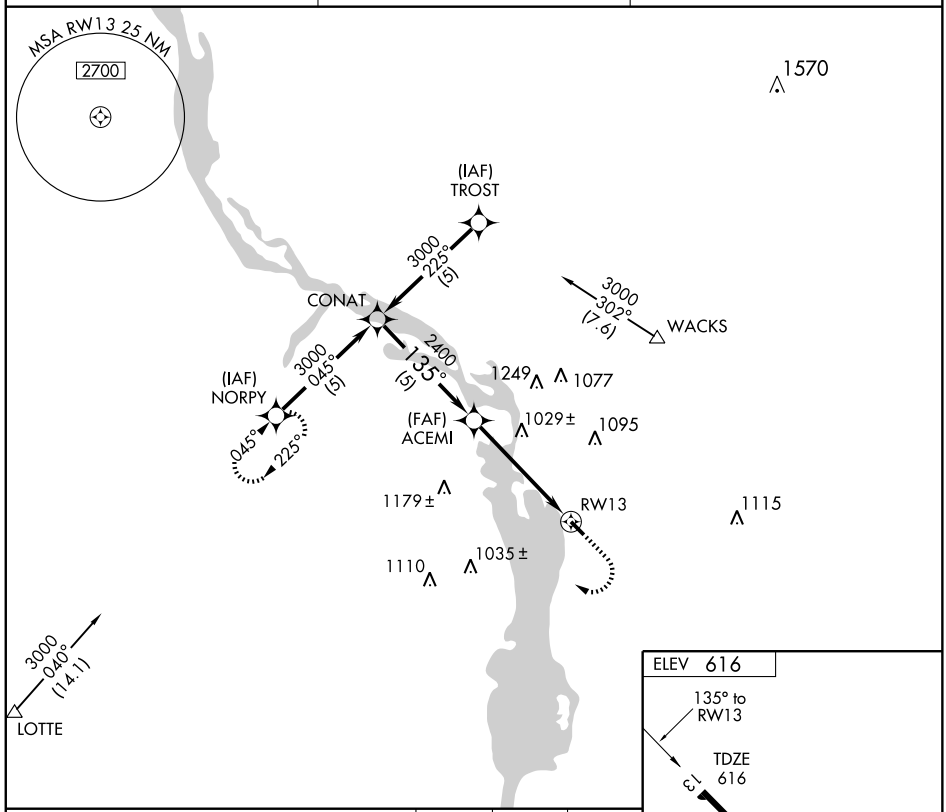
GPS RWY 13

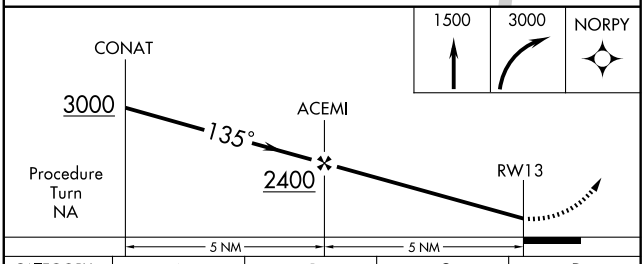
SAVANNA/ TRI-TOWNSHIP (SFY)

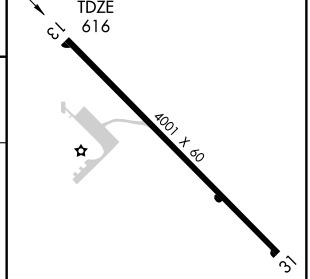
NA Use Sterling Rockfalls altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct NORPY WP and hold.

AWOS-3	QUAD CITY APP CON★	UNICOM
118.650	125.95 257.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-13	1360-1 744 (800-1)	1360-1¼ 744 (800-1¼)	NA	
CIRCLING	1360-1 744 (800-1)	1360-1¼ 744 (800-1¼)	NA	

MIRL Rwy 13-31 L

EC-3. 14 JAN 2010 to 11 FEB 2010

SAVANNA, ILLINOIS

AL-9152 (FAA)

VORTAC CVA	APP CRS	Rwy Idg	N/A
113.8	036°	TDZE	N/A
Chan 85		Apt Elev	616

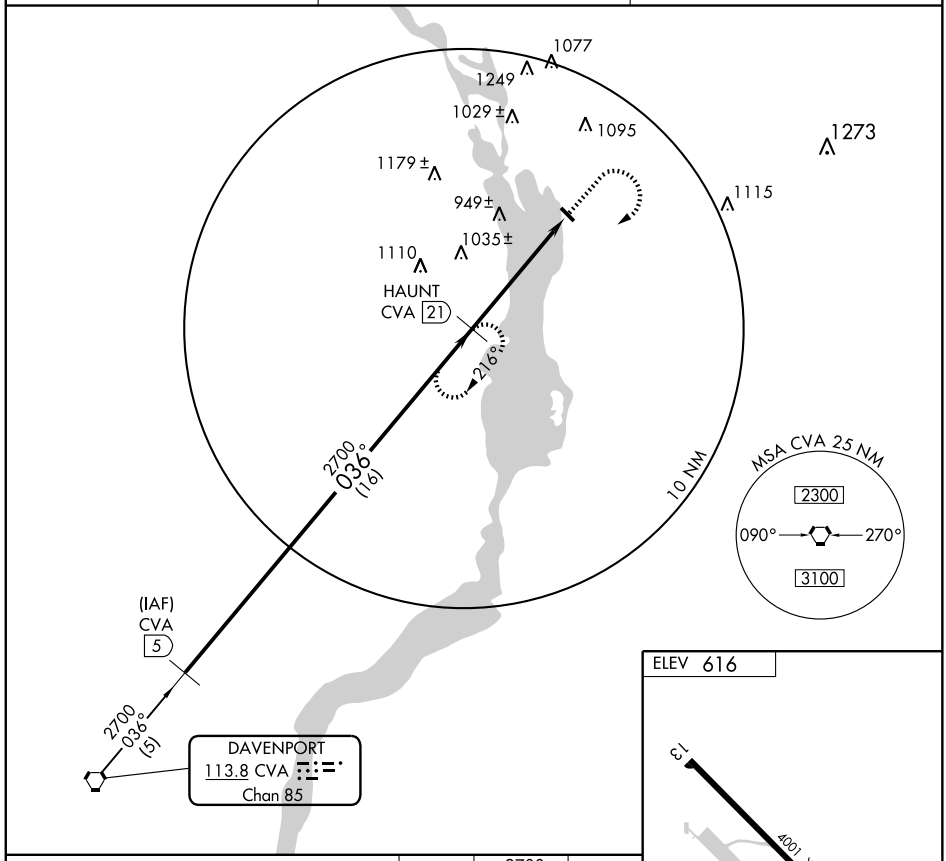
VOR/DME-A

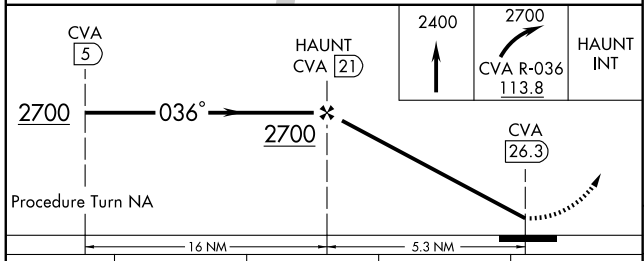
SAVANNA/ TRI-TOWNSHIP (SFY)

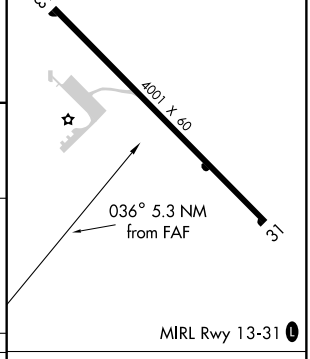
⚠ NA — Use Sterling Rockfalls altimeter setting.

MISSED APPROACH: Climb to 2400 then climbing right turn to 2700 via CVA VORTAC R-036 to HAUNT and hold.

AWOS-3	QUAD CITY APP CON★	UNICOM
118.650	125.95 257.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1280-1 664 (700-1)	1280-1¼ 664 (700-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

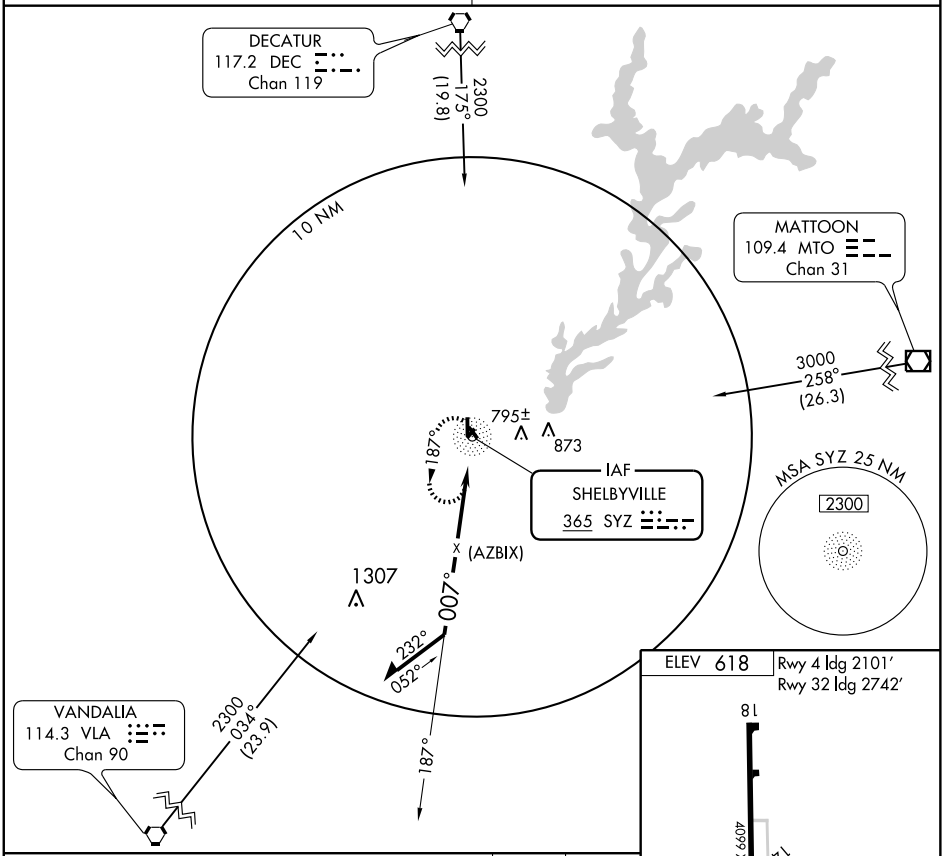
EC-3. 14 JAN 2010 to 11 FEB 2010

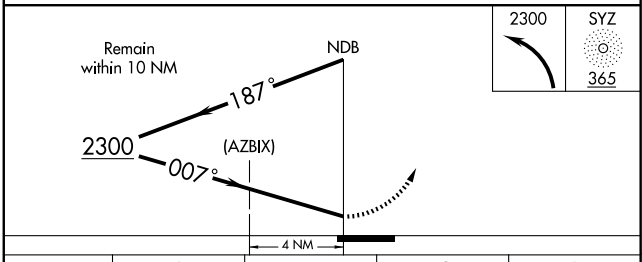
NDB SYZ 365	APP CRS 007°	Rwy Idg N/A TDZE N/A Apt Elev 618

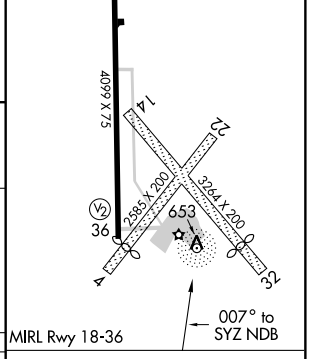
NDB or GPS-A

SHELBYVILLE/ SHELBY COUNTY (2HØ)

⚠ NA Use Decatur altimeter setting.	MISSED APPROACH: Climbing left turn to 2300 in SYZ NDB holding pattern.
KANSAS CITY CENTER **124.3 335.6**	UNICOM **122.8** (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1240-1	622 (700-1)	1240-1¾ 622 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4001
179°	TDZE	538
	Apt Elev	538

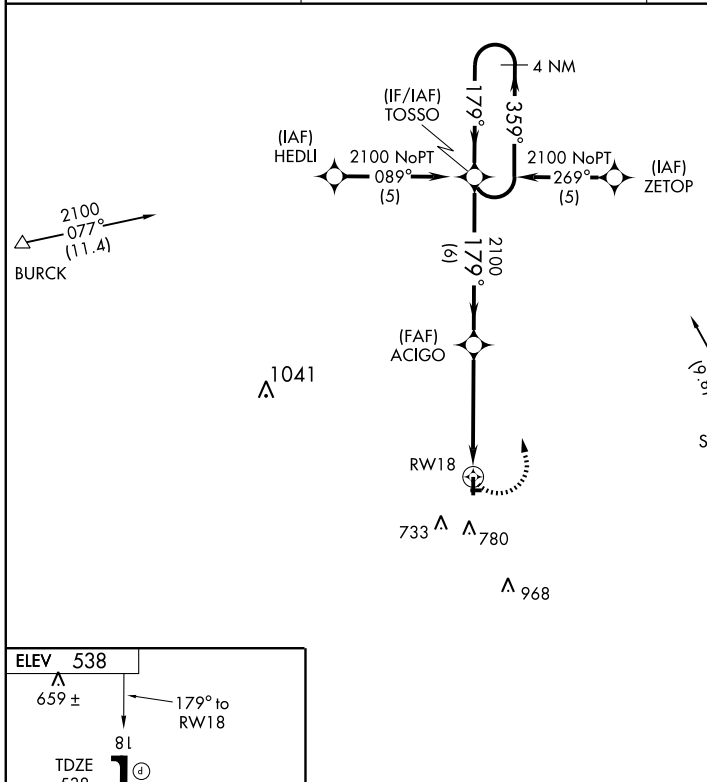
RNAV (GPS) RWY 18

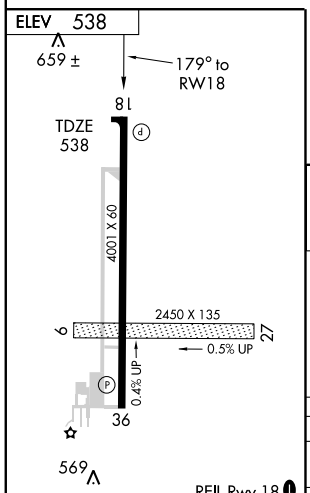
SPARTA COMMUNITY-HUNTER FIELD (SAR)

If local altimeter not received, use Scott AFB/Midamerica altimeter setting and increase all MDAs 80 feet.
NA
VDP NA with Scott AFB/Midamerica altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

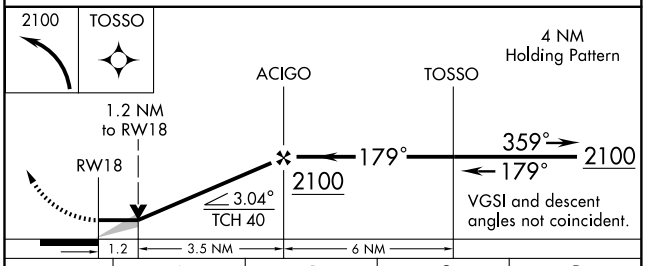
MISSED APPROACH: Climbing left turn to 2100 direct TOSSO WP and hold.

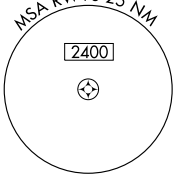
AWOS-3	ST. LOUIS APP CON	UNICOM
118.375	125.2 281.5	123.075 (CTAF) L





REIL Rwy 18 L
MIRL Rwy 18-36 L





CATEGORY	A	B	C	D
LNAV MDA	940-1 402 (500-1)		940-1¼ 402 (500-1¼)	
CIRCLING	960-1 422 (500-1)	1100-1 562 (600-1)	1100-1½ 562 (600-1½)	1100-2 562 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4001
359°	TDZE	533
	Apt Elev	538

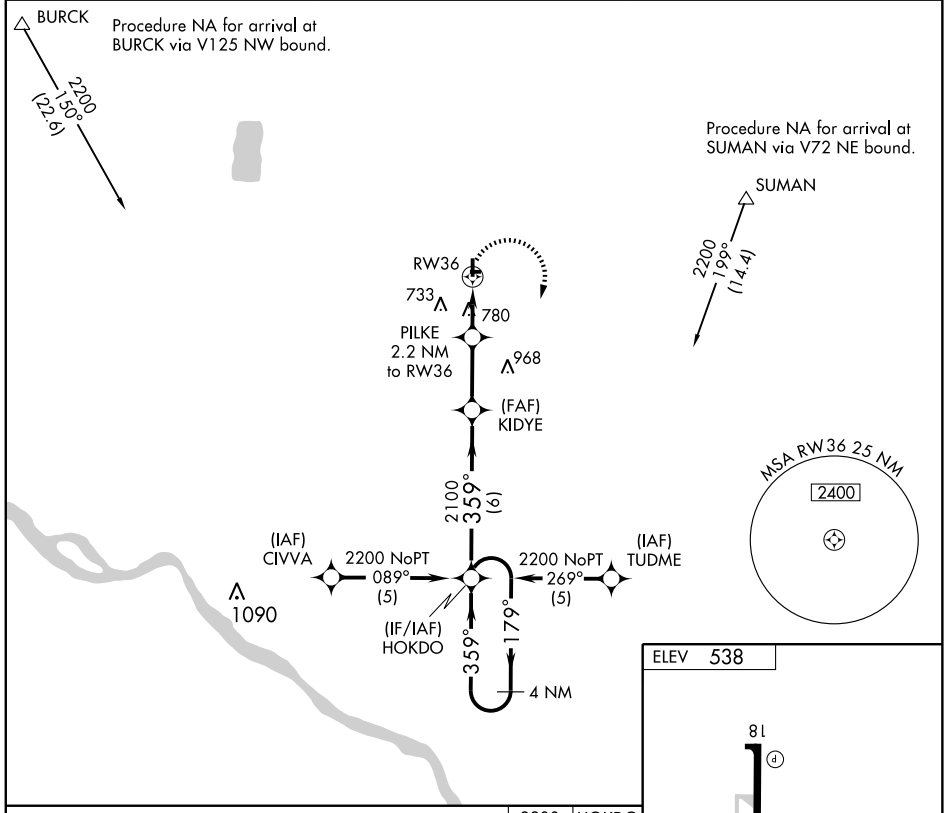
RNAV (GPS) RWY 36

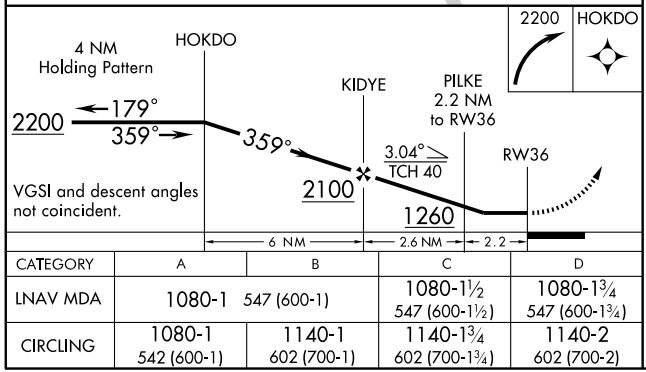
SPARTA COMMUNITY-HUNTER FIELD (SAR)

DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, use Scott AFB/Midamerica altimeter setting and increase all MDAs 80 feet.

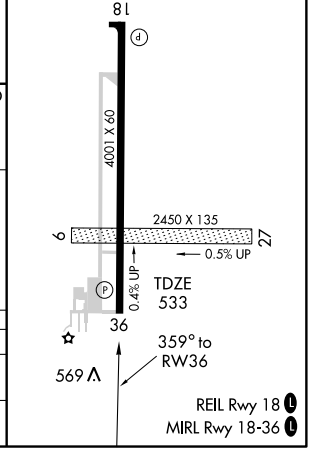
MISSED APPROACH: Climbing right turn to 2200 direct HOKDO and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
118.375	125.2 281.5	123.075 (CTAF) L





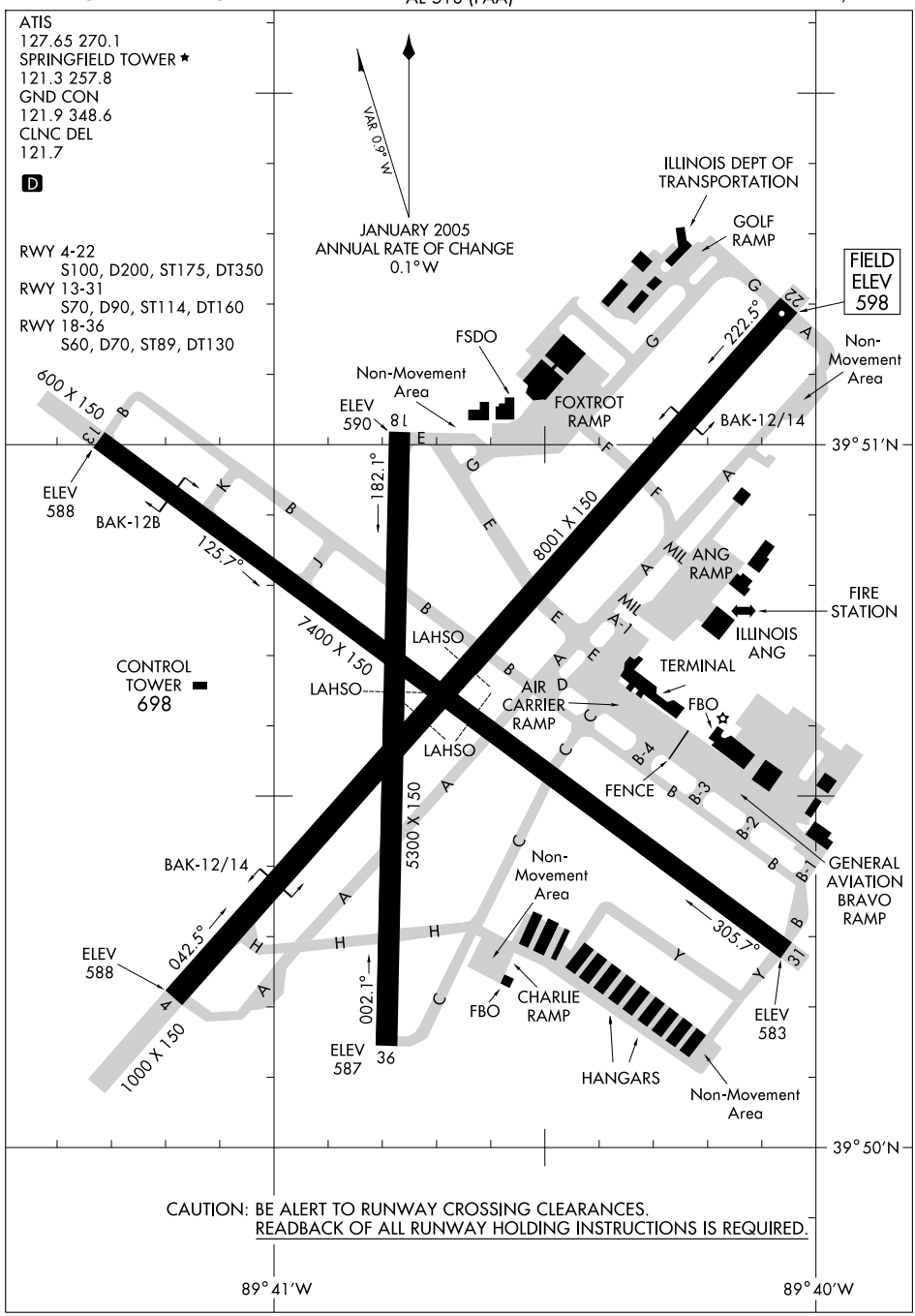
CATEGORY	A	B	C	D
LNAV MDA	1080-1 547 (600-1)		1080-1½ 547 (600-1½)	1080-1¾ 547 (600-1¾)
CIRCLING	1080-1 542 (600-1)	1140-1 602 (700-1)	1140-1¾ 602 (700-1¾)	1140-2 602 (700-2)



09351

AIRPORT DIAGRAM

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)
SPRINGFIELD, ILLINOIS
AL-518 (FAA)



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-3, 14 JAN 2010 to 11 FEB 2010

HI-ILS or LOC/DME RWY 4

LOC I-SPI	APCH CRS	Rwy ldg	TDZE	Arpt Elev
109.5	043°	8001	592	598

JAL-518 [USAF]

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)

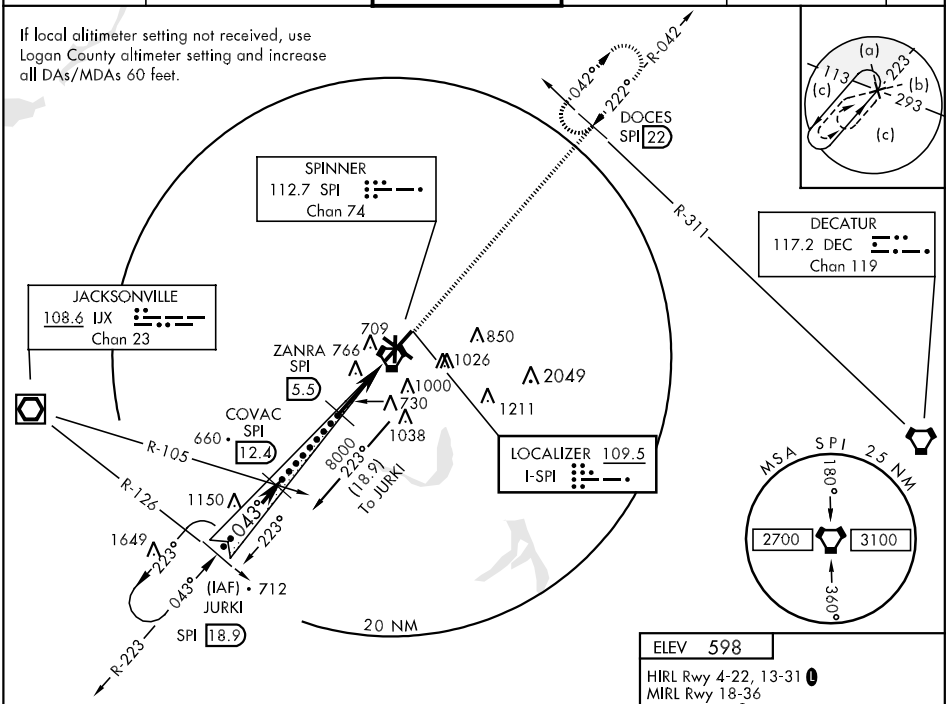
▼ Procedure NA when tower is closed.
* When ALS inop, increase vis CAT CDE ¼ mile.
** When ALS inop, increase vis CAT CDE ½ mile.

MALSR

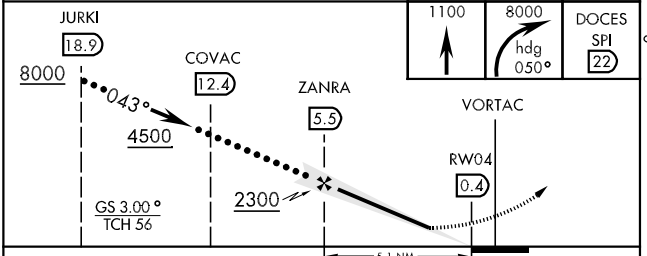
MISSED APPROACH: Climb to 1100 then climbing right turn to 8000 via hdg 050° and SPI VORTAC R-042 to DOCES INT/SPI VORTAC 22 DME and hold, continue in-hold-climb to 8000.

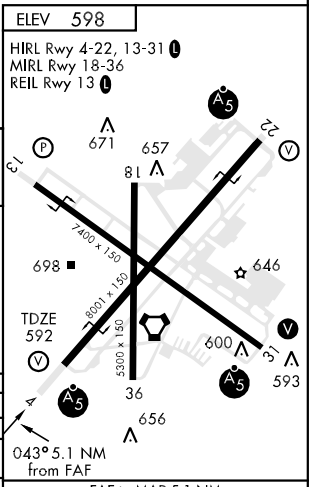
ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL	ASR
127.65 270.1	118.6 323.0	121.3 (CTAF) 257.8	121.9 348.6	121.7	

If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet.



EMERG SAFE ALT 100 NM 3100





CATEGORY	C	D	E
S-ILS 4 *	792/24	200	(200-½)
S-LOC 4 **	980/24 388 (400-½)	980/40 388	(400-¾)
CIRCLING	1060-1½ 463 (500-1½)	1200-2 603 (700-2)	1380-2¾ 783 (800-2¾)
S-ASR 4	960/24 368 (400-½)	960/50 368	(400-1)

FAF to MAP 5.1 NM

Knots	120	140	160	180	200
Min:Sec	2:33	2:11	1:55	1:42	1:32

HI-ILS or LOC RWY 22

LOC I-LQY	APCH CRS	Rwy ldg 8001 / TDZE 597 / Arpt Elev 598
111.7	223°	

JAL-518 [USAF]

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)

T *When ALS inop, increase CAT CDE vis ¼ mile. **When ALS inop, increase CAT CDE vis ½ mile. If local altimeter setting not rcv, use Logan County altimeter setting and INCR all DAs/MDAs 60 feet.

MALSR A5

MISSED APPROACH: Climb to 1100 then climbing left turn to 8000 via hdg 230° and SPI VORTAC R-223 to JURKI INT/SPI 18.9 DME and hold, continue climb-in-hold to 8000.

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL	ASR
127.65 270.1	118.6 323.0	121.3 (CTAF) L 257.8	121.9 348.6	121.7	

PROCEDURE NA WHEN CONTROL TOWER CLOSED.

COURSE REVERSAL NOT REQUIRED FOR ARRIVAL AT DOCES VIA DEC R-311

LOM LICOL 375 LQ

(IAF) DOCES SPI 22

REYCO SPI 11.9

SPINNER 112.7 SPI Chan 74

LICOL SPI 5.5

DECATUR 117.2 DEC Chan 119

JACKSONVILLE 108.6 IJX Chan 23

LOCALIZER 111.7 I-LQY

JURKI SPI 18.9

20 NM

EMERG SAFE ALT 100 NM 3100

1100 | 8000 hdg 230° | JURKI SPI 18.9

VDP NA when using Logan County altimeter setting

VORTAC 1.9 — LICOL OM 5.5 — REYCO 11.9 — DOCES 22

2139 — 3900 — 8000 — 2200 — GS 3.00° TCH 54

4.6 NM

CATEGORY	C	D	E
S-ILS 22 *	797-½	200 (200-½)	
S-LOC 22 **	960-½ 363 (400-½)	960-¾ 363 (400-¾)	
CIRCLING	1060-1½ 463 (500-1½)	1200-2 603 (700-2)	1380-2¾ 783 (800-2¾)
S-ASR 22	960-½ 363 (400-½)	960-1 363 (400-1)	

ELEV 598

223° 4.6 NM from OM

HIRL Rwy 4-22, 13-31 L

MIRL Rwy 18-36

REIL Rwy 13 L

7400 × 150

8001 × 150

5300 × 150

TDZE 592

FAF to MAP 4.6 NM

Knots	120	140	160	180	200
Min:Sec	2:18	1:58	1:44	1:32	1:23

EC-3, 14 JAN 2010 to 11 FEB 2010

HI-VOR/DME or TACAN RWY 4

VORTAC SPI 112.7 Chan 74	APCH CRS 055°	Rwy ldg 8001 TDZE 592 Arpt Elev 598	JAL-518 [USAF]

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)

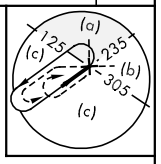
* For inop MALSR, increase vis CAT CDE ½ mile.

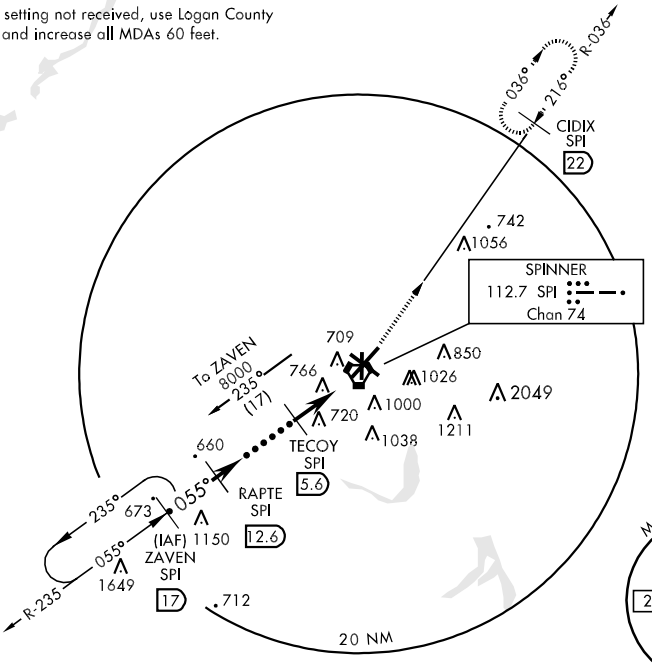
MALSR

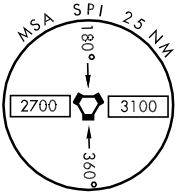
MISSED APPROACH: Climb to 8000 via SPI VORTAC R-036 to CIDIX/22 DME and hold. Continue climb-in-hold to 8000.

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL	ASR
127.65 270.1	118.6 323.0	121.3 (CTAF) 257.8	121.9 348.6	121.7	

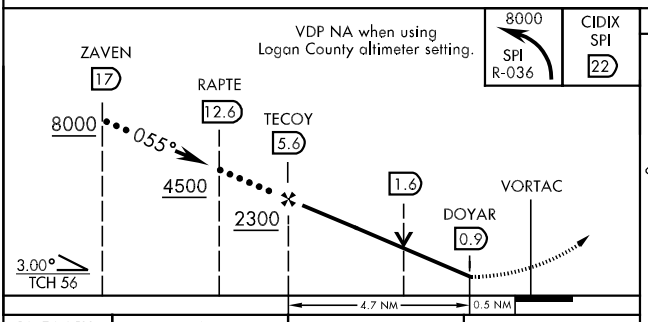
If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 60 feet.





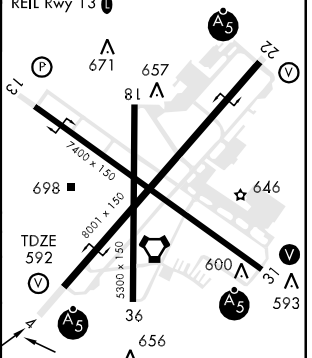


EMERG SAFE ALT 100 NM 3100



ELEV 598

HIRL Rwy 4-22, 13-31 (L)
MIRL Rwy 18-36
REIL Rwy 13 (L)



CATEGORY	C	D	E
S-4 *	1020/40 428 (500-¾)	1020/50 428 (500-1)	
CIRCLING	1060-1½ 463 (500-1½)	1200-2 603 (700-2)	1380-2¾ 783 (800-2¾)
S-ASR 4	960/24 368 (400-½)	960/50 368 (400-1)	

HI-VOR/DME or TACAN RWY 22

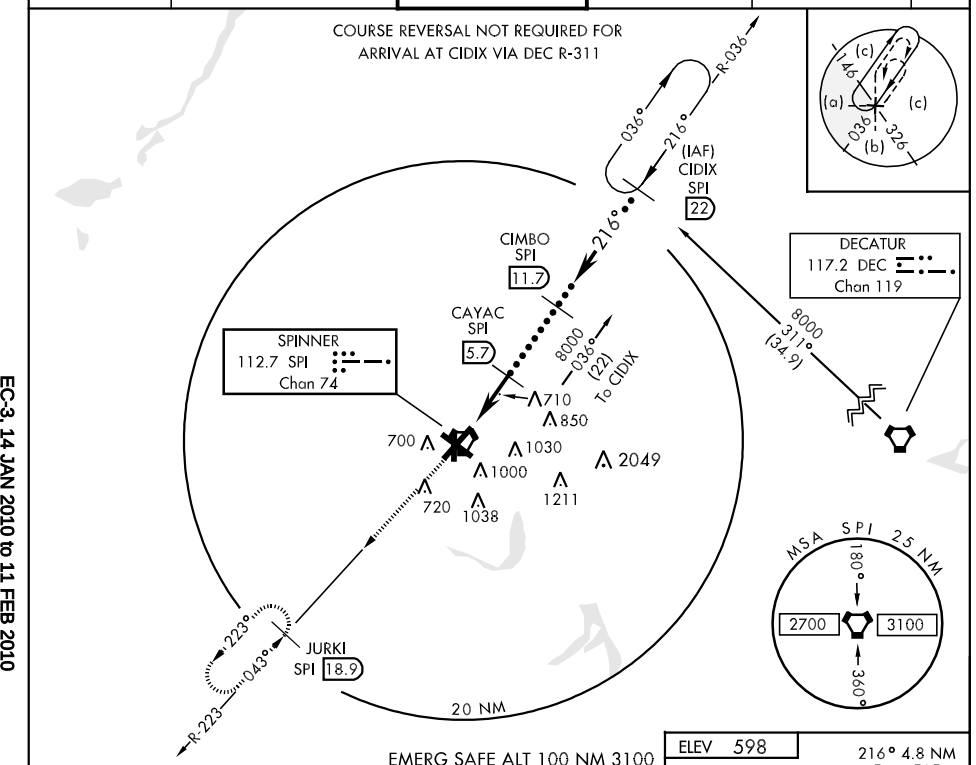
VORTAC SPI	APCH CRS	Rwy ldg 8001	JAL-518 [USAF]
112.7	216°	TDZE 597	SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)
Chan 74		Arpt Elev 598	

T * When ALS inop, increase CAT C vis ½ mile, CAT DE vis ¼ mile. If local altimeter setting not rcv, use Logan County altimeter setting and INCR all MDAs 60 feet.

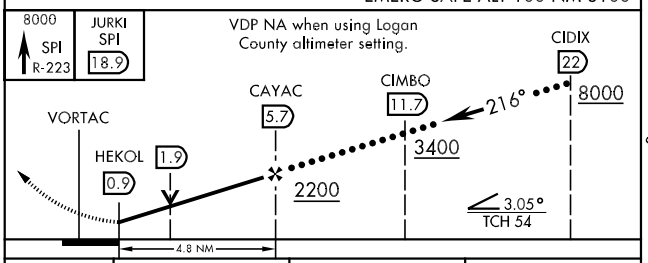
MALSR

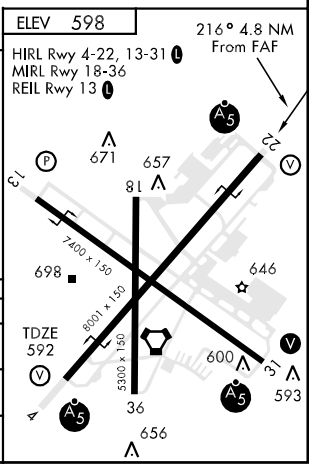
MISSED APPROACH: Climb to 8000 via SPI VORTAC R-223 to JURKI/18.9 DME and hold, continue climb-in-hold to 8000.

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL	ASR
127.65 270.1	118.6 323.0	121.3 (CTAF) L 257.8	121.9 348.6	121.7	



EMERG SAFE ALT 100 NM 3100





CATEGORY	C	D	E
S-22 *	960-½ 363 (400-½)	960-1 363 (400-1)	
CIRCLING	1060-1½ 463 (500-1½)	1200-2 603 (700-2)	1380-2¾ 783 (800-2¾)
S-ASR *	960-½ 363 (400-½)	960-1 363 (400-1)	

LOC I-SPI	APP CRS	Rwy Idg	7999
109.5	043°	TDZE	592
		Apt Elev	597

ILS or LOC RWY 4

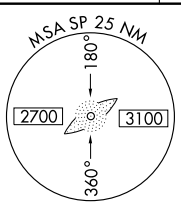
SPRINGFIELD/ ABRAHAM LINCOLN CAPITAL (SPI)

T A ASR — If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet. ADF REQUIRED. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

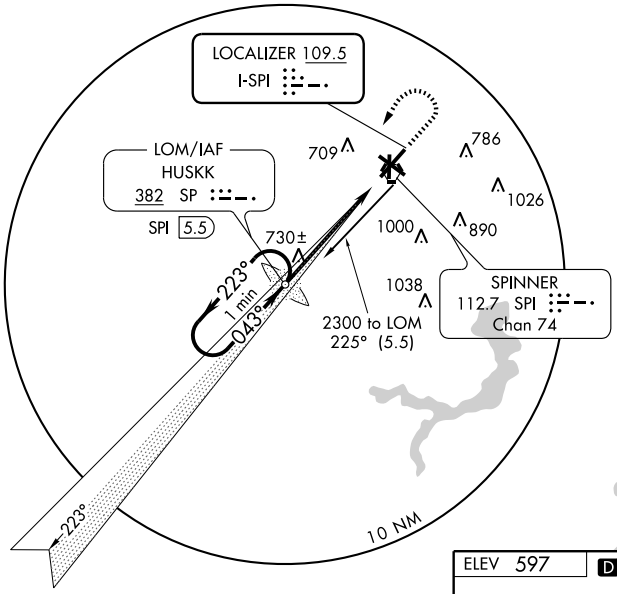
MALSR

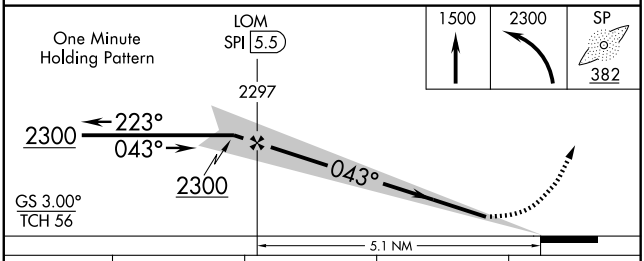
MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct HUSKK LOM and hold.

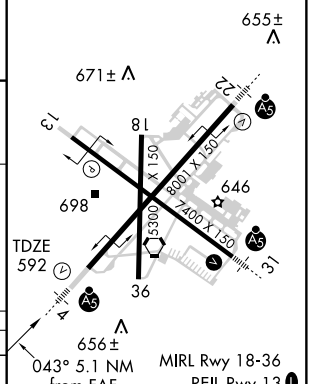
ATIS	SPRINGFIELD APP CON *	SPRINGFIELD TOWER *	GND CON	CLNC DEL	UNICOM
127.65 270.1	118.6 323.0	121.3(CTAF) L 257.8	121.9 348.6	121.7	122.95



ADF or DME REQUIRED







MIRL Rwy 18-36
REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L

CATEGORY	A	B	C	D
S-ILS 4	* 792/24 200 (200-½)			
S-LOC 4	980/24 388 (400-½)			980/40 388 (400-¾)
CIRCLING	1020-1 423 (500-1)	1060-1 463 (500-1)	1060-1½ 463 (500-1½)	1200-2 603 (700-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC I-LQY	APP CRS	Rwy Idg	7999
111.7	223 °	TDZE	597
		Apt Elev	597

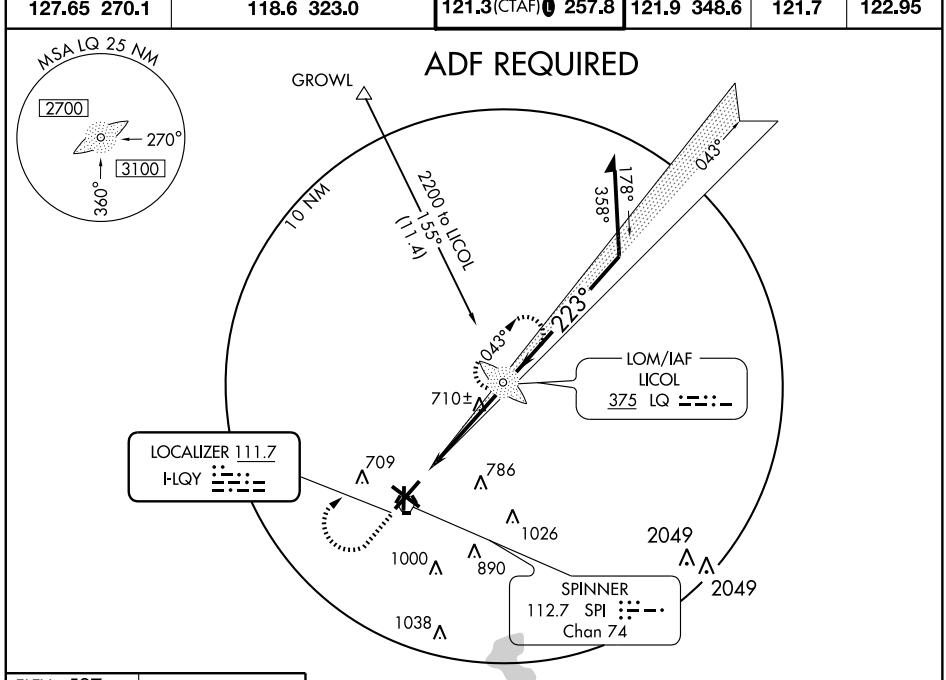
ILS or LOC RWY 22

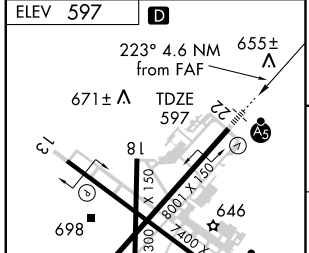
SPRINGFIELD/ ABRAHAM LINCOLN CAPITAL (SPI)

T A ASR — If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet. ADF REQUIRED.

MALSR — MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 direct LICOL LOM and hold.

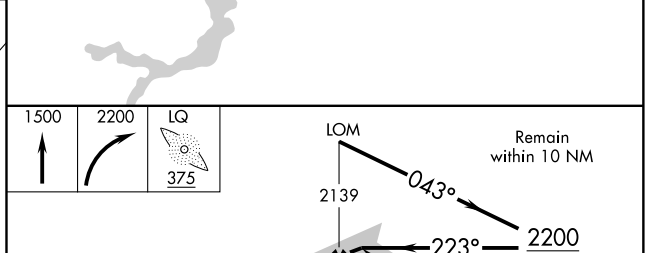
ATIS	SPRINGFIELD APP CON ★	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	UNICOM
127.65 270.1	118.6 323.0	121.3 (CTAF) L 257.8	121.9 348.6	121.7	122.95





MIRL Rwy 18-36
REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 22	797-½ 200 (200-½)			
S-LOC 22	960-½ 363 (400-½)			960-¾ 363 (400-¾)
CIRCLING	1020-1 423 (500-1)	1060-1 463 (500-1)	1060-1½ 463 (500-1½)	1200-2 603 (700-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC I-CJF	APP CRS	Rwy Idg	7000
110.15	308°	TDZE	590
		Apt Elev	597

ILS or LOC RWY 31

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

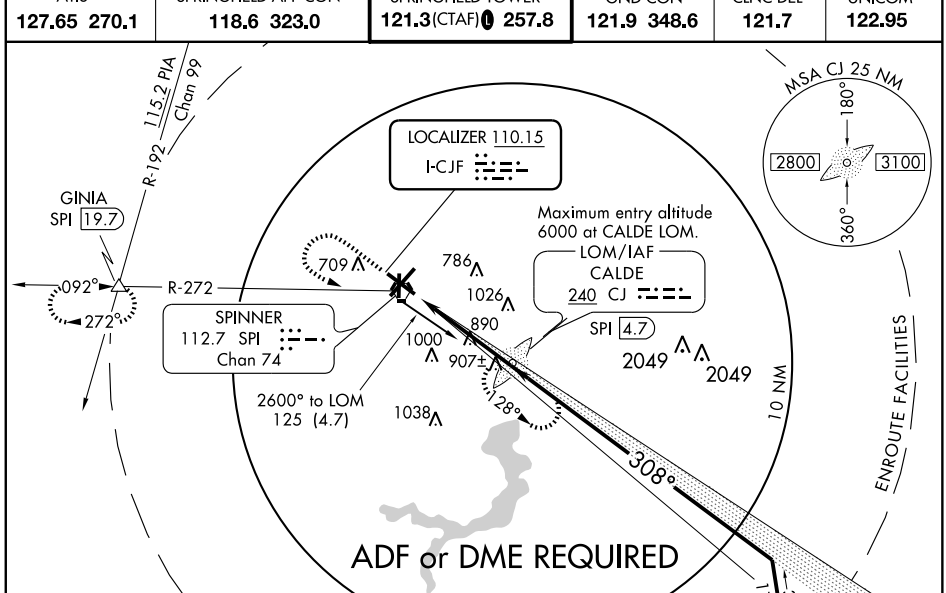
ADF or DME REQUIRED.
If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet.
For inoperative MALSR, increase S-ILS-31 Cat. E visibility to ¾ and S-LOC-31 Cat. E visibility to 2¼.

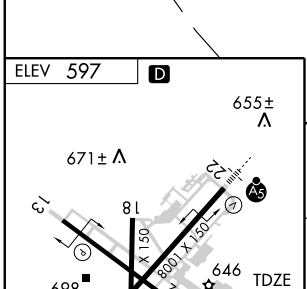
NA ASR

MALSR

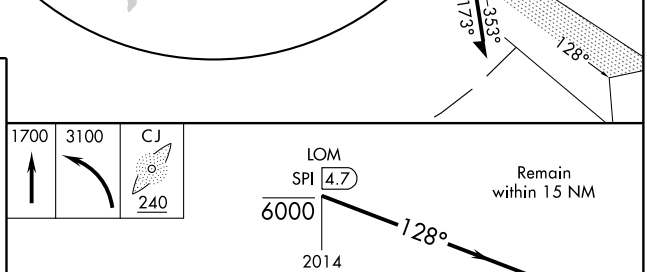
MISSED APPROACH: Climb to 1700 then climbing left turn to 3100 direct CALDE LOM and hold. (DME equipped aircraft climb to 1700, then climbing left turn to 3200 via SPI R-272 to GINIA Int/SPI 19.7 DME and hold.)

ATIS	SPRINGFIELD APP CON ★	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	UNICOM
127.65 270.1	118.6 323.0	121.3 (CTAF) L 257.8	121.9 348.6	121.7	122.95





FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D	E
S-ILS 31	790-½ 200 (200-½)				
S-LOC 31	1200-½ 610 (700-½)		1200-1¼ 610 (700-1¼)	1200-1½ 610 (700-1½)	1200-1¾ 610 (700-1¾)
CIRCLING	1200-1 603 (700-1)		1200-1¾ 603 (700-1¾)	1200-2 603 (700-2)	1380-2¾ 783 (800-2¾)

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7999
CH 70309	043°	TDZE	592
W04A		Apt Elev	597

RNAV (GPS) RWY 4

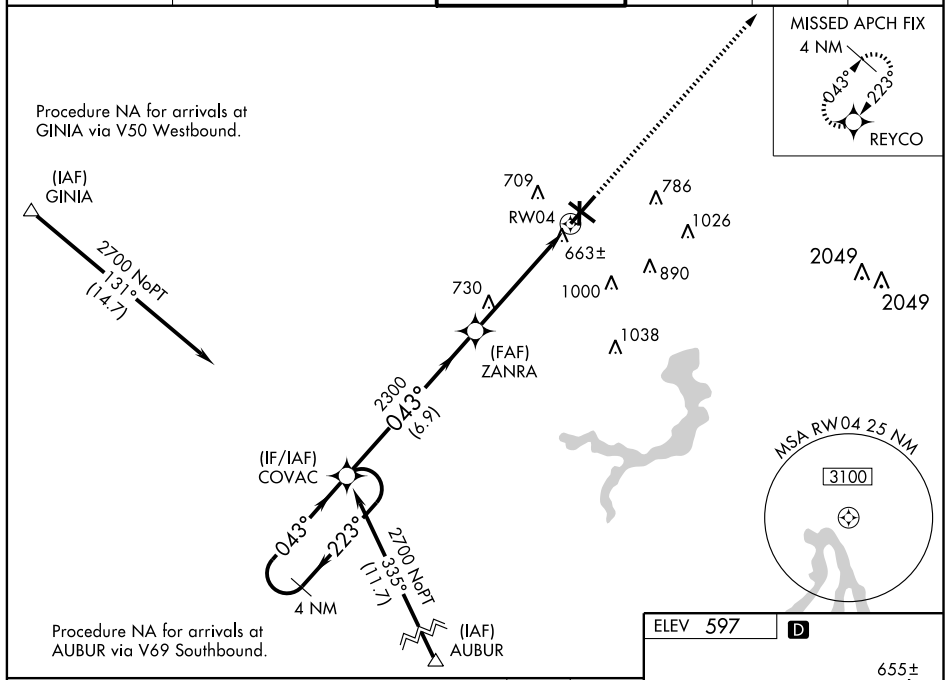
SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

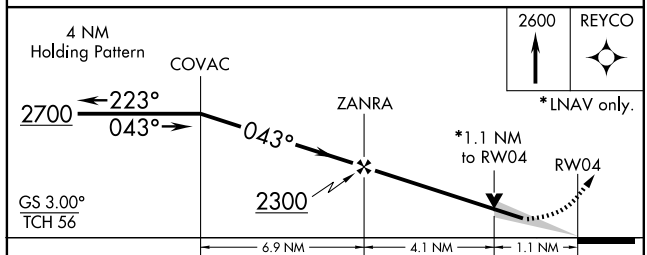
ASR DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Logan County altimeter setting. For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats.and LNAV Cat. D visibility to RVR 6000.

MALSR

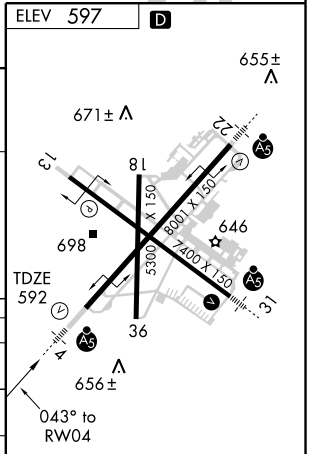
MISSED APPROACH: Climb to 2600 direct REYCO and hold.

ATIS	SPRINGFIELD APP CON ★	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	UNICOM
127.65 270.1	118.6 323.0	121.3 (CTAF) L 257.8	121.9 348.6	121.7	122.95





CATEGORY	A	B	C	D
LPV DA	854/24 262 (300-½)			
LNAV/VNAV DA	931/40 339 (400-¾)			
LNAV MDA	980/24 388 (400-½)			980/50 388 (400-1)
CIRCLING	1020-1¼ 423 (500-1¼)	1060-1¼ 463 (500-1¼)	1060-1½ 463 (500-1½)	1200-2 603 (700-2)



MIRL Rwy 18-36
REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L

EC-3, 14 JAN 2010 to 11 FEB 2010

SPRINGFIELD, ILLINOIS

AL-518 (FAA)

APP CRS	Rwy Idg	7217
128°	TDZE	592
	Apt Elev	597

RNAV (GPS) RWY 13

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

ASR

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 60 feet. VDP NA when using Logan County altimeter setting.

MISSED APPROACH: Climb to 3100 direct CONOX and hold.

ATIS	SPRINGFIELD APP CON ★	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	UNICOM
127.65 270.1	118.6 323.0	121.3 (CTAF) (L) 257.8	121.9 348.6	121.7	122.95

Procedure NA for arrivals at ATTIC via V67 Northwest bound.

(IAF) ATTIC

2500 NoPT 143° (7.4)

127°

4 NM

307°

(IF/IAF) JOPOD

2300 127° (6.1)

FAF HIPLO

128°

(IAF) GINIA

2500 NoPT 057° (12.4)

Procedure NA for arrivals at GINIA via V50 Westbound.

MISSED APCH FIX

128° 4 NM 308°

CONOX

RW13

709 786 1026 1000 890 2049 2049 1038

MSA RW13 25 NM

3100

ELEV 597 D

128° to RW13

655± 671± 656±

22 13 31 18 4

TDZE 592

8001 X 150

7400 X 150

5300 X 150

698 646

36

4 NM Holding Pattern

JOPOD

2500 307° 127°

127°

HIPLO

3.05° TCH 55

2300

128°

1.1 NM to RW13

RW13

VGSI and descent angles not coincident.

3100 CONOX

6.1 NM 4.1 NM 1.1 NM

CATEGORY	A	B	C	D
LNAV MDA	960-1 368 (400-1)			960-1¼ 368 (400-1¼)
CIRCLING	1020-1 423 (500-1)	1060-1 463 (500-1)	1060-1½ 463 (500-1½)	1200-2 603 (700-2)

MIRL Rwy 18-36

REIL Rwy 13 (L)

HIRL Rwys 4-22 and 13-31 (L)

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7999
CH 81809	223°	TDZE	597
W22A		Apt Elev	597

RNAV (GPS) RWY 22

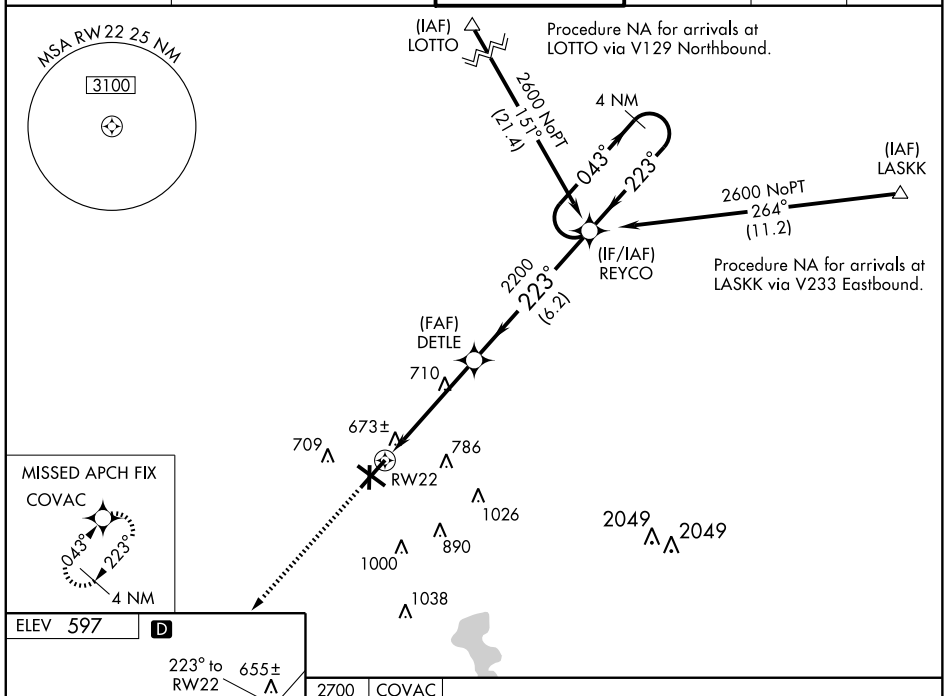
SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

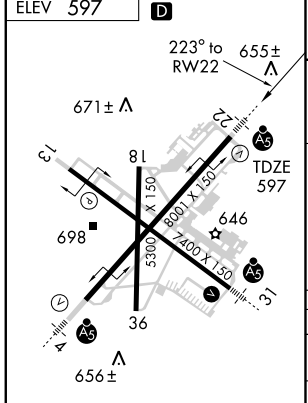
T A ASR — DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Logan County altimeter setting. For inoperative MALSR, increase LPV visibility to 1 all Cats and LNAV Cat. D visibility to 1¼.

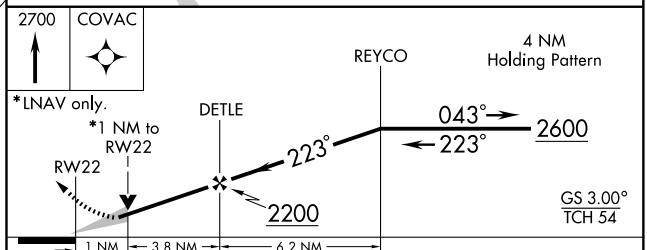
MALSR

MISSED APPROACH: Climb to 2700 direct COVAC and hold.

ATIS	SPRINGFIELD APP CON ★	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	UNICOM
127.65 270.1	118.6 323.0	121.3(CTAF) L 257.8	121.9 348.6	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	883-½ 286 (300-½)			
LNAV/VNAV DA	941-¾ 344 (400-¾)			
LNAV MDA	960-½ 363 (400-½)			960-1 363 (400-1)
CIRCLING	1020-1¼ 423 (500-1¼)	1060-1¼ 463 (500-1¼)	1060-1½ 463 (500-1½)	1200-2 603 (700-2)

MIRL Rwy 18-36
REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7000
CH 90124	308°	TDZE	590
W31A		Apt Elev	597

RNAV (GPS) RWY 31

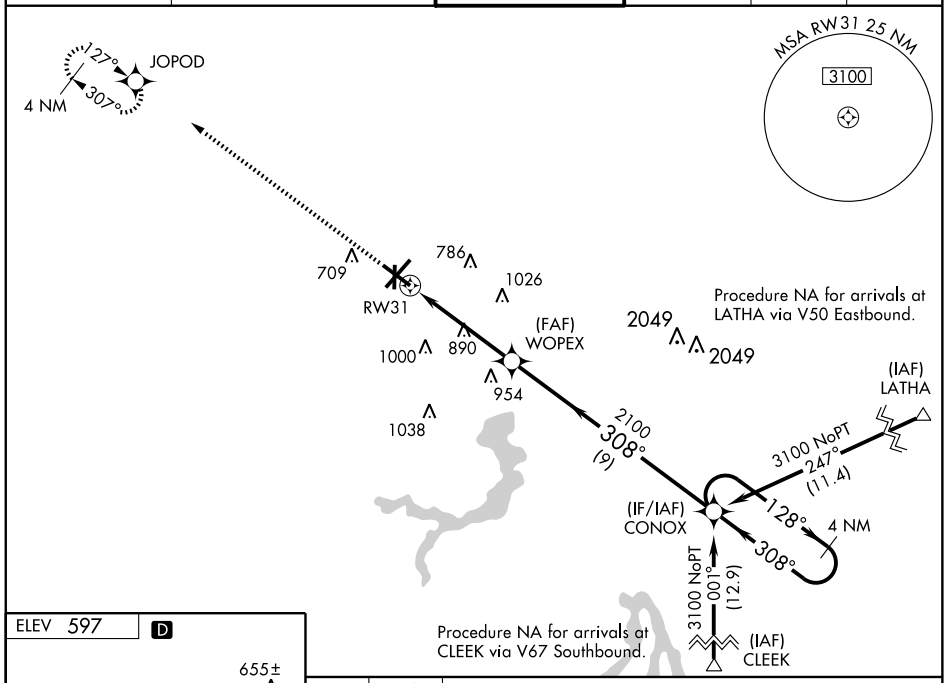
SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

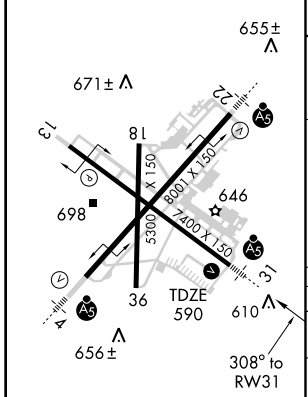
T A ASR — DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4° F). If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Logan County altimeter setting. For inoperative MALSR, increase LPV visibility to ¾ all Cats, increase LNAV/VNAV Cat. D visibility to 1.

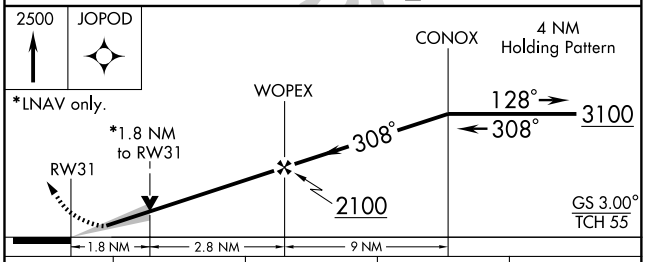
MALSR (A5)

MISSED APPROACH: Climb to 2500 direct JOPOD and hold.

ATIS	SPRINGFIELD APP CON ★	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	UNICOM
127.65 270.1	118.6 323.0	121.3 (CTAF) (L) 257.8	121.9 348.6	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	840-½ 250 (300-½)			
LNAV/VNAV DA	865-½ 275 (300-½)			865-¾ 275 (300-¾)
LNAV MDA	1200-½ 610 (700-½)		1200-1¼ 610 (700-1¼)	1200-1½ 610 (700-1½)
CIRCLING	1200-1 603 (700-1)		1200-1¾ 603 (700-1¾)	1200-2 603 (700-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC SPI	APP CRS	Rwy Idg	7999
112.7	216°	TDZE	597
Chan 74		Apt Elev	597

VOR/DME RWY 22

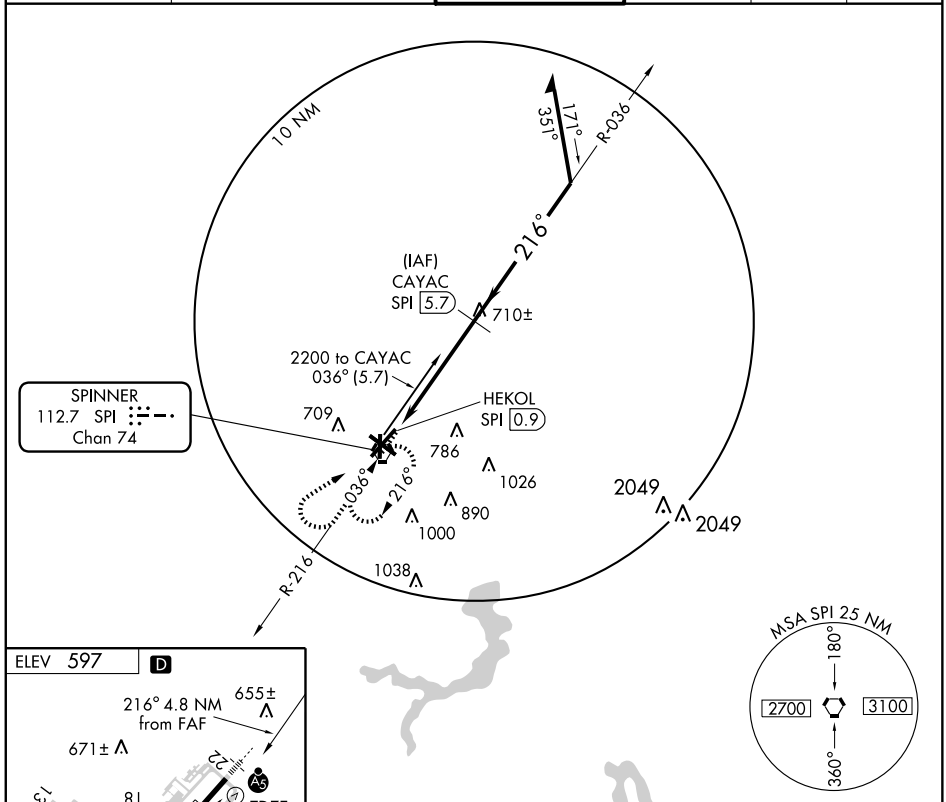
SPRINGFIELD/ ABRAHAM LINCOLN CAPITAL (SPI)

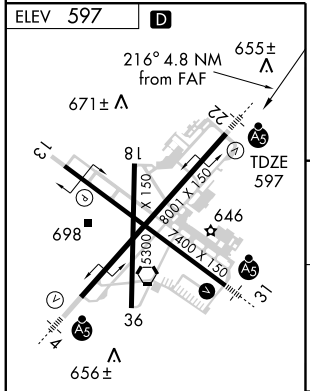
ASR If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 60 feet. For inoperative MALSR, increase S-22 Cat. D visibility to 1¼. VDP NA when using Logan County altimeter setting.

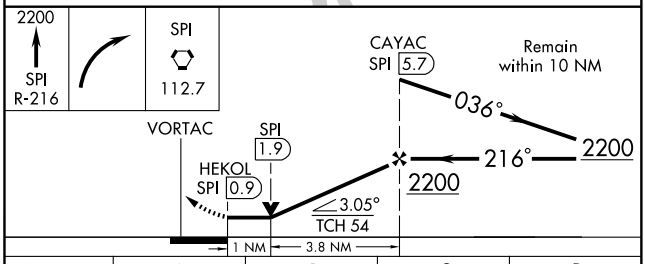
MALSR

MISSED APPROACH: Climb to 2200 via SPI R-216 then right turn direct SPI VORTAC and hold.

ATIS	SPRINGFIELD APP CON ★	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	UNICOM
127.65 270.1	118.6 323.0	121.3 (CTAF) L 257.8	121.9 348.6	121.7	122.95







CATEGORY	A	B	C	D
S-22	960-½ 363 (400-½)			960-1 363 (400-1)
CIRCLING	1020-1 423 (500-1)	1060-1 463 (500-1)	1060-1½ 463 (500-1½)	1200-2 603 (700-2)

MIRL Rwy 18-36
REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L

EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC TOY	APP CRS	Rwy Idg	N/A
116.0	090°	TDZE	N/A
Chan 107		Apt Elev	477

VOR or GPS-A

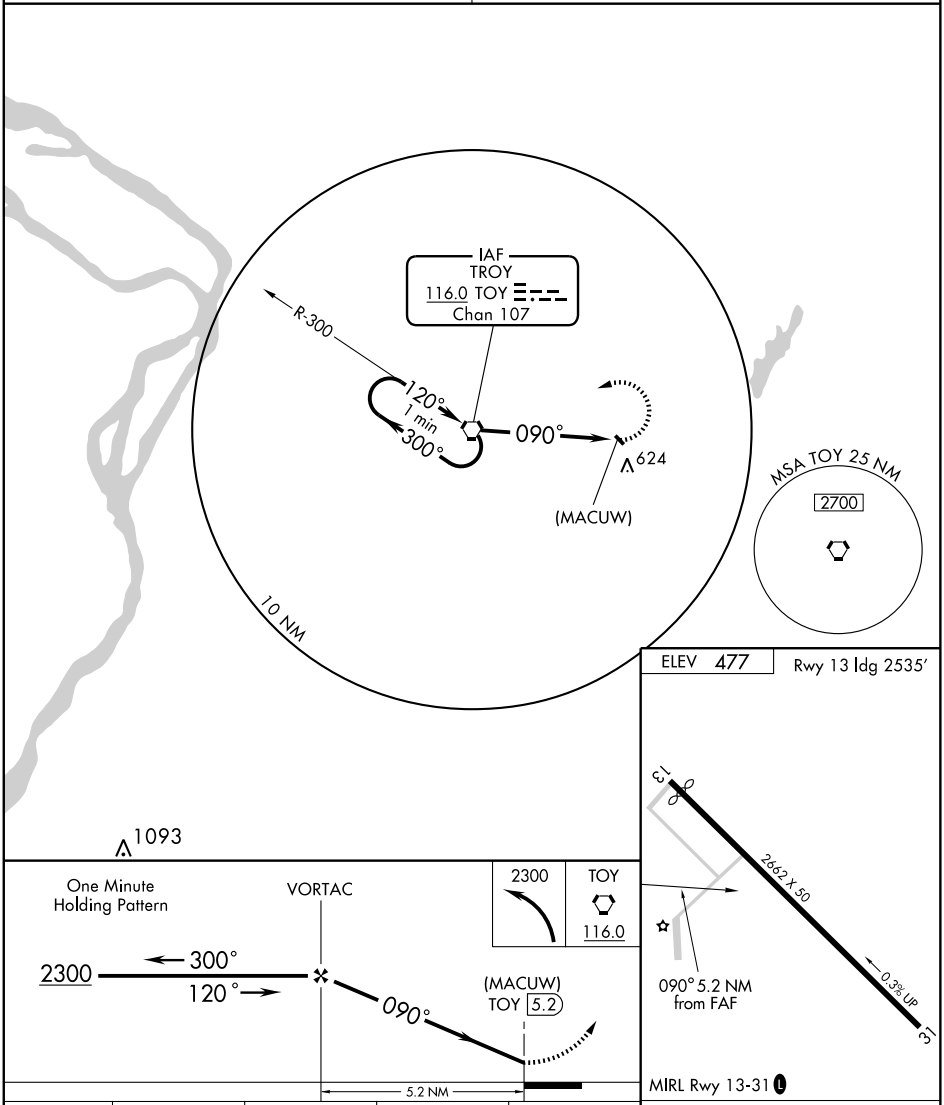
ST JACOB/ ST LOUIS METRO-EAST/SHAFER FIELD (3K6)

NA

Use Scott AFB/Midamerica altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 direct TOY VORTAC and hold.

ST LOUIS APP CON	UNICOM
124.2 353.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1040-1 560 (600-1)		1040-1½ 560 (600-1½)	NA

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-SQI	APP CRS	Rwy Idg	6498
111.5	249°	TDZE	647
		Apt Elev	647

STERLING ROCKFALLS/
WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

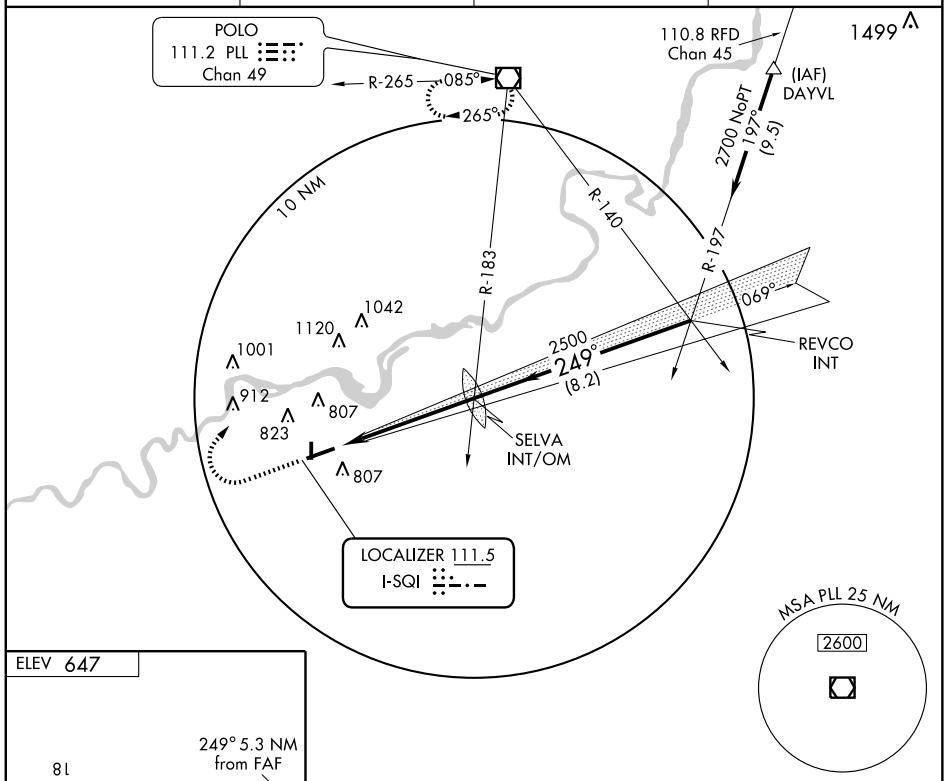
ILS RWY 25

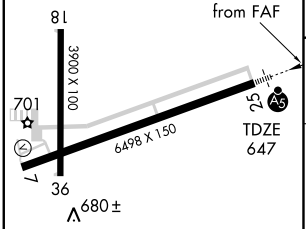
NA

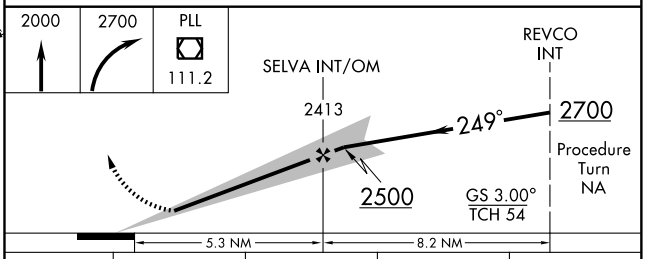
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct PLL VOR/DME and hold.

AWOS-3	ROCKFORD APP CON	CLNC DEL	UNICOM
119.175	126.0 327.0	128.0	123.0 (CTAF) L







HIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 7, 18 and 36 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-ILS 25	847-½ 200 (200-½)			
S-LOC 25	1120-½ 473 (500-½)		1120-¾ 473 (500-¾)	1120-1 473 (500-1)
CIRCLING	1140-1 493 (500-1)		1140-1½ 493 (500-1½)	1200-2 553 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC I-SQI	APP CRS	Rwy Idg	6498
111.5	069°	TDZE	647
		Apt Elev	647

STERLING ROCKFALLS/
WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

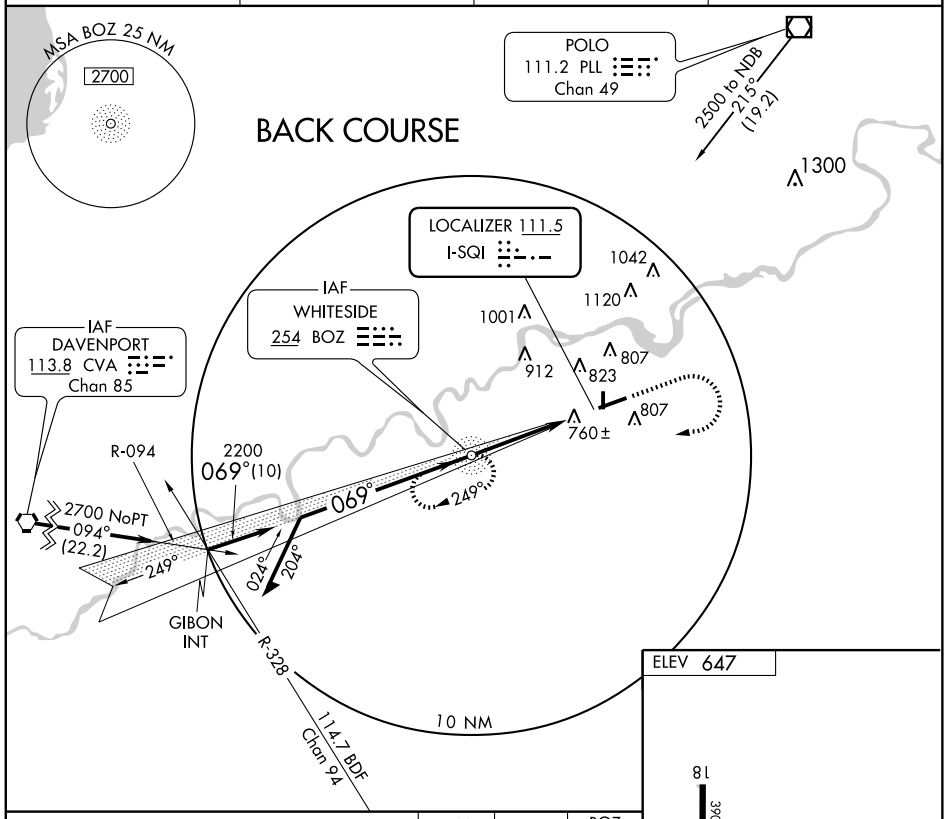
LOC BC RWY 7

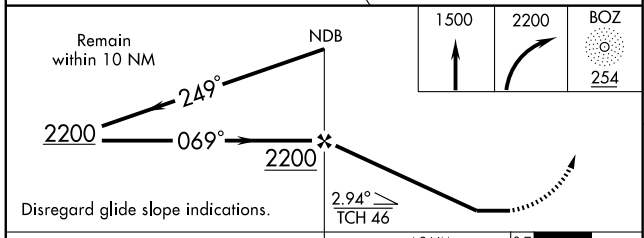
T
A NA

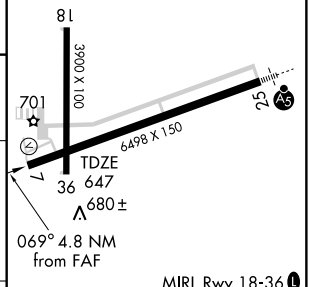
ADF REQUIRED

MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 direct BOZ NDB and hold.

AWOS-3	ROCKFORD APP CON	CLNC DEL	UNICOM
119.175	126.0 327.0	128.0	123.0 (CTAF) L







MIRL Rwy 18-36 L
HIRL Rwy 7-25 L
REIL Rwys 7, 18 and 36 L

CATEGORY	A	B	C	D
S-7	1020-1 373 (400-1)			1020-1¼ 373 (400-1¼)
CIRCLING	1140-1 493 (500-1)		1140-1½ 493 (500-1½)	1200-2 553 (600-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-3, 14 JAN 2010 to 11 FEB 2010

NDB BOZ	APP CRS	Rwy Idg	6498
254	069°	TDZE	648
		Apt Elev	648

STERLING ROCKFALLS/
WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

NDB RWY 7

When local altimeter setting not received, use Clinton altimeter setting and increase all MDA 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 direct BOZ NDB and hold.

AWOS-3	ROCKFORD APP CON	CLNC DEL	UNICOM
119.175	126.0 327.0	128.0	123.0 (CTAF) L

POLO
111.2 PLL
Chan 49

2500 to NDB
215°
(19.3)

1300

10 NM

Procedure NA for arrivals on CVA VORTAC airway radials 057 CW 149.

IAF
DAVENPORT
113.8 CVA
Chan 85

IAF
WHITESIDE
254 BOZ

1042
1001
1120
912
823
807
807
859±

R-094
2200
069°(10)
249°
069°
249°
2700 NoPT
094°
(22.2)
249°
BOZ
024°
204°
(IF)
GIBON
INT
R-328
114.7 BDF
Chan 94

MSA BOZ 25 NM
2700

ELEV 648

8L
3900 X 100
701
6498 X 150
25
7
TDZE
36 648
680±
069° 4.8 NM
from FAF

HIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 7, 18 and 36 L

Remain within 10 NM
NDB
249°
2200
069°
2200
2.93°
TCH 46
4.8 NM

1500	2200	BOZ
		254

CATEGORY	A	B	C	D
S-7	1160-1	512 (600-1)	1160-1½ 512 (600-1½)	1160-1¾ 512 (600-1¾)
CIRCLING	1160-1	512 (600-1)	1160-1½ 512 (600-1½)	1200-2 552 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6498
069°	TDZE	648
	Apt Elev	648

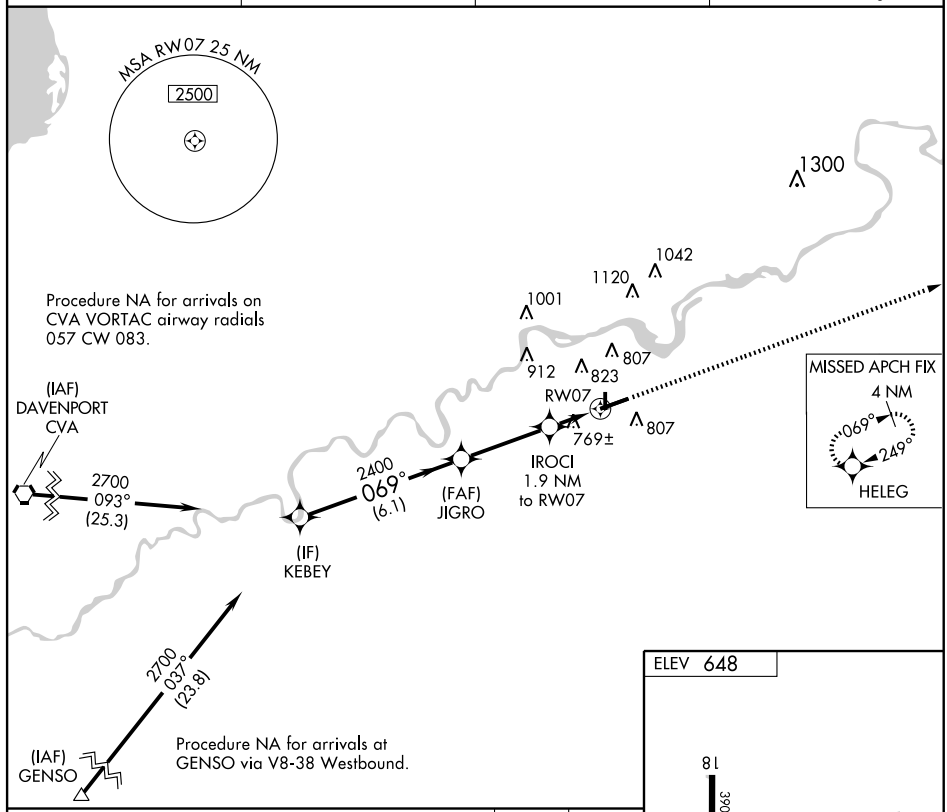
RNAV (GPS) RWY 7

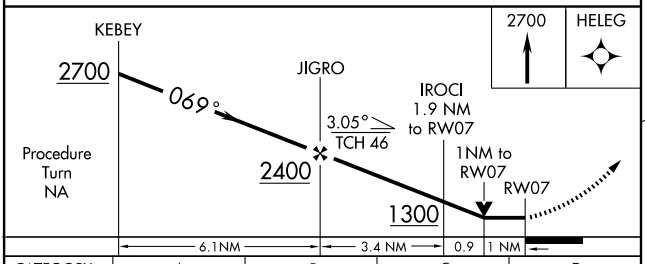
STERLING ROCKFALLS/
WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

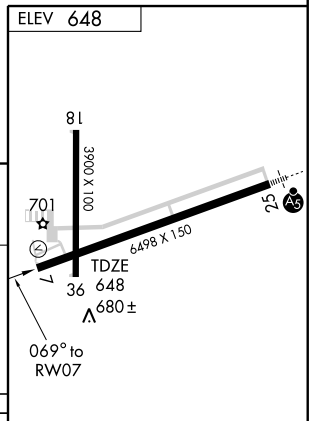
When local altimeter setting not received, use Clinton altimeter setting and increase all MDA 80 feet and increase LNAV Cat. C and D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. VDP NA when using Clinton altimeter setting.

MISSED APPROACH: Climb to 2700 direct HELEG and hold.

AWOS-3	ROCKFORD APP CON	CLNC DEL	UNICOM
119.175	126.0 327.0	128.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1020-1 372 (400-1)			1020-1¼ 372 (400-1¼)
CIRCLING	1140-1 492 (500-1)		1140-1½ 492 (500-1½)	1200-2 552 (600-2)

HIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 7, 18 and 36 L

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS CH 57910 W25A	APP CRS 249°	Rwy Idg 6498 TDZE 647 Apt Elev 648

STERLING ROCKFALLS/
WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

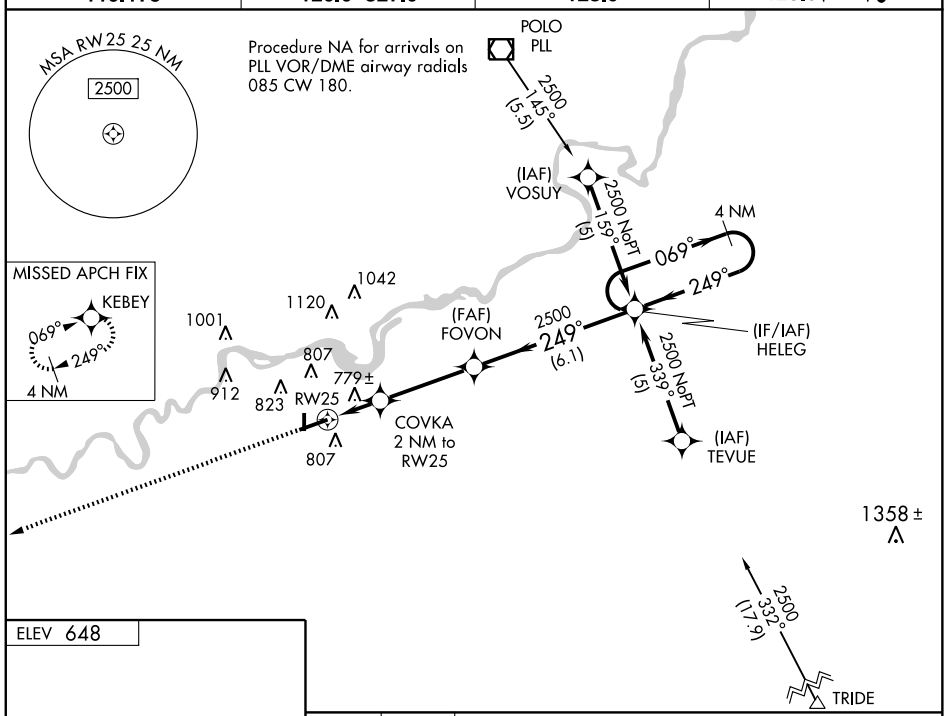
RNAV (GPS) RWY 25

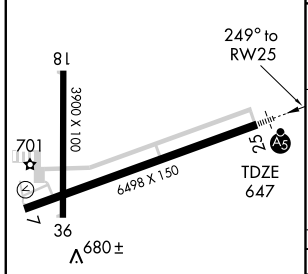
When local altimeter setting not received, use Clinton altimeter setting and increase all DA and MDA 80 feet and increase LNAV/VNAV visibility all Cats. ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Clinton altimeter setting. For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ mile.

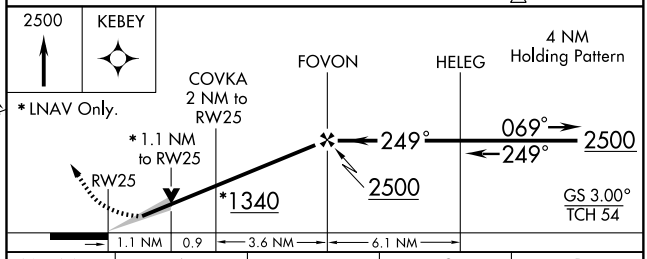
MALSR

MISSED APPROACH: Climb to 2500 direct KEBEY and hold.

AWOS-3	ROCKFORD APP CON	CLNC DEL	UNICOM
119.175	126.0 327.0	128.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	897-½ 250 (300-½)			
LNAV/VNAV DA	1084-1 437 (500-1)			
LNAV MDA	1060-½ 413 (500-½)		1060-¾ 413 (500-¾)	1060-1 413 (500-1)
CIRCLING	1140-1 492 (500-1)		1140-1½ 492 (500-1½)	1200-2 552 (600-2)

HIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 7, 18 and 36 L

EC-3, 14 JAN 2010 to 11 FEB 2010

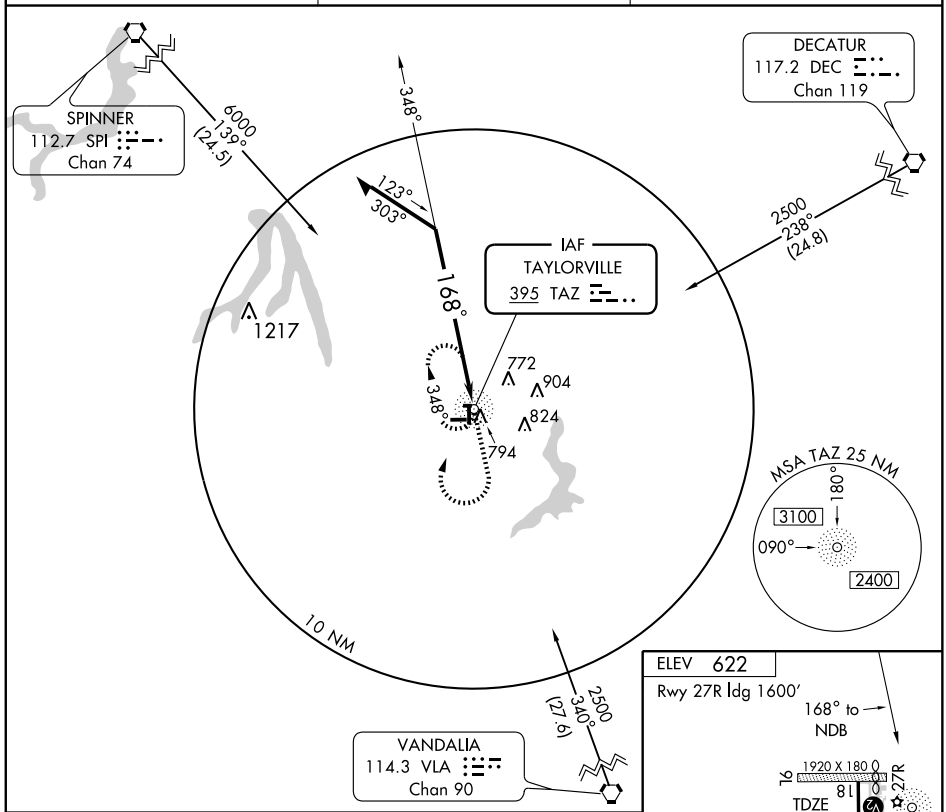
NDB TAZ	APP CRS	Rwy Idg	4001
395	168°	TDZE	621
		Apt Elev	622

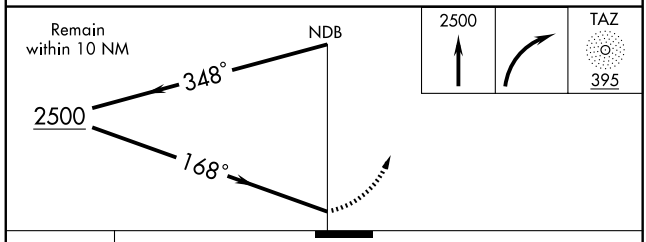
NDB RWY 18
TAYLORVILLE MUNI (TAZ)

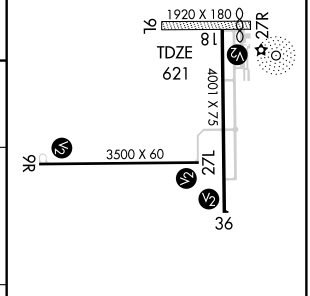
If local altimeter setting not received, use Springfield altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2500, then right turn direct TAZ NDB and hold.

AWOS-3	SPRINGFIELD APP CON ★	UNICOM
123.875 395.0	118.6 323.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1180-1	559 (600-1)	1180-1½ 559 (600-1½)	NA
CIRCLING	1180-1	558 (600-1)	1180-1½ 558 (600-1½)	NA

REIL Rwy 9R-27L and 18 L
MIRL Rwy 9R-27L and 18-36 L

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

TAYLORVILLE, ILLINOIS AL-6536 (FAA)

APP CRS	Rwy ldg	4001
179°	TDZE	621
	Apt Elev	622

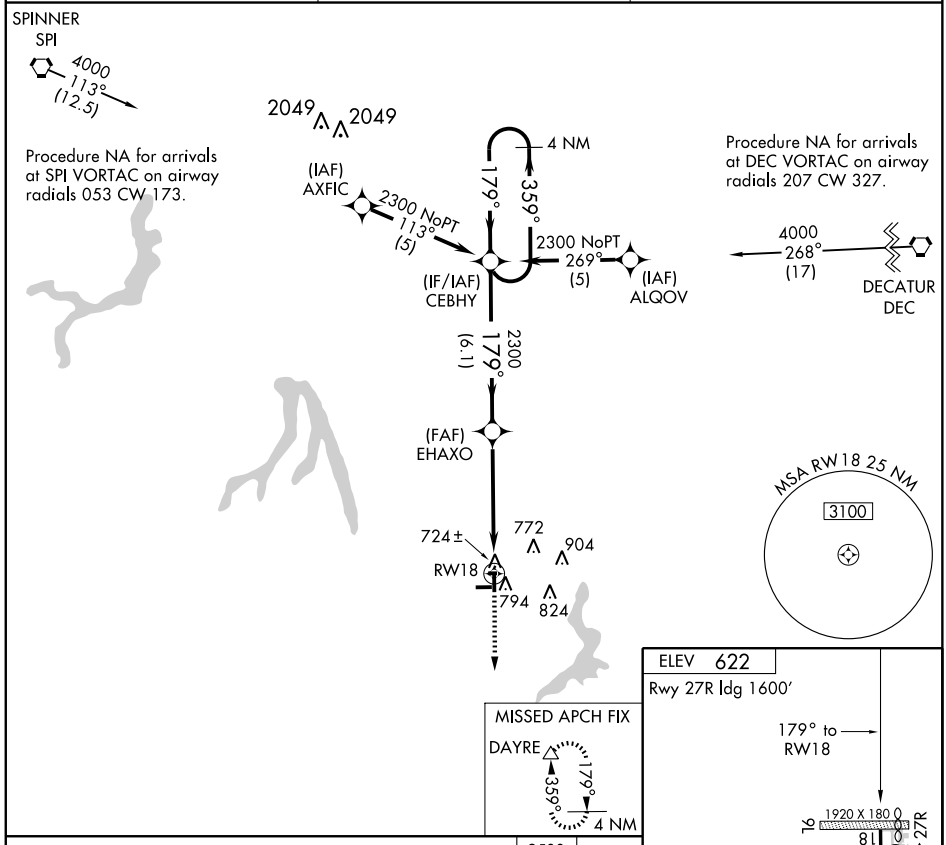
RNAV (GPS) RWY 18

TAYLORVILLE MUNI (TAZ)

If local altimeter setting not received, use Springfield altimeter setting and increase all MDAs 80 feet.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct DAYRE and hold.

AWOS-3	SPRINGFIELD APP CON ★	UNICOM
123.875 395.0	118.6 323.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1080-1 459 (500-1)		1080-1¼ 459 (500-1¼)	NA
CIRCLING	1160-1 538 (600-1)		1160-1½ 538 (600-1½)	NA

REIL Rwy 9R-27L and 18 L
MIRL Rwy 9R-27L and 18-36 L

EC-3. 14 JAN 2010 to 11 FEB 2010

TAYLORVILLE, ILLINOIS AL-6536 (FAA)

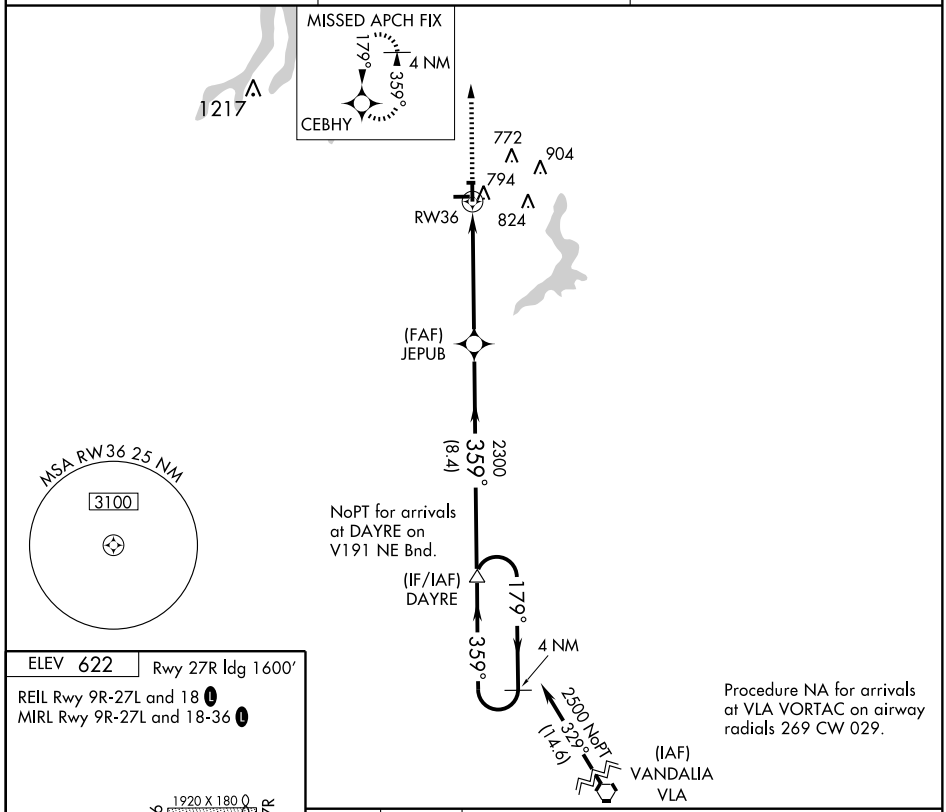
APP CRS		
359°	Rwy Idg	4001
	TDZE	622
	Apt Elev	622

RNAV (GPS) RWY 36
TAYLORVILLE MUNI (TAZ)

If local altimeter setting not received, use Springfield altimeter setting and increase all MDAs 80 feet. When VGSI inop, circling Rwy 18 NA at night. DME/DME RNP-0.3 NA. LNAV MDA minimums NA at night.

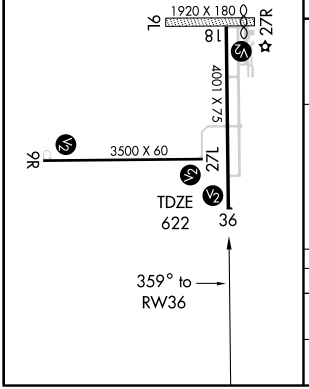
MISSED APPROACH: Climb to 2300 direct CEBHY and hold.

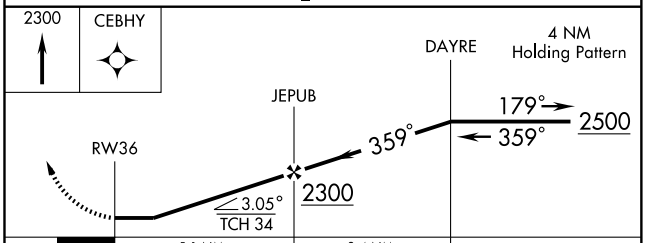
AWOS-3	SPRINGFIELD APP CON ★	UNICOM
123.875 395.0	118.6 323.0	122.8 (CTAF) L



ELEV 622 Rwy 27R ldg 1600'

REIL Rwy 9R-27L and 18 L
MIRL Rwy 9R-27L and 18-36 L





CATEGORY	A	B	C	D
LNAV MDA	1100-1 478 (500-1)		1100-1¼ 478 (500-1¼)	NA
CIRCLING	1160-1 538 (600-1)		1160-1½ 538 (600-1½)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC CMI	APP CRS	Rwy Idg	N/A
110.0	205°	TDZE	N/A
Chan 37		Apt Elev	735

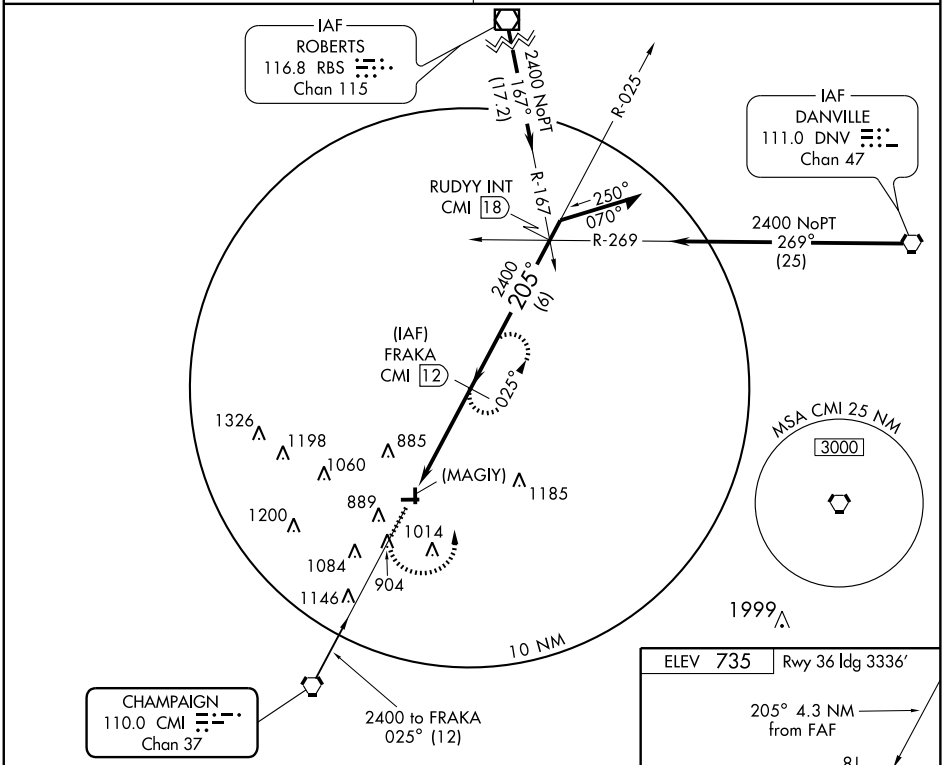
VOR/DME or GPS-B

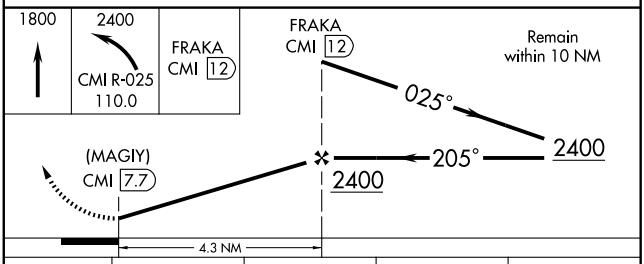
URBANA /FRASCA FIELD (C16)

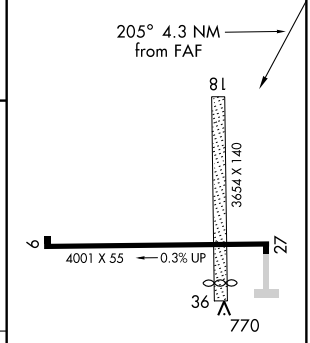
NA Use Champaign altimeter setting; if not received, use Decatur altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2400 via CMI R-025 to FRAKA 12 DME and hold.

CHAMPAIGN APP CON ★	UNICOM
121.35 291.0	122.8 (CTAF)







MIRL Rwy 9-27

CATEGORY	A	B	C	D
CIRCLING	1220-1 485 (500-1)		1220-1½ 485 (500-1½)	1320-2 585 (600-2)
DECATUR ALTIMETER SETTING MINIMUMS				
CIRCLING	1360-1 625 (700-1)		1360-1¾ 625 (700-1¾)	1460-2¼ 725 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC CMI 110.0 Chan 37	APP CRS 025°	Rwy Idg N/A TDZE N/A Apt Elev 735

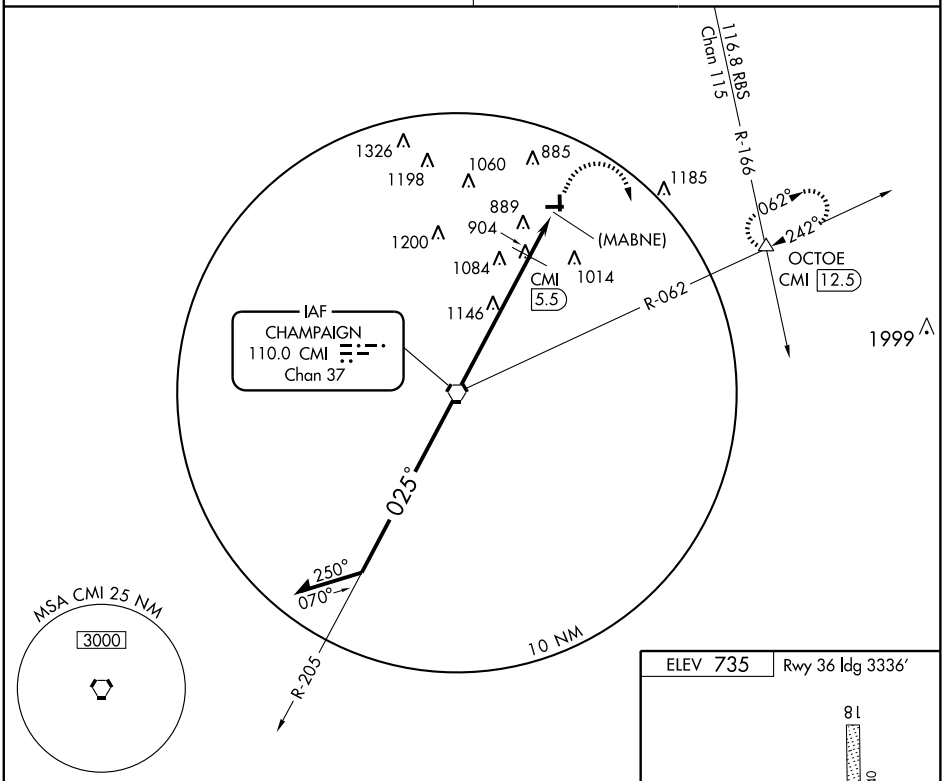
VOR or GPS-A

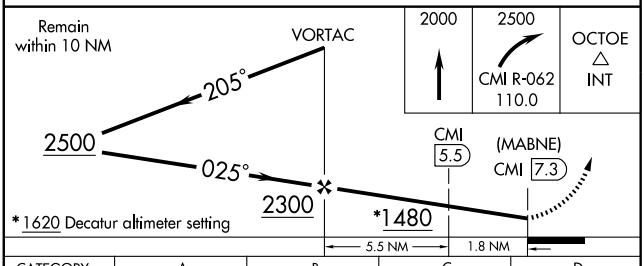
URBANA/FRASCA FIELD (C16)

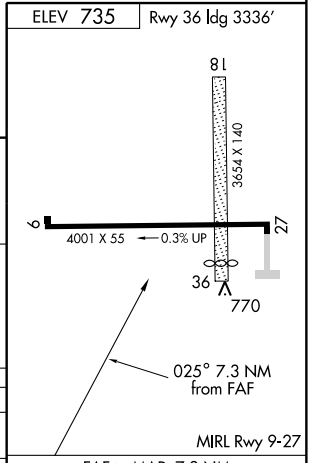
NA Use Champaign altimeter setting; if not received, use Decatur altimeter setting and increase all MDAs 140 feet and visibilities ½ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 via CMI R-062 to OCTOE Int and hold.

CHAMPAIGN APP CON ★	UNICOM
121.35 291.0	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1480-1 745 (800-1)	1480-1¼ 745 (800-1¼)	1480-2¼ 745 (800-2¼)	1480-2½ 745 (800-2½)
DME MINIMUMS				
CIRCLING	1260-1 525 (600-1)		1260-1½ 525 (600-1½)	1320-2 585 (600-2)

FAF to MAP 7.3 NM

Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26

EC-3, 14 JAN 2010 to 11 FEB 2010

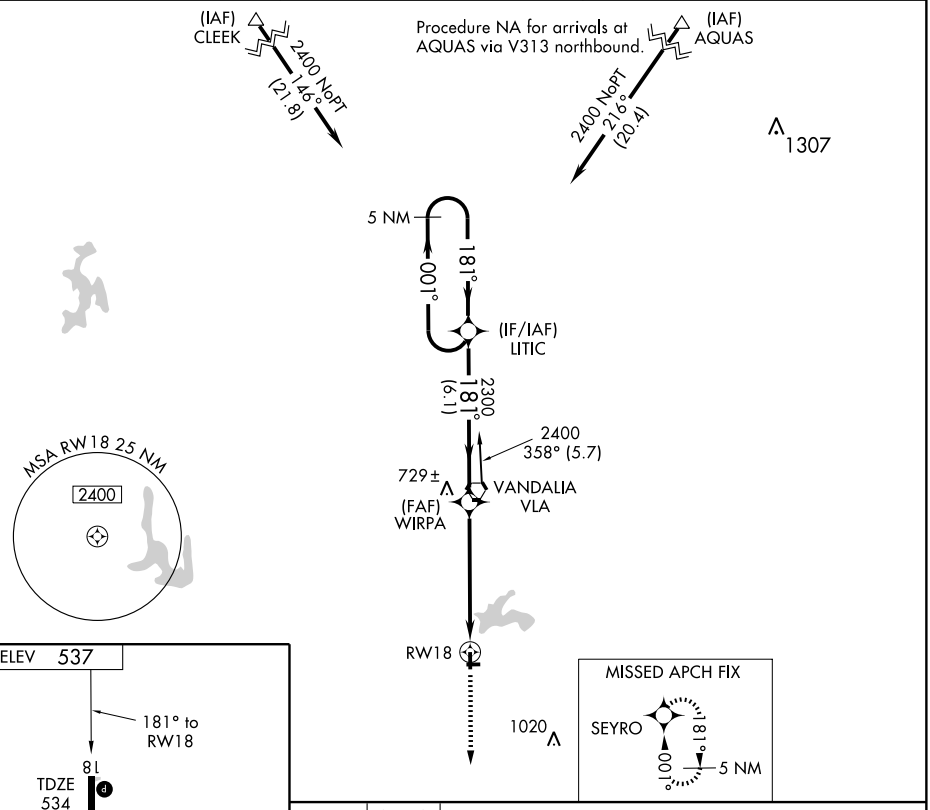
APP CRS	Rwy ldg	3752
181°	TDZE	534
	Apt Elev	537

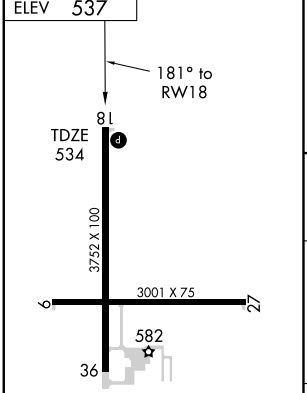
RNAV (GPS) RWY 18
VANDALIA MUNI (VLA)

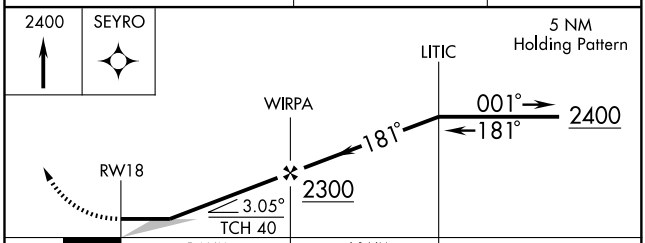
NA DME/DME RNP -0.3 NA.
Use Salem-Leckrone altimeter setting; if not received, use Centralia Muni altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2400 direct SEYRO and hold.

SALEM-LECKRONE AWOS-3	KANSAS CITY CENTER	UNICOM
118.525	124.3 269.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1040-1	506 (600-1)	1040-1½	506 (600-1½)
CIRCLING	1040-1	503 (600-1)	1040-1½ 503 (600-1½)	1140-2 603 (700-2)

REIL Rwys 18 and 27 L
MIRL Rwys 9-27 and 18-36 L

EC-3, 14 JAN 2010 to 11 FEB 2010

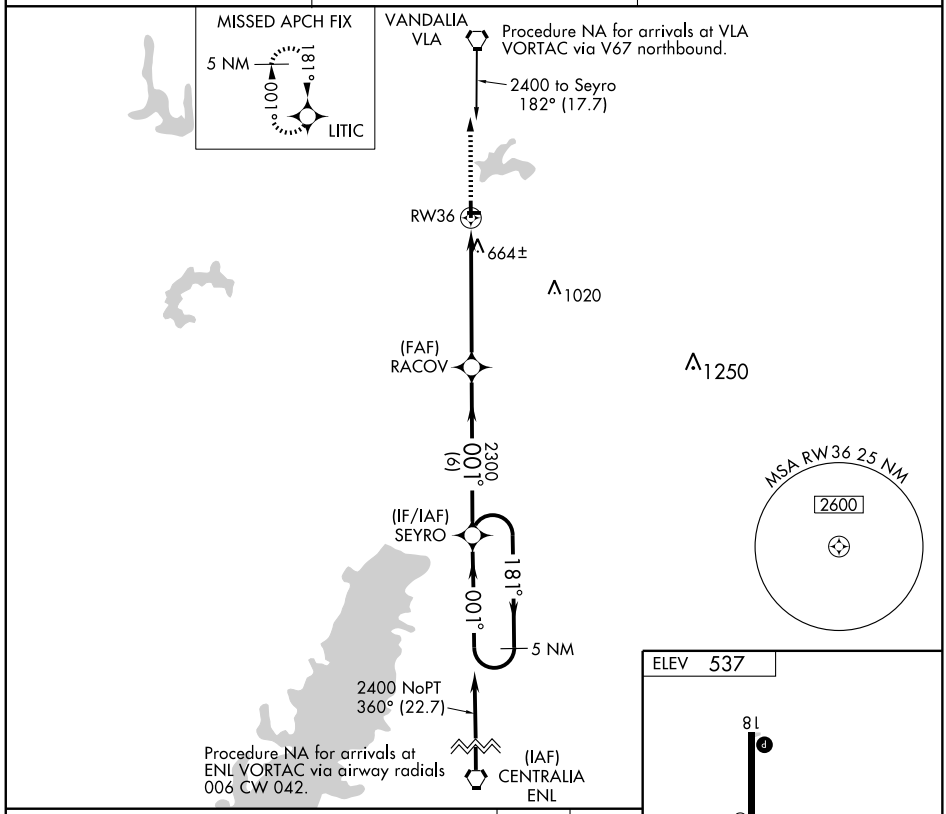
APP CRS	Rwy Idg	3752
001°	TDZE	534
	Apt Elev	537

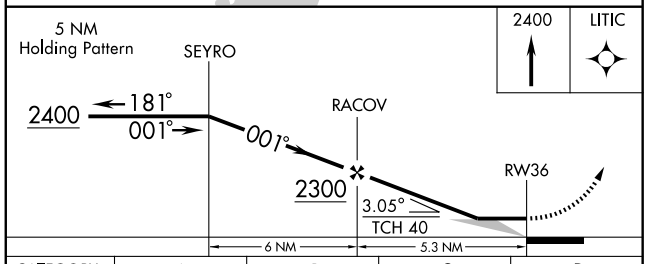
RNAV (GPS) RWY 36
VANDALIA MUNI (VLA)

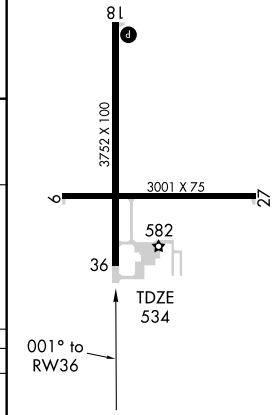
NA
DME/DME RNP -0.3 NA.
Use Salem-Leckrone altimeter setting; if not received, use Centralia Muni altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2400 direct LITIC and hold.

SALEM-LECKRONE AWOS-3	KANSAS CITY CENTER	UNICOM
118.525	124.3 269.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	980-1	446 (500-1)	980-1¼ 446 (500-1¼)	980-1½ 446 (500-1½)
CIRCLING	1040-1	503 (600-1)	1040-1½ 503 (600-1½)	1140-2 603 (700-2)

REIL Rwys 18 and 27 L
MIRL Rwys 9-27 and 18-36 L

EC-3. 14 JAN 2010 to 11 FEB 2010

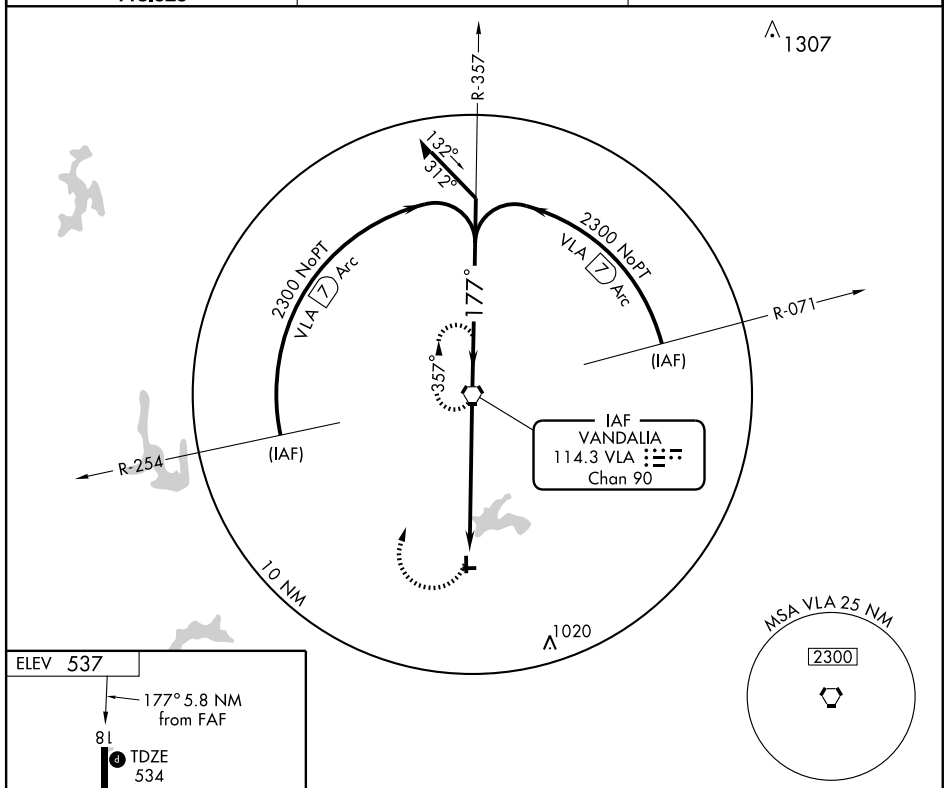
VORTAC VLA	APP CRS	Rwy Idg	3752
114.3	177°	TDZE	534
Chan 90		Apt Elev	537

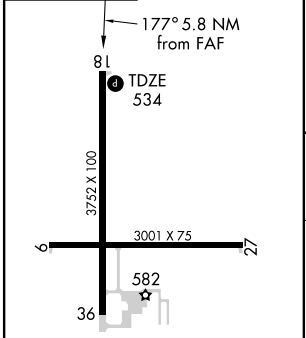
VOR RWY 18
VANDALIA MUNI (VLA)

NA — Use Salem-Leckrone altimeter setting. If not received, use Centralia Muni altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn to 2300 direct VLA VORTAC and hold.

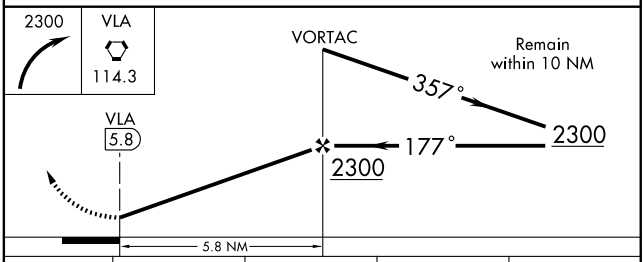
SALEM-LECKRONE AWOS-3	KANSAS CITY CENTER	UNICOM
118.525	124.3 269.15	122.8 (CTAF) L





REIL Rwys 18 and 27 L
MIRL Rwys 9-27 and 18-36 L

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-18	1140-1 606 (700-1)		1140-1¾ 606 (700-1¾)	NA
CIRCLING	1160-1 623 (700-1)		1160-1¾ 623 (700-1¾)	NA

EC-3. 14 JAN 2010 to 11 FEB 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

AIFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
AKRON, OH	
AKRON-CANTON RGNL	**ILS or LOC Rwy 19**[1]
	ILS or LOC Rwy 23[2]
	RADAR[3]
[1]NA when local weather not received.	
[2]LOC, NA.	
[3]NA when Akron-Canton approach control closed.	
ANDERSON, IN	
ANDERSON MUNI-DARLINGTON FIELD	**ILS or LOC Rwy 30**[1]
	NDB Rwy 30
	RNAV (GPS) Rwy 30
	VOR-A
NA when local weather not available.	
[1]NA when control tower closed.	
ASHTABULA, OH	
ASHTABULA COUNTY	**RNAV (GPS) Rwy 8**
	RNAV (GPS Rwy 26
NA when local weather not available.	
ATHENS, OH	
OHIO U SNYDER FIELD	**NDB Rwy 25**
NA when local weather not available.	
BLOOMINGTON, IN	
MONROE COUNTY	**ILS or LOC/DME Rwy 35**
	RNAV (GPS) Rwy 17
	RNAV (GPS) Rwy 35
	VOR/DME Rwy 6
	VOR/DME Rwy 24
NA when local weather not available.	
CINCINNATI, OH	
CINCINNATI MUNI-LUNKEN FIELD	**ILS or LOC Rwy 21L**
	LOC BC Rwy 3R
	NDB Rwy 21L
	NDB Rwy 25
	RNAV (GPS) Rwy 21L
	RNAV (GPS) Rwy 25
[1]NA when control tower closed.	
[2]Categories A,B, 1200-2; Categories C,D, 1200-3.	
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.	
[4]NA when local weather not available.	
[5]Category B, 900-2, Category C, 900-2¼; Category D, 900-2¾.	
CLEVELAND, OH	
BURKE-LAKEFRONT	**ILS Rwy 24**
	NDB or GPS Rwy 24
NA when control tower closed.	
[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.	
CUYAHOGA COUNTY	**ILS or LOC Rwy 24**
	LOC/DME BC Rwy
	RNAV (GPS) Rwy
	RNAV (GPS) Rwy
NA when local weather not available.	
[1]NA when control tower closed.	
[2]ILS, Category D, 700-2.	
COLUMBUS, IN	
COLUMBUS MUNI	**ILS Rwy 2**
	RNAV (GPS) Rwy
	RNAV (GPS) Rwy 1
	RNAV (GPS) Rwy 2
	RNAV (GPS) Rwy 3
[1]NA when control tower closed.	
[2]NA when local weather not available.	

NAME — ALTERNATE MINIMUMS

COLUMBUS, OH

BOLTON FIELD ..... **ILS or LOC Rwy 4[12]**
NDB Rwy 4[12]
RNAV (GPS) Rwy 4[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

OHIO STATE UNIVERSITY ..... **ILS or LOC Rwy 9R**
NDB Rwy 9R
NA when control tower closed.

PORT COLUMBUS INTL **ILS or LOC Rwy 10L[1]**
ILS or LOC Rwy 10R[23]
ILS or LOC Rwy 28L[4]
[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, 700-2. LOC, NA.
[3]NA when local weather not available.
[4]ILS, Categories A,B,C,D, 700-2.

RICKENBAKER INTL ..... **ILS or LOC Rwy 5L**
ILS or LOC Rwy 5R
ILS or LOC Rwy 23L
NDB Rwy 5R
NDB Rwy 23L
RNAV (GPS) Rwy 5R
RNAV (GPS) Rwy 23L
NA when local weather not available.

DAYTON, OH

DAYTON-WRIGHT BROTHERS ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.
Category D, 800-2¼.

DELAWARE, OH

DELAWARE MUNI ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

ELKHART, IN

ELKHART MUNI ..... **ILS or LOC Rwy 27[1]**
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 27[2]
RNAV (GPS) Rwy 36[2]
VOR/DME Rwy 36[2]
VOR Rwy 9[2]
VOR Rwy 27[2]
[1]LOC, NA when control tower closed.
[2]NA when local weather not available.

NAME — ALTERNATE MINIMUMS

EVANSVILLE, IN

EVANSVILLE RGNL ..... **ILS or LOC Rwy 4[1]**
ILS or LOC Rwy 22
NDB Rwy 22
NA when control tower closed.
[1]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

FINDLAY, OH

FINDLAY ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 36
VOR Rwy 7
NA when local weather not available.

FORT WAYNE, IN

FORT WAYNE INTL ..... **ILS or LOC Rwy 5[1]**
ILS or LOC Rwy 32[1]
LOC BC Rwy 14[1]
RADAR-1[1]
RNAV (GPS) Rwy 5[13]
RNAV (GPS) Rwy 23[13]
VOR or TACAN Rwy 5[1]
VOR or TACAN Rwy 14[1]
VOR or TACAN Rwy 23[4]
[1]Category E, 800-2½.
[2]Category E, 800-2¼.
[3]NA when local weather not available.
[4]Category D, 800-2¼, Category E, 2½.

SMITH FIELD ..... **VOR Rwy 13**
NA when local weather not available.

GARY, IN

GARY/CHICAGO INTL .... **NDB or GPS Rwy 30**
NA when control tower closed.

GOSHEN, IN

GOSHEN MUNI ..... **RNAV (GPS) Rwy 27**
VOR Rwy 27
NA when local weather not available.

GRIFFITH, IN

GRIFFITH-MERRILLVILLE ..... **VOR Rwy 8**
NA except for operators with approved weather reporting service.

HAMILTON, OH

BUTLER COUNTY RGNL **ILS or LOC Rwy 29[1]**
RNAV (GPS) Rwy 11[2]
RNAV (GPS) Rwy 29[2]
NA when local weather not available.
[1]ILS,LOC,Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

HUNTINGBURG, IN

HUNTINGBURG ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

INDIANAPOLIS, IN

EAGLE CREEK
AIRPARK ..... **RNAV (GPS) Rwy 21**
VOR-A
NA when local weather not available.

INDIANAPOLIS INTL ..... **ILS or LOC Rwy 5L**
ILS or LOC Rwy 5R
ILS or LOC Rwy 14
ILS or LOC Rwy 23L
ILS or LOC Rwy 23R
ILS or LOC Rwy 32
ILS, Categories A,B,C,D, 700-2.

JEFFERSONVILLE, IN

CLARK RGNL ..... **VOR or GPS Rwy 18**
NA except for operators with approved weather reporing service.

KNOX, IN

STARKE COUNTY ..... **RNAV (GPS) Rwy 18**
VOR Rwy 18[1]
NA when local weather not available.
[1]Category D, 800-2¼.

KOKOMO, IN

KOKOMO MUNI ..... **VOR or GPS Rwy 23**
VOR or GPS Rwy 32
VOR/DME RNAV or GPS Rwy 5
NA except standard for operators with approved weather reporting service.

LAFAYETTE, IN

PURDUE UNIVERSITY ..... **ILS Rwy 10[12]**
RNAV (GPS) Rwy 10[34]
RNAV (GPS) Rwy 28[34]
VOR-A[15]
[1]NA when control tower closed.
[2]ILS, Category D, 800-2¼. LOC, NA.
[3]Category D, 800-2¼.
[4]NA when local weather not available.
[5]Category D, 800-2¼.

LANCASTER, OH

FAIRFIELD COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

LIMA, OH

LIMA ALLEN COUNTY ..... **RNAV (GPS) Rwy 27**
VOR Rwy 27
NA when local weather not available.

NAME ALTERNATE MINIMUMS

LOGANSPORT, IN

CASS COUNTY ..... **VOR/DME RNAV Rwy 27**
VOR-A
NA except standard for operators with approved weather reporting service.

LORAIN/ELYRIA, OH

LORAIN
COUNTY RGNL ..... **RNAV (GPS) Rwy 7**
VOR-A
NA when local weather not available.

MANSFIELD, OH

MANSFIELD
LAHM RGNL ..... **ILS or LOC Rwy 32[1]**
NDB Rwy 32[1]
RADAR-1[1]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR Rwy 14[2]
VOR Rwy 32[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

MARION, OH

MARION MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 25
VOR-A
NA when local weather not available.

MOUNT VERNON, OH

KNOX COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

MUNCIE, IN

DELAWARE COUNTY-JOHNSON
FIELD ..... **ILS Rwy 32[1]**
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR Rwy 14[2]
VOR or GPS Rwy 20[3]
VOR Rwy 32[2]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]NA when control tower closed, except for operators with approved weather reporting service.

NEWARK, OH

NEWARK-HEATH ..... **LOC Rwy 9[1]**
VOR-A[2]
[1]Category D, 800-2¼.
[2]Categories A, B, 1000-2; Categories C, D, 1000-3.

NAME ALTERNATE MINIMUMS

SHELBYVILLE, IN

SHELBYVILLE MUNI ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.
Category D, 800-2¼.

SOUTH BEND, IN

SOUTH BEND RGNL ..... **ILS or LOC Rwy 9R[1]**
ILS or LOC Rwy 27L[1]
RNAV (GPS) Rwy 36[2]
VOR Rwy 18[1]
[1]NA when control tower closed.
[2]NA when local weather not available.

SPRINGFIELD, OH

SPRINGFIELD-BECKLEY
MUNI ..... **ILS or LOC Rwy 24[12]**
RNAV (GPS) Rwy 6[3]
RNAV (GPS) Rwy 24[3]
VOR Rwy 6[3]
[1]NA when control tower closed.
[2]ILS, LOC, Category E, 900-3.
[3]NA when local weather not available.

TERRE HAUTE, IN

TERRE HAUTE INTL-
HULMAN FIELD ..... **LOC BC Rwy 23[1]**
RADAR-1[12]
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 32[3]
[1]Category E, 800-2¼.
[2]NA when control tower closed.
[3]NA when local weather not available.

TOLEDO, OH

METCALF FIELD ..... **VOR Rwy 4**
Category C, 800-2¼; Category D, 800-2½.

TOLEDO EXPRESS ..... **ILS or LOC Rwy 7[1]**
ILS or LOC Rwy 25[23]
RADAR-1[4]
RNAV (GPS) Rwy 7[24]
RNAV (GPS) Rwy 25[4]
[1]ILS, Category E, 800-2½.
[2]NA when local weather not available.
[3]ILS,LOC,Category E, 800-2½.
[4]Category E, 800-2½.

VALPARAISO, IN

PORTER COUNTY MUNI ..... **ILS Rwy 27[1]**
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 27[2]
[1]LOC, NA.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

VAN WERT, OH

VAN WERT COUNTY ..... **NDB Rwy 9**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
NA when local weather not available.

WARSAW, IN

WARSAW MUNI ..... **VOR or GPS Rwy 9**
VOR or GPS Rwy 27
NA except standard for operators with approved weather reporting service.

WILMINGTON, OH

AIRBORNE AIRPARK ..... **ILS Rwy 4L[13]**
ILS or LOC Rwy 4R[12]
ILS Rwy 22L[12]
RNAV (GPS) Rwy 22R[4]
VOR or GPS Rwy 4L[3]
VOR/DME Rwy 22R[45]
VOR Rwy 22R[3]
[1]ILS, Category D, 700-2.
[2]NA when control tower closed except for operators with approved weather reporting service.
[3]NA except standard for operators with approved weather reporting service.
[4]NA when local weather not available.
[5]NA when control tower closed.

WOOSTER, OH

WAYNE COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR Rwy 10[1]
NA when local weather not available.
[1]Category D, 800-2¼.

YOUNGSTOWN-WARREN, OH

YOUNGSTOWN-WARREN
RGNL **RADAR-1**
NA when Youngstown approach control closed.

ZANESVILLE, OH

ZANESVILLE MUNI ..... **VOR or GPS Rwy 4[1]**
VOR or GPS Rwy 22[2]
[1]Category D, 800-2¼.
[2]Categories A,B, 900-2; Categories C,D, 900-3.

AKRON, OH

Amdt. 23, July 5, 2007 (FAA) ELEV **1228**

AKRON-CANTON RGNL

RADAR - 125.5 371.875 (EAST) 118.6 323.0 (WEST) ▼ A

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1		ABC	**1580**/24	371	(400-½)	D	**1580**/50	371	(400-1)
	5		ABC	**1580**-1	378	(400-1)	D	**1580**-1¼	378	(400-1¼)
	19		ABC	**1580**/24	362	(400-½)	D	**1580**/50	362	(400-1)
	23		ABC	**1620**/24	392	(400-½)	D	**1620**/50	392	(400-1)
CIRCLING			A	**1660**-1	432	(500-1)	B	**1680**-1	452	(500-1)
			C	**1680**-1½	452	(500-1½)	D	**1780**-2	552	(600-2)

Procedure NA when Akron-Canton approach control closed. For inoperative MALSR, increase S-1 CAT D visibility to RVR 6000, S-19 CAT D visibility to RVR to 6000, and S-23 CAT D visibility to RVR 6000.

DAYTON, OH

Amdt. 9, OCT 22, 2009 (FAA) ELEV **1010**

JAMES M. COX DAYTON INTL

RADAR - 118.425 126.5 134.45 294.5 352.05 ▼

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	6L		ABC	**1380**/24	382	(400-½)	D	**1380**/50	382	(400-1)
	36		AB	**1420**-1	411	(500-1)	CD	**1420**-1¼	411	(500-1¼)
CIRCLING			AB	**1480**-1	471	(500-1)	C	**1480**-1½	471	(500-1½)
			D	**1560**-2	551	(600-2)				

For inoperative ALSF-2 increase S-6L Category D visibility to RVR 6000.

EVANSVILLE, IN

Amdt. 6, MAY 7, 2009 (FAA) ELEV **418**

EVANSVILLE RGNL

RADAR-1 - 126.4 226.4 ▼

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		AB	**880**/24	462	(500-½)	C	**880**/40	462	(500-¾)
			D	**880**/50	462	(500-1)				
	4		AB	**880**-1	495	(500-1)	C	**880**-1¼	495	(500-1¼)
			D	**880**-1½	495	(500-1½)				
	36		AB	**880**-1	497	(500-1)	C	**880**-1¼	497	(500-1¼)
			D	**880**-1½	497	(500-1½)				
	18		AB	**880**-1	484	(500-1)	C	**880**-1¼	484	(500-1¼)
			D	**880**-1½	484	(500-1½)				
CIRCLING			A	**940**-1	522	(600-1)	B	**960**-1	542	(600-1)
			C	**960**-1½	542	(600-1½)	D	**980**-2	562	(600-2)

When control tower closed, procedure NA. Visibility reduction by helicopters NA.

FORT WAYNE, IN

Amdt. 25, JUL 2, 2009 (FAA) ELEV **814**

FORT WAYNE INTL

RADAR - 127.2 284.6

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	AB	**1300**/24	486	(500-½)	C	**1300**/40	486	(500-¾)
		D	**1300**/50	486	(500-1)	E	**1300**/60	486	(500-1¼)
	14	AB	**1300**-1	498	(500-1)	C	**1300**-1¼	498	(500-1¼)
		D	**1300**-1½	498	(500-1½)	E	**1300**-1¾	498	(500-1¾)
	23	AB	**1300**-1	501	(600-1)	CD	**1300**-1½	501	(600-1½)
		E	**1300**-1¾	501	(600-1¾)				
	32	AB	**1260**/24	460	(500-½)	C	**1260**/40	460	(500-¾)
		DE	**1260**/50	460	(500-1)				
CIRCLING		AB	**1300**-1	486	(500-1)	C	**1300**-1½	486	(500-1½)
		D	**1380**-2	566	(600-2)	E	**1520**-2½	706	(800-2½)

Rwy 5, for inoperative ALSF-2, increase S-5 Cat E visibility ½ mile.
Rwy 32, for inoperative MALSR, increase S-32 Cat E visibility ½ mile.
LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

GRISSOM ARB (KGUS), IN (Peru) (06159 USAF)

ELEV **812**

RADAR - Ctc APP CON - **(E)** 121.05 318.2 379.3

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[1]	5[2]		AB	**1180**/24	368	(400-½)
			CDE	**1180**/40	368	(400-¾)
	23[3]		AB	**1260**/24	460	(500-½)
			C	**1260**/40	460	(500-¾)
			DE	**1260**/50	460	(500-1)
CIR	All Rwy		AB	**1340**-1	528	(600-1)
			C	**1340**-1½	528	(600-1½)
			D	**1380**-2	568	(600-2)
			E	**1440**-2	628	(700-2)

[1]No-NOTAM preventive maint sked: ASR 1200-1400Z++ Mon. ASR apch svc avbl 1200-0400Z ++dly, (contingent upon manpower and eqpt availability). [2]When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles. [3]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

MANSFIELD, OH

Amdt. 4A, MAY 7, 2009 (FAA) ELEV **1297**

MANSFIELD LAHM RGNL

RADAR - 124.2 390.8 ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	23	AB	**1700**-1	405	(500-1)	CD	**1700**-1¼	405	(500-1¼)
	5	AB	**1740**-1	443	(500-1)	C	**1740**-1¼	443	(500-1¼)
		D	**1740**-1½	443	(500-1½)				
CIRCLING		AB	**1760**-1	463	(500-1)	C	**1760**-1½	463	(500-1½)
		D	**1880**-2	583	(600-2)				

When control tower closed, ASR NA.

TERRE HAUTE, IN

Amdt. 4, MAR 22, 2001 (FAA) ELEV **589**

TERRE HAUTE INTL-HULMAN FIELD

RADAR - 125.45 339.8 ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	ABC	**920**/24	347	(400-½)	DE	**920**/50	347	(400-1)
	32	ABCD	**920**-1	331	(400-1)	E	**920**-1¼	331	(400-1¼)
	23	ABC	**940**-1	357	(400-1)	DE	**940**-1¼	357	(400-1¼)
CIRCLING		A	**1020**-1	431	(500-1)	B	**1040**-1	451	(500-1)
		C	**1040**-1½	451	(500-1½)	D	**1140**-2	551	(600-2)
		E	**1240**-2¼	651	(700-2¼)				

For inoperative MALSR, increase S-5 Category D and E visibility to RVR 6000.
Circling not authorized NW of Rwys 5/23 for Category E aircraft.
When control tower closed, procedure NA.

TOLEDO, OH

Amdt. 19, AUG 18, 1994 (FAA) ELEV **684**

TOLEDO EXPRESS

RADAR - 134.35 317.55 ▽ ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	25	ABC	**1040**-½	362	(400-½)	DE	**1040**-1	362	(400-1)
	34	ABC	**1040**-1	372	(400-1)	DE	**1040**-1¼	372	(400-1¼)
	16	ABC	**1060**-1	386	(400-1)	DE	**1060**-1¼	386	(400-1¼)
	7	ABC	**1080**/24	397	(400-½)	DE	**1080**/50	397	(400-1)
CIRCLING		AB	**1180**-1	496	(500-1)	C	**1180**-1½	496	(500-1½)
		D	**1240**-2	556	(600-2)	E	**1360**-2½	676	(700-2½)

Category D S-7 visibility increased to RVR 6000 for inoperative ALSF-2.
Category D S-25 visibility increased to 1¼ miles for inoperative MALSR.

YOUNGSTOWN-WARREN, OH Amdt. 13, OCT 8, 1998 (FAA) ELEV **1196**

YOUNGSTOWN-WARREN RGNL

RADAR - 133.95 322.3 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5		ABC	**1520**-1	356	(400-1)	D	**1520**-1¼	356	(400-1¼)
	14		ABC	**1520**-½	386	(400-½)	D	**1520**-1	386	(400-1)
	23		ABC	**1580**-1	388	(400-1)	D	**1580**-1¼	388	(400-1¼)
	32		ABC	**1580**/24	395	(400-½)	D	**1580**/50	395	(400-1)
CIRCLING			A	**1640**-1	444	(500-1)	B	**1660**-1	464	(500-1)
			C	**1660**-1½	464	(500-1½)	D	**1760**-2	564	(600-2)

Category D S-14 visibility increased ¼ mile for inoperative MALSR.
Category D S-32 visibility increased ¼ mile for inoperative MALSR.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME — TAKE-OFF MINIMUMS

AKRON, OH

AKRON-CANTON RGNL (CAK)
AMDT 5 86352 (FAA)
DEPARTURE PROCEDURE: All aircraft climb straight ahead to 1700 before proceeding on course.

AKRON FULTON INTL (AKR)
TAKE-OFF MINIMUMS: **Rwys 1, 7, 19, 25,** 300-1.
DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 2100 before turning West. **Rwy 25,** climb runway heading to 2100 before turning north.

ANDERSON, IN

ANDERSON MUNI-DARLINGTON FIELD (AID)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.

ASHLAND, OH

ASHLAND COUNTY (3G4)
TAKE-OFF MINIMUMS: **Rwys 1, 19,** 300-1.

NAME — TAKE-OFF MINIMUMS

ASHTABULA, OH

ASHTABULA COUNTY (HZY)
ORIG 09183 (FAA)
NOTE: **Rwy 8,** trees beginning 779' from DER, 34' left of centerline, up to 91' AGL/1020' MSL. Trees beginning 27' from DER, 17' right of centerline, up to 91' AGL/1007' MSL. **Rwy 26,** trees beginning 1219' from DER, 183' left of centerline, up to 99' AGL/1008' MSL. Trees beginning 1465' from DER, 406' right of centerline, up to 83' AGL/992' MSL.

AUBURN, IN

DE KALB COUNTY(GWB)
AMDT 1 06271 (FAA)
NOTE: **Rwy 9,** multiple trees beginning 428' from departure end of runway, 227' right of centerline, up to 100' AG/979' MSL. **Rwy 27,** multiple trees beginning 83' from departure end of runway, 207' left of centerline, up to 100' AGL/939' MSL. Multiple tree beginning 1377' from departure end of runway, 316' right of centerline, up to 100' AGL/930' MSL.

BARNESVILLE, OH

BARNESVILLE-BRADFIELD (6G5)
ORIG 85297 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

BEACH CITY, OH

BEACH CITY (2D7)
ORIG 82245 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

BELLEFONTAINE, OH
BELLEFONTAINE RGNL (EDJ)
ORIG 03079 (FAA)
DEPARTURE PROCEDURE: **Rwy 7,** climb to 2100 via heading 074° before proceeding on course.

BLOOMINGTON, IN
MONROE COUNTY (BMG)
AMDT 5 02052 (FAA)
NOTE: **Rwy 6,** trees 2185' from departure end of runway, 755' left of centerline, 81' AGL/967' MSL. **Rwy 24,** trees 2325' from departure end of runway, 830' right of centerline, 87' AGL/1019' MSL. **Rwy 17,** trees 854' from departure end of runway, 595' left of centerline, 67' AGL/862' MSL. **Rwy 35,** trees 2376' from departure end of runway, 905' left of centerline, 85' AGL/932' MSL.

BLUFFTON, OH
BLUFFTON (5G7)
AMDT 1 09183 (FAA)
NOTE: **Rwy 5,** trees beginning 975' from DER, 572' left of centerline, up to 100' AGL/949' MSL.

BOWLING GREEN, OH
WOOD COUNTY (1G0)
AMDT 3 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.
NOTE: **Rwy 18,** building/tower 3581' from departure end of runway, 254' right of centerline, 141' AGL/841' MSL.

BRAZIL, IN
BRAZIL CLAY COUNTY (0I2)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

BUCYRUS, OH
PORT BUCYRUS-CRAWFORD COUNTY (17G)
AMDT 1 83048 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 9, 22, 27,** 300-1.

CADIZ, OH
HARRISON COUNTY (8G6)
AMDT 2 99252 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,31,** 300-1.

CALDWELL, OH
NOBLE COUNTY (I10)
AMDT 1 97146 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5, 23,** 400-1.
DEPARTURE PROCEDURE: **Rwy 23,** climb runway heading to 1500 before turning.

CAMBRIDGE, OH
CAMBRIDGE MUNI (CDI)
AMDT 2 96144 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** 500-1 or std. with a min. climb of 350' per NM to 1500.

CARROLLTON, OH
CARROLL COUNTY-TOLSON (TSO)
AMDT 4 99140 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7, 25,** 300-1.
NOTE: **Rwy 7,** 100' AGL trees 1800' from departure end of runway, 400' left of centerline. **Rwy 25,** 100' AGL trees 200' from departure end of runway, 400' left of centerline.

CELINA, OH
LAKEFIELD (CQA)
AMDT 1 83342 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 300-1.

CHILLICOTHE, OH
ROSS COUNTY (RZT)
AMDT 3 96116 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23,** 400-1 or std. with min. climb of 340' per NM to 1300. **Rwy 30,** 300-1 or std. with a min. climb of 460' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 1500 before turning right. **Rwy 12,** climb runway heading to 2000 before turning right. **Rwy 23,** climb runway heading to 1500 before turning left.

CINCINNATI, OH
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)
AMDT 13 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3L,** std. w/ min. climb of 392' per NM to 1000 or 400-2 w/ min. climb of 213' per NM to 1400 or 1700-2 ½ for climb in visual conditions. **Rwy 3R,** std. w/ min. climb of 355' per NM to 1000 or 400-2 w/ min. climb of 231' per NM to 1400 or 1700-2 ½ for climb in visual conditions. **Rwy 7,** std. w/ min. climb of 424' per NM to 1000 or 400-1¾ with min. climb of 205 ft per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 21R,** std. w/ min. climb of 467' per NM to 1100 or 600-3 w/ min. climb of 223' per NM to 1300 or 1700-2 ½ for climb in visual conditions. **Rwy 21L,** std. w/ min. climb of 403' per NM to 1100 or 600-2¾ with minimum climb of 228' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 25,** 600-2¾ w/ min. climb of 219' per NM to 1300 or 1700-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 3L,** climb heading 027° to 1200 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 3R,** climb heading 025° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 7,** climb heading 066° to 1200 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21R,** climb heading 207° to 1500 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21L,** climb heading 205° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 25,** climb heading 246° to 1900 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course.

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (CON'T)

NOTE: **Rwy 3L,** building and hangers beginning 306' from departure end of runway, 258' left of centerline, up to 41' AGL/521' MSL. Multiple trees beginning 958' from departure end of runway, 144' right of centerline, up to 67' AGL/556' MSL. Trees 1.3 NM from departure end of runway, 2271' left of centerline, 97' AGL/866' MSL. Pole 1.6 NM from departure end of runway, 334' left of centerline, 68' AGL/797' MSL. **Rwy 3R,** multiple trees beginning 1426' from departure end of runway, 196' left of centerline, up to 68' AGL/557' MSL. Multiple trees beginning 840' from departure end of runway, 130' right of centerline, up to 83' AGL/572' MSL. Trees 1.4 NM from departure end of runway, 2393' left of centerline, 97' AGL/856' MSL. Pole 1.6 NM from departure end of runway, 2062' left of centerline, 68' AGL/797' MSL. **Rwy 7,** multiple trees beginning 447' from departure end of runway, 68' left of centerline, up to 87' AGL/576' MSL. Multiple trees beginning 664' from departure end of runway, 45' left of centerline, up to 86' AGL/575' MSL. Trees 4515' from departure end of runway, 1519' right of centerline, 81' AGL/720' MSL. Trees 1.4 NM from departure end of runway, 2088' right of centerline, 95' AGL/824' MSL. **Rwy 21R,** multiple trees beginning 1444' from departure end of runway, 204' left of centerline, up to 66' AGL/555' MSL. Multiple trees beginning 1072' from departure end of runway, 25' right of centerline, up to 79' AGL/568' MSL. Trees 1.1 NM from departure end of runway, 2261' right of centerline, 86' AGL/895' MSL. Tower 2.3 NM from departure end of runway, 527' left of centerline, 168' AGL/990' MSL. Tower 2.4 NM from departure end of runway, 694' right of centerline, 106' AGL/943' MSL. **Rwy 21L,** multiple trees beginning 122' from departure end of runway, 104' left of centerline, up to 85' AGL/574' MSL. Multiple trees beginning 422' from departure end of runway, 313' right of centerline, up to 82' AGL/571' MSL. Trees 4521' from departure end of runway, 1659' left of centerline, 117' AGL/716' MSL. Tower 2.0 NM from departure end of runway, 2027' right of centerline, 168' AGL/990' MSL. Pole 2.2 NM from departure end of runway, 281' right of centerline, 78' AGL/841' MSL. **Rwy 25,** sign, pole, multiple hangars and trees beginning 177' from departure end of runway, 13' left of centerline, up to 86' AGL/575' MSL. Road, building, multiple poles and trees beginning 185' from departure end of runway, 5' right of centerline, up to 73' AGL/562' MSL. Trees 4537 from departure end of runway, 837' right of centerline, 82' AGL/831' MSL. Tank 1.4 NM from departure end of runway, 1755' right of centerline, 210' AGL/1046' MSL. Antenna on building 2.3 NM from departure end of runway, 2552' left of centerline, 116' AGL/915' MSL.

CLEVELAND, OH

BURKE-LAKEFRONT (BKL)

AMDT 4A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6L,** 400-2 or std. w/ a min. climb of 400' per NM to 1800. **Rwy 6R,** 400-2 or std. w/ a min. climb of 360' per NM to 1800. **Rwy 24L,** 300-1½ or std. w/ a min. climb of 527' per NM to 1900. **Rwy 24R,** 200-1 or std. w/ a min. climb of 527' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 6L/6R,** climb via heading 065° to 1800 before proceeding on course. **Rwys 24L/24R,** climbing right turn via CXR VOR/DME R-272 to 1900 before proceeding on course.

NOTE: **Rwy 6L,** obstruction light on hangar 1127' from DER, 780' right of centerline, 47' AGL/622' MSL. Tower 5589' from DER, 1760' right of centerline, 237' AGL/857' MSL. Stacks 1.6 NM from DER, 883' right of centerline, 312' AGL/898' MSL. **Rwy 6R,** obstruction light on WSK 166' from DER, 241' left of centerline, 21' AGL/590' MSL. Stacks 1.8 NM from DER, 381' right of centerline, 312' AGL/898' MSL. Tower 5676' from DER, 1999' right of centerline, 108' AGL/734' MSL. Tower 1.1 NM from DER, 1258' right of centerline, 237' AGL/857' MSL. **Rwy 24L,** monument 1257' from DER, 10' left of centerline, 55' AGL/630' MSL. Bridge 1.1 NM from DER, 2006' left of centerline, 208' AGL/792' MSL. Antenna 227' from DER, 505' left of centerline, 37' AGL/608' MSL. Antenna on building 1529' from DER, 2340' left of centerline, 483' AGL/1126' MSL. Building 2805' from DER, 3340' left of centerline, 949' AGL/1603' MSL. **Rwy 24R,** crane 2228' from DER, 296' left of centerline, 136' AGL/707' MSL. Antenna 2783' from DER, 1155' left of centerline, 186' AGL/764' MSL. Multiple buildings 2787' from DER, 3873' left of centerline, up to 949' AGL/1603' MSL. Antenna on building 1529' from DER, 2839' left of centerline, 483' AGL/1126' MSL.

CLEVELAND-HOPKINS INTL (CLE)

AMDT 15 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 6L,6R, 10,** climbing left turn to intercept DJB VOR/DME R-082 to 2600 before proceeding on course.

NOTE: **Rwy 10,** multiple signs beginning 1237' from departure end of runway, 717' left of centerline, up to 68' AGL/857' MSL, light pole 1746' from departure end of runway, 786' right of centerline, 53' AGL/842' MSL, tower 4157' from departure end of runway, 1456' right of centerline, 137' AGL/922' MSL. **Rwy 24L,** multiple trees and poles beginning 1903' from departure end of runway, 5' left of centerline, up to 89' AGL/849' MSL. **Rwy 24R,** tower 2565' from departure end of runway, 1028' right of centerline, 191' AGL/870' MSL, multiple trees 3653' from departure end of runway, 857' left of centerline, up to 103' AGL/870' MSL. **Rwy 28,** vehicle on road 304' from departure end of runway, 3' left of centerline, 14' AGL/773' MSL. Antenna on building 308' from departure end of runway, 240' left of centerline, 13' AGL/775' MSL. Multiple trees beginning at 1046' from departure end of runway, 105' left of centerline, up to 60' AGL/819' MSL. Tower 2640' from departure end of runway, 946' right of centerline, 80' AGL/840' MSL.

CLEVELAND, OH (CON'T)

CUYAHOGA COUNTY (CGF)
ORIG 06159 (FAA)

NOTE: **Rwy 6,** trees beginning 2127' from departure end of runway, 975' right of centerline, up to 109' AGL/982' MSL. Tree 2595' from departure end of runway, 740' left of centerline, 93' AGL/947' MSL. **Rwy 24,** multiple trees beginning 755' from departure end of runway, 658' right of centerline, up to 100' AGL/948' MSL. Multiple trees beginning 1833' from departure end of runway, 681' left of centerline, up to 100' AGL/974' MSL.

COLUMBUS, IN

COLUMBUS MUNI (BAK)
ORIG 08269 (FAA)

NOTE: **Rwy 14,** tree 1589' from departure end of runway, 306' right of centerline, 40' AGL/696' MSL.

COLUMBUS, OH

BOLTON FIELD (TZR)
ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 037° to 1800 before turning east.

NOTE: **Rwy 4,** tree 1091' from departure end of runway, 770' left of centerline, 53' AGL/959' MSL. Tree 487' from departure end of runway, 356' right of centerline, 23' AGL/929' MSL. Tree 1317' from departure end of runway, 452' right of centerline, 42' AGL/948' MSL. Tree 1307' from departure end of runway, 50' left of centerline, 36' AGL/942' MSL. Tree 1927' from departure end of runway, 135' right of centerline, 49' AGL/955' MSL. **Rwy 22,** tree 1273' from departure end of runway, 720' right of centerline, 40' AGL/945' MSL. Tree 712' from departure end of runway, 662' right of centerline, 25' AGL/927' MSL. Tree 1411' from departure end of runway, 658' right of centerline 33' AGL/939' MSL.

PORT COLUMBUS INTL (CMH)
AMDT 6 07130 (FAA)

DEPARTURE PROCEDURE: **Rwys 28L, 28R,** climb heading 279° to 2700 before turning left.

NOTE: **Rwy 10L,** tree 1950' from departure end of runway, 908' left of centerline, 53' AGL/862' MSL. Tree 1883' from departure end of runway, 914' right of centerline, 57' AGL/866' MSL. **Rwy 10R,** trees 1870' from departure end of runway, 927' right of centerline, 86' AGL/877' MSL. **Rwy 28L,** multiple trees beginning 1398' from departure end of runway, 785' left of centerline, up to 51' AGL/870' MSL. Multiple trees beginning 2109' from departure end of runway, 1020' right of centerline, up to 75' AGL/884' MSL. **Rwy 28R,** multiple poles and trees beginning 1743' from departure end of runway, 625' right of centerline, up to 59' AGL/878' MSL.

CONNERSVILLE, IN

METTEL FIELD (CEV)
AMDT 2 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-VFR use only.

DEPARTURE PROCEDURE: **Rwy 18,** climb via heading 185° to 1500 before proceeding on course.

NOTE: **Rwy 18,** railroad 311' from departure end of runway, 580' left of centerline, 23' AGL/882' MSL. Multiple trees beginning 2280' from departure end of runway, 100' left of centerline, up to 113' AGL/974' MSL. **Rwy 36,** road 120' from departure end of runway, 301' right of centerline, 15' AGL/884' MSL. Railroad 649' from departure end of runway, 578' right of centerline, 23' AGL/892' MSL. Multiple trees beginning 3400' from departure end of runway, on centerline, up to 92' AGL/959' MSL.

COSHOCTON, OH

RICHARD DOWNING (I40)
AMDT 1 80164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** 300-1.

DAYTON, OH

DAYTON-WRIGHT BROTHERS (MGY)
AMDT 3 06271 (FAA)

NOTE: **Rwy 2,** multiple trees and road beginning 440' from departure end of runway, 257' left of centerline, up to 100' AGL/1053' MSL. Multiple trees beginning 672' from departure end of runway, 17' right of centerline, up to 100' AGL/1017' MSL. **Rwy 20,** multiple trees beginning 189' from departure end of runway, 494' left of centerline, up to 100' AGL/1009' MSL. Multiple poles and trees beginning 323' from departure end of runway, 364' right of centerline, up to100' AGL/1026' MSL.

GREENE COUNTY-LEWIS A. JACKSON RGNL (I19)
AMDT 1 07074 (FAA)

NOTE: **Rwy 25,** multiple trees and tower beginning 469' from departure end of runway, 499' left of centerline, up to 96' AGL/998' MSL. Multiple trees and towers beginning 839' from departure end of runway, 460' right of centerline, up to 75' AGL/1005' MSL. **Rwy 7,** tree 1449' from departure end of runway, 592' right of centerline, 51' AGL/988' MSL.

JAMES M. COX DAYTON INTL (DAY)
AMDT 2 05020 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 250' per NM to 1300'.

NOTES: **Rwy 18,** multiple tanks 4224' from departure end of runway, 1417' left of centerline, 173' AGL/1163' MSL.

DELAWARE, OH

DELAWARE MUNI (DLZ)
ORIG 07298 (FAA)

NOTE: **Rwy 10,** railroad 202' from departure end of runway, 549' left of centerline, 23' AGL/972' MSL. Poles 561' from departure end of runway, 558' right of centerline, up to 60' AGL/1004' MSL. Trees 1180' from departure end of runway, 686' left of centerline, up to 83' AGL/1027' MSL. Tree 1288' from departure end of runway, 733' right of centerline, 61' AGL/1005' MSL. **Rwy 28,** rising terrain beginning 35' from departure end of runway, 189' left of centerline, 950' MSL. Poles 992' from departure end of runway, 599' left of centerline, up to 61' AGL/1005' MSL. Pole 1126' from departure end of runway, 694' right of centerline, 44' AGL/988' MSL. Tree 1233' from departure end of runway, 742' right of centerline, 46' AGL/990' MSL.

EAST LIVERPOOL, OH

COLUMBIANA COUNTY (02G)
AMDT 2 86296 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** 400-1.

ELYRIA, OH

ELYRIA (1G1)

NOTE: **Rwy 9,** road 1198' from departure end of runway, 275' left of centerline, 15' AGL/774' MSL. Tree 2077' from departure end of runway, 778' right of centerline, 100' AGL/859' MSL. **Rwy 27,** tree 68' from departure end of runway, 237' left of centerline, 100' AGL/859' MSL. Tree 527' from departure end of runway, 454' right of centerline, 100' AGL/854' MSL.

EVANSVILLE, IN

EVANSVILLE RGNL (EVV)
AMDT 8 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1. **Rwy 27,** 300-1¾ or std. w/ a min. climb of 402' per NM to 800. **Rwy 36,** 300-1¾.

DEPARTURE PROCEDURE: **Rwy 22,** climb heading 203° to 1300 before turning right.

NOTE: **Rwy 4,** multiple trees beginning 1259' from DER, 693' left of centerline, up to 100' AGL/539' MSL. **Rwy 9,** water tank, levee, and multiple trees beginning 268' from DER, 13' right of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 2233' from DER, 375' left of centerline, up to 67' AGL/516' MSL. **Rwy 18,** multiple buildings and vehicles on road beginning 265' from DER, 137' right of centerline, up to 62' AGL/447' MSL. Trees, lightpole, railroad, and vehicles on road beginning 268' from DER, 10' left of centerline, up to 100' AGL/489' MSL. **Rwy 22,** building vent, sign, poles, and vehicles on road beginning 167' from DER, 85' right of centerline, up to 36' AGL/421' MSL. Multiple trees beginning 2753' from DER, 337' right of centerline, up to 100' AGL/519' MSL. Buildings, trees, and light poles beginning 1128' from DER, 99' left of centerline, up to 125' AGL/495' MSL. **Rwy 27,** multiple trees, pole, and sign beginning 385' from DER, 87' right of centerline, up to 100' AGL/489' MSL. Poles, railroad, and vehicles on road beginning 418' from DER, 3' left of centerline, up to 43' AGL/422' MSL. Multiple trees and towers beginning 861' from DER, 151' left of centerline, up to 181' AGL/649' MSL. **Rwy 36,** multiple trees and building beginning 1563' from DER, 481' right of centerline, up to 100' AGL/619' MSL. Multiple trees and pole beginning 1425' from DER, 112' left of centerline, up to 84' AGL/514' MSL.

FINDLAY, OH

FINDLAY (FDY)
ORIG 07242 (FAA)

NOTE: **Rwy 7,** road 210' from departure end of runway, on runway centerline, 15' AGL/824' MSL. Multiple trees beginning 210' from departure end of runway, 111' right of centerline, up to 81' AGL/885' MSL. Building 2498' from departure end of runway, 878' right of centerline, 113' AGL/921' MSL. **Rwy 18,** tree 2786' from departure end of runway, 151' left of centerline, 72' AGL/876' MSL. **Rwy 25,** multiple elevators beginning 1825' from departure end of runway, 727' right of centerline, 78' AGL/869' MSL. Tree 4566' from departure end of runway, 687' right of centerline, 100' AGL/909' MSL. **Rwy 36,** pole 1192' from departure end of runway, 742' right of centerline, 36' AGL/835' MSL. Tree 1560' from departure end of runway, 499' left of centerline, 53' AGL/847' MSL.

FORT WAYNE, IN

FORT WAYNE INTL (FWA)
AMDT 2A 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1300' before turning left.

NOTE: **Rwy 5,** trees beginning 927' from DER, 499' left of centerline, 40' AGL/836' MSL. Fence 152' from DER, 521' right of centerline, 12' AGL/808' MSL. Railroad 834' from DER, 582' right of centerline, 23' AGL/820' MSL. Tree 152' from DER, 521' right of centerline, up to 42' AGL/842' MSL. **Rwy 9,** tower 3124' from DER, 1109' left of centerline, 111' AGL/910' MSL **Rwy 14,** tree 1079' from DER, 667' left of centerline, 23' AGL/825' MSL. **Rwy 27,** obstruction light 370' from DER, 230' left of centerline, 14' AGL/812' MSL. **Rwy 32,** trees beginning 3672' from DER, 611' left of centerline, up to 100' AGL/901' MSL.

SMITH FIELD (SMD)
AMDT 4 96340 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 13, 31,** 300-1. **Rwy 23,** 800-2½ or 300-1 with a min. climb of 400' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 5, 13,** climb to 2000 on heading 090 before turning south. **Rwys 23, 31,** climb to 2000 on heading 270 before turning south.

FOSTORIA, OH

FOSTORIA METROPOLITAN (FZI)
ORIG 09071 (FAA)

NOTE: **Rwy 9,** trees beginning 1630' from DER, 480' right of centerline, up to 59' AGL/808' MSL. Trees beginning 319' from DER, 583' left of centerline, up to 74' AGL/823' MSL. **Rwy 27,** trees beginning 977' from DER, 387' left of centerline, up to 100' AGL/859' MSL. Building 1' from DER, 499' left of centerline, 8' AGL/758' MSL.

FREMONT, OH
FREMONT (14G)
AMDT 2 09295
TAKE-OFF MINIMUMS: **Rwys 18,36,** NA-Environmental.
NOTE: **Rwy 9,** train 268' from DER, 516' right of centerline, 23' AGL/677' MSL. Trees beginning 3269' from DER, 1265' right of centerline, up to 100' AGL/754' MSL. Multiple trees and buildings beginning 320' from DER, left and right of centerline, up to 100' AGL/749' MSL. **Rwy 27,** road 65' from DER, 4' right of centerline, 15' AGL/669' MSL. Trees beginning 2230' from DER, 834' left of centerline, up to 100' AGL/754' MSL.

FRENCH LICK, IN
FRENCH LICK MUNI (FRH)
ORIG 08101 (FAA)
NOTE: **Rwy 8,** Terrain 59' from departure end of runway, 86' left of centerline, 0' AGL/799' MSL. Trees beginning 184' from departure end of runway, 391' left of centerline, up to 100' AGL/889' MSL. Trees beginning 215' from departure end of runway, 148' right of centerline, up to 100' AGL/849' MSL. **Rwy 26,** Trees beginning 429' from departure end of runway, 90' left of centerline, up to 100' AGL/849' MSL. Trees beginning 580' from departure end of runway, 57' right of centerline, up to 100' AGL/909' MSL.

GALLIPOLIS, OH
GALLIA-MEIGS RGNL (GAS)
AMDT 2A 07270 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 500-1. **Rwy 23,** 800-3 or std. w/ min. climb of 331' per NM to 1700.
DEPARTURE PROCEDURE: **Rwy 5,** climb straight ahead to 2100 before proceeding on course.
Rwy 23, climb via 215° track to 1500 before proceeding on course.

GARY, IN
GARY/CHICAGO INTL (GYY)
AMDT 6 97310 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 30,** 300-1.
DEPARTURE PROCEDURE: **Rwy 12,** climb to 1200 before proceeding on course. **Rwy 20,** climb to 1200 on heading 220° before proceeding on course.

GEORGETOWN, OH
BROWN COUNTY (GEO)
AMDT 1 81358 (FAA)
TAKE-OFF MINIMUMS: **Rwys 17,35,** 300-1.

GOSHEN, IN
GOSHEN MUNI (GSH)
ORIG 08157 (FAA)
NOTE: **Rwy 5,** Transmission tower, 4050' from departure end of runway, 1247' right of centerline, 116' AGL/941' MSL. **Rwy 9,** Post 42' from departure end of runway, 251' right of centerline, 12' AGL/831' MSL. Pole 1030' from departure end of runway, 619' right of centerline, 37' AGL/862' MSL. Pole 986' from departure end of runway, 465' left of centerline, 30' AGL/855' MSL. Trees beginning 2493' from departure end of runway, 515' left of centerline, up to 100' AGL/966' MSL. **Rwy 23,** Daymarker 95' from departure end of runway, 85' right of centerline, 4' AGL/818' MSL. Terrain 3' from departure end of runway, 42' left of centerline, 0' AGL/821' MSL. Sign 47' from departure end of runway, 500' left of centerline, 3' AGL/822' MSL. Terrain 61' from departure end of runway, 418' left of centerline, 0' AGL/821' MSL. Road & vehicle 933' from departure end of runway, 736' left of centerline, 17' AGL/841' MSL. **Rwy 27,** Trees beginning 2173' from departure end of runway, 210' right of centerline, up to 100' AGL/914' MSL. Trees beginning 2072' from departure end of runway, 124' left of centerline, up to 100' AGL/914' MSL.

GREENCASTLE, IN
PUTNAM COUNTY (4I7)
ORIG 08045 (FAA)
NOTE: **Rwy 18,** Road and vehicle 365' from departure end of runway, 577' right of centerline, 23' AGL/832' MSL. Pole 598' from departure end of runway, 374' right of centerline, 27' AGL/836' MSL. Pole 640' from departure end of runway, 423' right of centerline, 28' AGL/837' MSL. Building 773' from departure end of runway, 525' right of centerline, 32' AGL/841' MSL. Trees beginning 554' from departure end of runway, 428' right of centerline, up to 100' AGL/899' MSL. Fence 128' from departure end of runway, 306' left of centerline, 13'AGL/822'MSL. Fence 214' from departure end of runway, 307' left of centerline, 16'AGL/825'MSL. Trees beginning 901' from departure end of runway, 277' left of centerline, up to 100' AGL/865' MSL. **Rwy 36,** Terrain beginning 5' from departure end of runway, 85' right of centerline, 0' AGL/854' MSL. STPL 1836' from departure end of runway, 310' right of centerline 45' AGL/894' MSL. Trees beginning 658' from departure end of runway, 115' right of centerline, up to 100' AGL/959' MSL. Antenna on building 2725' from departure end of runway, 18' left of centerline, 64' AGL/913' MSL. Trees beginning 30' from departure end of runway, 250' left of centerline, up to 100' AGL/949' MSL.

GREENSBURG, IN
GREENSBURG MUNI (I34)
AMDT 1A 09099 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

GRIFFITH, IN

GRIFFITH - MERRILLVILLE (05C)
AMDT 4 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. w/ min. climb of 502' per NM to 1000.

NOTE: **Rwy 8,** multiple trees, and poles beginning 5' from departure end of runway, 165' left of centerline, up to 100' AGL/744' MSL. Tower 4170' from departure end of runway, 1386' left of centerline, 259' AGL/900' MSL. Multiple trees, and poles beginning 125' from departure end of runway, 68' right of centerline, up to 100' AGL/744' MSL. **Rwy 26,** multiple poles, trees, and building beginning 146' from departure end of runway, 21' right of centerline, up t o 100' AGL/744' MSL. Multiple trees, and poles beginning 25' from departure end of runway, 84' left of centerline, up t o 100' AGL/744' MSL.

HAMILTON, OH

BUTLER COUNTY RGNL (HAO)
AMDT 3 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 800-3 or std. with a min. climb of 230' per NM to 1600. **Rwy 29,** 300-1 or std. with a min. climb of 420' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 11,** climb to 1700 via heading 110° before turning on course. **Rwy 29,** climb to 1700 via heading 290° before turning on course.

NOTE: **Rwy 11,** trees 2670' from departure end of runway, 1200' left of centerline, 100' AGL/757' MSL. **Rwy 29,** trees 3692' from departure end of runway, 1328' right of centerline, 100' AGL/835' MSL.

HARRISON, OH

CINCINNATI WEST (I67)
AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 500-3 or std. w/ min. climb of 385' per NM to 1200. **Rwys 9, 27,** NA-obstacles. **Rwy 19,** 500-3 or std. w/ min. climb of 253' per NM to 1300.

NOTE: **Rwy 1,** multiple trees beginning 5364' from departure end of runway, 180' right of centerline, up to 100' AGL/915' MSL. Multiple trees beginning 5596' from departure end of runway, 1180' left of centerline up to 100' AGL/909' MSL. Multiple trees beginning 1.5 NM from departure end of runway, 2293' left of centerline, up to 200' AGL/849' MSL. **Rwy 19,** road 23' from departure end of runway, on centerline, 15' AGL/599' MSL.

HILLSBORO, OH

HIGHLAND COUNTY (HOC)
AMDT 2 91150 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.

HUNTINGBURG, IN

HUNTINGBURG (HNB)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

HUNTINGTON, IN

HUNTINGTON MUNI (HHG)
AMDT 1 87183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 400-1.

INDIANAPOLIS, IN

EAGLE CREEK AIRPARK (EYE)
AMDT 1 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 360° to 2000 before turning right.

NOTE: **Rwy 3,** antenna on building 859' from departure end of runway, 524' right of centerline, 37' AGL/851' MSL. Pole 507' from departure end of runway, 631' left of centerline, 36' AGL/860' MSL. Trees beginning 2014' from departure end of runway, 583' left of centerline, up to 85' AGL/904' MSL. **Rwy 21,** trees beginning 677' from departure end of runway, 267' right of centerline, up to 87' AGL/901' MSL. Vehicle/road 310' from departure end of runway, 398' right of centerline, 19' AGL/833' MSL. Trees beginning 1383' from departure end of runway, 57' left of centerline, up to 90' AGL/904' MSL. Airport beacon 10' from departure end of runway, 464' left of centerline, 58' AGL/867' MSL. Flagpole 167' from departure end of runway, 385' left of centerline, 29' AGL/848' MSL. Poles beginning 694' from departure end of runway, 451' left of centerline, up to 40' AGL/849' MSL. Antennas on buildings beginning 363' from departure end of runway, 258' left of centerline, 9' AGL/828' MSL.

GREENWOOD MUNI (HFY)
AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. w/ min. climb of 441' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1500 before turning right.

NOTE: **Rwy 1,** hangar 71' from departure end of runway, 499' left of centerline, 25' AGL/839' MSL. Pole 869' from departure end of runway, 627' left of centerline, 45' AGL/864' MSL. Multiple trees beginning 1274' from departure end of runway, 394' left of centerline, up to 85' AGL/899' MSL. Building 558' from departure end of runway, 409' right of centerline, 35' AGL/858' MSL. Multiple light poles beginning 1262' from departure end of runway, 482' right of centerline, up to 35' AGL/860' MSL. Multiple trees beginning 2536' from departure end of runway, 375' right of centerline, up t o 77' AGL/898' MSL. **Rwy 19,** multiple trees beginning 1168' from departure end of runway, 288' left of centerline, up to 57' AGL/914' MSL. Multiple trees beginning 1577' from departure end of runway, 379' right of centerline, up to 96' AGL/923' MSL. Water tower 4222' from departure end of runway, 25' right of centerline, 114' AGL/971' MSL. Tank 4134' from departure end of runway, 71' right of centerline, 120' AGL/985' MSL.

HENRICKS COUNTY-GORDON GRAHAM FLD (2R2)
ORIG 08157 (FAA)

NOTE: **Rwy 18,** Pole 746' from departure end of runway, on centerline, 60' AGL/919' MSL, trees 2091' from departure end of runway, 625' left of centerline, 100' AGL/949' MSL. **Rwy 36,** Trees 1302' from departure end of runway, 648' right of centerline, 100' AGL/1009' MSL. Tree 3529' from departure end of runway, 788' right of centerline, 100' AGL/1009' MSL. Tree 5244' from departure end of runway, 1005' left of centerline, 100' AGL/1029' MSL.

INDIANAPOLIS, IN (CON'T)

INDIANAPOLIS EXECUTIVE (TYQ)
ORIG 08269 (FAA)
NOTE: **Rwy 18,** trees beginning 1452' from departure end of runway, 204' left of centerline, up to 53' AGL/ 972' MSL. **Rwy 36,** multiple hangers beginning 596' from departure end of runway, 356' left of centerline, up to 45' AGL/975' MSL, trees 2374' from departure end of runway, 641' left to right of centerline, 100' AGL/ 1019' MSL.

INDIANAPOLIS INTL (IND)
ORIG 07018 (FAA)
NOTES: **Rwy 5R,** tower 3756' from departure end of runway, 1048' left of centerline, 111' AGL/901' MSL. Rod on obstruction light dome 3765' from departure end of runway, 1076' left of centerline, 107' AGL/901' MSL. **Rwy 5L,** rod on obstruction light MCWV tower 5052' from departure end of runway, 140' right of centerline, 129' AGL/923' MSL. Tower 5073' from departure end of runway, 93' right of centerline, 128'AGL/923'MSL. **Rwy 23R,** tree 5159' from departure end of runway, 1144' right of centerline, 101' AGL/870' MSL. Tree 3295' from departure end of runway, 948' right of centerline, 78' AGL/822' MSL. **Rwy 32,** antenna 2370' from departure end of runway, 755' right of centerline, 70' AGL/849' MSL. Tree 2244' from departure end of runway, 707' right of centerline, 66' AGL/845' MSL.

INDIANAPOLIS METROPOLITAN (UMP)
AMDT 2 92281 (FAA)
TAKE-OFF MINIMUMS: **Rwys 15, 33,** 300-1.
DEPARTURE PROCEDURE: **Rwys 15, 33,** climb on runway heading to 1400 before turning westbound.

MOUNT COMFORT (MQJ)
AMDT 1 84243 (FAA)
DEPARTURE PROCEDURE: **Rwy 25,** climb to 2000 on a 270° heading before turning south.

JACKSON, OH

JAMES A. RHODES (I43)
AMDT 4 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 300-2. **Rwy 19,** 300-1½
DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1500 before turning left.
NOTE: **Rwy 1,** car on road 475' from departure end of runway, on centerline, 15' AGL/754' MSL. Trees 2570' from departure end of runway, 613' left of centerline, 100' AGL/936' MSL. Trees 2810' from departure end of runway, 1243' left of centerline, 100' AGL/989' MSL. Trees 1.1 NM from departure end of runway, 1355' right of centerline, 100' AGL/949' MSL. Tank 1.4 NM from departure end of runway, 1870' left of centerline, 112' AGL/1008' MSL. Rising terrain beginning 1320' from departure end of runway, 316' left of centerline, up to 889' MSL. **Rwy 19,** pole 1137' from departure end of runway, 114' left of centerline, 39' AGL/779' MSL. Trees 1869' from departure end of runway, 138' right of centerline, 100' AGL/840' MSL. Trees 2349' from departure end of runway, 103' right of centerline, 100' AGL/899' MSL. Rising terrain beginning 386' from departure end of runway, 587' right of centerline, up to 989' MSL.

JEFFERSONVILLE, IN

CLARK RGNL (JVY)
AMDT 1 95061 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** 300-1.
DEPARTURE PROCEDURE: **Rwys 14, 18, 36,** climb on runway heading to 2000 before turning west. **Rwy 32,** climb to 2000 heading 360° before turning west.

KENDALLVILLE, IN

KENDALLVILLE MUNI (C62)
AMDT 2 86016 (FAA)
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb runway heading to 1500 before turning south.

KENTLAND, IN

KENTLAND MUNI (50I)
ORIG 88322 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 400-1.
DEPARTURE PROCEDURE: **Rwy 27,** turn left as soon as practicable; climb to 1000' on 240° heading before proceeding on course.

KENTON, OH

HARDIN COUNTY (I95)
AMDT 2 83342 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** 300-1.

KNOX, IN

STARKE COUNTY (OXI)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-Environmental.
NOTE: **Rwy 36,** tree 1234' from departure end of runway, 477' left of centerline, 35' AGL/715' MSL. **Rwy 18,** trees beginning 2442' from departure end of runway, 135' right of centerline, up to 86' AGL/769' MSL. Tree 21' from departure end of runway, 449' left of centerline, 5' AGL/668' MSL.

LA PORTE, IN

LA PORTE MUNI (PPO)
AMDT 2 07186 (FAA)
NOTE: **Rwy 14,** power line beginning 4937' from departure end of runway, 670' right of centerline, 150' AGL/934' MSL. **Rwy 20,** power line beginning 3978' from departure end of runway, 1566' left of centerline, 150' AGL/959' MSL.

LAFAYETTE, IN
PURDUE UNIVERSITY (LAF)
AMDT 1 07130 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ or std. w/ min. climb of 342' per NM to 1000. **Rwy 23,** 400-2¼ or std. w/ min. climb of 220' per NM to 1100.
NOTE: **Rwy 5,** multiple trees and buildings beginning 290' from departure end of runway, 33' right of centerline, up to 167' AGL/782' MSL. Multiple trees, buildings, and antennas beginning 45' from departure end of runway, 25' left of centerline, up to 227' AGL/850' MSL. **Rwy 10,** multiple trees beginning 1230' from departure end of runway, 394' right of centerline, up to 80' AGL/639' MSL. Antenna 258' from departure end of runway, 323' left of centerline, 14' AGL/613' MSL. **Rwy 23,** rod on obstruction light tower 1.9 NM from departure end of runway, 272' left of centerline, 314' AGL/915' MSL. Tree 90' from departure end of runway, 235' left of centerline, 34' AGL/613' MSL. **Rwy 28,** multiple trees beginning 397' from departure end of runway, 461' left of centerline, up to 57' AGL/656' MSL. Tree 3382' from departure end of runway, 973' right of centerline, 68' AGL/697' MSL.

LANCASTER, OH
FAIRFIELD COUNTY (LHQ)
AMDT 1 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 400-1. **Rwy 28,** 300-1.

LIMA, OH
LIMA ALLEN COUNTY (AOH)
ORIG 09071 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA-Environmental.
NOTE: **Rwy 9,** bush and trees beginning 163' from DER, 311' right of centerline, up to 100' AGL/1104' MSL. **Rwy 27,** bush and trees beginning 175' from DER, 128' right of centerline, up to 100' AGL/1044' MSL. Antenna on building and trees beginning 67' from DER, 257' left of centerline, up to 100' AGL/1054' MSL.

LOGANSPORT, IN
LOGANSPORT/CASS COUNTY (GGP)
ORIG 07186 (FAA)
NOTE: **Rwy 9,** transmission pole 426' from departure end of runway, 486' left of centerline, 30' AGL/768' MSL. Transmission pole 432' from departure end of runway, 457' right of centerline, 30' AGL/768' MSL. Pole 427' from departure end of runway, 285' left of centerline, 29' AGL/767' MSL. Pole 427' from departure end of runway, 283' right of centerline, 29' AGL/767' MSL. Road with vehicle 448' from departure end of runway, on runway centerline, 15' AGL/751' MSL. Road with vehicle 450' from departure end of runway, 419' right of centerline, 15' AGL/751' MSL. Road with vehicle 447' from departure end of runway, 416' left of centerline, 15' AGL/750' MSL.

LONDON, OH
MADISON COUNTY (UYF)
ORIG 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-1.

LORAIN/ELYRIA, OH
LORAIN COUNTY RGNL (LPR)
ORIG 06159 (FAA)
NOTE: **Rwy 7,** multiple trees beginning 973' from departure end of runway, 293' right of centerline, up to 75' AGL/865' MSL. Multiple trees beginning 839' from departure end of runway, 636' left of centerline, up to 47' AGL/836' MSL. **Rwy 25,** bush 583' from departure end of runway, 468' right of centerline, 10' AGL/809' MSL. Tree 1587' from departure end of runway, 698' left of centerline, 44' AGL/838' MSL. Tree 2277' from departure end of runway, 435' right of centerline, 58' AGL/854' MSL.

LOWELL, IN
LOWELL (C97)
ORIG 82357 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

MADISON, IN
MADISON MUNI (IMS)
AMDT 2 08213(FAA)
NOTE: **Rwy 3,** Vehicle on road 625' from departure end of runway, on centerline, 15' AGL/844' MSL. Antenna on building and trees beginning 170' from departure end of runway, 432' left of centerline, up to 85' AGL/904' MSL. Poles and trees beginning 526' from departure end of runway, 64' right of centerline, up to 130' AGL/959' MSL. **Rwy 21,** Vehicle on road 575' from departure end of runway, on centerline, 15' AGL/824' MSL. Trees and poles beginning 285' from departure end of runway, 16' left of centerline, up to 157' AGL/947' MSL. Trees and pole beginning 116' from departure end of runway, 1' right of centerline, up to 123' AGL/912' MSL.

MANSFIELD, OH
MANSFIELD LAHM RGNL (MFD)
ORIG 09071 (FAA)
NOTE: **Rwy 5,** trees 1337' from DER, 209' right of centerline, 78' AGL/1318' MSL. Trees 1494' from DER, 410' left of centerline, 80' AGL/1330' MSL. **Rwy 32,** trees 2399' from DER, 868' right of centerline, 90' AGL/1310' MSL.

MARION, IN
MARION MUNI (MZZ)
ORIG 02164 (FAA)
NOTE: **Rwy 4,** trees 938' from departure end of runway, 696' right of centerline, 67' AGL/914' MSL. **Rwy 15,** trees 627' from departure end of runway, 263' right of centerline, 82' AGL/929' MSL. **Rwy 22,** trees 1144' from departure end of runway, 783' left of centerline, 89' AGL/936' MSL. **Rwy 33,** trees 1005' from departure end of runway, 728' left of centerline, 99' AGL/946' MSL.

MARION, OH
MARION MUNI (MNN)
ORIG 07242 (FAA)
DEPARTURE PROCEDURE: **Rwy 25,** climb heading 245° to 1600 before turning right.
NOTE: **Rwy 7,** trees 3283' from departure end of runway, 273' left of centerline, up to 89' AGL/1088' MSL. Multipletrees beginning 36' from departure end of runway, 280' right of centerline, up to 43' AGL/1033' MSL. **Rwy 13,** trees 512' from departure end of runway, 277' left of centerline, up to 100' AGL/1089' MSL. Road 491' from departure end of runway, 15' AGL/1004' MSL. **Rwy 25,** obstruction light on antenna 419' from departure end of runway, 407' left of centerline, up to 13' AGL/1008' MSL. Road 434' from departure end of runway, 15' AGL/1004' MSL. **Rwy 31,** trees 2186' from departure end of runway, up to 100' AGL/1089' MSL. Road 355' from departure end of runway, 485' left of centerline, 15' AGL/1004' MSL.

MARYSVILLE, OH
UNION COUNTY (MRT)
AMDT 2 89320 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

MEDINA, OH
MEDINA MUNI (1G5)
AMDT 3 06159 (FAA)
NOTE: **Rwy 1,** multiple trees beginning 562' from departure end of runway, 588' left of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 1925' from departure end of runway, on centerline, up to 100' AGL/1319' MSL. **Rwy 9,** multiple trees beginning 305' from departure end of runway, 396' right of centerline, up to 100' AGL/1249' MSL, tower 3627' from departure end of runway, 534' left of centerline, 150' AGL/1282' MSL. **Rwy 19,** multiple trees beginning at departure end of runway, 112' left of centerline, up to 100' AGL/1249' MSL. **Rwy 27,** multiple trees beginning at departure end of runway, 345' left of centerline, up to 100' AGL/1319' MSL, multiple trees beginning at departure end of runway, 366' right of centerline, up to 100' AGL/1279' MSL.

MICHIGAN CITY, IN
MICHIGAN CITY MUNI (MGC)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1.
DEPARTURE PROCEDURE: **Rwy 20,** climb to 1300 on runway heading before turning east.

MIDDLEFIELD, OH
GEAUGA COUNTY (7G8)
AMDT 3 06159 (FAA)
NOTE: **Rwy 11,** railroad 331' from departure end of runway, 315' left of centerline, 23' AGL/1182' MSL. Trees 3144' from departure end of runway, 671' left of centerline, 100' AGL/1249' MSL. **Rwy 29,** railroad 349' from departure end of runway, 521' left of centerline, 23' AGL/1212' MSL. Multiple buildings 993' from departure end of runway, 294' right of centerline, 40' AGL/1239' MSL. Trees 1875' from departure end of runway, 791' right of centerline, 100' AGl/1319' MSL. Tank 2251' from departure end of runway, 578' right of centerline, 125' AGL/1315' MSL.

MIDDLETOWN, OH
MIDDLETOWN RGNL/HOOK FIELD (MWO)
AMDT 1 09295(FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 23,** 300-1. **Rwy 26,** 400-1.
DEPARTURE PROCEDURE: **Rwys 5, 8, 23, 26,** climb on runway heading to 1700' before proceeding on course.

MILLERSBURG, OH
HOLMES COUNTY (10G)
ORIG 83048 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

MONTICELLO, IN
WHITE COUNTY (MCX)
AMDT 2 85101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 600-1 or std. with a min. climb of 250' per NM to 1300.

MT. GILEAD, OH
MORROW COUNTY (4I9)
AMDT 1 83048
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

MT. VERNON, OH
KNOX COUNTY (4I3)
ORIG 09015 (FAA)
NOTE: **Rwy 28,** trees 2121' from departure end of runway, 361' right of centerline, 47' AGL/1246' MSL.

MUNCIE, IN
DELAWARE COUNTY-JOHNSON FIELD (MIE)
AMDT 3 06271 (FAA)
NOTE: **Rwy 2,** multiple trees beginning 888' from departure end of runway, 412' right of centerline, up to 47' AGL/980' MSL. Tree and towers beginning 2554' from departure end of runway, 46' left of centerline, up to 113' AGL/1046' MSL. **Rwy 14,** tree 2061' from departure end of runway, 1004' right of centerline, 69' AGL/1005' MSL. **Rwy 20,** tree 1463' from departure end of runway, 564' left of centerline, 82' AGL/1019' MSL. Multiple trees beginning 1119' from departure end of runway, 171' right of centerline, up to 62' AGL/999' MSL. **Rwy 32,** multiple bushes beginning 86' from departure end of runway, 447' left of centerline, up to 12' AGL/940' MSL.

NAPPANEE, IN
NAPPANEE MUNI (C03)
AMDT 1 81036 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

NEW LEXINGTON, OH
PERRY COUNTY (I86)
ORIG 84243 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** 300-1.

NEW PHILADELPHIA, OH
HARRY CLEVER FIELD (PHD)
TAKE-OFF MINIMUMS: **Rwys 11, 29,** 600-1. **Rwy 14,** 500-1 or std. with a min. climb to 330' per NM to 1600. **Rwy 32,** 500-1 or std. with a min. climb 380' per NM to 1600.
DEPARTURE PROCEDURE: **Rwys 11,14,29,32,** climb runway heading to 1600 before turning.

NEWARK, OH
NEWARK-HEATH (VTA)
AMDT2 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 600-3 or std. w/ min. climb of 354' per NM to 1800.
DEPARTURE PROCEDURE: **Rwy 9,** climb heading 093° to 1800 before proceeding on course.
NOTE: **Rwy 9,** Vehicle road 306' from departure end of runway, 164' right of centerline, 15' AGL/894' MSL. Trees beginning 2.2 NM from departure end of runway, 1906' right of centerline, 100' AGL/1159' MSL.

NORTH VERNON, IN
NORTH VERNON (OVO)
ORIG 09239 (FAA)
NOTE: **Rwy 5,** tree 1866' from DER, 690' left of centerline, 62' AGL/821' MSL. Tree 428' from DER, 516' right of centerline, 22' AGL/781' MSL. **Rwy 15,** fence beginning 259' from DER, crossing left to right, 11' AGL/765' MSL. Trees beginning 469' from DER, 100' left of centerline, up to 115' AGL/864' MSL. Tree 1509' from DER, 472' right of centerline, 59' AGL/818' MSL. **Rwy 23,** trees beginning 1856' from DER, 94' left of centerline, up to 93' AGL/842' MSL. Tree 3348' from DER 675' right of centerline, 97' AGL/846' MSL.**Rwy 33,** fence beginning 304' from DER, 138' left of centerline, 11' AGL/761' MSL. Tree 2592' from DER, 596' left of centerline, 90' AGL/839' MSL. Power pole 751' from DER, 102' right of centerline, 25' AGL/774' MSL.

NORWALK, OH
NORWALK-HURON COUNTY (5A1)
AMDT 1 83286 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

OTTAWA, OH
PUTNAM COUNTY (OWX)
ORIG 09239 (FAA)
NOTE: **Rwy 9,** trees 1342' from DER, 578' right of centerline, 100' AGL/854' MSL. Tree 1978' from DER, 5' left of centerline, 50' AGL/814' MSL. **Rwy 27,** road 1' from DER, 219' right of centerline, 15' AGL/768' MSL. Multiple trees and pole beginning 1606' from DER, 303' left of centerline, up to 100' AGL/854' MSL.

OXFORD, OH
MIAMI UNIVERSITY (OXD)
AMDT 1 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.

PAINESVILLE, OH
CONCORD AIRPARK (2G1)
AMDT 2 06159 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 400-1¾ or std. w/ a min. climb of 310' per NM to 1500.
NOTE: **Rwy 2,** numerous trees beginning 503' from departure end of runway, 146' left of centerline, up to 100' AGL/1039' MSL. **Rwy 20,** numerous trees beginning 544' from departure end of runway, 25' right of centerline, up to 200' AGL/1349' MSL. Tower 1.2 NM from departure end of runway, 2020' right of centerline, 114' AGL/1223' MSL.

PERU, IN
PERU MUNI (I76)
AMDT 3 07018 (FAA)
NOTE: **Rwy 1,** multiple trees beginning 2201' from departure end of runway, 321' left of centerline, 100' AGL/879' MSL. Road plus vehicle beginning 407' from departure end of runway, 1524' right of centelrine, 15' AGL/794' MSL. Trees beginning 1656' from departure end of runway, 815' right of centerline, 100' AGL/879' MSL. **Rwy 19,** multiple trees beginning 44' from departure end of runway, 204' left of centerline, 100' AGL/869' MSL. Multiple trees beginning 588' from departure end of runway, 134' right of centerline, 100' AGL/859' MSL.

PHILLIPSBURG, OH
PHILLIPSBURG (3I7)
TAKE-OFF MINIMUMS: **Rwy 21,** 300-1.

PLYMOUTH, IN
PLYMOUTH MUNI (C65)
ORIG 74199 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

PORT CLINTON, OH
CARL R. KELLER FIELD (PCW)
AMDT 6 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** std. w/ min. climb of 250' per NM to 1600 or 1000-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 27,** for climb in visual conditions: cross Carl R Keller Field at or above 1400 MSL before proceeding on course.
NOTE: **Rwy 9,** multiple trees and poles beginning 417' from DER, 398' left of centerline, up to 78' AGL/668' MSL. Multiple trees and poles beginning 407' from DER, 550' right of centerline, up to 67' AGL/657' MSL. **Rwy 18,** multiple trees beginning 626' from DER, 424' left of centerline, up to 100' AGL/684' MSL. Trees 511' from DER, 471' right of centerline, 100' AGL/684' MSL. Vehicles on road 475' from DER, 31' right of centerline, 15' AGL/604' MSL. **Rwy 27,** multiple trees beginning 1210' from DER, 176' left of centerline, up to 65' AGL/650' MSL. Pole 1066' from DER, 609' right of centerline, 35' AGL/620' MSL. Multiple trees beginning 2558' from DER, 311' right of centerline, up to 91' AGL/676' MSL. **Rwy 36,** trees 558' from DER, 406' left of centerline, 100' AGL/684' MSL. Trees 770' from DER, 564' right of centerline, 100' AGL/679' MSL. Trees 5097' from DER, 1661' right of cenerline, 100' AGL/719' MSL.

PORTLAND, IN
PORTLAND MUNI (PLD)
ORIG 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA - Turf runways.
NOTE: **Rwy 9,** multiple trees beginning 2290' from departure end of runway, 517' right of centerline, up to 100' AGL/1029' MSL. Multiple trees beginning 2843' from departure end of runway, 36' left of centerline, up to 100' AGL/1029' MSL. **Rwy 27,** barn 1082' from departure end of runway, 572' right of centerline, 34' AGL/945' MSL. Multiple trees beginning 263' from departure end of runway, 551' left of centerline, up to 100' AGL/1019' MSL.

PORTSMOUTH, OH
GREATER PORTSMOUTH RGNL (PMH)
AMDT 2 91262 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 170° to 1200 before proceeding on course.

RENSSELAER, IN
JASPER COUNTY (RZL)
AMDT 1 88014 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 18, 27, 36,** 300-1.
DEPARTURE PROCEDURE: **Rwys 9, 18, 27, 36,** climb to 1100 on runway heading before proceeding on course.

RICHMOND, IN
RICHMOND MUNI (RID)
ORIG 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** NA-Environmental.
NOTE: **Rwy 15,** tree 2970' from DER, 198' right of centerline, 86' AGL/1226' MSL. **Rwy 24,** road and antenna beginning 298' from DER, 7' right of centerline, up to 22' AGL/1156' MSL. Trees beginning 1185' from DER, 529' left of centerline, up to 40' AGL/1174' MSL. Obstruction light on localizer 300' from DER, on centerline, 8' AGL/1142' MSL. **Rwy 33,** trees beginning 515' from DER, 283' right of centerline, up to 48' AGL/1175' MSL. Antenna and trees beginning 1041' from DER, 141' left of centerline, up to 71' AGL/1198' MSL.

ROCHESTER, IN
FULTON COUNTY (RCR)
ORIG 08269 (FAA)
NOTE: **Rwy 11,** terrain 469' right of centerline, 797' MSL. Trees beginning 619' from from departure end of runway, 181' right of centerline, up to 105' AGL/894' MSL. Trees beginning 2534' from departure end of runway, 27' left of centerline, up to 97' AGL/886' MSL. **Rwy 29,** pole 1' from departure end of runway, 480' left of centerline, 28' AGL/817' MSL. Pole 195' from departure end of runway, 460' left of centerline, 28' AGL/817' MSL. Pole 524' from departure end of runway, 503' left of centerline, 33' AGL/823' MSL. Vehicle on road 578' from departure end of runway, 100' left of centerline, 15' AGL/804' MSL. Vent on building 890' from departure end of runway, 262' left of centerline, 23' AGL/812' MSL. Trees beginning 614' from departure end of runway, 355' left of centerline, up to 87' AGL/876' MSL. Vent on building 229' from departure end of runway, 525' right of centerline, 40' AGL/829' MSL. Pole 843' from departure end of runway, 94' right of centerline, 23' AGL/812' MSL. Trees beginning 883' from departure end of runway, 152' right of centerline, up to 103' AGL/892' MSL.

ST. CLAIRSVILLE, OH
ALDERMAN (2P7)
AMDT 2 91010 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 19,** 300-1.
DEPARTURE PROCEDURE: **Rwys 1, 19,** climb on runway heading to 1800 before proceeding on course.

SALEM, OH
SALEM AIRPARK, INC (38D)
AMDT 1 97058 (FAA)
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb runway heading to 2200 before turning south.

SANDUSKY, OH
GRIFFING-SANDUSKY (SKY)
AMDT 1 81162 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 18, 27,** 300-1.

SEBRING, OH
TRI-CITY (3G6)
ORIG 76036 (FAA)
DEPARTURE PROCEDURE: **Rwys 17, 35,** climb runway heading to 3000 before turning east.

SEYMOUR, IN
FREEMAN MUNI (SER)
ORIG 07130 (FAA)
DEPARTURE PROCEDURE: **Rwy 5,** climb heading 046° to 1100 before turning left. **Rwy 14,** climb heading 136° to 1100 before turning right.
NOTE: **Rwy 5,** multiple trees beginning 845' from departure end of runway, 523' left of centerline, up to 90' AGL/669' MSL. Multiple towers beginning 2870' from departure end of runway, 1231' left of centerline, up to 73' AGL/657' MSL. Multiple trees beginning 1035' from departure end of runway, 691' right of centerline, up to 73' AGL/652' MSL. **Rwy 14,** multiple trees beginning 2285' from departure end of runway, 309' right of centerline, up to 78' AGL/657' MSL. **Rwy 32,** multiple trees beginning 2339' from departure end of runway, 383' left of centerline, up to 63' AGL/662' MSL.

SHELBY, OH
SHELBY COMMUNITY (12G)
AMDT 1 83076 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 18, 21, 36,** 300-1.

SHELBYVILLE, IN
SHELBYVILLE MUNI (GEZ)
AMDT 4 99112 (FAA)
DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1400 before turning west on course. **Rwys 9, 19,** climb runway heading to 1300 before turning on course. **Rwy 27,** climb to 1500 on heading 240° before turning turning north on course.

SIDNEY, OH
SIDNEY MUNI (I12)
AMDT 2 91038 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 10, 23,** 300-1. **Rwy 28,** 300-1 or std. with a min. climb of 350' per NM to 1300.

SOUTH BEND, IN

SOUTH BEND RGNL (SBN)
AMDT 9 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27R,** 300-1¼ or std. w/ min. climb of 240' per NM to 1100. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9R,** climb heading 092° to 2000 before turning South. **Rwy 18,** climb heading 182° to 2000 before turning East.

NOTE: **Rwy 9L,** tree 1226' from DER, 367' left of centerline, 60' AGL/831' MSL. Tree 1332' from DER, 93' right of centerline, 50' AGL/822' MSL. Transmission tower 2159' from DER, 392' left of centerline, 117' AGL/872' MSL. **Rwy 18,** powerline and fence 199' from DER, left and right of centerline, up to 20' AGL/775' MSL. Multiple trees and poles beginning 684' from DER, from 829' left to 720' right of centerline, up to 80' AGL/849' MSL. **Rwy 27L,** light pole 665' from DER, 479' left of centerline, 22' AGL/810' MSL. Trees beginning 1190' from DER, from 948' left to 900' right of centerline, up to 100' AGL/923' MSL. **Rwy 27R,** tree 207' from DER, 502' right of centerline, 60' AGL/849' MSL. Tree 1541' from DER, 93' left of centerline, 60' AGL/850' MSL. Transmission tower 5542' from DER, 1922' right of centerline, 100' AGL/954' MSL. **Rwy 36,** terrain 98' from DER, 390' left of centerline, 803' MSL. Barricade 130' from DER, 418' left of centerline, 10' AGL/807' MSL. Trees beginning 340' from DER, 332' right of centerline, up to 36' AGL/815' MSL. Tree 2726' from DER, 443' left of centerline, 60' AGL/867' MSL.

SPRINGFIELD, OH

SPRINGFIELD-BECKLEY MUNI (SGH)
ORIG 08157 (FAA)

NOTE: **Rwy 6,** Trees beginning 642' from departure end of runway, 664' left of centerline, up to 96' AGL/1133' MSL. Tree 66' from departure end of runway, 514' right of centerline, 27' AGL/1064' MSL. **Rwy 15,** Multiple trees beginning 1357' from departure end of runway, 160' left of centerline, up to 86' AGL/1127' MSL. Tree 1763' from departure end of runway, 410' right of centerline, 51' AGL/1092' MSL. **Rwy 24,** Trees beginning 1387' from departure end of runway, 66' left of centerline, up to 58' AGL/1109' MSL. Windsock 1' from departure end of runway, 228' right of centerline, 20' AGL/1071' MSL. **Rwy 33,** Tree 183' from departure end of runway, 438' right of centerline, 24' AGL/1066' MSL.

STEUBENVILLE, OH

JEFFERSON COUNTY AIRPARK (2G2)
ORIG 00055 (FAA)

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 2200 before turning north.

SULLIVAN, IN

SULLIVAN COUNTY (SIV)
AMDT 1 99364 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 200-1 or std. with a min. climb of 320' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 1500 before turning west on course. **Rwys 18,36,** climb runway heading to 1800 before turning east on course.

TELL CITY, IN

PERRY COUNTY MUNI (TEL)
AMDT 1 95145 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1.

TERRE HAUTE, IN

SKY KING (3I3)
AMDT 2 84075 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 18,** 300-1.

DEPARTURE PROCEDURE: **Rwy 26,** climb to 1400 on runway heading before turning south. **Rwy 18,** climb to 1400 on runway heading before turning west.

TERRE HAUTE INTL-HULMAN FIELD (HUF)
ORIG 08213 (FAA)

NOTE: **Rwy 5,** Terrain beginning 118' from departure end of runway, left and right of centerline, 0' AGL/591' MSL. Floodlight 967' from departure end of runway, 673' right of centerline, 32' AGL/621' MSL. Trees beginning 2019' from departure end of runway, 317' left of centerline, up to 100' AGL/689' MSL. Tree 3340' from departure end of runway, 533' right of centerline, 79' AGL/668' MSL. **Rwy 14,** trees beginning 1266' from departure end of runway, 570' left of centerline, up to 100' AGL/689' MSL. Trees beginning 1,520' from departure end of runway 462' right of centerline, up to 100' AGL/689' MSL. Powerlines 3084' from departure end of runway, left and right of centerline, 98' AGL/682' MSL. **Rwy 18,** terrain beginning 84' from departure end of runway, left and right of centerline, 0' AGL/581' MSL . Trees beginning 3040' from departure end of runway, 192' left of centerline, up to 66' AGL/655' MSL. **Rwy 23**, trees beginning 412' from departure end of runway, 537' left of centerline, up to 34' AGL/593' MSL. Tree 1201' from departure end of runway, 376' right of centerline, 38' AGL/607' MSL. **Rwy 32,** trees and a pole beginning 397' from departure end of runway, 308' left of centerline, up to 82' AGL/651' MSL. Tree 1195' from departure end of runway 544' left of centerline, 68' AGL/637' MSL. Trees beginning 2597' from departure end of runway, 340' right of centerline, up to 100' AGL/669' MSL. **Rwy 36,** trees beginning 1580' from departure end of runway, 120' right of centerline, up to 100' AGL/669' MSL, trees beginning 2475' from departure end of runway, 153' left of centerline, up to 102' AGL/671' MSL.

TIFFIN, OH

SENECA COUNTY(16G)
AMDT 2 09183 (FAA)

NOTE: **Rwy 6,** multiple trees and buildings beginning 2' from DER, 186' right of centerline, up to 98' AGL/868' MSL. Antenna 129' from DER, 438' left of centerline, 66' AGL/836' MSL. Pole 408' from DER, 477' left of centerline, 39' AGL/809' MSL. Vehicle on road 501' from DER, 414' left of centerline, 26' AGL/796' MSL. Trees 2421' from DER, 207' left of centerline, 83' AGL/853' MSL. **Rwy 24,** multiple trees beginning 27' from DER, 280' left of centerline, up to 124' AGL/904' MSL. Building 1291' from DER, 528' left of centerline, 44' AGL/824' MSL. Multiple trees beginning 1071' from DER, 337' right of centerline, up to 92' AGL/872' MSL. Pole 1460' from DER, 562' right of centerline, 48' AGL/828' MSL.

TOLEDO, OH

METCALF FIELD (TDZ)
AMDT 2A 07326 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 22,32,** 300-1. **Rwy 4,** 2100-2 or std. with a min. climb of 300' per NM to 2100.
DEPARTURE PROCEDURE: **Rwys 14, 22, 32,** climb runway heading to 2000 before turning.
NOTE: **Rwy 14,** tree 789' from departure end of runway, 249' left of centerline, 61' AGL/685' MSL.

TOLEDO EXPRESS (TOL)
AMDT 2 89040 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 260' per NM to 1000'.
DEPARTURE PROCEDURE: **Rwy 25,** climb runway heading to 1100' before turning.

UPPER SANDUSKY, OH

WYANDOT COUNTY (56D)
ORIG 80150 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

VALPARAISO, IN

PORTER COUNTY MUNI (VPZ)
ORIG 08045 (FAA)
NOTE: **Rwy 9,** Tree 51' from departure end of runway, 350' right of centerline, 100' AGL/874' MSL. Tree 1219' from departure end of runway, 775' left of centerline, 57' AGL/807' MSL. **Rwy 18,** Tower and multiple trees beginning 140' from departure end of runway, 157' right of centerline, up to 100' AGL/865' MSL. Trees 143' from departure end of runway, 71' left of centerline, 100' AGL/865' MSL. **Rwy 27,** Multiple trees, 1038' from departure end of runway, 308' left of centerline, up to 68' AGL/828' MSL. Sign, 1847' from departure end of runway, 263' right of centerline, 49' AGL/817' MSL. **Rwy 36,** Trees 105' from departure end of runway, 99' right of centerline, 100' AGL/895' MSL Trees 108' from departure end of runway, 129' left of centerline, 100' AGL/874' MSL.

VAN WERT, OH

VAN WERT COUNTY (VNW)
AMDT 3 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¼ or std. w/ min. climb of 306' per NM to 1100. **Rwys 18, 36,** NA-Environmental.
NOTE: **Rwy 9,** tower 6084' from departure end of runway, 1963' left of centerline, 170' AGL/955' MSL.

VERSAILLES, OH

DARKE COUNTY (VES)
AMDT 2 87015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.
CAUTION: 50' unlighted trees left side at departure end of runway 27.

WADSWORTH, OH

WADSWORTH MUNI (3G3)
AMDT 1 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** std. w/ min. climb of 412' per NM to 1700, or 600-2½ with minimum climb of 289' per NM to 1900, or 1100-2½ for climb in visual conditions. **Rwy 10,** std. w/ min. climb of 585' per NM to 1800, or 700-3 with minimum climb of 340' per NM to 1800, or 1100-2½ for climb in visual conditions. **Rwy 20,** 300-1¼ or std. w/ min. climb of 336' per NM to 1300. **Rwy 28,** 400-2½ or std. w/ min. climb of 457' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 2,** for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 10,** for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 28,** climb heading 277° to 1600 before proceeding on course.
NOTE: **Rwy 2,** vehicle on road 23' from departure end of runway, 404' right of centerline, 15' AGL/994' MSL. Powerline 1425' from departure end of runway, left and right of centerline, 40' AGL/1029' MSL. Trees beginning 2947' from departure end of runway, 80' left of centerline, up to 100' AGL/1129' MSL. Trees beginning 4490' from departure end of runway, 119' right of centerline, up to 100' AGL/1249' MSL. **Rwy 10,** trees beginning 2813' from departure end of runway, 245' right of centerline, up to 100' AGL/1289' MSL. Trees beginning 1659' from departure end of runway, 56' left of centerline, up to 100' AGL/1319' MSL. **Rwy 20,** vehicle on road 289' from departure end of runway, left and right of centerline, 15' AGL/994' MSL. Trees beginning 389' from departure end of runway, 194' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 1921' from departure end of runway, 605' right of centerline, up to 100' AGL/1099' MSL. **Rwy 28,** building 249' from departure end of runway, 530' right of centerline, 24' AGL/989' MSL. Trees beginning 169' from departure end of runway, 198' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 3698' from departure end of runway, 9' right of centerline, up to 100' AGL/1299' MSL.

WAPAKONETA, OH

NEIL ARMSTRONG (AXV)
AMDT 2 08213(FAA)
NOTE: **Rwy 8,** vehicle on road, 1' from departure end of runway, 403' right of centerline, 15' AGL/926' MSL. Fence 70' from departure end of runway, 222' right of centerline, 6' AGL/919' MSL. Fence 149' from departure end of runway, 270' left of centerline, 8' AGL/921' MSL. Obstruction light on pole, 348' from departure end of runway, 239' left of centerline, 15' AGL/928' MSL. Building, 614' from departure end of runway, 463' left of centerline, 15' AGL/929' MSL. Trees beginning 2385' from departure end of runway, 51' left of centerline, up to 101' AGL/1014' MSL. Trees beginning 2263' from departure end of runway, 268' right of centerline, up to 75' AGL/988' MSL. **Rwy 26,** obstruction light on DME, 401' from departure end of runway, 268' right of centerline, 9' AGL/922' MSL. Trees beginning 496' from departure end of runway, 51' right of centerline, up to 83' AGL/996' MSL. Trees beginning 563' from departure end of runway, 120' left of centerline, up to 72' AGL/985' MSL. Pole 620' from departure end of runway, 332' left of centerline, 25' AGL/938' MSL. Stack, 3021' from departure end of runway, 577' left of centerline, 125' AGL/1035' MSL. Tower, 3265' from departure end of runway, 729' right of centerline, 149' AGL/1050' MSL.

WARSAW, IN
WARSAW MUNI (ASW)
AMDT 1 83272 (FAA)
DEPARTURE PROCEDURE: **Rwy 36,** climb to 1200 on runway heading before turning west.

WASHINGTON, IN
DAVIESS COUNTY (DCY)
ORIG 84045 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.

WASHINGTON COURT HOUSE, OH
FAYETTE COUNTY (I23)
AMDT 2 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¾ or std. w/ min. climb of 268' per NM to 1400.
NOTE: **Rwy 5,** train on railroad tracks 384' from departure end of runway, 243' right of centerline, 23' AGL/997' MSL. Terrain 81' from departure end of runway, 184' left of centerline, 0' AGL/978' MSL. Silo 8848' from departure end of runway, 772' right of centerline, 238' AGL/1213' MSL. **Rwy 23,** train on railroad tracks 509' from departure end of runway, 257' left of centerline, 23' AGL/1003' MSL.

WAUSEON, OH
FULTON COUNTY (USE)
AMDT 1 83048 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

WAVERLY, OH
PIKE COUNTY (EOP)
ORIG-A 07270 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1.
NOTE: **Rwy 7,** building 507' from departure end of runway, 439' right of centerline, 30' AGL/688' MSL. **Rwy 25,** 60' AGL trees 500' from departure end of runway 170' left of centerline.

WEST UNION, OH
ALEXANDER SALAMON (AMT)
AMDT 1 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.
DEPARTURE PROCEDURE: **Rwys 5, 23,** climb straight ahead to 1700 before turning west.

WILLARD, OH
WILLARD (8G1)
AMDT 1 81134 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb runway heading to 1500 before proceeding on course.

WILLOUGHBY, OH
WILLOUGHBY LOST NATION MUNI (LNN)
AMDT 2 06159 (FAA)
DEPARTURE PROCEDURE: **Rwy 10,** climb via heading 099° to 1600 before proceeding on course. **Rwy 23,** climb via heading 233° to 1400 before proceeding on course. **Rwy 28,** climb via heading 279° to 1400 before proceeding on course.
NOTE: **Rwy 5,** tree 1453' from departure end of runway, 725' right of centerline, 100' AGL/724' MSL. Building 509' from departure end of runway, 429' right of centerline, 20' AGL/644' MSL. **Rwy 10,** pole 663' from departure end of runway, 64' right of centerline, 52' AGL/675' MSL. **Rwy 23,** tree 634' from departure end of runway, 561' right of centerline, 100' AGL/724' MSL. Stacks 1.8 NM from departure end of runway, 1 NM right of centerline, 600' AGL/1207' MSL. **Rwy 28,** tree 1336' from departure end of runway, 699' left of centerline, 100' AGL/724' MSL, building 1101' from departure end of runway, 337' right of centerline, 35' AGL/661' MSL, stacks 2.1 NM from departure end of runway, 4444' left of centerline, 600' AGL/1207' MSL.

WILMINGTON, OH
AIRBORNE AIRPARK (ILN)
ORIG 09239 (FAA)
NOTE: **Rwy 4L,** tree 1032' from DER, 644' right of centerline, 35' AGL/1114' MSL. **Rwy 22L,** tree 2437' from DER, 468' left of centerline, 100' AGL/1134' MSL.

CLINTON FIELD (I66)
AMDT 2 07186 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¼ or std. w/ a min. climb of 224' per NM to 1300', or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.
NOTE: **Rwy 3,** multiple trees beginning 76' from departure end of runway, 76' right of centerline, up to 88' AGL/1137' MSL. Multiple trees beginning 279' from departure end of runway, 140' left of centerline, up to 96' AGL/1105' MSL. Water tank 1 NM from departure end of runway, 554' left of centerline, 176' AGL/1205' MSL. **Rwy 21,** multiple trees beginning 187' from departure end of runway, 509' right of centerline, up to 87' AGL/1111' MSL. Multiple trees beginning 243' from departure end of runway, 214' left of centerline, up to 77' AGL/1086' MSL.

WOODSFIELD, OH
MONROE COUNTY (4G5)
AMDT 2 91150 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1.

WOOSTER, OH
WAYNE COUNTY (BJJ)
AMDT 1 98169 (FAA)
TAKE-OFF MINIMUMS: **Rwy 28,** 300-1.

WRIGHT-PATTERSON AFB (KFFO)

DAYTON, OH 09295

Rwy 5R, 200-1½*
Rwy 23R, 400-2¾**
Rwy 23L, 400-2¾***
* Or standard with minimum climb of 240ft/NM to 1100'.
** Or standard with minimum climb of 260ft/NM to 1300'.
*** Or standard with minimum climb of 210ft/NM to 1300'.
Rwy 5R, Climb on track 050° until reaching 1100.
TAKE-OFF OBSTACLES: **Rwy 23L:** 43' AGL VORTAC, 850' from DER, 662' right of centerline.
Rwy 5L: Up to 105' AGL tree line beginning 3000' from DER, 700' right of centerline to 5100' from DER, 1300' left of centerline.

YOUNGSTOWN, OH

LANSDOWNE (04G)
AMDT 2 95145 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 20,** 1500-2.
DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1500 then climbing right turn to 2500 via heading 090° before turning southbound. **Rwy 20,** climb visually over the airport to 2700 or until RADAR contact is established before proceeding south.

YOUNGSTOWN ELSER METRO (4G4)
ORIG-A 08157 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. w/ min. climb of 237' per NM to 1500. **Rwys 18,28,** 300-1.
DEPARTURE PROCEDURE: **Rwy 36,** climb to 1500, then climbing right turn via heading 090° to 2600 before proceeding north. **Rwys 10, 28,** climb runway heading to 2600 before turning north.
NOTE: **Rwy 10,** Tower 8758' from departure end of runway, 1882' left of centerline, 138' AGL/1332' MSL.

YOUNGSTOWN-WARREN, OH

YOUNGSTOWN-WARREN RGNL (YNG)
AMDT 4 90207 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23,** 300-1.

ZANESVILLE, OH

ZANESVILLE MUNI (ZZV)
ORIG 03359 (FAA)
NOTE: **Rwy 22,** tree 303' from departure end of runway, 427' left of centerline, 948' MSL. Tree 182' from departure end of runway, 350' right of centerline, 942' MSL. **Rwy 34,** tree 2370' from departure end of runway, 189' left of centerline, 968' MSL. Tree 2309' from departure end of runway, 388' left of centerline, 962' MSL.

VOR/DME MIE	APP CRS	Rwy Idg	2314
114.4	272°	TDZE	900
Chan 91		Apt Elev	900

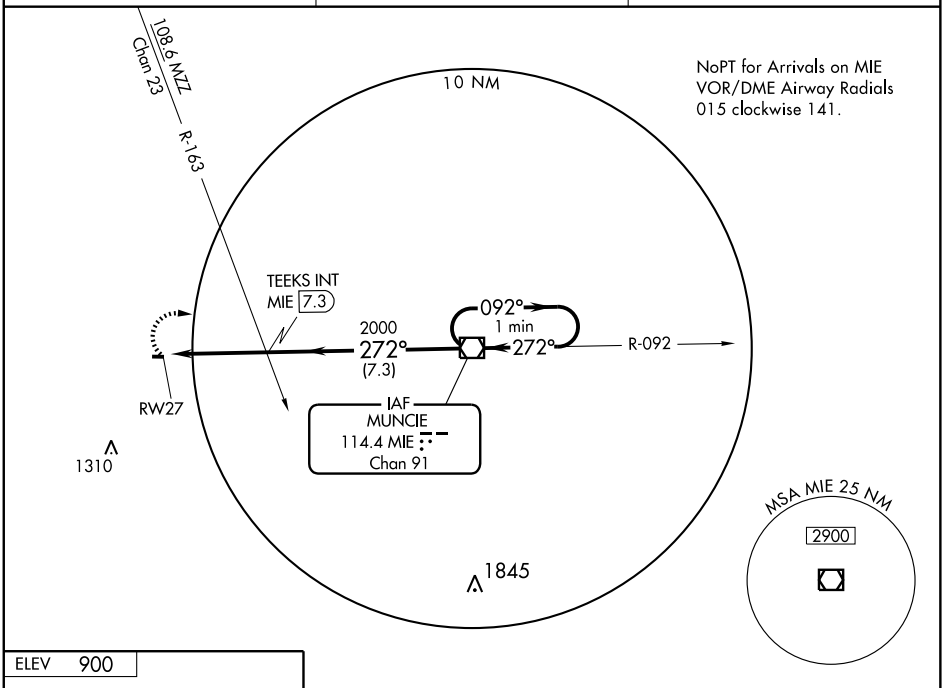
VOR or GPS RWY 27

ALEXANDRIA (I99)

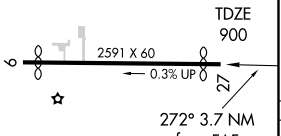
⚠ NA — Use Muncie altimeter setting; when not received, use Indianapolis altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.

MISSED APPROACH: Climbing right turn to 2500 direct MIE VOR/DME and hold.

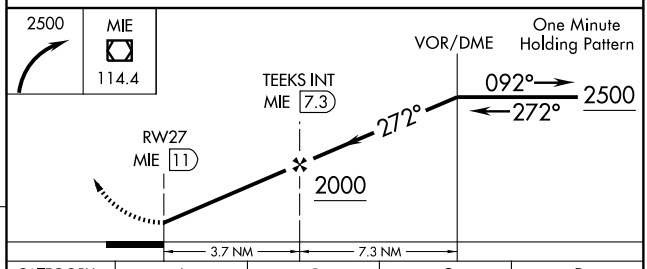
INDIANAPOLIS CENTER	CTAF	UNICOM
120.65 317.8	122.8	123.05



ELEV 900



FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-27	1320-1	420 (500-1)	NA	
CIRCLING	1340-1 440 (500-1)	1380-1 480 (500-1)	NA	
INDIANAPOLIS ALTIMETER SETTING MINIMUMS				
S-27	1480-1	580 (600-1)	NA	
CIRCLING	1500-1 600 (600-1)	1540-1 640 (700-1)	NA	

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-AID	APP CRS	Rwy Idg	5312
110.1	298°	TDZE	919
		Apt Elev	919

ILS or LOC RWY 30

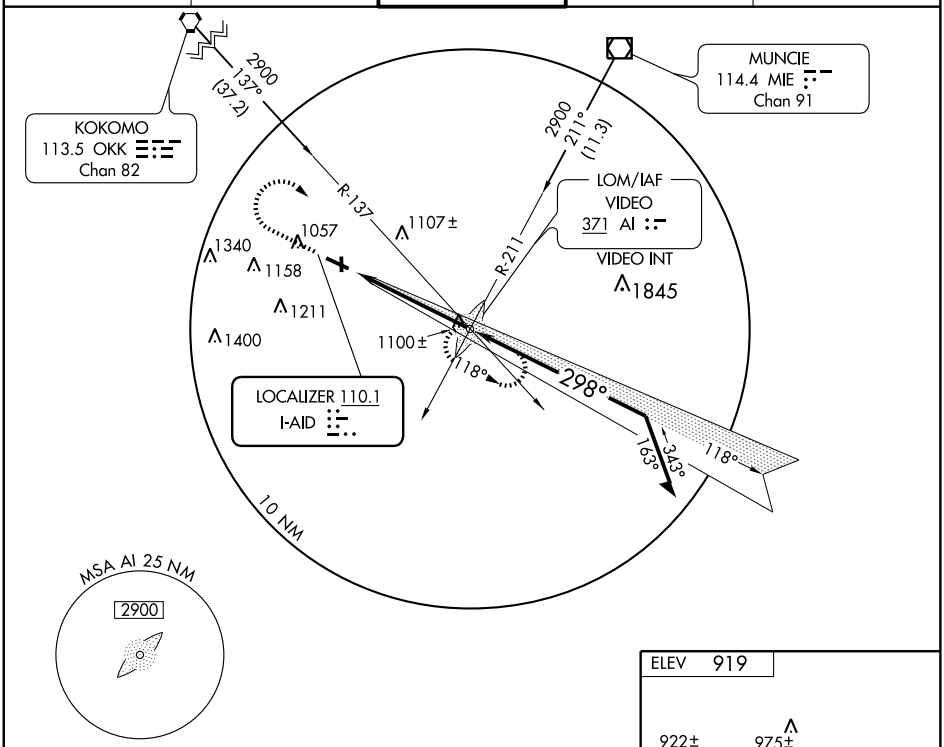
ANDERSON MUNI-DARLINGTON FIELD (AID)

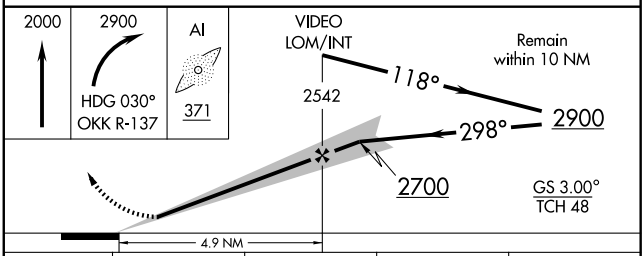
Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all DA 32 feet and all MDA 40 feet.

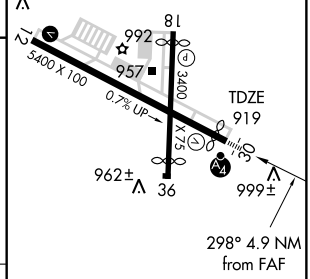
MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 heading 030° and OKK VORTAC R-137 to VIDEO LOM/Int and hold.

AWOS-3	INDIANAPOLIS CENTER	ANDERSON TOWER ★	GND CON	UNICOM
118.375	120.65 317.8	126.0 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-ILS 30	1205-1 286 (300-1)			
S-LOC 30	1360-1 441 (500-1)		1360-1¼ 441 (500-1¼)	1360-1½ 441 (500-1½)
CIRCLING	1360-1 441 (500-1)	1400-1 481 (500-1)	1400-1½ 481 (500-1½)	1500-2 581 (600-2)

REIL Rwy 12 L
MIRL Rwys 12-30 and 18-36 L

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2. 14 JAN 2010 to 11 FEB 2010

LOM AI	APP CRS	Rwy Idg	5312
371	299°	TDZE	919
		Apt Elev	919

NDB RWY 30

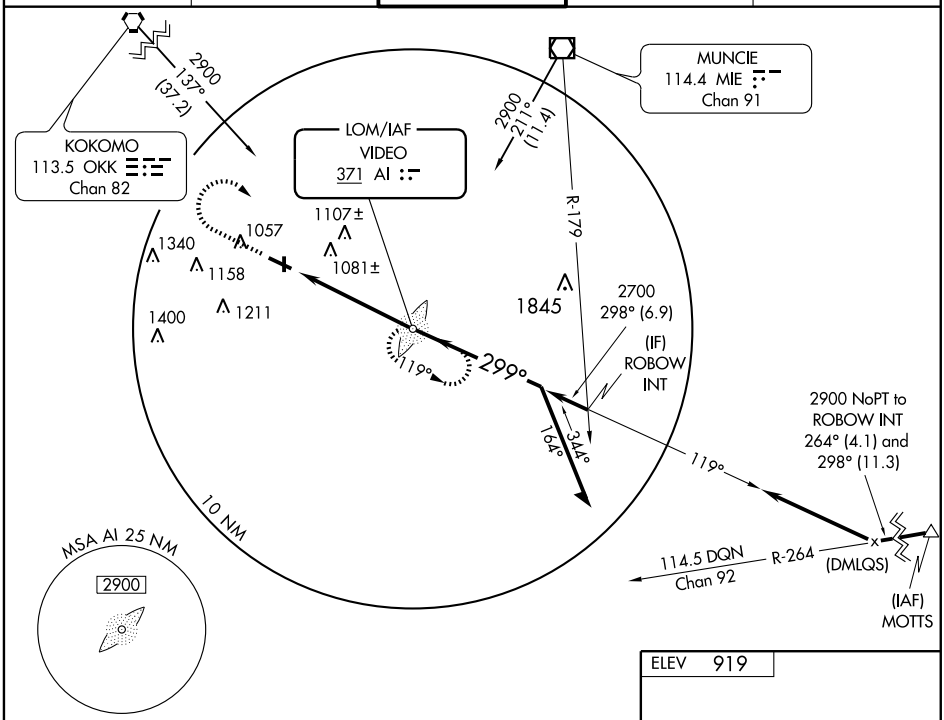
ANDERSON MUNI-DARLINGTON FIELD (AID)

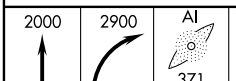
Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all MDA 40 ft, and increase S-30 Cat C/D visibility ¼ mile.

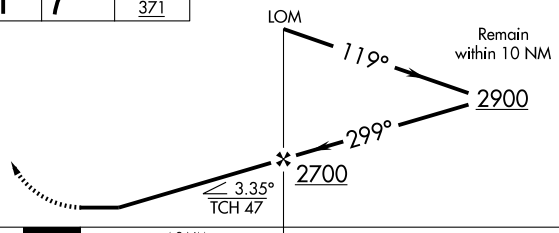
MALSF

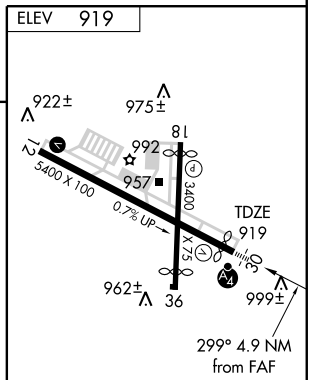
MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 direct VIDEO LOM and hold.

AWOS-3	INDIANAPOLIS CENTER	ANDERSON TOWER★	GND CON	UNICOM
118.375	120.65 317.8	126.0 (CTAF) L	121.6	122.95









CATEGORY	A	B	C	D
S-30	1400-1	481 (500-1)	1400-1¼ 481 (500-1¼)	1400-1½ 481 (500-1½)
CIRCLING	1400-1	481 (500-1)	1400-1½ 481 (500-1½)	1500-2 581 (600-2)

REIL Rwy 12 L
MIRL Rwys 12-30 and 18-36 L

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5312
CH 56415	298°	TDZE	919
W30A		Apt Elev	919

RNAV (GPS) RWY 30

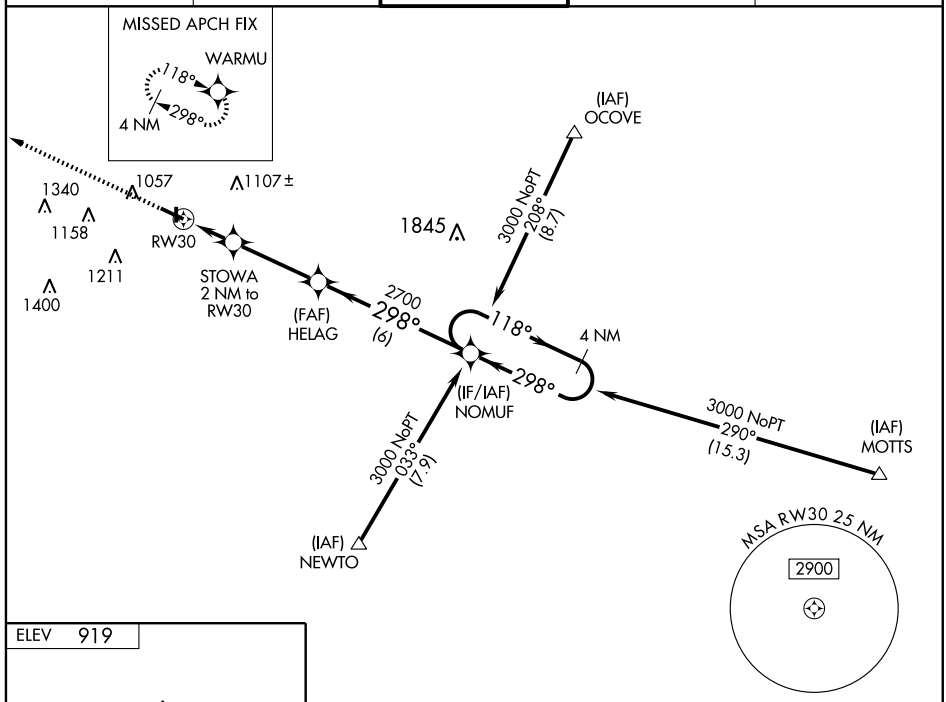
ANDERSON MUNI-DARLINGTON FIELD (AID)

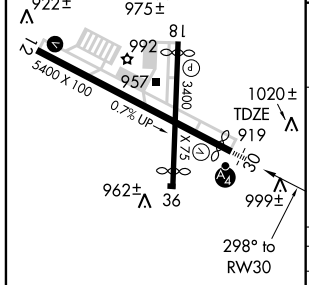
Circling to Rwy 36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all DA 32 feet and all MDA 40 feet, and increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

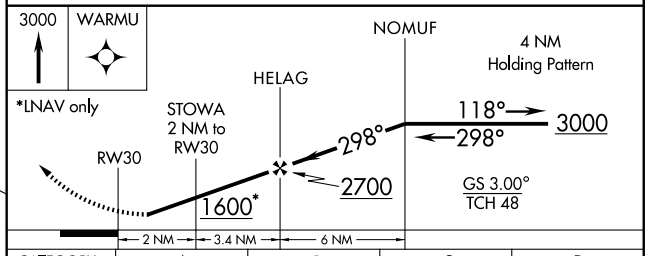
MALSF

MISSED APPROACH: Climb to 3000 direct WARMU and hold.

AWOS-3	INDIANAPOLIS CENTER	ANDERSON TOWER ★	GND CON	UNICOM
118.375	120.65 317.8	126.0 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	1234-1 315 (400-1)			
LNAV/VNAV DA	1367-1½ 448 (500-1½)			
LNAV MDA	1280-1 361 (400-1)			1280-1¼ 361 (400-1¼)
CIRCLING	1360-1 441 (500-1)	1400-1 481 (500-1)	1400-1½ 481 (500-1½)	1500-2 581 (600-2)

REIL Rwy 12 L
MIRL Rwys 12-30 and 18-36 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME MIE	APP CRS	Rwy Idg	N/A
114.4	235°	TDZE	N/A
Chan 91		Apt Elev	919

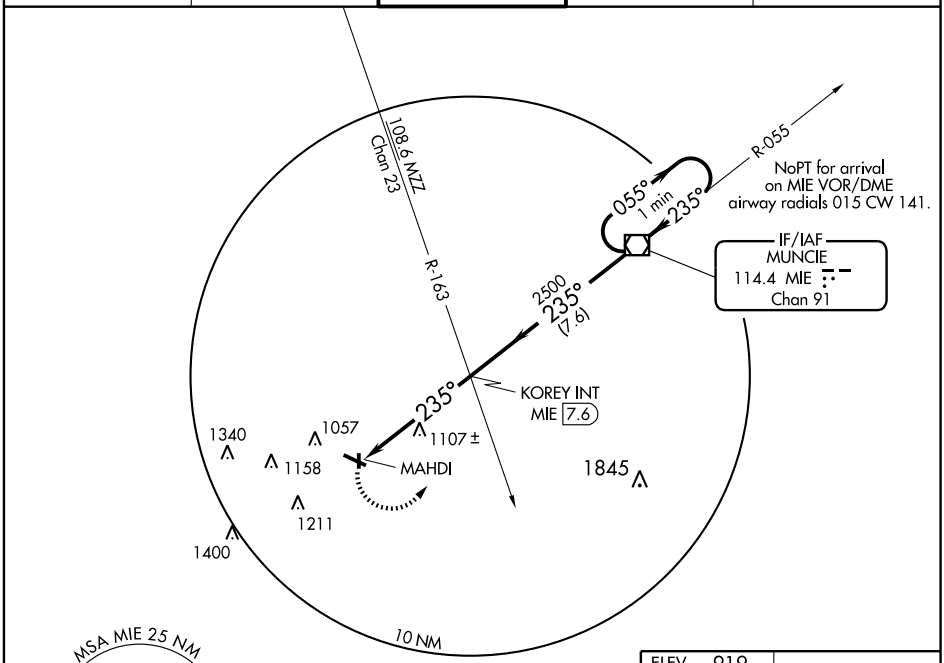
VOR-A

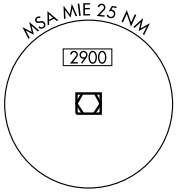
ANDERSON MUNI-DARLINGTON FIELD (AID)

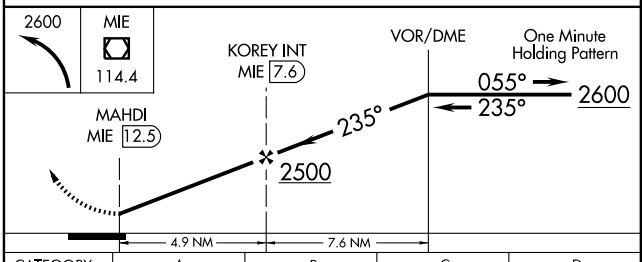
When local altimeter setting not received, use Muncie altimeter setting and increase all MDA 40 feet.

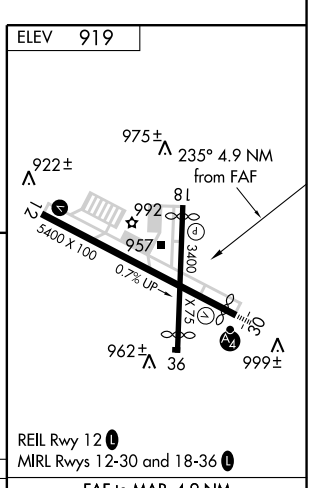
MISSED APPROACH: Climbing left turn to 2600 direct MIE VOR/DME and hold.

AWOS-3	INDIANAPOLIS CENTER	ANDERSON TOWER ★	GND CON	UNICOM
118.375	120.65 317.8	126.0 (CTAF) L	121.6	122.95









CATEGORY	A	B	C	D
CIRCLING	1420-1 501 (600-1)		1420-1½ 501 (600-1½)	1500-2 581 (600-2)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2. 14 JAN 2010 to 11 FEB 2010

NDB ANQ	APP CRS	Rwy Idg	4000
347	044°	TDZE	990
		Apt Elev	995

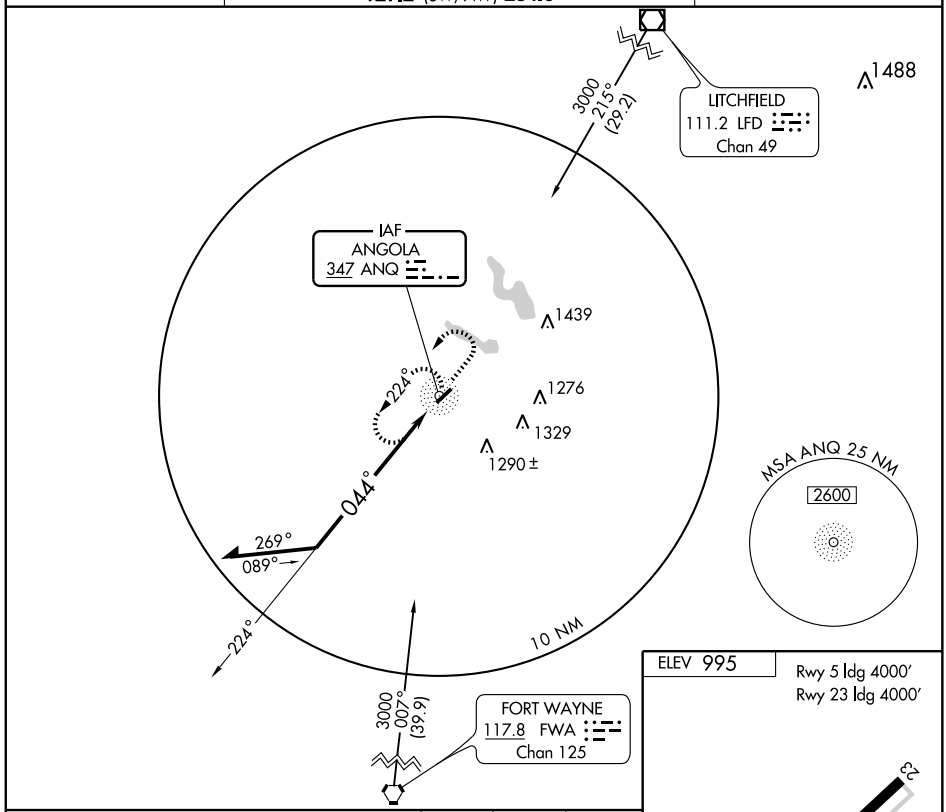
NDB RWY 5

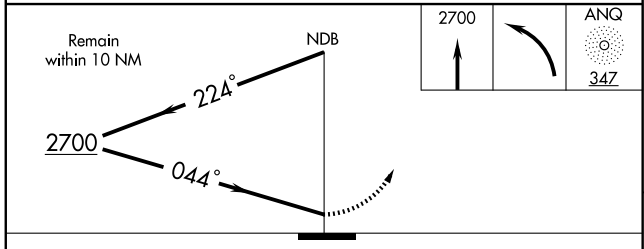
ANGOLA/ TRI-STATE STEUBEN COUNTY (ANQ)

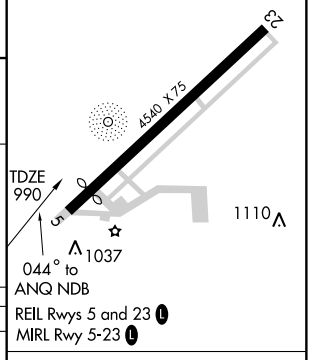
NA

MISSED APPROACH: Climb to 2700 then left turn direct ANQ NDB and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
118.175	132.15 (SE/NE) 284.6 127.2 (SW/NW) 284.6	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-5	1560-1	570 (600-1)	1560-1½ 570 (600-1½)	NA
CIRCLING	1560-1	565 (600-1)	1560-1½ 565 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

EC-2, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 5

ANGOLA/ TRI-STATE STEUBEN COUNTY (ANQ)

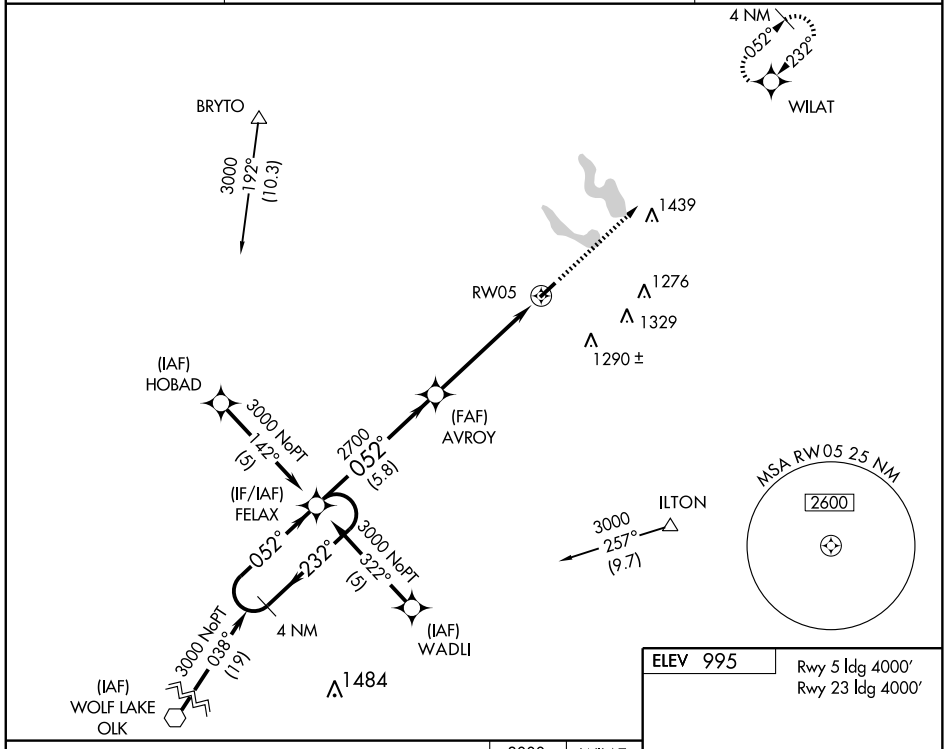
APP CRS	Rwy Idg	4000
052°	TDZE	990
	Apt Elev	995

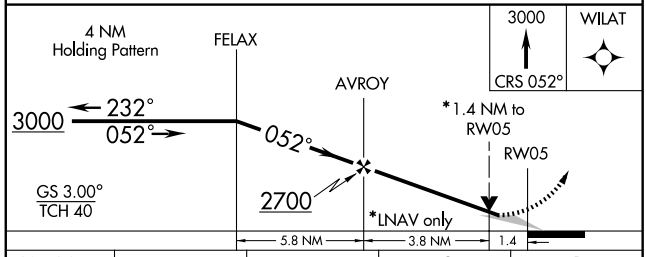
⚠ NA

BARO-VNAV NA below -17°C (1°F).
GPS or RNP-0.3 required.
DME/DME RNP -0.3 NA.

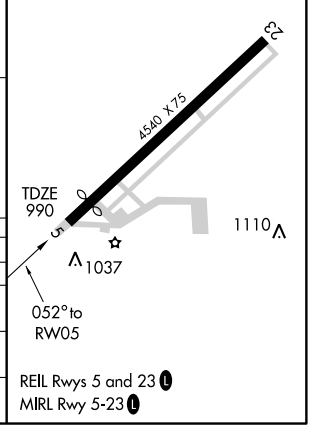
MISSED APPROACH: Climb to 3000 via 052° course to WILAT WP and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
118.175	132.15 (SE/NE) 284.6 127.2 (SW/NW) 284.6	123.075 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1400 - 1½ 410(500-1½)			NA
LNAV MDA	1460 - 1 470(500-1)		1460 - 1¼ 470(500-1¼)	NA
CIRCLING	1520 - 1½ 525(600-1½)			NA



EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
232°	TDZE	995
	Apt Elev	995

RNAV (GPS) RWY 23

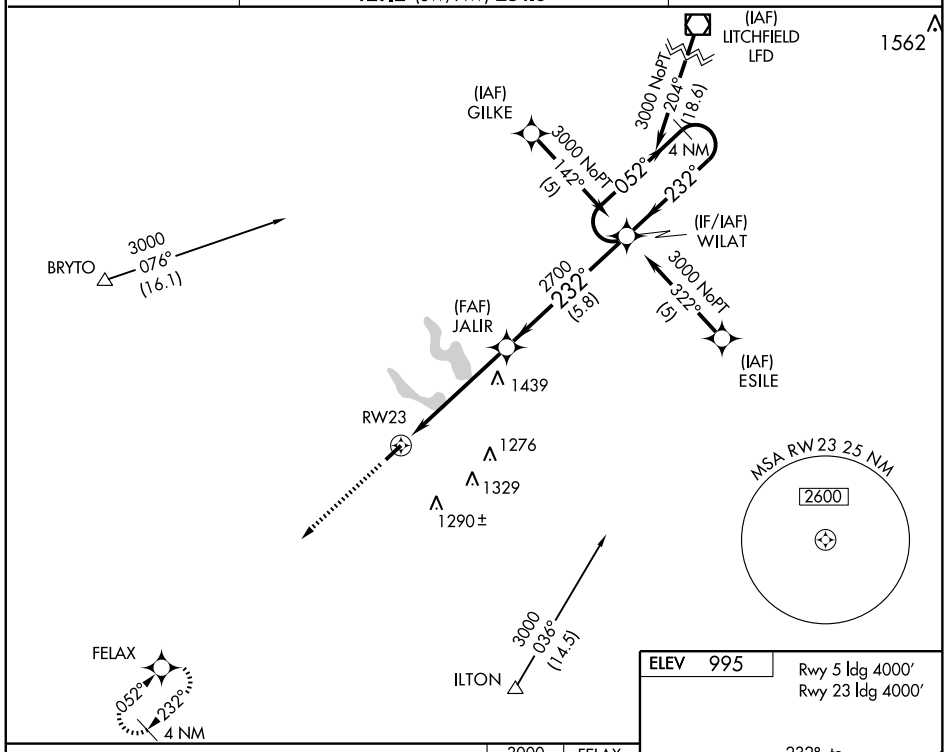
ANGOLA/ TRI-STATE STEUBEN COUNTY (ANQ)

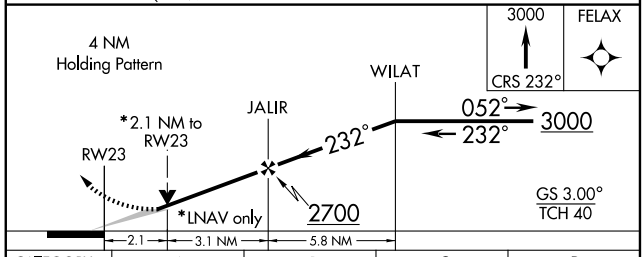
⚠ NA

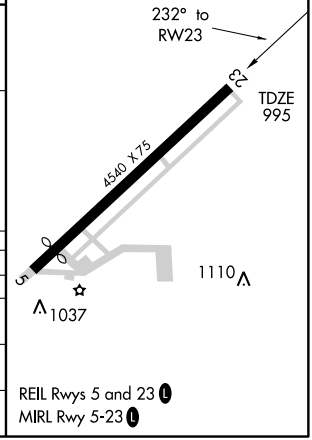
BARO-VNAV NA below -17°C (1°F).
GPS or RNP-0.3 required.
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3000 via 232° course to FELAX WP and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
118.175	132.15 (SE/NE) 284.6 127.2 (SW/NW) 284.6	123.075 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1460 - 1¾ 465 (500-1¾)			NA
LNAV MDA	1700 - 1 705 (800-1)		1700 - 2 705 (800-2)	NA
CIRCLING	1700 - 1¾ 705 (800-1¾)		1700 - 2 705 (800-2)	NA

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC DME I-GWB	APP CRS	Rwy Idg 5000
108.75	274°	TDZE 880
Chan 24 (Y)		Apt Elev 880

ILS or LOC RWY 27

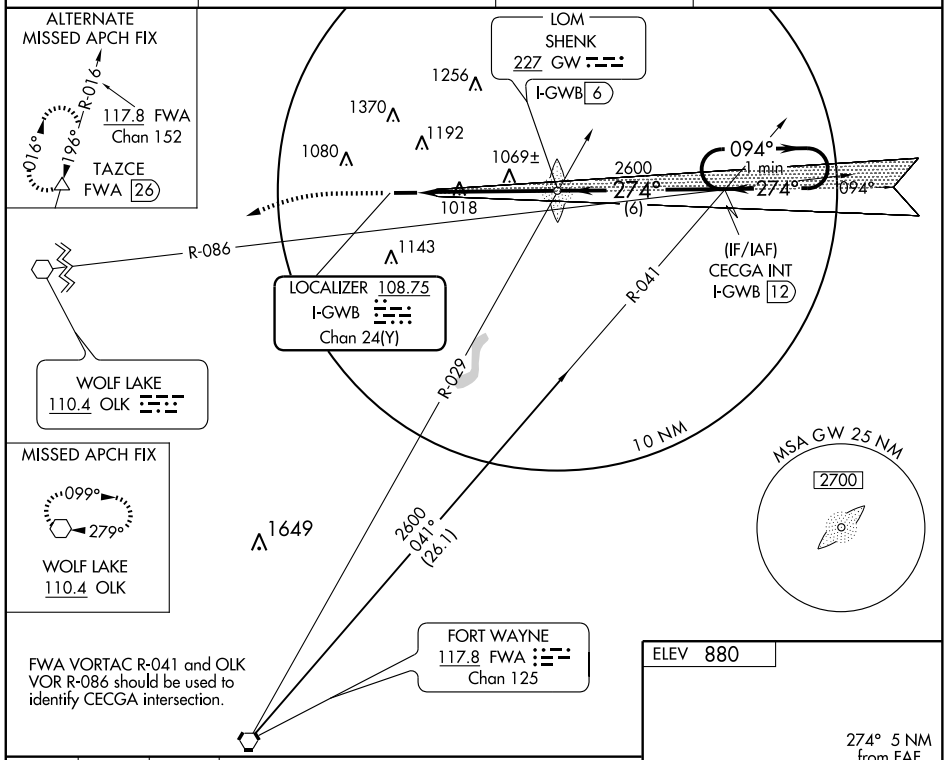
AUBURN / DE KALB COUNTY (GWB)

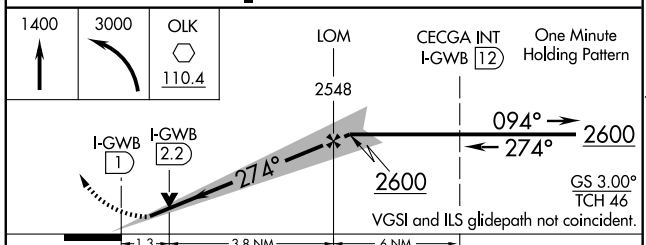
T
A NA — When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DAs/MDAs 60 feet. For inoperative MALSR, when using Fort Wayne Intl altimeter setting increase S-ILS 27 all Cats visibility to 1. VDP NA when using Fort Wayne Intl altimeter setting.

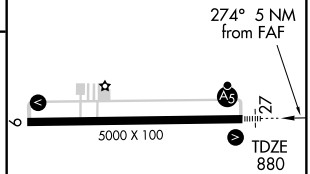
MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct OLK VOR and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
124.15	127.2 284.6	126.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 27	1080-½ 200 (200-½)			
S-LOC 27	1320-½ 440 (500-½)		1320-¾ 440 (500-¾)	1320-1 440 (500-1)
CIRCLING	1320-1 440 (500-1)	1340-1 460 (500-1)	1560-2 680 (700-2)	1560-2¼ 680 (700-2¼)

REIL Rwys 9 and 27
MIRL Rwy 9-27 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5000
CH 40201	094°	TDZE	880
W09A		Apt Elev	880

RNAV (GPS) RWY 9

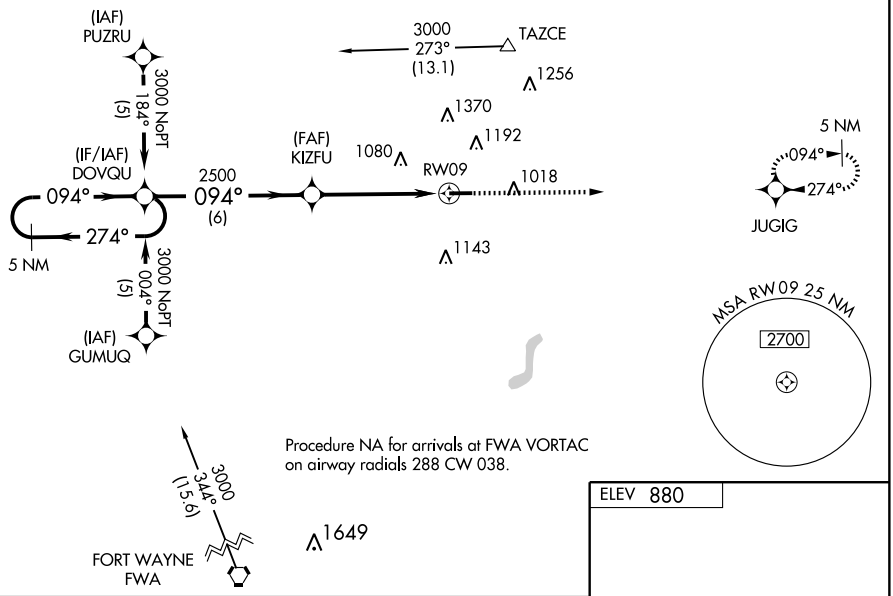
AUBURN / DE KALB COUNTY (GWB)

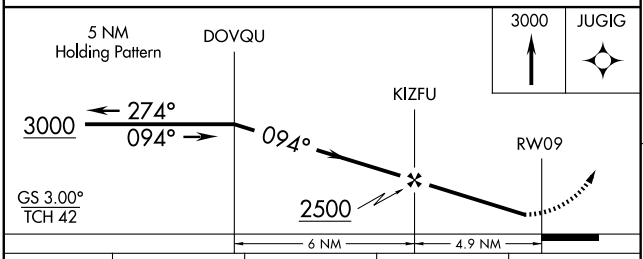
▼ ▲ NA

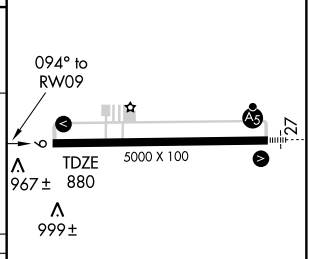
If local altimeter setting ot received, use Fort Wayne Intl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Fort Wayne Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Visibility reductions by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct JUGIG and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
124.15	127.2 284.6	126.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1182-1 302 (400-1)			
LNAV/ VNAV DA	1237-1¼ 357 (400-1¼)			
LNAV MDA	1220-1 340 (400-1)			
CIRCLING	1280-1 400 (400-1)	1340-1 460 (500-1)	1560-2 680 (700-2)	1560-2¼ 680 (700-2¼)

REIL Rwys 9 and 27
MIRL Rwy 9-27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5000
CH 86401	274°	TDZE	880
W27A		Apt Elev	880

RNAV (GPS) RWY 27

AUBURN / DE KALB COUNTY (GWB)

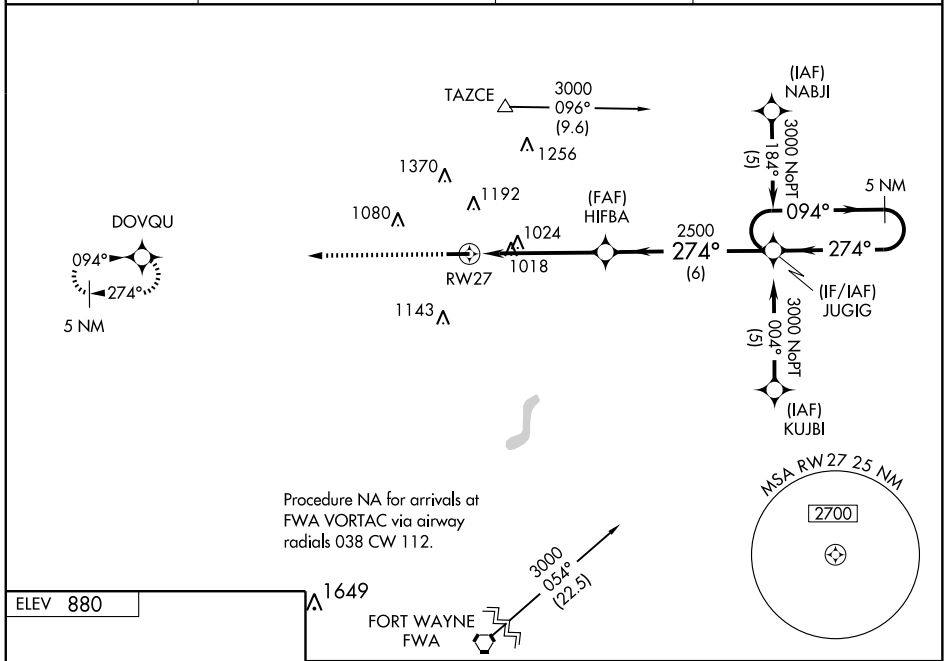
T
A NA

If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase LPV DA 60 feet, LNAV/VNAV DA 180 feet, and all MDAs 60 feet. VDP and Baro-VNAV NA when using Fort Wayne Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LNAV Cats A, B and C visibility to 1, and Cat D visibiltiy to 1¼. Inoperative table does not apply to LPV. DME/DME RNP-0.3 NA.

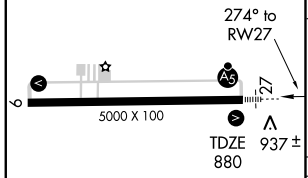
MALSR

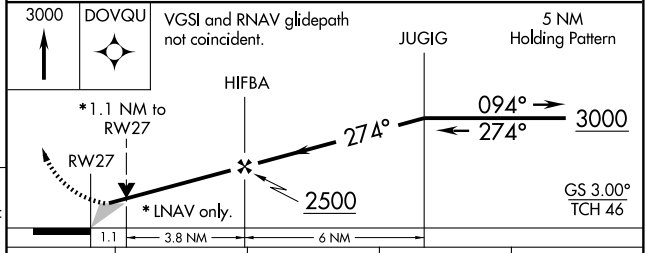
MISSED APPROACH: Climb to 3000 direct DOVQU and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
124.15	127.2 284.6	126.6	123.0 (CTAF) L



ELEV 880





CATEGORY	A	B	C	D
LPV DA	1130-¾ 250 (300-¾)			
LNAV/ VNAV DA	1207-¾ 327 (400-¾)			
LNAV MDA	1280-¾ 400 (400-¾)			1280-1 400 (400-1)
CIRCLING	1280-1 400 (400-1)	1340-1 460 (500-1)	1560-2 680 (700-2)	1560-2 ¼ 680 (700-2 ¼)

REIL Rwys 9 and 27
MIRL Rwy 9-27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC FWA	APP CRS	Rwy Idg	N/A
117.8	016°	TDZE	N/A
Chan 125		Apt Elev	881

VOR or GPS-A

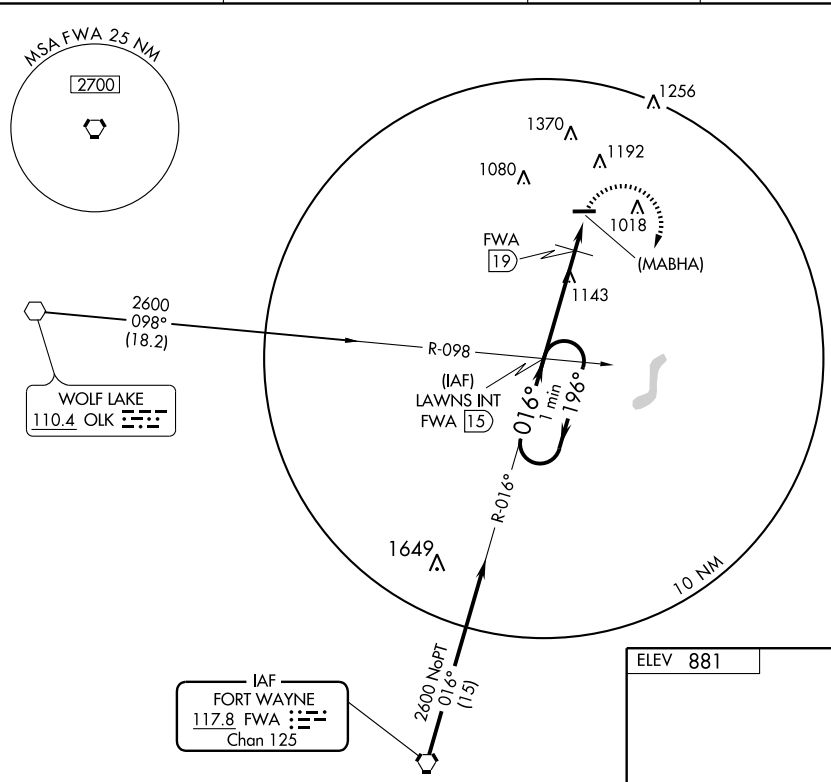
AUBURN / DE KALB COUNTY (GWB)

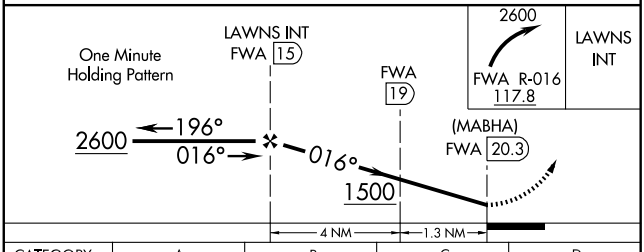
NA

Use Fort Wayne altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 via FWA R-016 to LAWNS Int and hold.

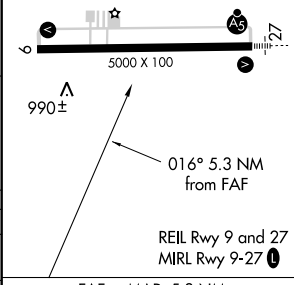
AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
124.15	127.2 284.6	126.6	123.0 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1500-1 619 (700-1)	1500-1¼ 619 (700-1¼)	1600-2 719 (800-2)	1600-2¼ 719 (800-2¼)
DME MINIMUMS				
CIRCLING	1360-1 479 (500-1)	1360-1¼ 479 (500-1¼)	1600-2 719 (800-2)	1600-2¼ 719 (800-2¼)

ELEV 881



REIL Rwy 9 and 27
MIRL Rwy 9-27 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR OLK	APP CRS	Rwy Idg	5000
110.4	082°	TDZE	881
		Apt Elev	881

VOR RWY 9

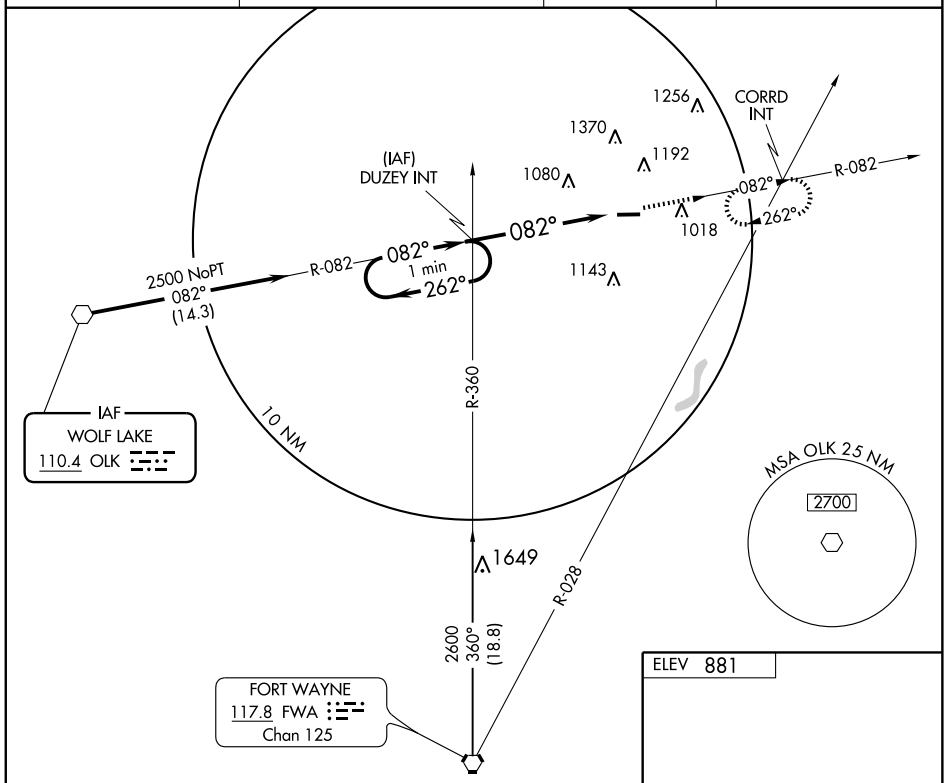
AUBURN / DE KALB COUNTY (GWB)

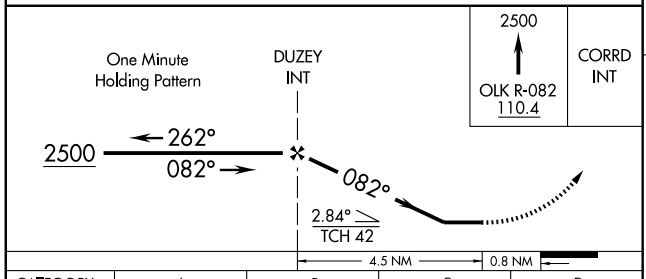
NA

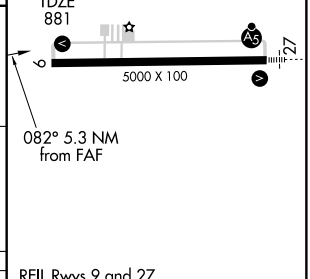
Use Fort Wayne altimeter setting.

MISSED APPROACH: Climb to 2500 via OLK R-082 to CORRD Int and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
124.15	127.2 284.6	126.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-9	1360-1 479 (500-1)		1360-1¼ 479 (500-1¼)	1360-1½ 479 (500-1½)
CIRCLING	1360-1 479 (500-1)		1600-2 719 (800-2)	1600-2¼ 719 (800-2¼)

REIL Rwys 9 and 27
MIRL Rwy 9-27 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

EC-2, 14 JAN 2010 to 11 FEB 2010

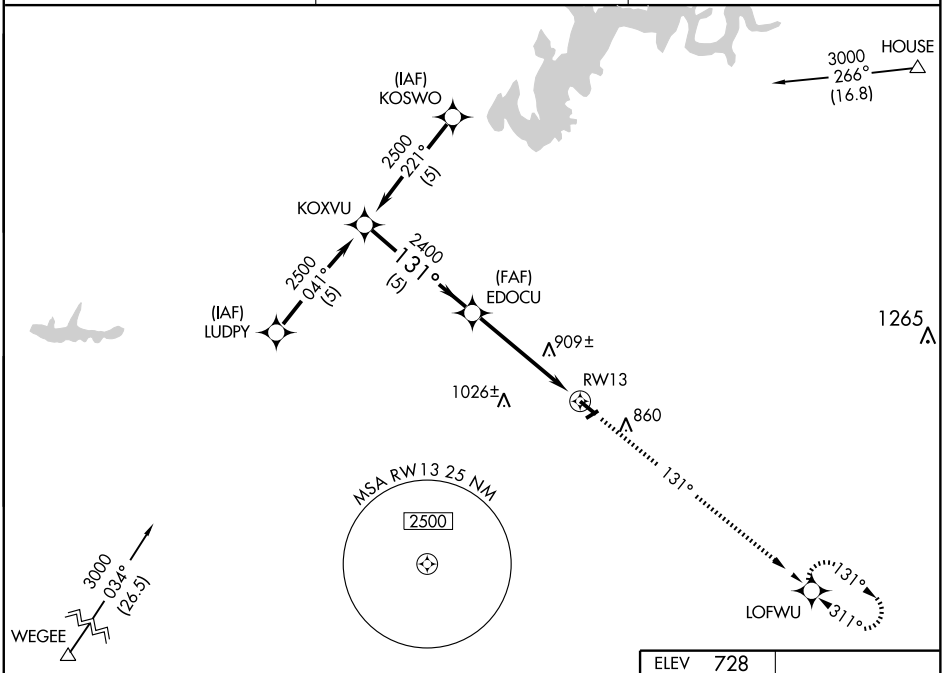
APP CRS	Rwy Idg	4501
131°	TDZE	721
	Apt Elev	728

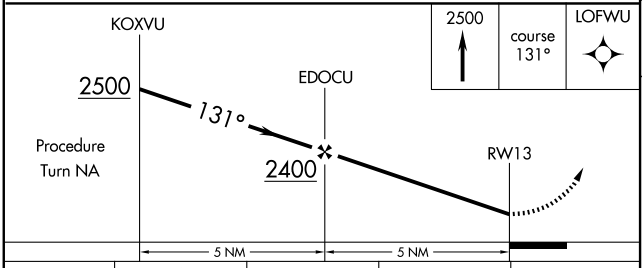
GPS RWY 13

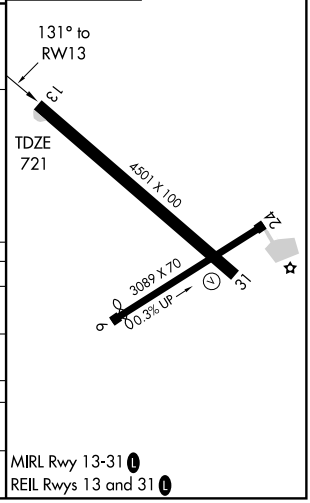
BEDFORD/ VIRGIL I. GRISSOM MUNI (BFR)

NA	MISSED APPROACH:
Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.	Climb to 2500 via course 131° to LOFWU WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.125	124.775 269.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1160-1 439 (500-1)		1160-1¼ 439 (500-1¼)	1160-1½ 439 (500-1½)
CIRCLING	1220-1 492 (500-1)		1220-1½ 492 (500-1½)	1280-2 552 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-13	1300-1 579 (600-1)		1300-1½ 579 (600-1½)	1300-1¾ 579 (600-1¾)
CIRCLING	1360-1 632 (700-1)		1360-1¾ 632 (700-1¾)	1400-2¼ 672 (700-2¼)

MIRL Rwy 13-31 L

REIL Rwys 13 and 31 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4501
311°	TDZE	726
	Apt Elev	728

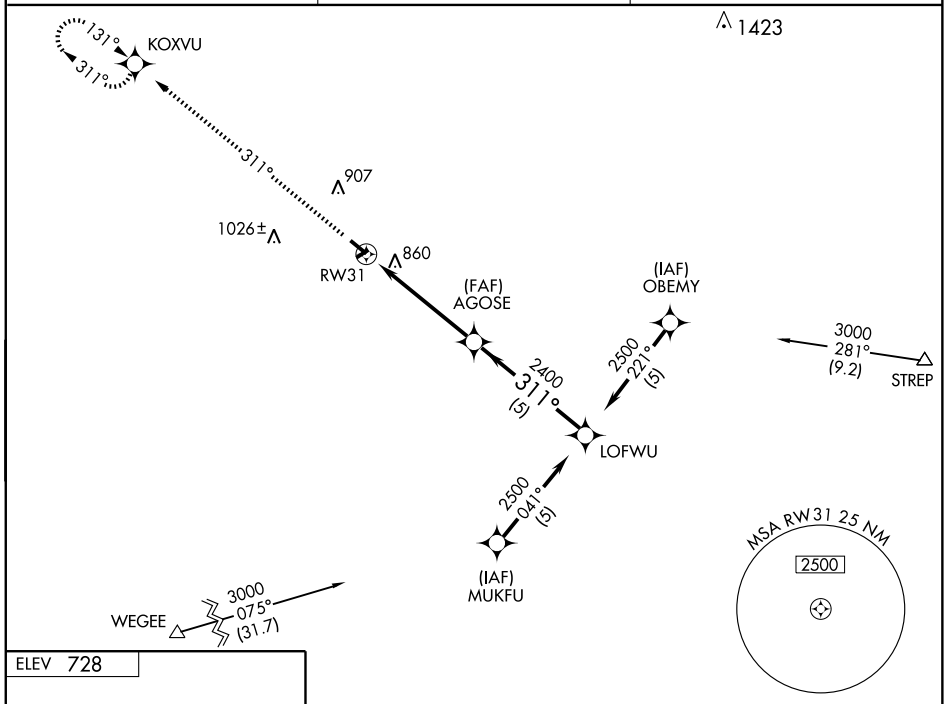
GPS RWY 31

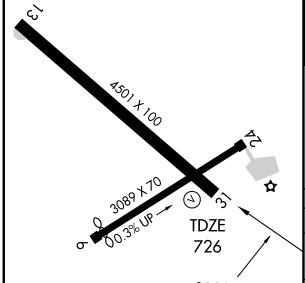
BEDFORD/VIRGIL I. GRISSOM MUNI (BFR)

NA — Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.

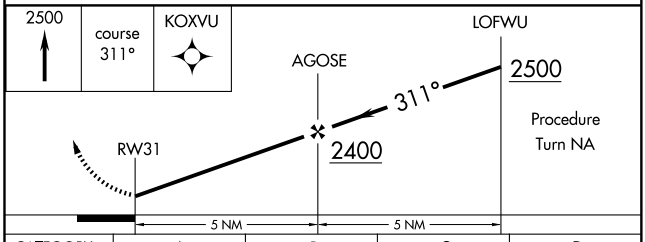
MISSED APPROACH: Climb to 2500 via 311° course to KOXVU WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.125	124.775 269.45	122.8 (CTAF) L





MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L



CATEGORY	A	B	C	D
S-31	1160-1 434 (500-1)		1160-1¼ 434 (500-1¼)	1160-1½ 434 (500-1½)
CIRCLING	1220-1 492 (500-1)		1220-1½ 492 (500-1½)	1280-2 552 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-31	1300-1 574 (600-1)		1300-1½ 574 (600-1½)	1300-1¾ 574 (600-1¾)
CIRCLING	1360-1 632 (700-1)		1360-1¾ 632 (700-1¾)	1400-2¼ 674 (700-2¼)

EC-2, 14 JAN 2010 to 11 FEB 2010

BEDFORD, INDIANA

AL-5546 (FAA)

VORTAC OOM	APP CRS	Rwy Idg 4501
110.2	159°	TDZE 721
Chan 39		Apt Elev 728

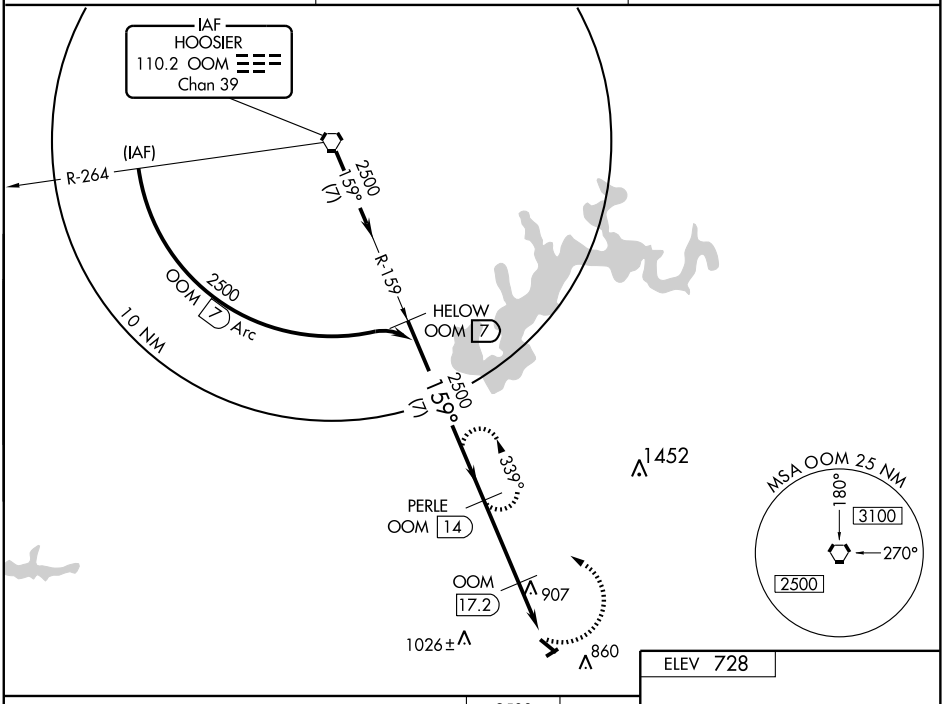
VOR/DME RWY 13

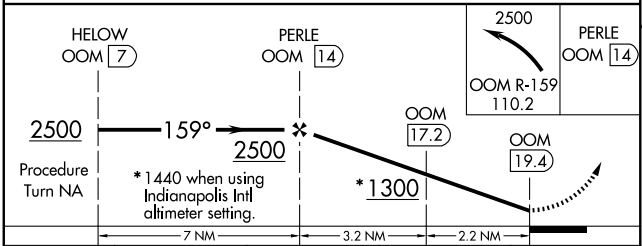
BEDFORD/ VIRGIL I. GRISSOM MUNI (BFR)

NA Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.

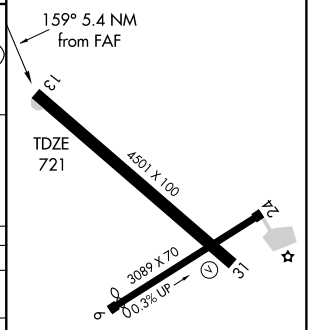
MISSED APPROACH: Climbing left turn to 2500 via OOM R-159 to PERLE 14 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.125	124.775 269.45	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-13	1160-1	439 (500-1)	1160-1¼ 439 (500-1¼)	1160-1½ 439 (500-1½)
CIRCLING	1220-1	492 (500-1)	1220-1½ 492 (500-1½)	1280-2 552 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-13	1300-1	579 (600-1)	1300-1½ 579 (600-1½)	1300-1¾ 579 (600-1¾)
CIRCLING	1360-1	632 (700-1)	1360-1¾ 632 (700-1¾)	1400-2 ¼ 672 (700-2 ¼)



MIRL Rwy 13-31 L

REIL Rwys 13 and 31 L

EC-2, 14 JAN 2010 to 11 FEB 2010

BEDFORD, INDIANA

AL-5546 (FAA)

VORTAC OOM	APP CRS	Rwy Idg 4501
110.2	338°	TDZE 726
Chan 39		Apt Elev 728

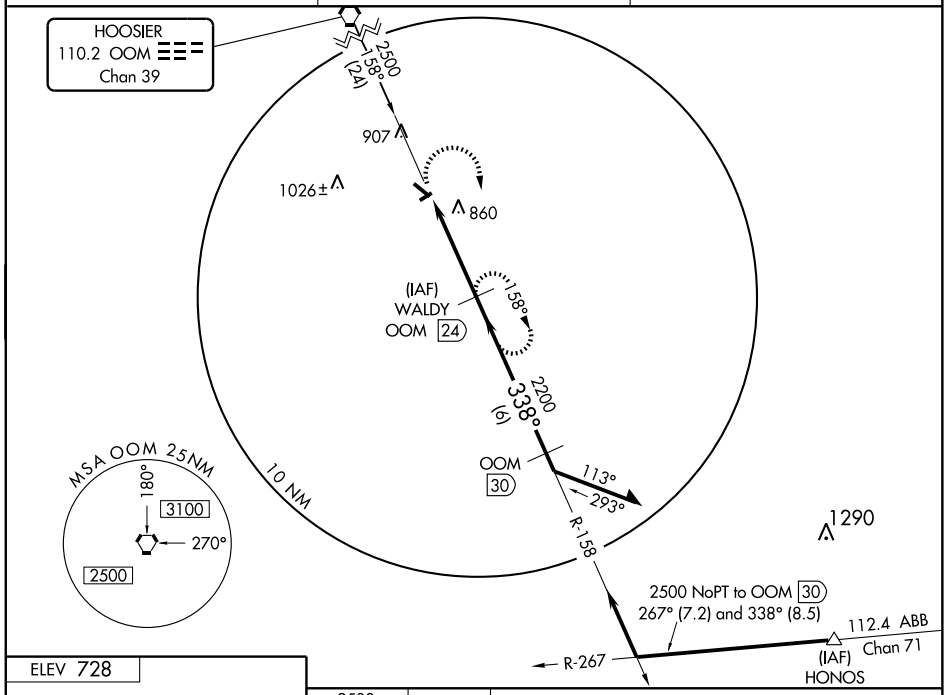
VOR/DME RWY 31

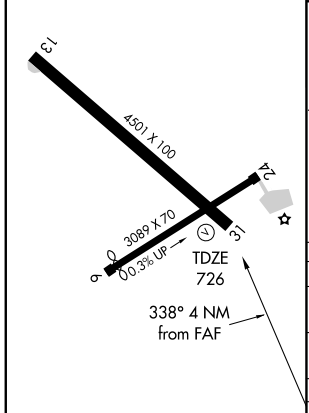
BEDFORD/VIRGIL I. GRISSOM MUNI (BFR)

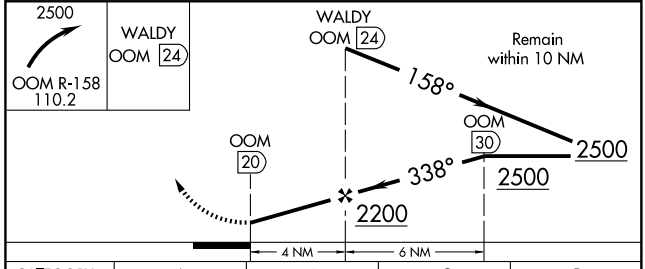
NA Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 via OOM R-158 to WALDY OOM 24 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.125	124.775 269.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1160-1 434 (500-1)		1160-1¼ 434 (500-1¼)	1160-1½ 434 (500-1½)
CIRCLING	1220-1 492 (500-1)		1220-1½ 492 (500-1½)	1280-2 552 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-31	1300-1 574 (600-1)		1300-1½ 574 (600-1½)	1300-1¾ 574 (600-1¾)
CIRCLING	1360-1 632 (700-1)		1360-1¾ 632 (700-1¾)	1400-2¼ 672 (700-2¼)

MIRL Rwy 13-31 L

REIL Rwys 13 and 31 L

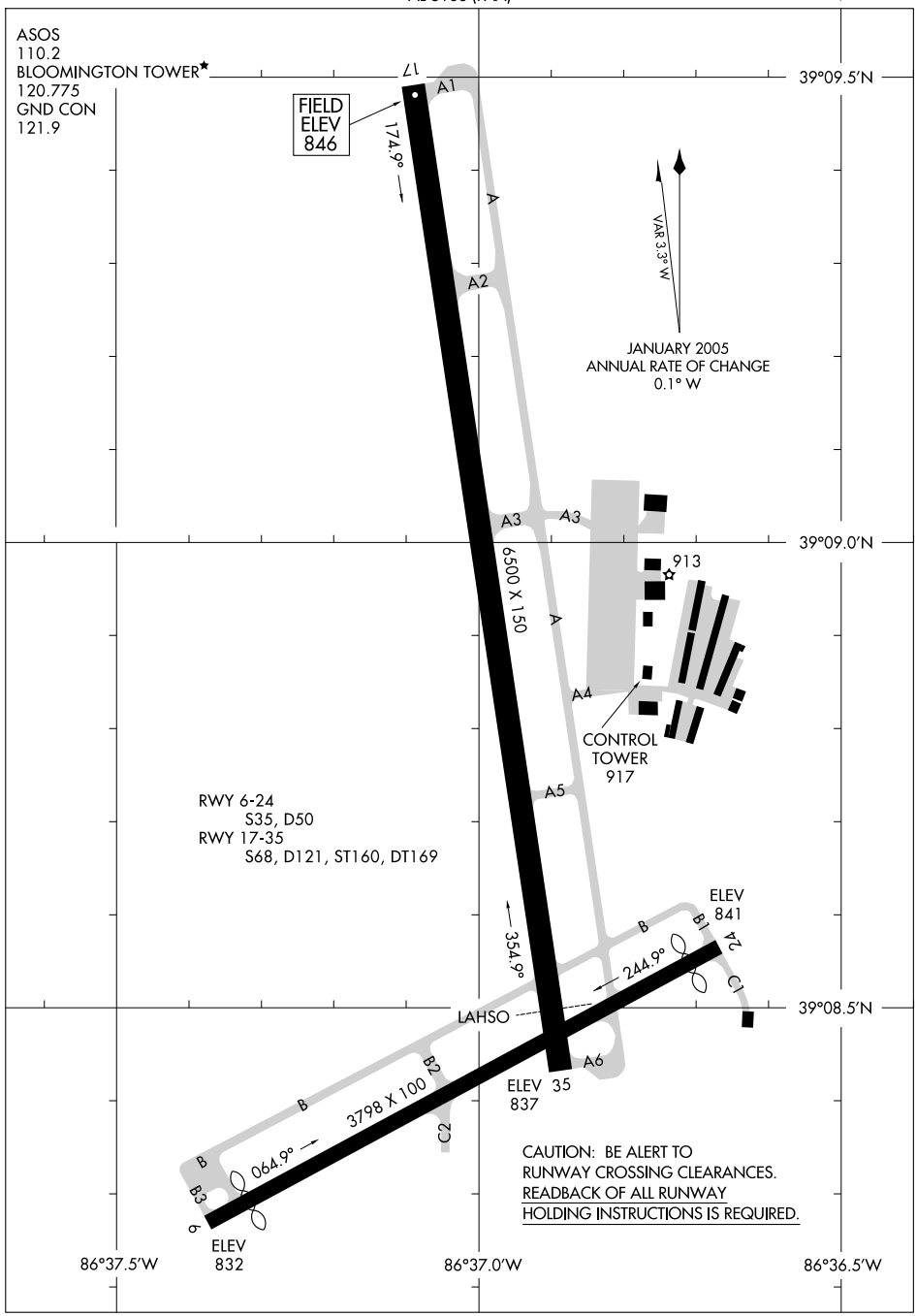
EC-2, 14 JAN 2010 to 11 FEB 2010

09295

AIRPORT DIAGRAM

AL-5168 (FAA)

BLOOMINGTON / MONROE COUNTY (BMG)
BLOOMINGTON, INDIANA



EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-BMG	APP CRS	Rwy Idg	6500
108.3	354°	TDZE	844
		Apt Elev	846

ILS or LOC/DME RWY 35

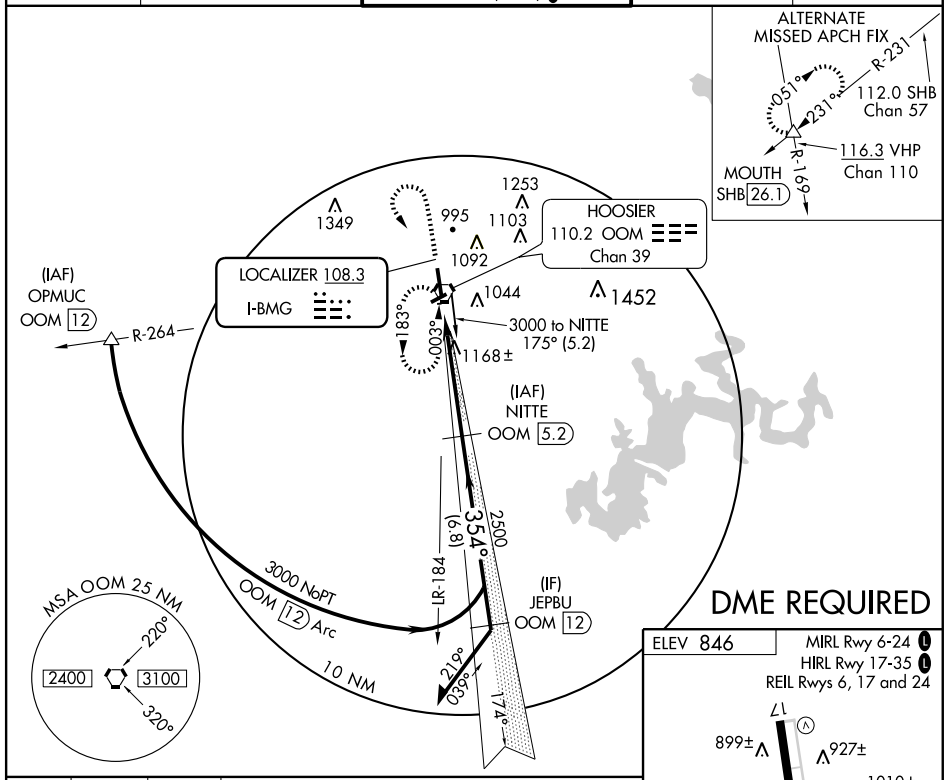
BLOOMINGTON / MONROE COUNTY (BMG)

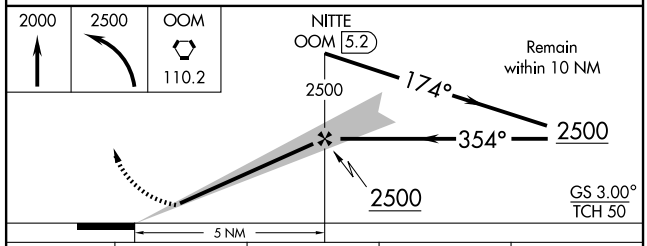
When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 121 feet and all MDA 140 feet and increase S-ILS 35 all Cats visibility ¼ mile, S-LOC 35 Cat C, D and circling Cat C visibility ½ mile and circling Cat D visibility ¼ mile. For inoperative MALSR when using Terre Haute Intl-Hulman Field altimeter setting: increase S-ILS 35 all Cats visibility to 1¼ miles. DME from OOM VORTAC. Simultaneous reception of I-BMG and OOM DME required.

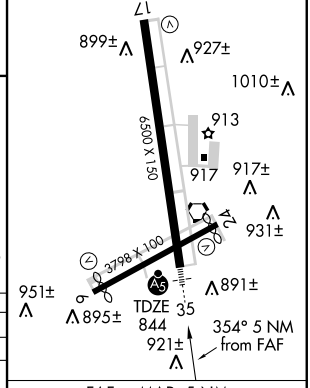
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct OOM VORTAC and hold.

ASOS	HULMAN APP CON★	BLOOMINGTON TOWER★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 35	1044-½ 200 (200-½)			
S-LOC 35	1420-½ 576 (600-½)		1420-1 576 (600-1)	1420-1¼ 576 (600-1¼)
CIRCLING	1420-1 574 (600-1)		1420-1½ 574 (600-1½)	1420-2 574 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3494
064°	TDZE	841
	Apt Elev	846

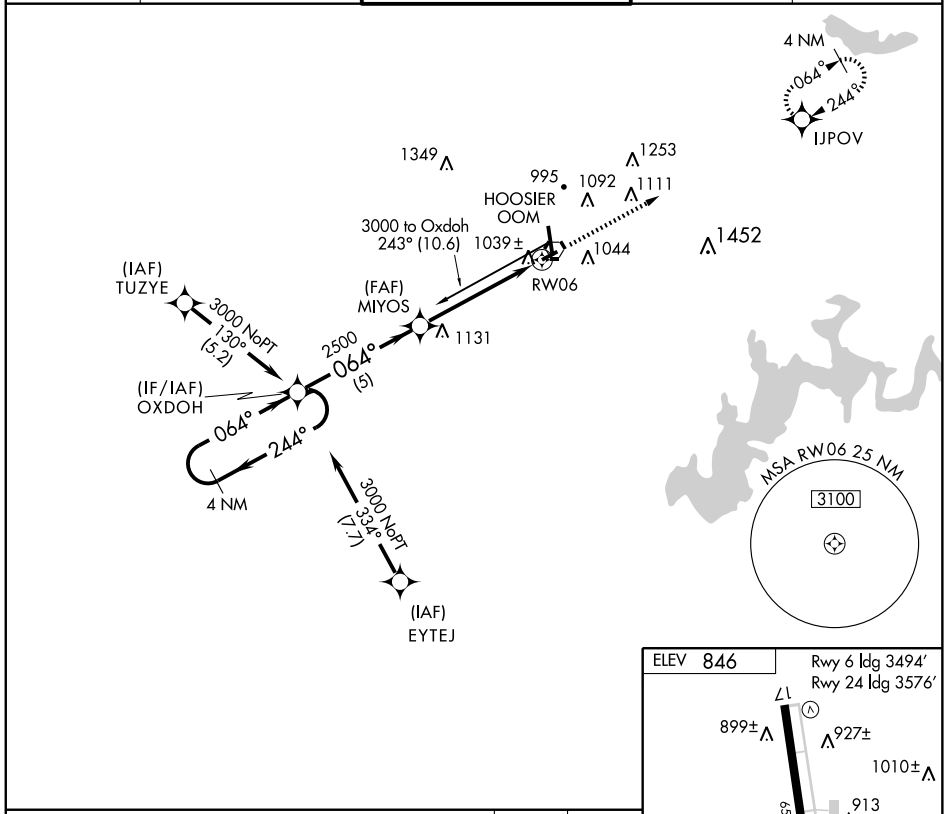
RNAV (GPS) RWY 6

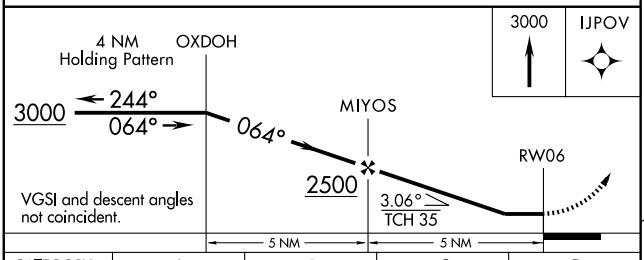
BLOOMINGTON / MONROE COUNTY (BMG)

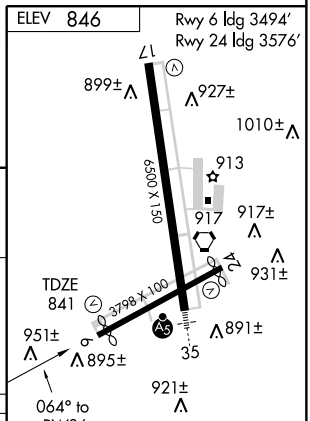
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct IJPOV WP and hold.

ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95







MIRL Rwy 6-24 L
HIRL Rwy 17-35 L
REIL Rwys 6, 17 and 24

CATEGORY	A	B	C	D
LNAV MDA	1300-1 459 (500-1)		1300-1¼ 459 (500-1¼)	1300-1½ 459 (500-1½)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6500
CH 56412	174°	TDZE	845
W17A		Apt Elev	845

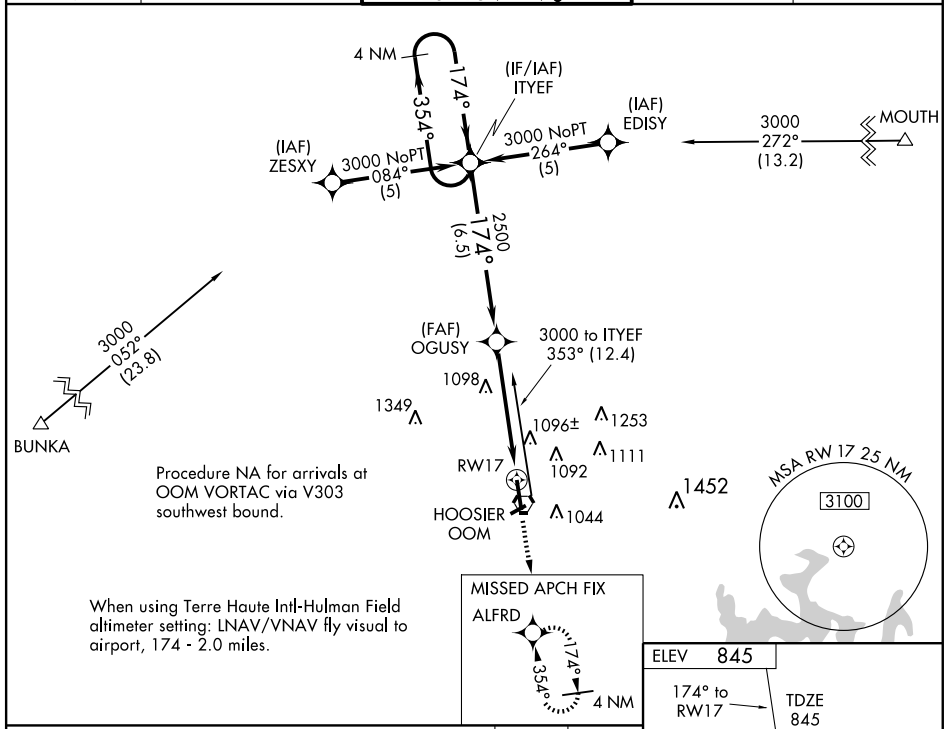
RNAV (GPS) RWY 17

BLOOMINGTON / MONROE COUNTY (BMG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 121 feet and all MDA 140 feet and increase LPV all Cats, LNAV Cat C, D and Circling Cat C visibility ½ mile, LNAV/VNAV Cat D and Circling D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ALFRD and hold.

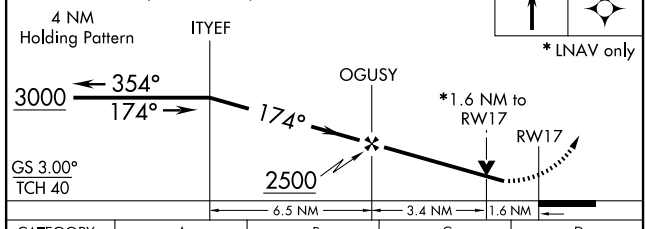
ASOS	HULMAN APP CON★	BLOOMINGTON TOWER★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95



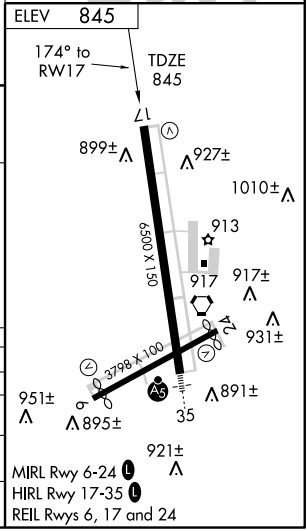
When using Terre Haute Intl-Hulman Field altimeter setting: LNAV/VNAV fly visual to airport, 174 - 2.0 miles.

3000 ALFRD

* LNAV only



CATEGORY	A	B	C	D
LPV DA		1229-1¼	384 (400-1¼)	
LNAV/VNAV DA		1404-2	559 (600-2)	
LNAV MDA	1400-1 555 (600-1)		1400-1½ 555 (600-1½)	1400-1¾ 555 (600-1¾)
CIRCLING	1400-1 555 (600-1)		1400-1½ 555 (600-1½)	1400-2 555 (600-2)



MIRL Rwy 6-24 L
HIRL Rwy 17-35 L
REIL Rwys 6, 17 and 24

APP CRS	Rwy ldg	3576
244°	TDZE	841
	Apt Elev	846

RNAV (GPS) RWY 24

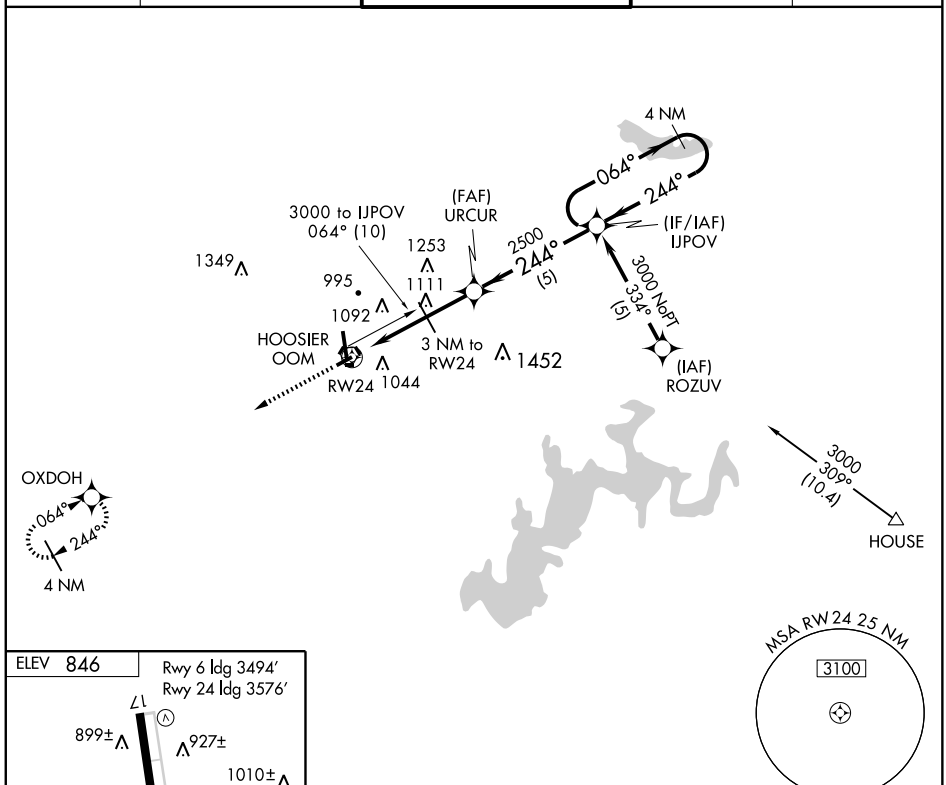
BLOOMINGTON / MONROE COUNTY (BMG)

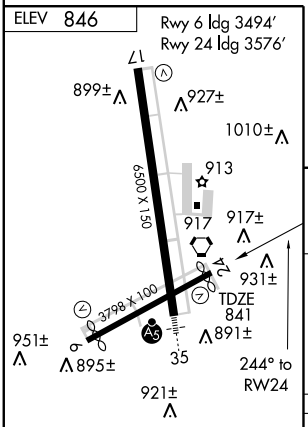
DME/DME RNP-0.3 NA.

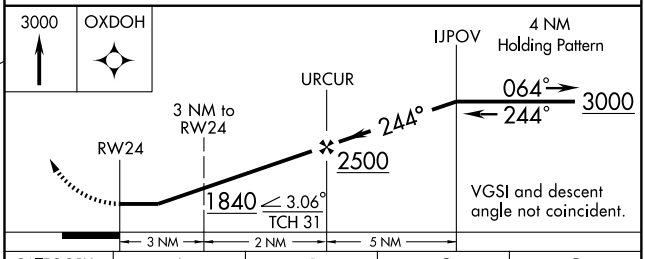
NA

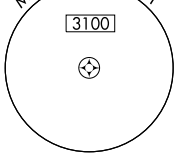
MISSED APPROACH: Climb to 3000 direct OXDOH WP and hold.

ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95









CATEGORY	A	B	C	D
LNAV MDA	1320-1 479 (500-1)		1320-1¼ 479 (500-1¼)	1320-1½ 479 (500-1½)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6500
CH 72812	354°	TDZE	844
W35A		Apt Elev	845

RNAV (GPS) RWY 35

BLOOMINGTON / MONROE COUNTY (BMG)

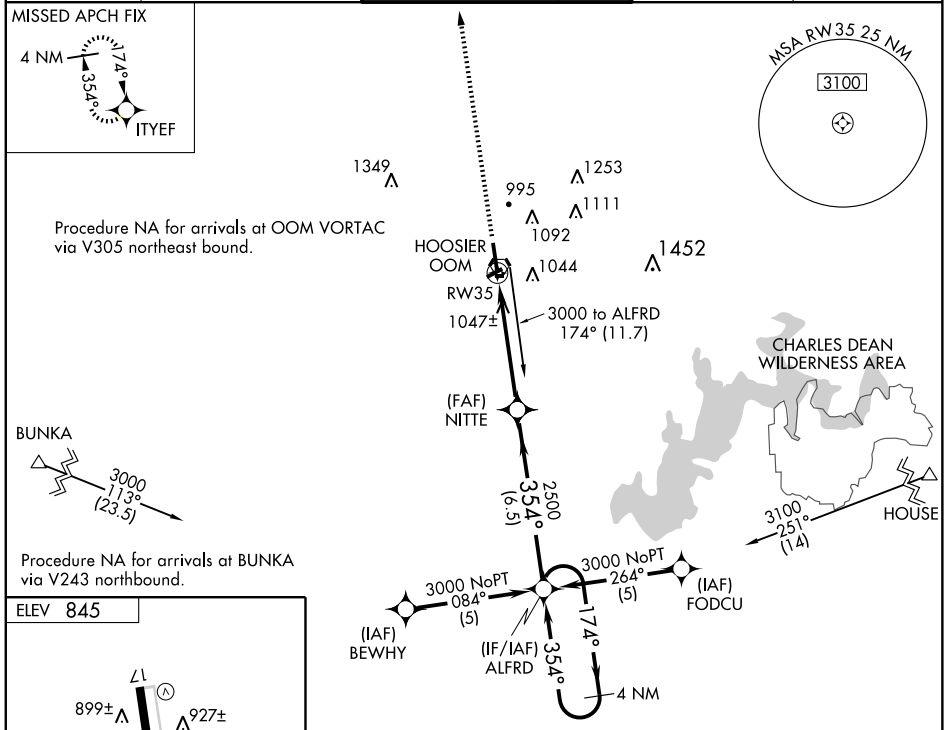
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 121 feet and all MDA 140 feet and increase LPV all Cats, LNAV Cat C, D and Circling Cat D visibility ¼ mile, LNAV/VNAV all Cats and Circling C visibility ½ mile. For inoperative MALSR when using Terre Haute Intl-Hulman Field altimeter setting: increase LPV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Terre Haute Intl-Hulman Field altimeter setting.

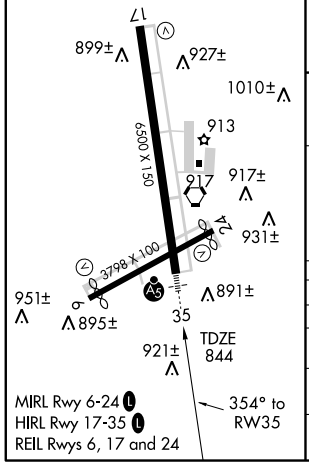
MALSR

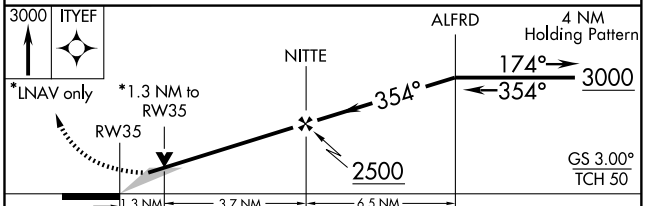
MISSED APPROACH: Climb to 3000 direct ITYEF and hold.

ASOS	HULMAN APP CON★	BLOOMINGTON TOWER★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95

MISSED APCH FIX







CATEGORY	A	B	C	D
LPV DA	1044-½ 200 (200-½)			
LNAV/VNAV DA	1344-1¼ 500 (500-1¼)			
LNAV MDA	1300-½ 456 (500-½)		1300-¾ 456 (500-¾)	1300-1 456 (500-1)
CIRCLING	1380-1 535 (600-1)	1400-1 555 (600-1)	1400-1½ 555 (600-1½)	1400-2 555 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC OOM 110.2 Chan 39	APP CRS 058°	Rwy Idg 3494 TDZE 840 Apt Elev 846

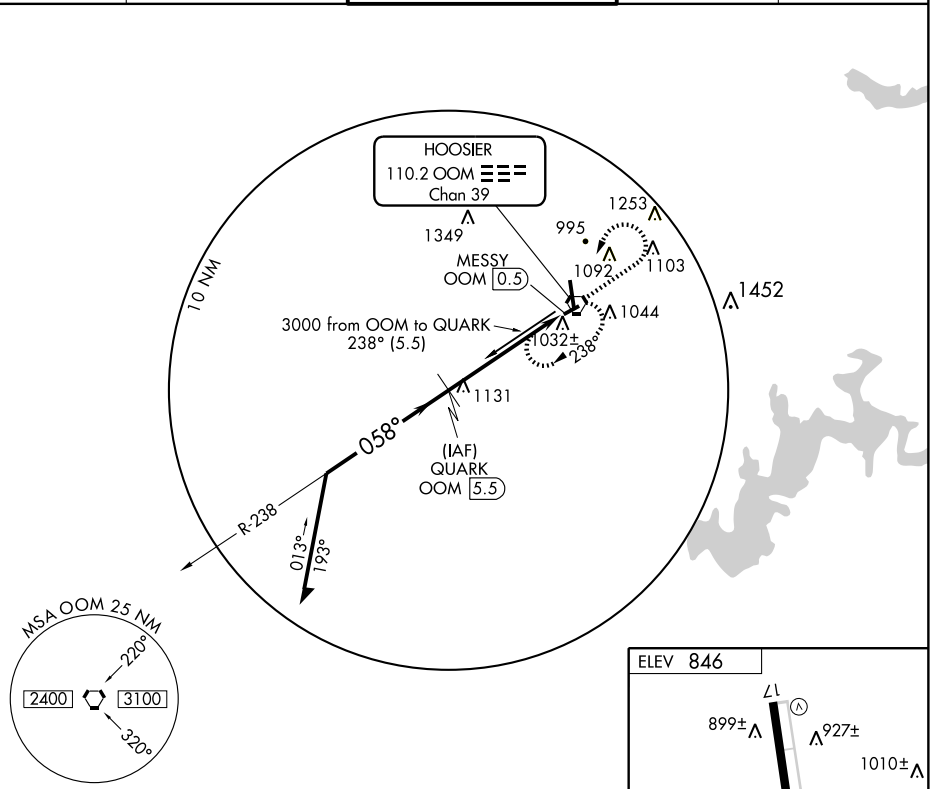
VOR/DME RWY 6

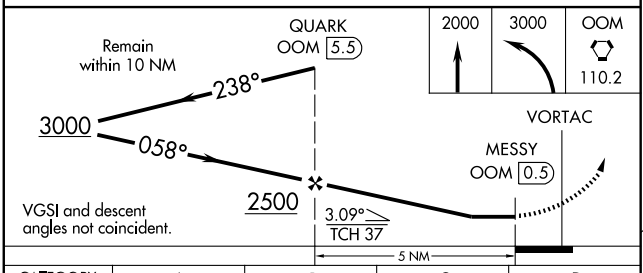
BLOOMINGTON / MONROE COUNTY (BMG)

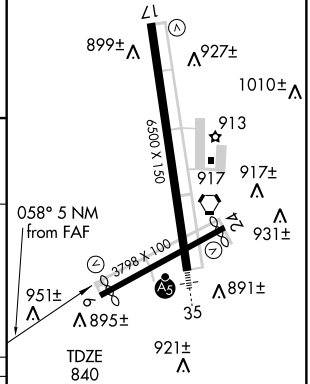
Visibility reduction by helicopters NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDA 140 feet and S-6 Cat C, D and circling Cat D visibility ¼ mile, and circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct OOM VORTAC and hold.

ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95







CATEGORY	A	B	C	D
S-6	1300-1 460 (500-1)		1300-1¼ 460 (500-1¼)	1300-1½ 460 (500-1½)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)

MIRL Rwy 6-24 L
HIRL Rwy 17-35 L
REIL Rwys 6, 17 and 24

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC OOM 110.2 Chan 39	APP CRS 246°	Rwy Idg 3576 TDZE 841 Apt Elev 846

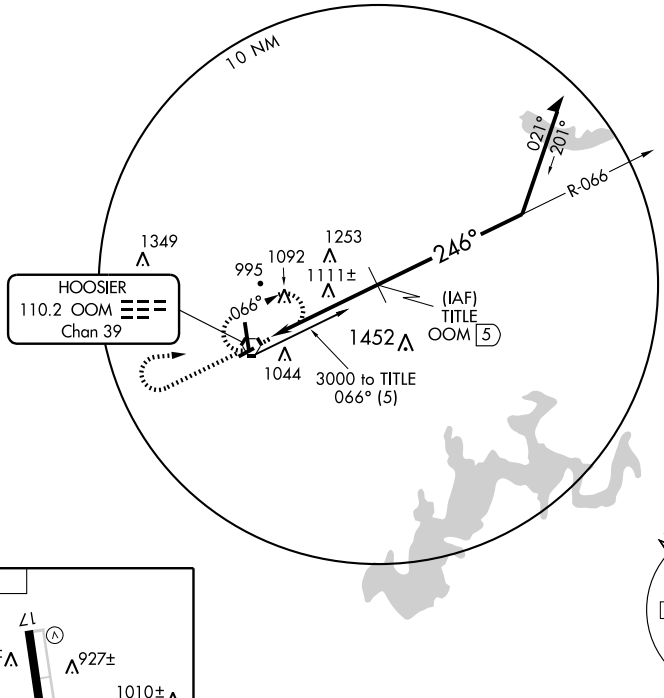
VOR/DME RWY 24

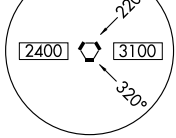
BLOOMINGTON / MONROE COUNTY (BMG)

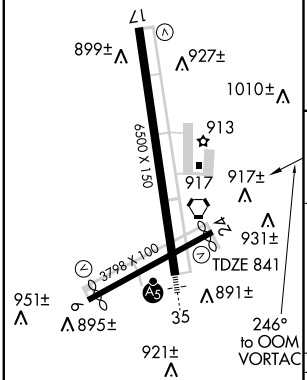
Visibility reduction by helicopters NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDA 140 feet and S-24 Cat C, D and circling Cat C visibility ½ mile, and circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct OOM VORTAC and hold.

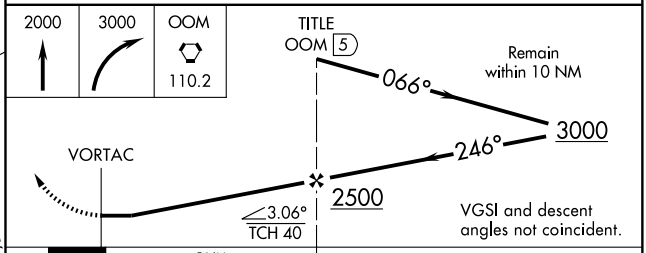
ASOS 110.2	HULMAN APP CON ★ 128.025 339.8	BLOOMINGTON TOWER ★ 120.775 (CTAF) L	GND CON 121.9	UNICOM 122.95







MIRL Rwy 6-24 L
HIRL Rwy 17-35 L
REIL Rwys 6, 17 and 24



CATEGORY	A	B	C	D
S-24	1420-1	579 (600-1)	1420-1½ 579 (600-1½)	1420-1¾ 579 (600-1¾)
CIRCLING	1420-1	574 (600-1)	1420-1½ 574 (600-1½)	1420-2 574 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC OOM	APP CRS	Rwy Idg	6500
110.2	003°	TDZE	845
Chan 39		Apt Elev	846

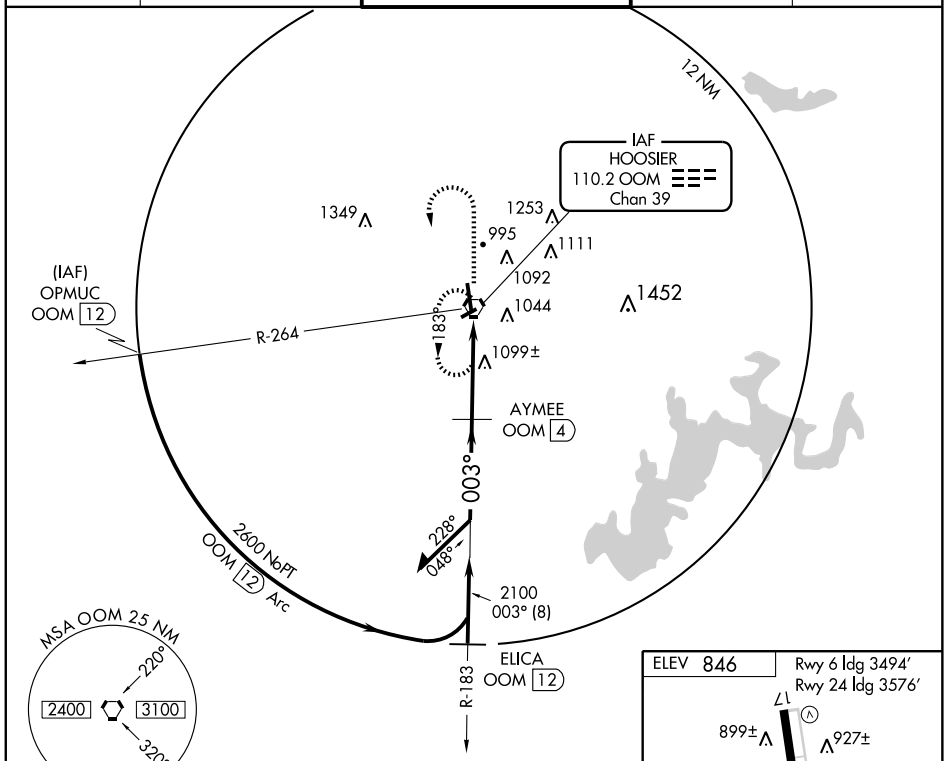
VOR/DME RWY 35

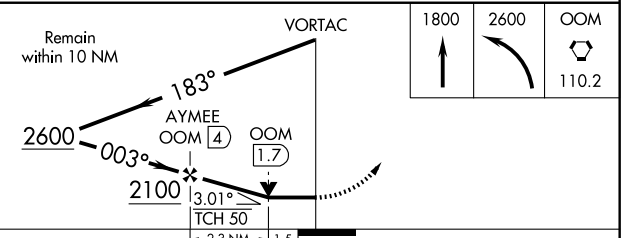
BLOOMINGTON / MONROE COUNTY (BMG)

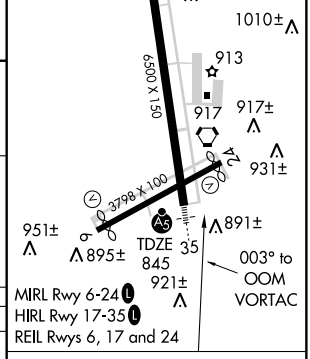
MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 2600 direct OOM VORTAC and hold.

ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95







CATEGORY	A	B	C	D
S-35	1360-½ 515 (600-½)		1360-1 515 (600-1)	1360-1¼ 515 (600-1¼)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-2, 14 JAN 2010 to 11 FEB 2010

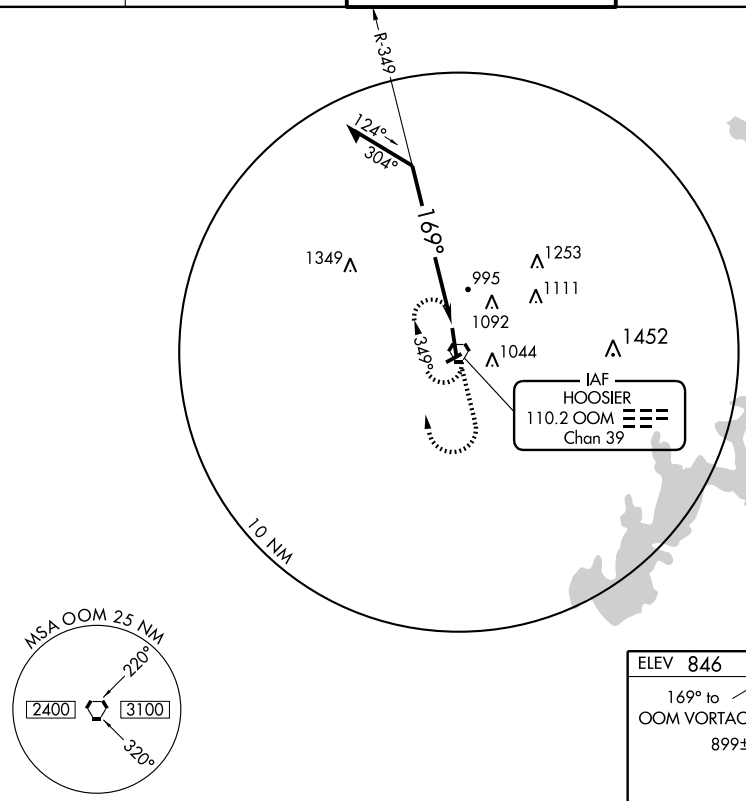
VORTAC OOM	APP CRS	Rwy Idg	6500
110.2	169°	TDZE	846
Chan 39		Apt Elev	846

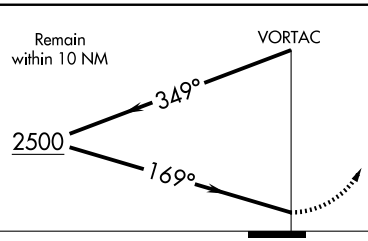
VOR RWY 17

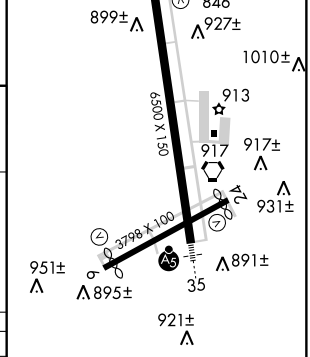
BLOOMINGTON / MONROE COUNTY (BMG)

MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct OOM VORTAC and hold.

ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95







MIRL Rwy 6-24 L
HIRL Rwy 17-35 L
REIL Rwys 6, 17 and 24

CATEGORY	A	B	C	D
S-17	1500-1	654 (700-1)	1500-1¾ 654 (700-1¾)	1500-2 654 (700-2)
CIRCLING	1500-1	654 (700-1)	1500-1¾ 654 (700-1¾)	1500-2 654 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2499
272°	TDZE	645
	Apt Elev	645

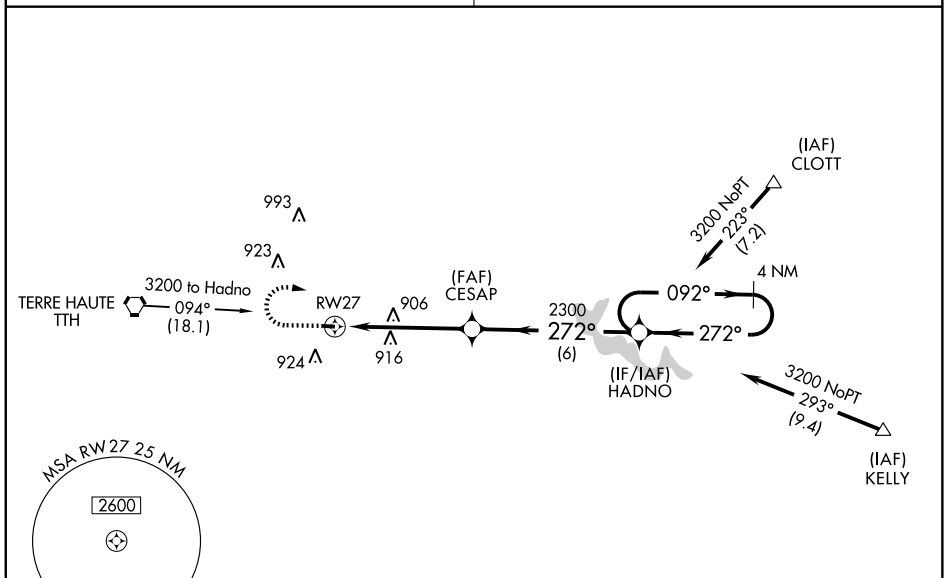
RNAV (GPS) RWY 27

BRAZIL CLAY COUNTY (ØI2)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Terre Haute altimeter setting.

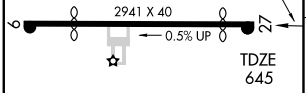
MISSED APPROACH: Climb to 2300 then climbing right turn to 3200 direct HADNO WP and hold.

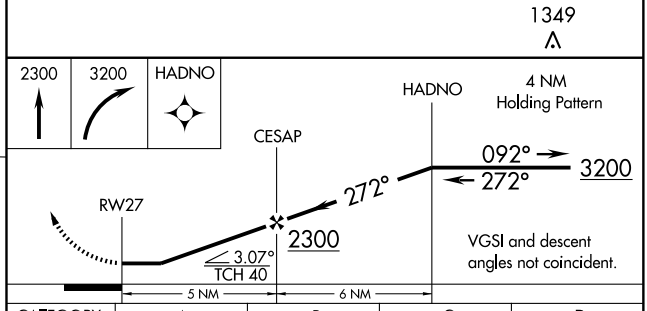
HULMAN APP CON ★	UNICOM
125.45 339.8	122.8 (CTAF)



ELEV 645

Rwy 9 Idg 2321′
Rwy 27 Idg 2499′





CATEGORY	A	B	C	D
LNAV MDA	1240-1 595 (600-1)	NA		
CIRCLING	1240-1 595 (600-1)	NA		

LIRL Rwy 9-27

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC TTH	APP CRS	Rwy Idg	2321
115.3	094°	TDZE	645
Chan 100		Apt Elev	645

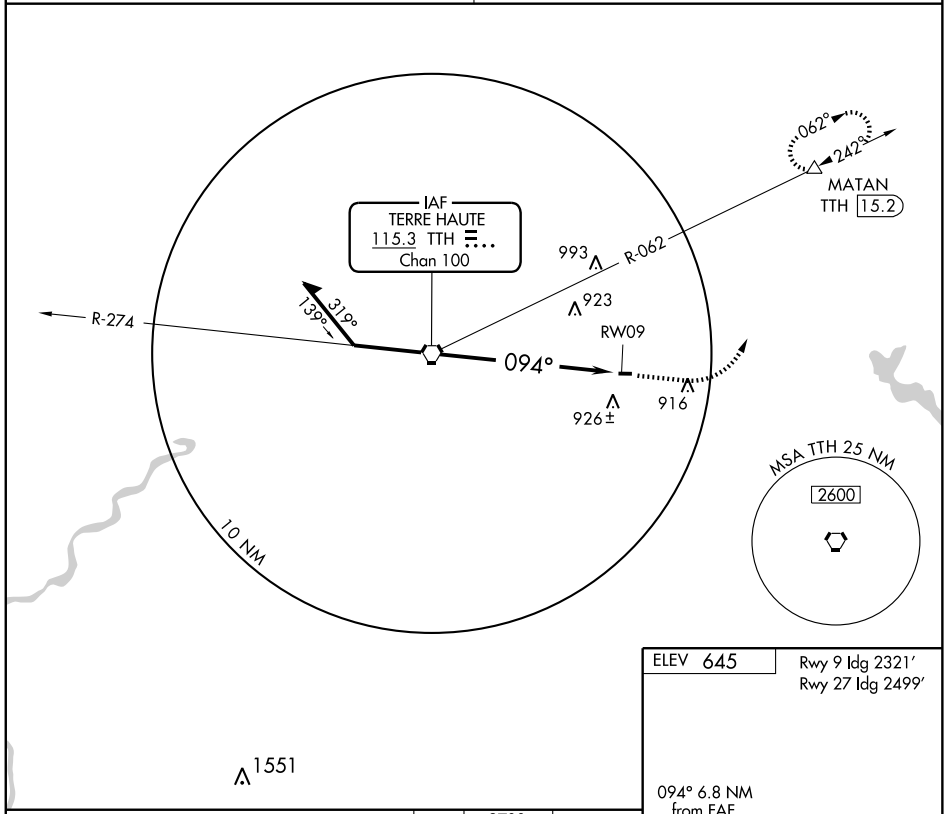
VOR or GPS RWY 9

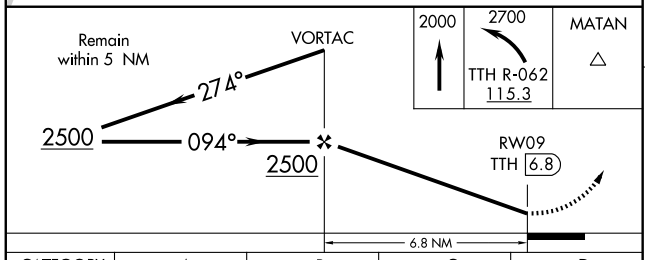
BRAZIL CLAY COUNTY (ØI2)

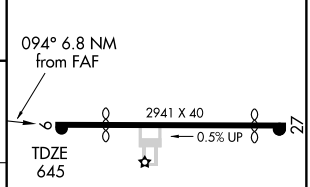
Use Terre Haute altimeter setting.
Procedure not authorized at night.
NA DME Required.

MISSED APPROACH: Climb to 2000, then climbing left turn to 2700 via TTH R-062 to MATAN/15.2 DME and hold.

HULMAN APP CON ★	UNICOM
125.45 339.8	122.8 (CTAF)







CATEGORY	A	B	C	D
S-9	1300-1 655 (700-1)	NA		
CIRCLING	1360-1 715 (800-1)	NA		

LIRL Rwy 9-27

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

EC-2, 14 JAN 2010 to 11 FEB 2010

09295

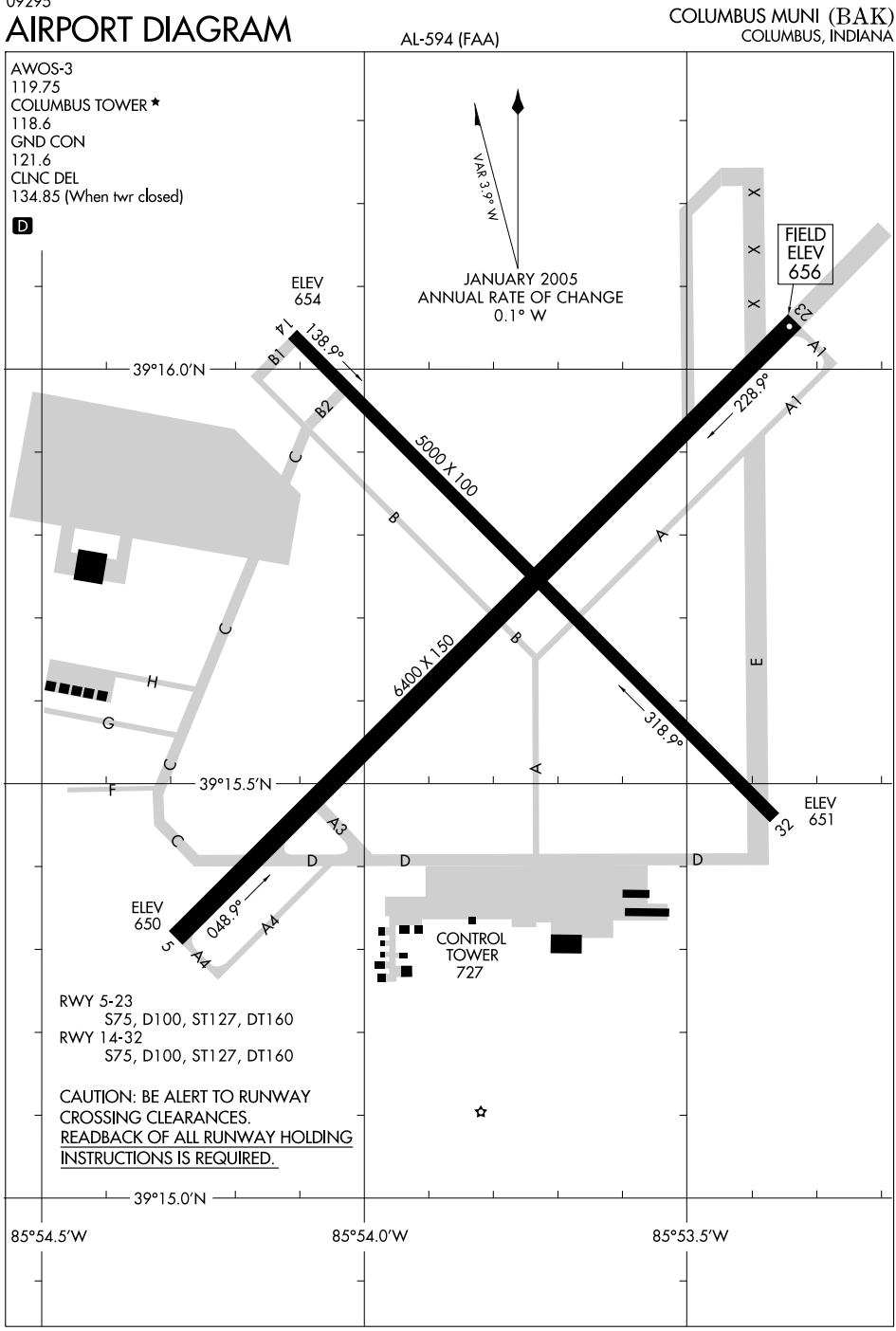
AIRPORT DIAGRAM

AL-594 (FAA)

COLUMBUS MUNI (BAK)
COLUMBUS, INDIANA

AWOS-3
119.75
COLUMBUS TOWER ★
118.6
GND CON
121.6
CLNC DEL
134.85 (When twr closed)

D



RWY 5-23
S75, D100, ST127, DT160
RWY 14-32
S75, D100, ST127, DT160

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-BAK	APP CRS	Rwy Idg	6400
110.7	228°	TDZE	656
		Apt Elev	656

ILS RWY 23
COLUMBUS MUNI (BAK)

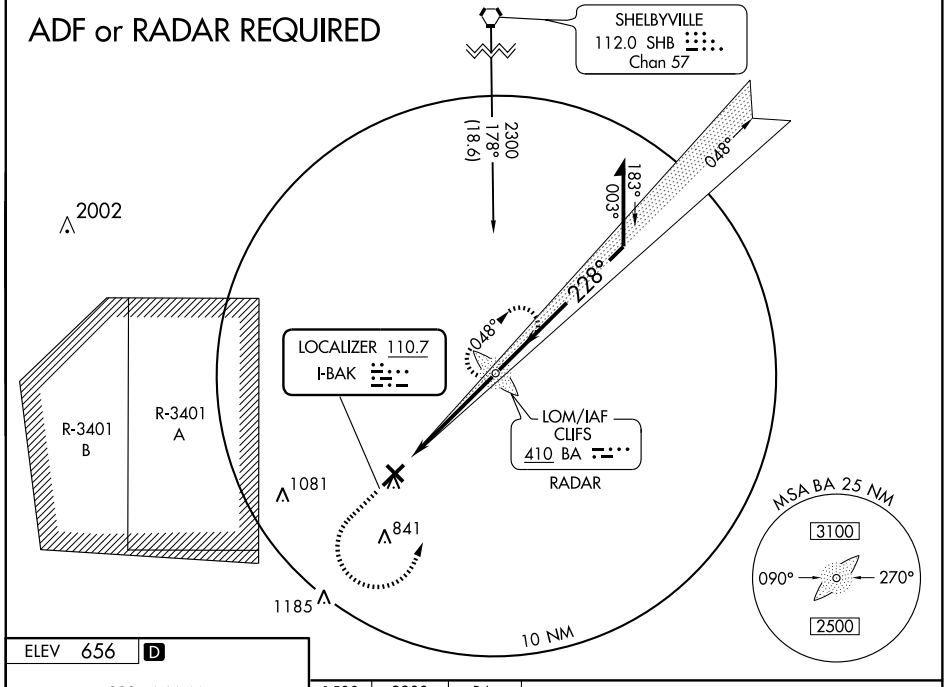
⚠ When local altimeter not received, use Indianapolis Intl altimeter setting.

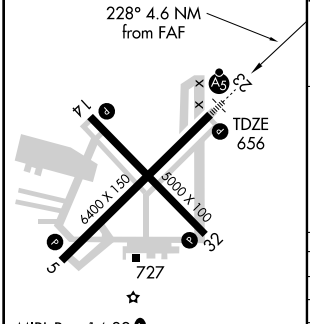
MALSR

MISSED APPROACH: Climb to 1500, then climbing left turn to 2300 direct BA LOM and hold.

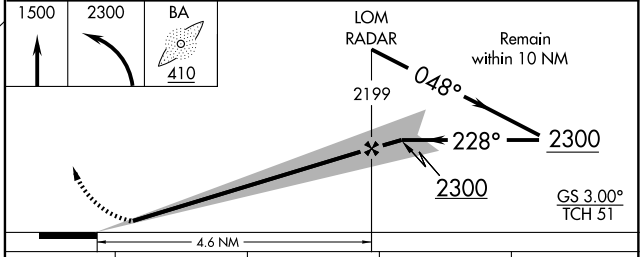
AWOS-3	INDIANAPOLIS APP CON	COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85 317.8	118.6 (CTAF) L	121.6	134.85	122.95

ADF or RADAR REQUIRED





FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 23	856-½ 200 (200-½)			
S-LOC 23	1060-½ 404 (500-½)		1060-¾ 404 (500-¾)	
CIRCLING	1080-1 424 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-ILS 23	951-½ 295 (300-½)			
S-LOC 23	1160-½ 504 (600-½)		1160-1 504 (600-1)	
CIRCLING	1180-1 524 (600-1)	1200-1 544 (600-1)	1240-1½ 584 (600-1½)	1240-2 584 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

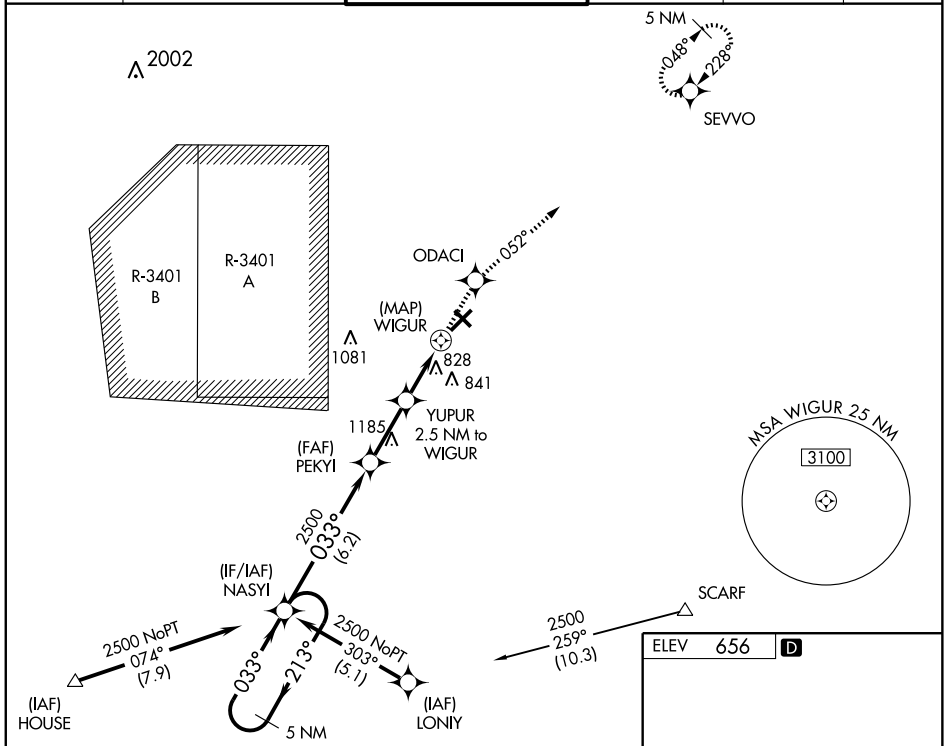
APP CRS	Rwy Idg	6400
033°	TDZE	652
	Apt Elev	656

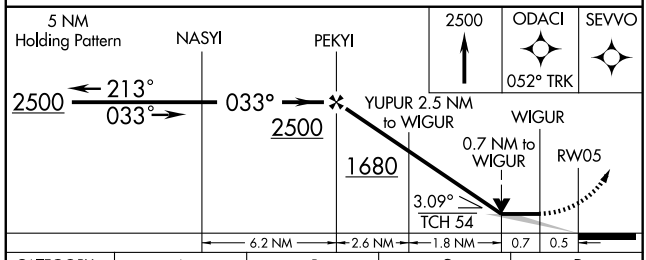
RNAV (GPS) RWY 5
COLUMBUS MUNI (BAK)

If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 100 feet.
VDP NA when using Indianapolis Intl altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct ODACI and via 052° track to SEVVO and hold.

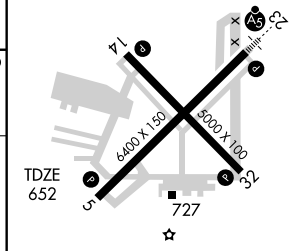
AWOS-3	INDIANAPOLIS APP CON		COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85	317.8	118.6 (CTAF) L	121.6	134.85	122.95





CATEGORY	A	B	C	D
LNAV MDA	1080-1 428 (500-1)		1080-1¼ 428 (500-1¼)	1080-1½ 428 (500-1½)
CIRCLING	1080-1 424 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)

ELEV 656 D



MIRL Rwy 14-32 L
REIL Rwy 5 L
REIL 14 and 32
HIRL Rwy 5-23 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
153°	TDZE	654
	Apt Elev	656

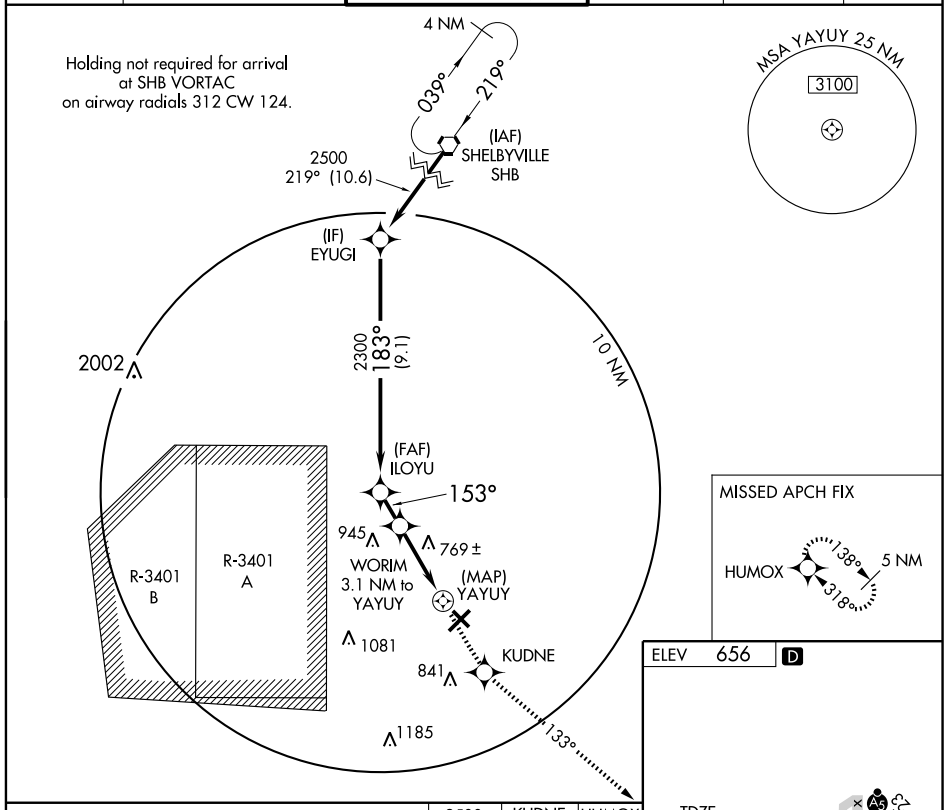
RNAV (GPS) RWY 14
COLUMBUS MUNI (BAK)

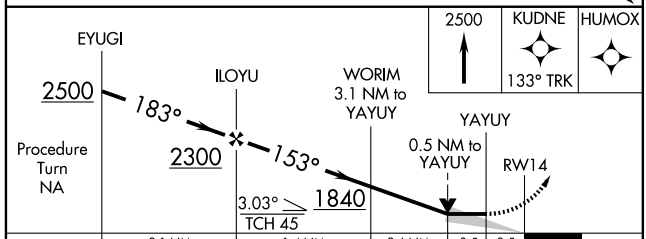
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 100 feet, and LNAV Cat C and D visibility ½mile. VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct KUDNE and via 133° track to HUMOX and hold.

AWOS-3	INDIANAPOLIS APP CON		COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85	317.8	118.6 (CTAF)	121.6	134.85	122.95

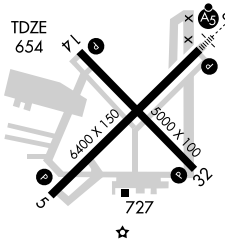
Holding not required for arrival at SHB VORTAC on airway radials 312 CW 124.





CATEGORY	A	B	C	D
LNAV MDA	1020-1 366 (400-1)			1020-1¼ 366 (400-1¼)
CIRCLING	1060-1 404 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)

ELEV 656 D



MIRL Rwy 14-32 L
REIL Rwy 5 L
REIL 14 and 32
HIRL Rwy 5-23 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6400
CH 90399	228°	TDZE	656
W23A		Apt Elev	656

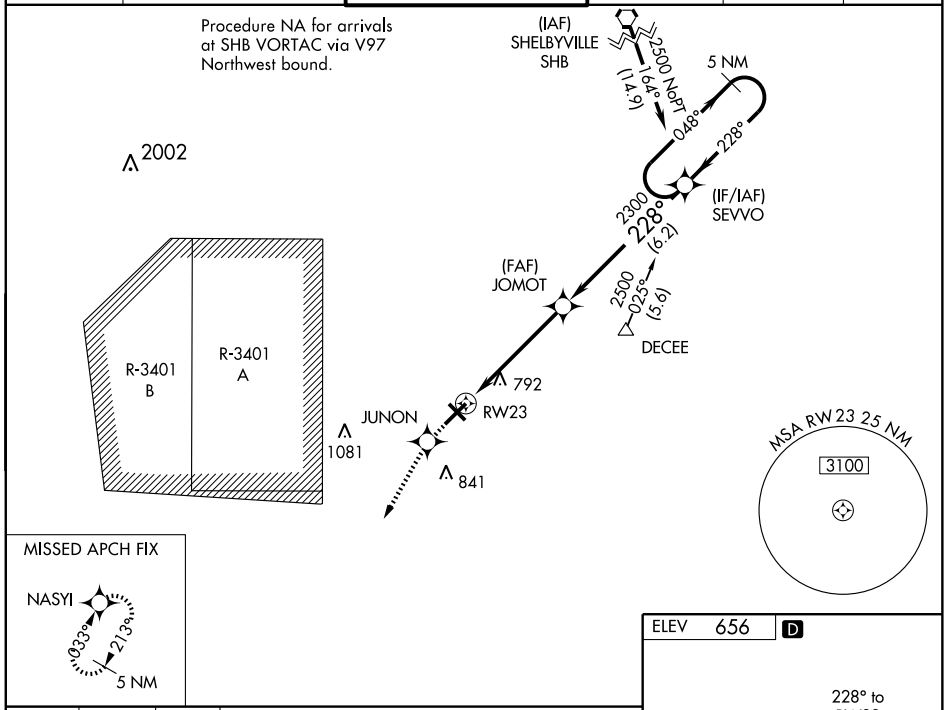
RNAV (GPS) RWY 23
COLUMBUS MUNI (BAK)

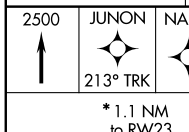
If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 100 feet.
VDP NA when using Indianapolis Intl altimeter setting.
For inoperative MALSR, increase LPV all Cats visibility to ¾ and LNAV Cat D visibility to 1¼. DME/DME RNP-0.3 NA.

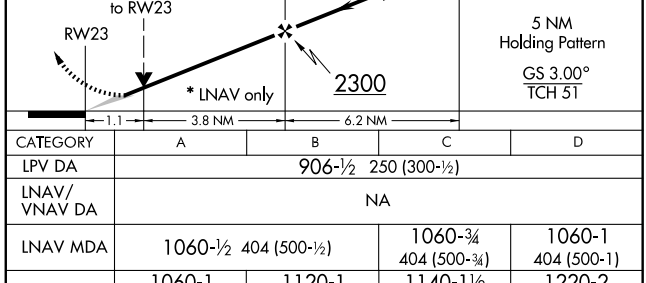
MALSR

MISSED APPROACH: Climb to 2500 direct JUNON and via 213° track to NASYI and hold.

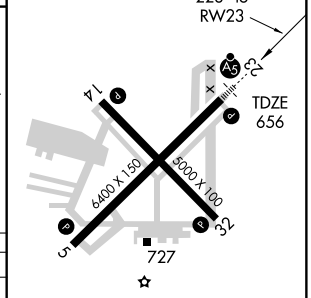
AWOS-3	INDIANAPOLIS APP CON	COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85 317.8	118.6 (CTAF) L	121.6	134.85	122.95







CATEGORY	A	B	C	D
LPV DA	906-½ 250 (300-½)			
LNAV/ VNAV DA	NA			
LNAV MDA	1060-½ 404 (500-½)		1060-¾ 404 (500-¾)	1060-1 404 (500-1)
CIRCLING	1060-1 404 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)



MIRL Rwy 14-32 L
REIL Rwy 5 L
REIL 14 and 32
HIRL Rwy 5-23 L

EC-2, 14 JAN 2010 to 11 FEB 2010

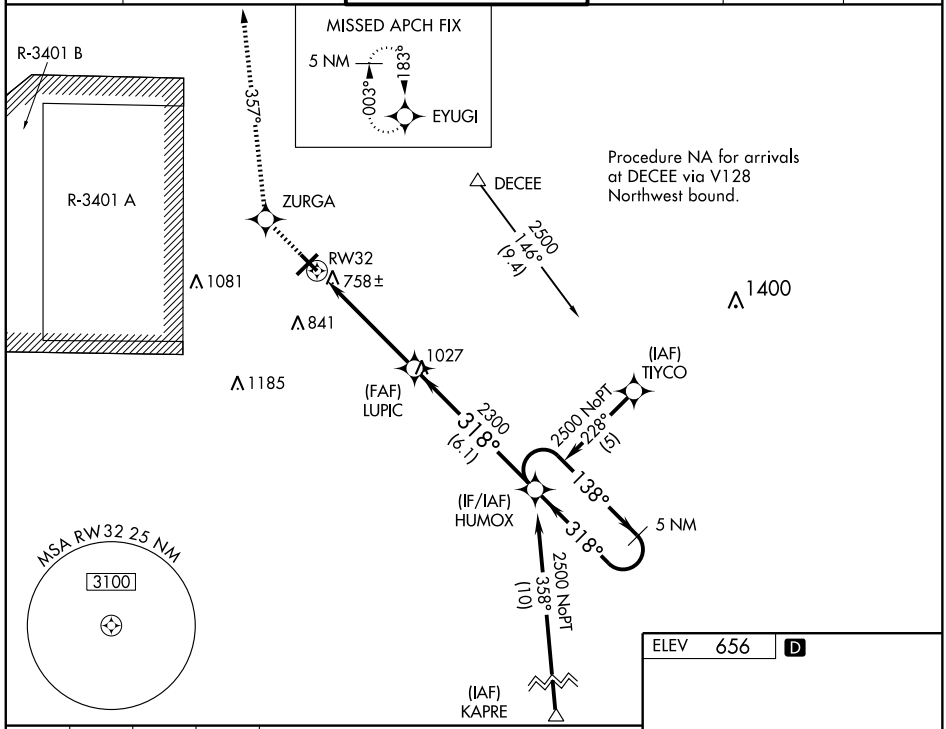
WAAS	APP CRS	Rwy Idg	5000
CH 50399	318°	TDZE	653
W32A		Apt Elev	656

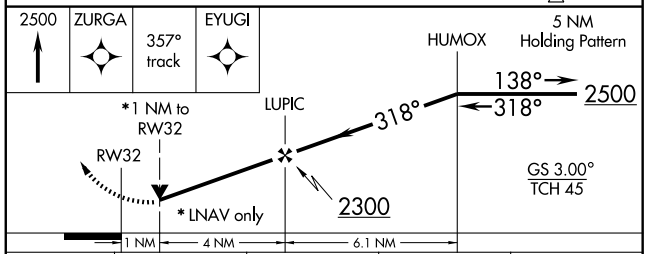
RNAV (GPS) RWY 32
COLUMBUS MUNI (BAK)

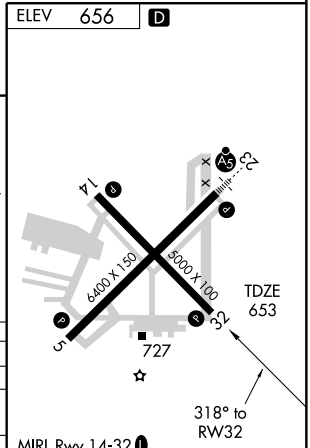
⚠ If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).

MISSED APPROACH: Climb to 2500 direct ZURGA and via 357° track to EYUGI and hold.

AWOS-3	INDIANAPOLIS APP CON		COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85	317.8	118.6 (CTAF) L	121.6	134.85	122.95







CATEGORY	A	B	C	D
LPV DA	1016-1¼ 363 (400-1¼)			
LNAV/VNAV DA	1057-1½ 404 (500-1½)			
LNAV MDA	1020-1 367 (400-1)			1020-1¼ 367 (400-1¼)
CIRCLING	1060-1½ 404 (500-1½)	1120-1½ 464 (500-1½)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)

MIRL Rwy 14-32 L
REIL Rwy 5 L
REIL 14 and 32
HIRL Rwy 5-23 L

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-SQK	APP CRS	Rwy Idg	6500
108.35	185°	TDZE	867
		Apt Elev	867

ILS RWY 18

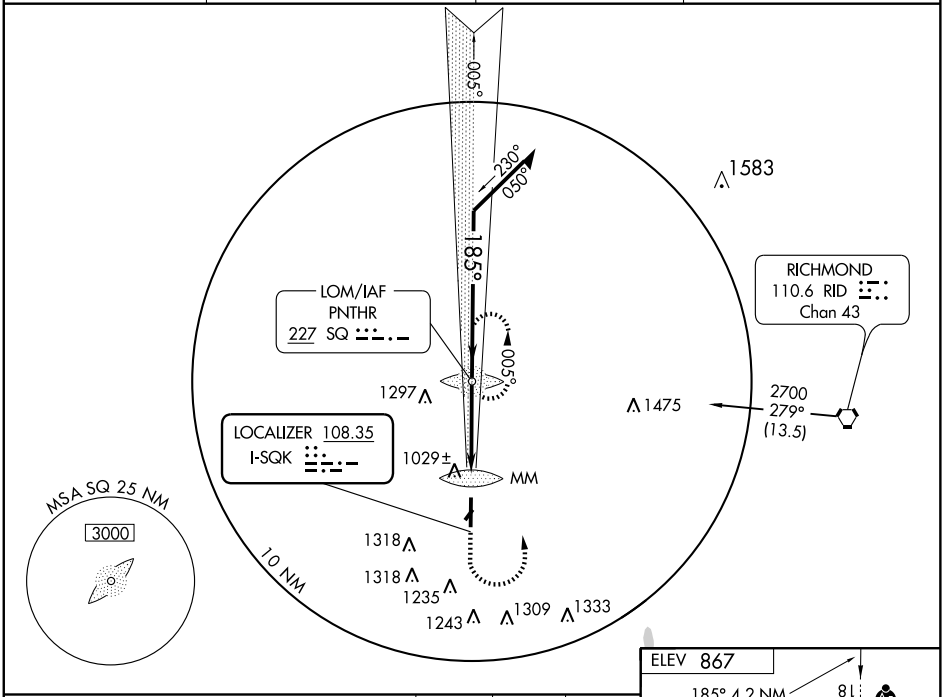
CONNERSVILLE / METTEL FIELD (CEV)

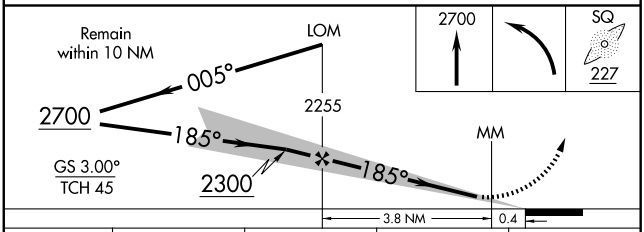
Obtain local altimeter setting on CTAF; when not received, use Dayton altimeter setting.

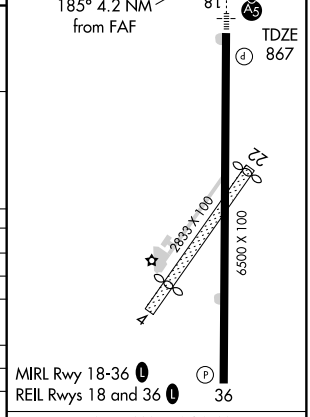
MALSR

MISSED APPROACH: Climb to 2700, then left turn direct SQ LOM and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.325	134.45 352.05	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 18		1067-½ 200 (200-½)		
S-LOC 18	1280-½ 413 (500-½)		1280-¾ 413 (500-¾)	
CIRCLING	1420-1 553 (600-1)		1440-1½ 573 (600-1½)	1680-2¾ 813 (900-2¾)
DAYTON ALTIMETER SETTING MINIMUMS				
S-ILS 18		1188-½ 321 (400-½)		
S-LOC 18	1400-½ 533 (600-½)		1400-1 533 (600-1)	1400-1¼ 533 (600-1¼)
CIRCLING	1540-1 673 (700-1)		1560-2 693 (700-2)	1800-3 933 (1000-3)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-2. 14 JAN 2010 to 11 FEB 2010

CONNERSVILLE, INDIANA AL-5371 (FAA)

WAAS CH 93699 W18A	APP CRS 185°	Rwy Idg 6500 TDZE 867 Apt Elev 867

RNAV (GPS) RWY 18

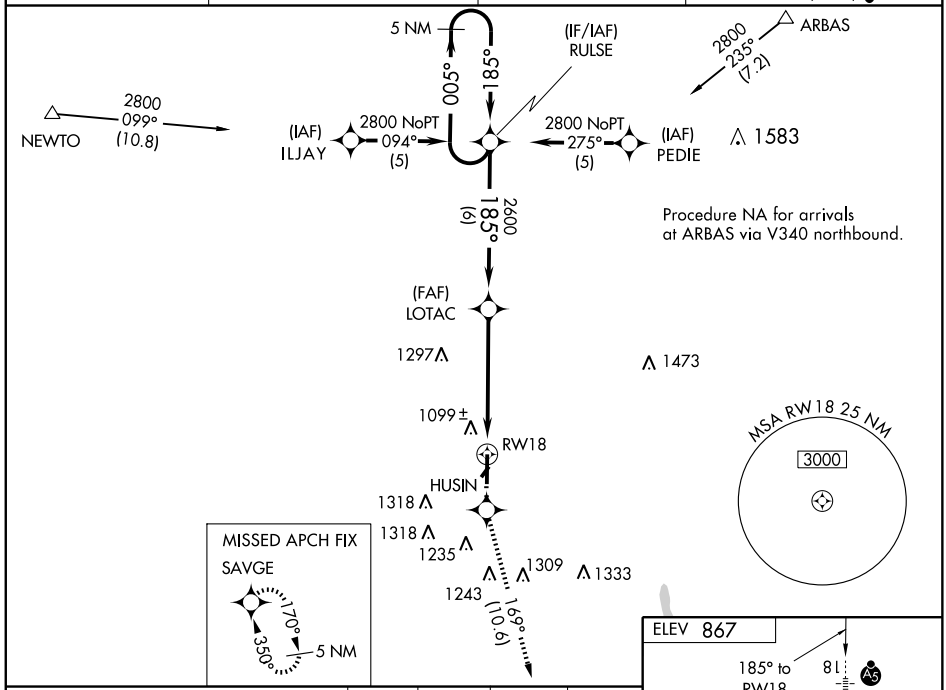
CONNERSVILLE / METTEL FIELD (CEV)

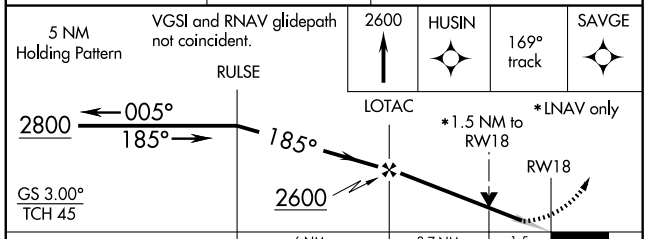
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use James M. Cox Dayton Intl, OH altimeter setting and increase all DAs/MDAs 140 feet. VDP and Baro-VNAV NA when using James M. Cox Dayton Intl, OH altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to ¾ mile.

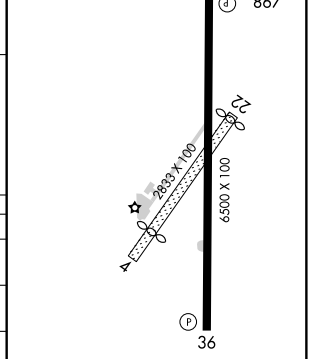
MALSR

MISSED APPROACH: Climb to 2600 direct HUSIN and via 169° track to SAVGE and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.325	134.45 352.05	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1117 - ½ 250 (300-½)			
LNAV/VNAV DA	1427 - 1½ 560 (600-1½)			
LNAV MDA	1360 - ½ 493 (500-½)		1360 - ¾ 493 (500-¾)	1360 - 1 493 (500-1)
CIRCLING	1440 - 2 573 (600-2)			1680 - 2¾ 813 (900-2¾)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6500
350°	TDZE	861
	Apt Elev	867

RNAV (GPS) RWY 36

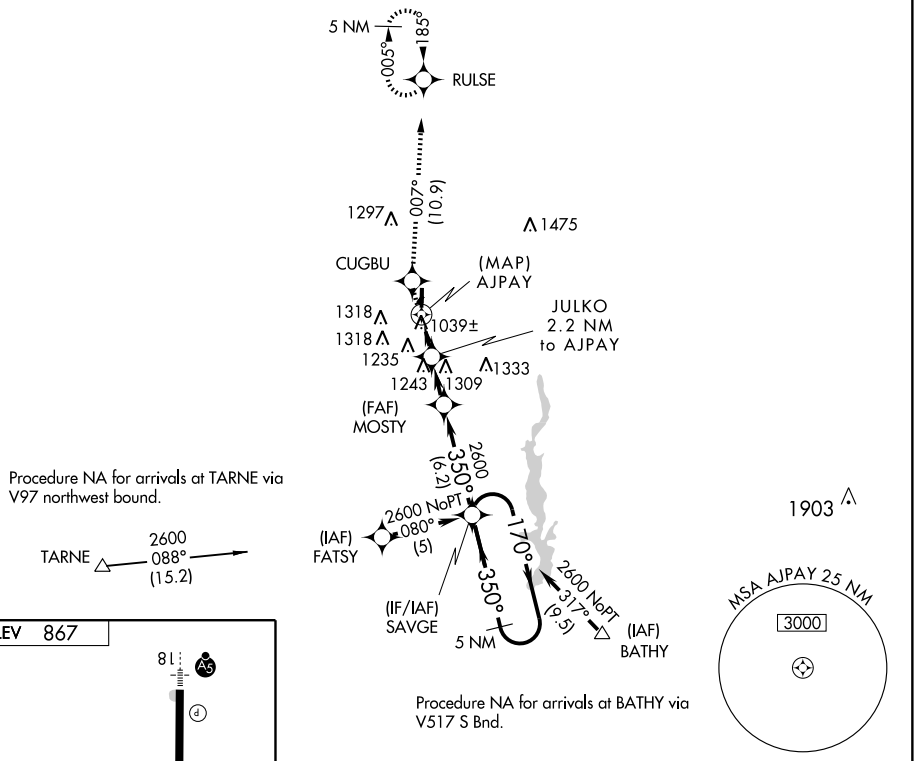
CONNERSVILLE / METTEL FIELD (CEV)

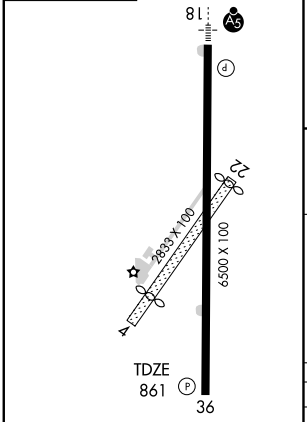
DME/DME RNP-0.3 NA. If local altimeter setting not received, use James M. Cox Dayton Intl, OH altimeter setting and increase all MDAs 140 feet. VDP NA when using James M. Cox Dayton Intl, OH altimeter setting.

NA

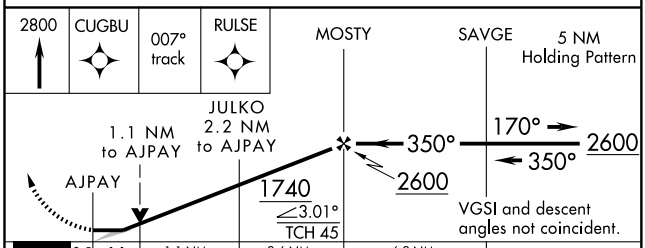
MISSED APPROACH: Climb to 2800 direct CUGBU and via 007° track to RULSE and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.325	134.45 352.05	121.725	122.8 (CTAF) L





REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	1380-1	519 (600-1)	1380-1½ 519 (600-1½)	1380-1¾ 519 (600-1¾)
CIRCLING	1420-1	553 (600-1)	1440-1½ 573 (600-1½)	1680-2¾ 813 (900-2¾)

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC RID	APP CRS	Rwy Idg	N/A
110.6	260°	TDZE	N/A
Chan 43		Apt Elev	867

VOR-A

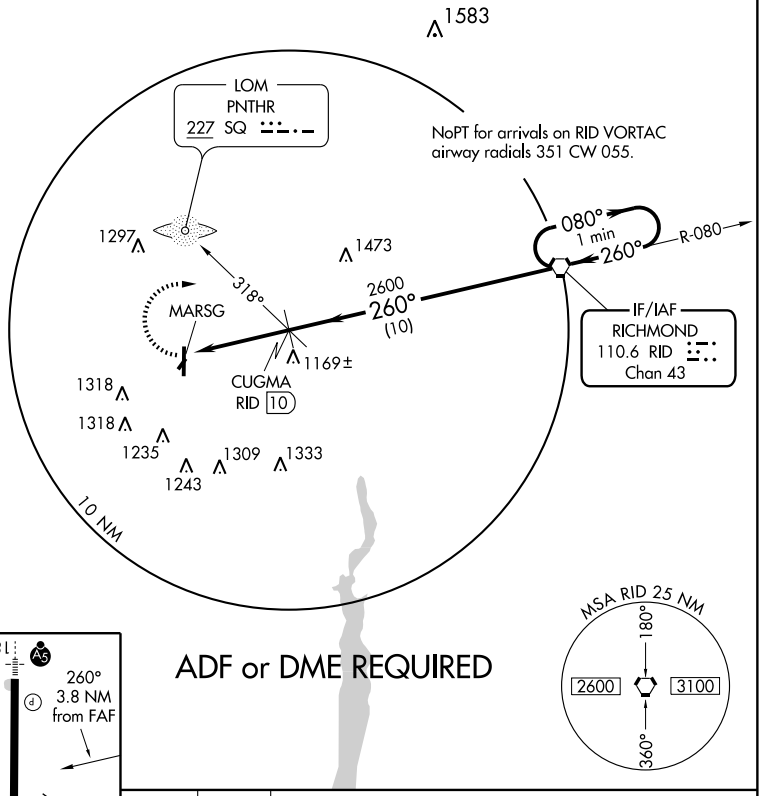
CONNERSVILLE / METTEL FIELD (CEV)

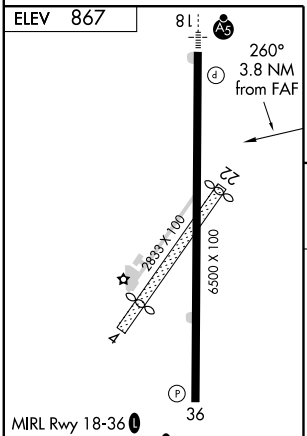
If local altimeter setting not received, use James M. Cox Dayton Intl, OH altimeter setting and increase all MDAs 140 feet.

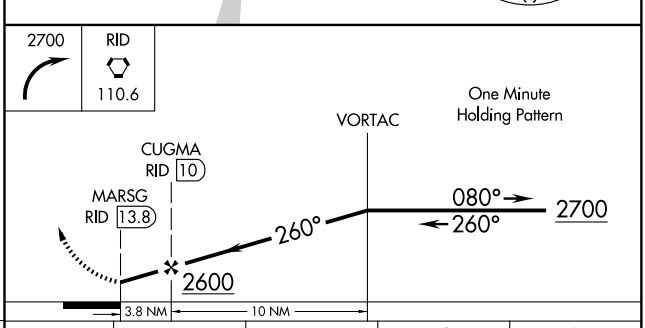
NA

MISSED APPROACH: Climbing right turn to 2700 direct RID VORTAC and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.325	134.45 352.05	121.725	122.8 (CTAF) L







FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

CATEGORY	A	B	C	D
CIRCLING	1420-1 553 (600-1)		1440-1½ 573 (600-1½)	1680-2¾ 813 (900-2¾)

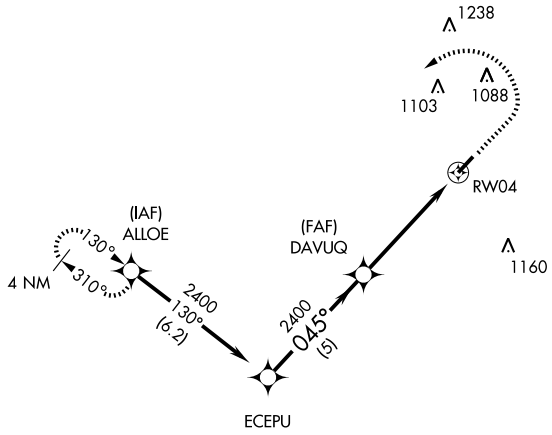
EC-2, 14 JAN 2010 to 11 FEB 2010

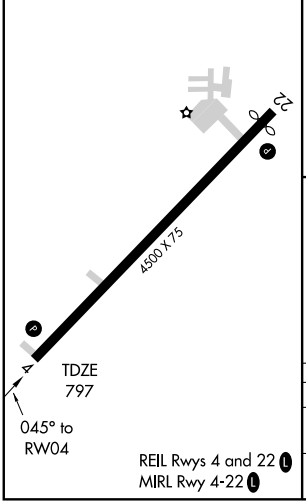
APP CRS	Rwy Idg	4500
045°	TDZE	797
	Apt Elev	799

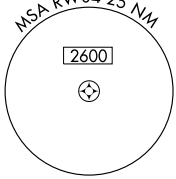
GPS RWY 4

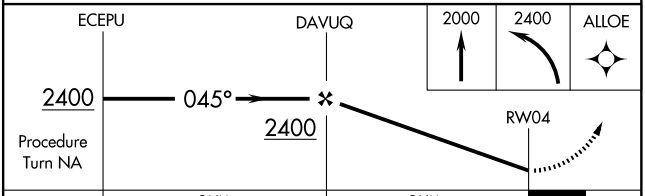
CRAWFORDSVILLE MUNI (CFJ)

⚠ NA Use Indianapolis Intl altimeter setting.	MISSED APPROACH: Climb to 2000 then left climbing turn to 2400 direct ALLOE WP and hold.
INDIANAPOLIS APP CON **119.05 317.8**	UNICOM **122.8** (CTAF) L









CATEGORY	A	B	C	D
S-4	1280-1 483 (500-1)		1280-1¼ 483 (500-1¼)	1280-1½ 483 (500-1½)
CIRCLING	1320-1 521 (600-1)		1320-1½ 521 (600-1½)	1360-2 561 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB CFJ	APP CRS	Rwy Idg	4500
388	040°	TDZE	797
		Apt Elev	799

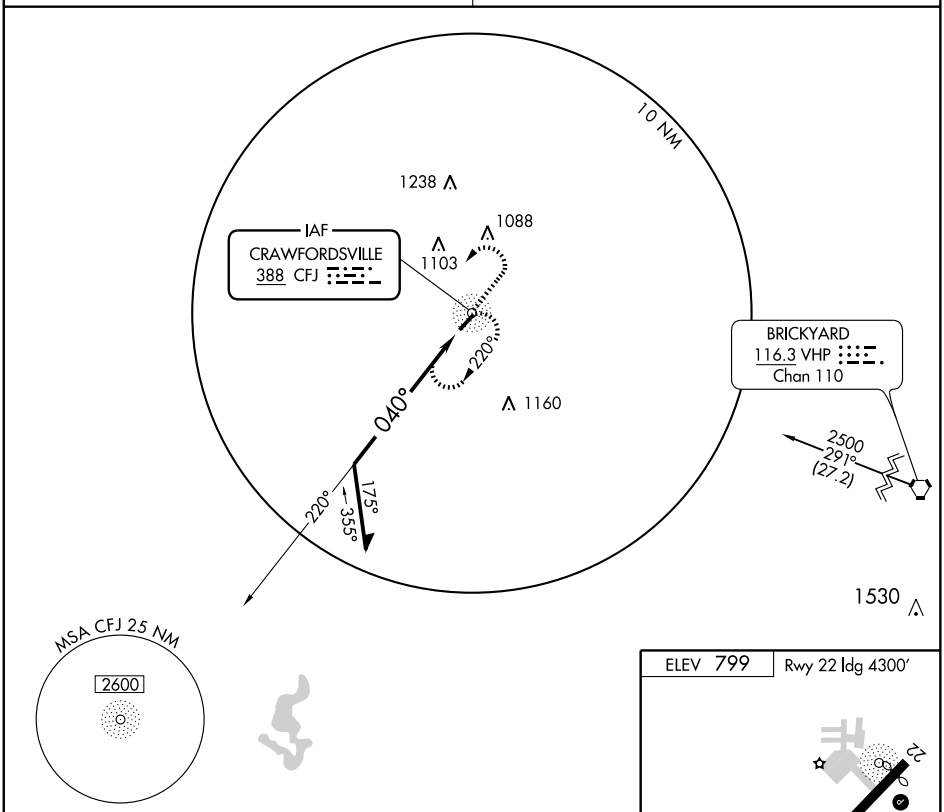
NDB RWY 4
CRAWFORDSVILLE MUNI (CFJ)

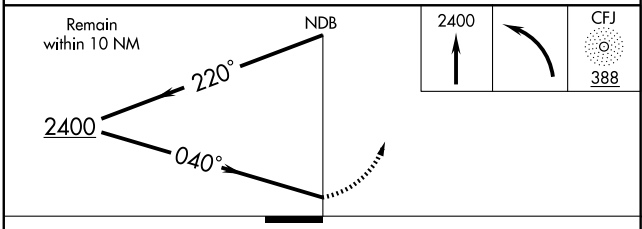
NA — Use Indianapolis Intl altimeter setting.

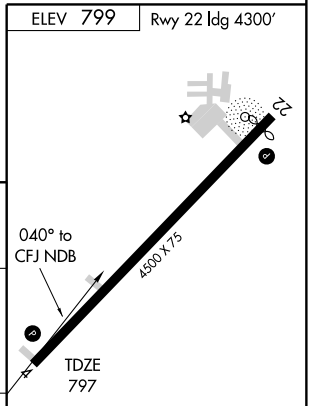
MISSED APPROACH: Climb to 2400 then left turn direct CFJ NDB and hold.

INDIANAPOLIS APP CON
119.05 317.8

UNICOM
122.8 (CTAF) L



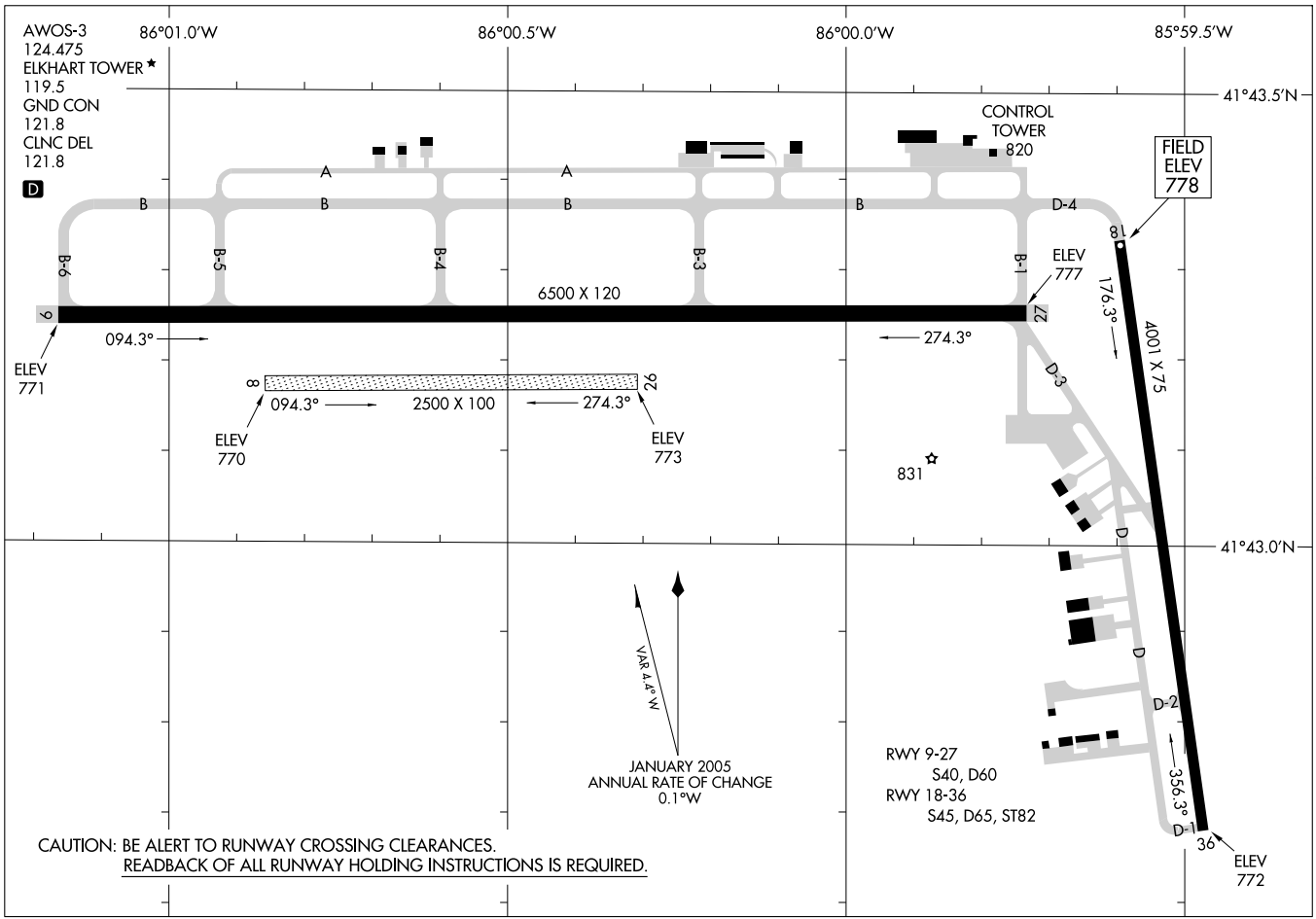




CATEGORY	A	B	C	D
S-4	1400-1 603 (700-1)		1400-1¾ 603 (700-1¾)	1400-2 603 (700-2)
CIRCLING	1400-1 601 (700-1)		1400-1¾ 601 (700-1¾)	1400-2 601 (700-2)

Knots	60	90	120	150	180
Min:Sec					

EC-2, 14 JAN 2010 to 11 FEB 2010



AIRPORT DIAGRAM

AL-5287 (FAA)

ELKHART MUNI (EKM)

ELKHART, INDIANA

ELKHART, INDIANA AL-5287 (FAA)

LOC I-OUP	APP CRS		
111.5	274°	Rwy Idg	6500
		TDZE	777
		Apt Elev	778

ILS or LOC RWY 27

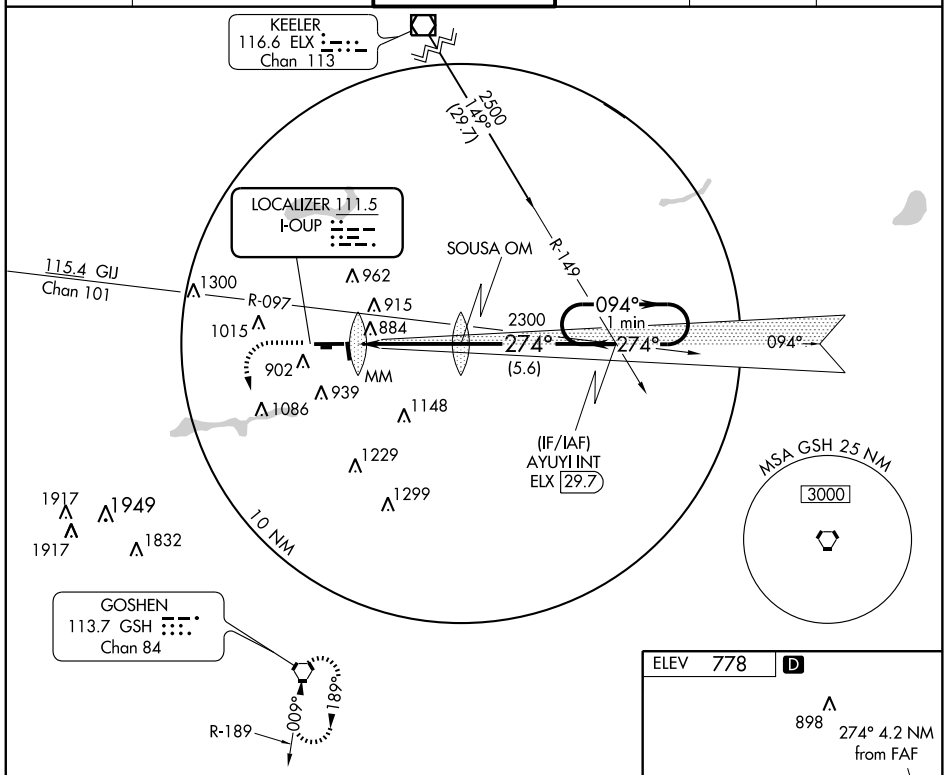
ELKHART MUNI (EKM)

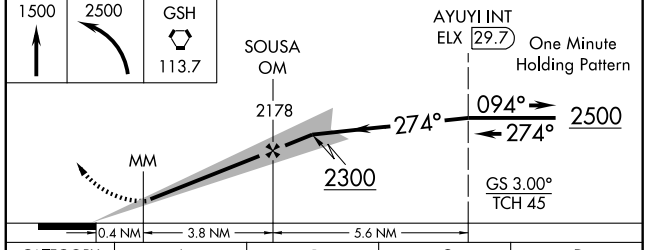
⚠ If local altimeter setting not received use South Bend altimeter setting and increase all DAs/MDAs 40 feet.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

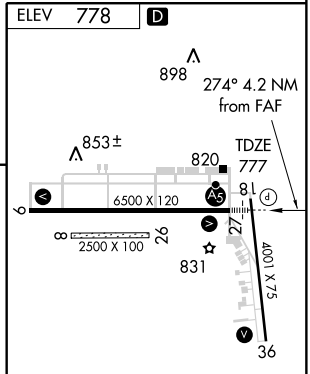
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct GSH VORTAC and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95







MIRL Rwy 18-36 L
HIRL Rwy 9-27 L
REIL Rwys 9, 18 and 36 L

CATEGORY	A	B	C	D
S-ILS 27		* 977/24 200 (200-½)		
S-LOC 27	1180/24 403 (500-½)		1180/40 403 (500-¾)	
CIRCLING	1220-1 442 (500-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6500
094°	TDZE	776
	Apt Elev	778

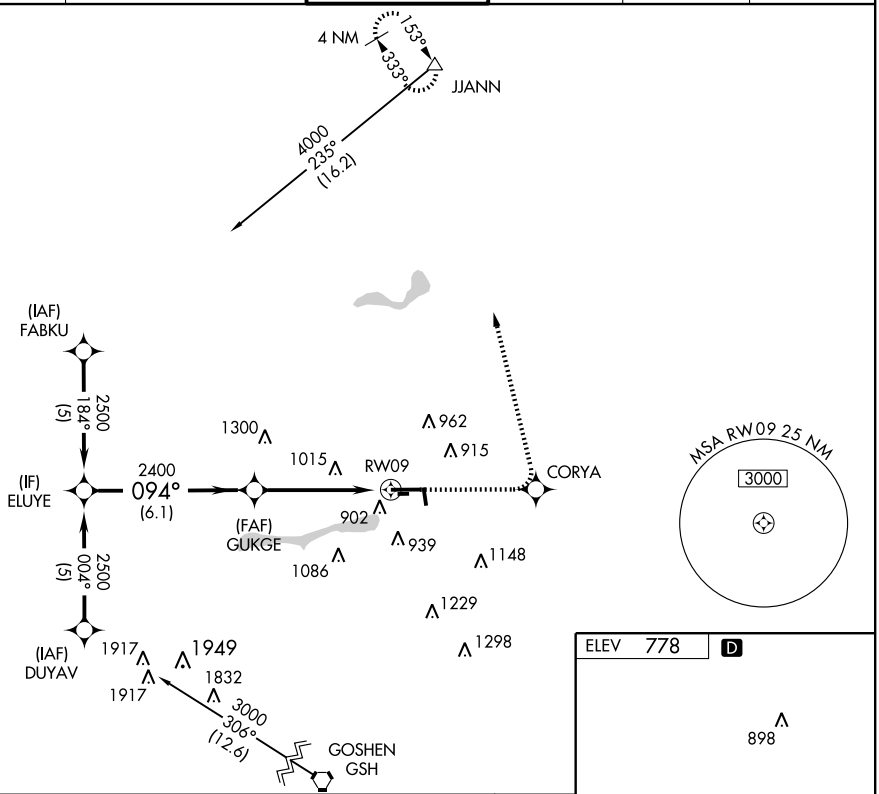
RNAV (GPS) RWY 9

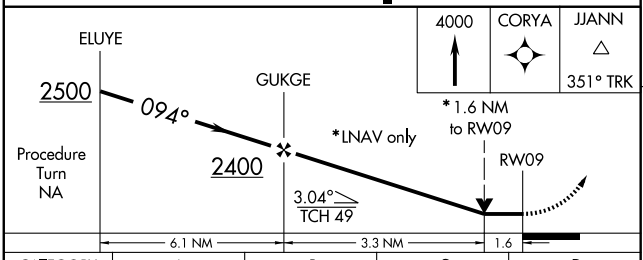
ELKHART MUNI (EKM)

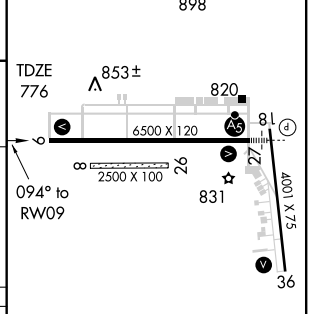
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.
VDP NA when using South Bend altimeter setting.

MISSED APPROACH: Climb to 4000 direct CORYA and via 351° track to JJANN and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	1340-1	564 (600-1)	1340-1½ 564 (600-1½)	1340-1¾ 564 (600-1¾)
CIRCLING	1340-1	562 (600-1)	1340-1½ 562 (600-1½)	1340-2 562 (600-2)

MIRL Rwy 18-36 L
HIRL Rwy 9-27 L
REIL Rwys 9, 18 and 36 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4001
176°	TDZE	778
	Apt Elev	778

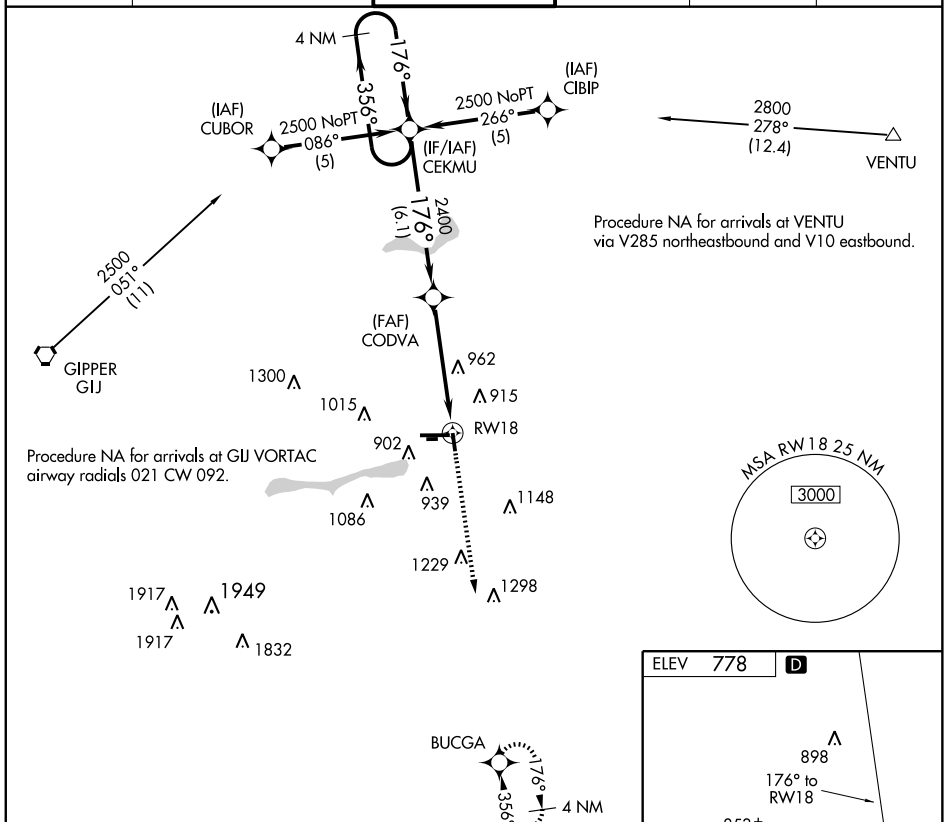
RNAV (GPS) RWY 18

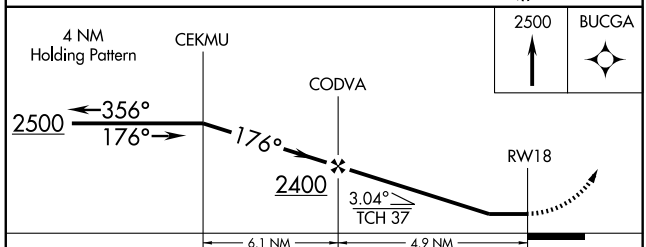
ELKHART MUNI (EKM)

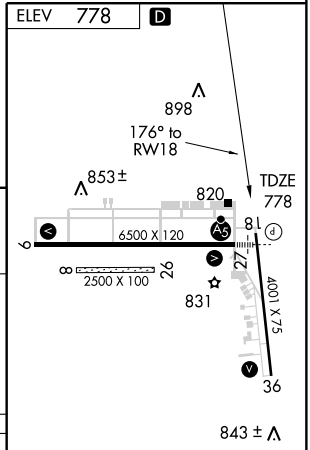
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2500 direct BUCGA and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	1280-1 502 (600-1)		1280-1½ 502 (600-1½)	
CIRCLING	1280-1 502 (600-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)

MIRL Rwy 18-36 L
HIRL Rwy 9-27 L
REIL Rwys 9, 18 and 36 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 50107 W27A	APP CRS 274°	Rwy Idg 6500 / TDZE 777 / Apt Elev 778

RNAV (GPS) RWY 27

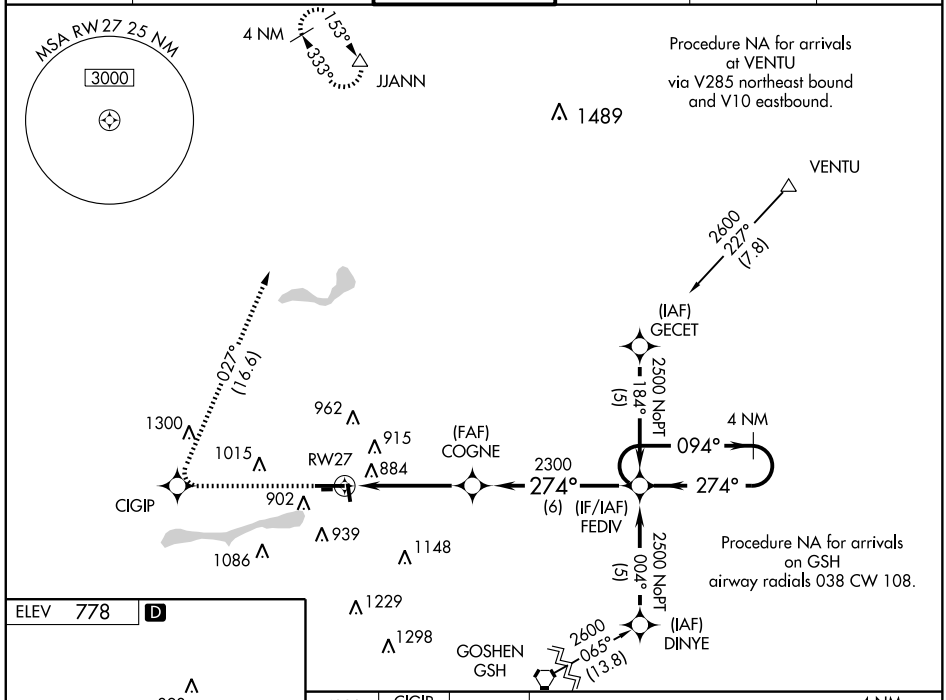
ELKHART MUNI (EKM)

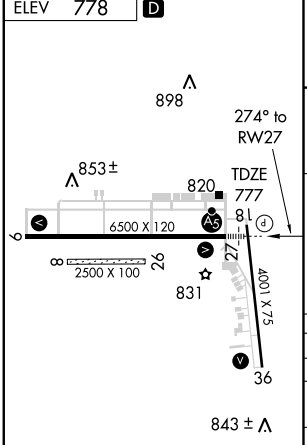
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).
If local altimeter setting not received, use South Bend altimeter setting and increase all DAs/MDAs 40 feet.
VDP and Baro-VNAV NA with South Bend altimeter setting.
For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats,increase LNAV Cat D visibility to RVR 6000.

MALSR

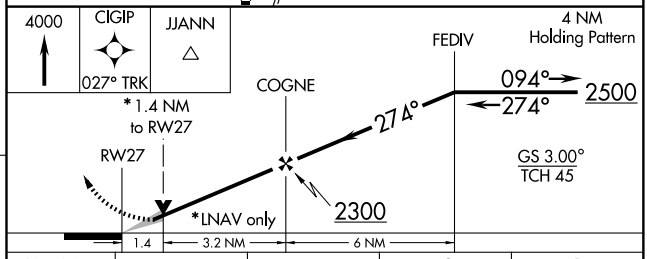
MISSED APPROACH: Climb to 4000 direct CIGIP and via 027° track to JJANN and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95





MIRL Rwy 18-36 L
HIRL Rwy 9-27 L
REIL Rwys 9, 18 and 36 L



CATEGORY	A	B	C	D
LPV DA	1070/24 293 (300-½)			
LNAV/VNAV DA	1220/50 443 (500-1)			
LNAV MDA	1260/24 483 (500-½)		1260/40 483 (500-¾)	1260/50 483 (500-1)
CIRCLING	1260-1½ 482 (500-1½)	1300-1½ 522 (600-1½)		1340-2 562 (600-2)

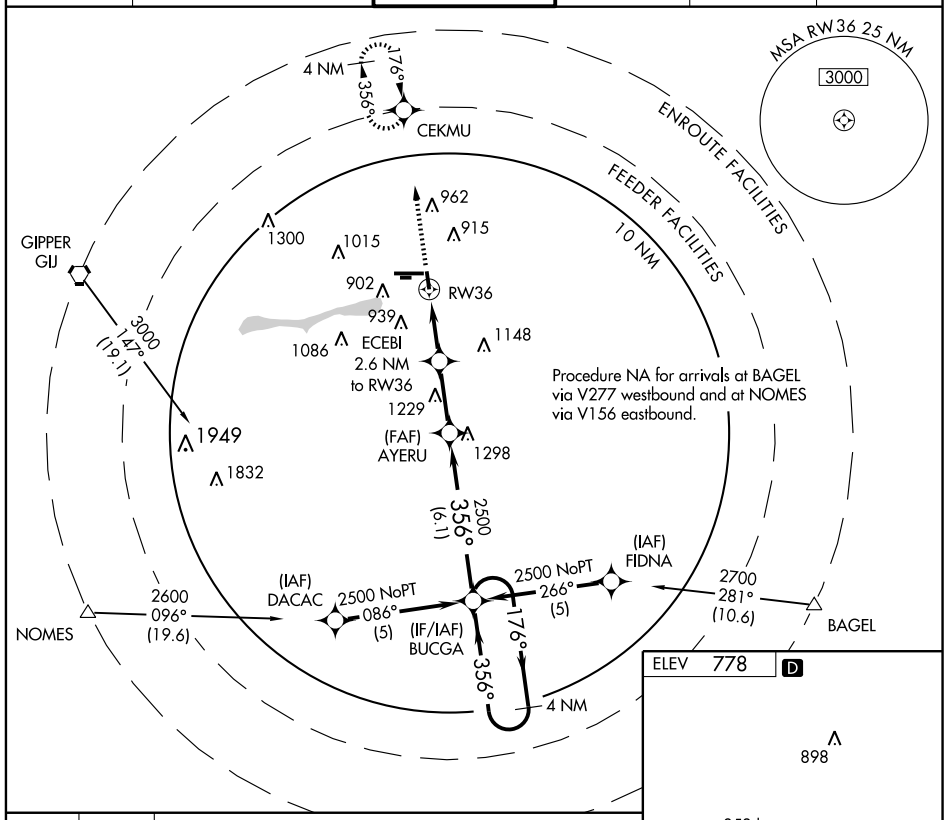
APP CRS	Rwy Idg	4001
356°	TDZE	777
	Apt Elev	778

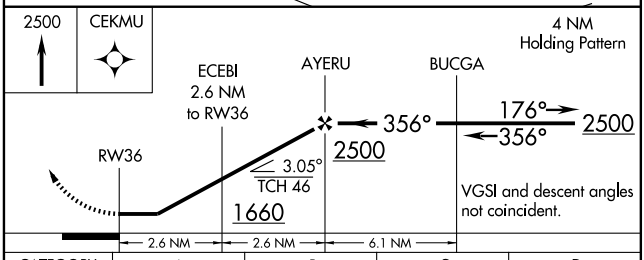
RNAV (GPS) RWY 36
ELKHART MUNI (EKM)

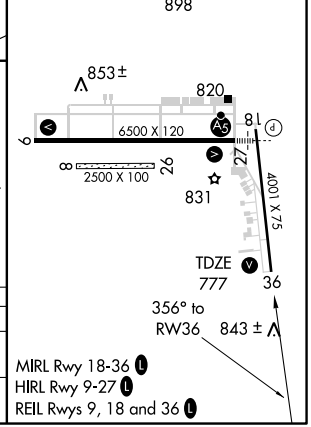
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2500 direct CEKMU and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	1220-1 443 (500-1)		1220-1¼ 443 (500-1¼)	1220-1½ 443 (500-1½)
CIRCLING	1220-1 442 (500-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC GSH	APP CRS	Rwy Idg	4001
113.7	009°	TDZE	777
Chan 84		Apt Elev	778

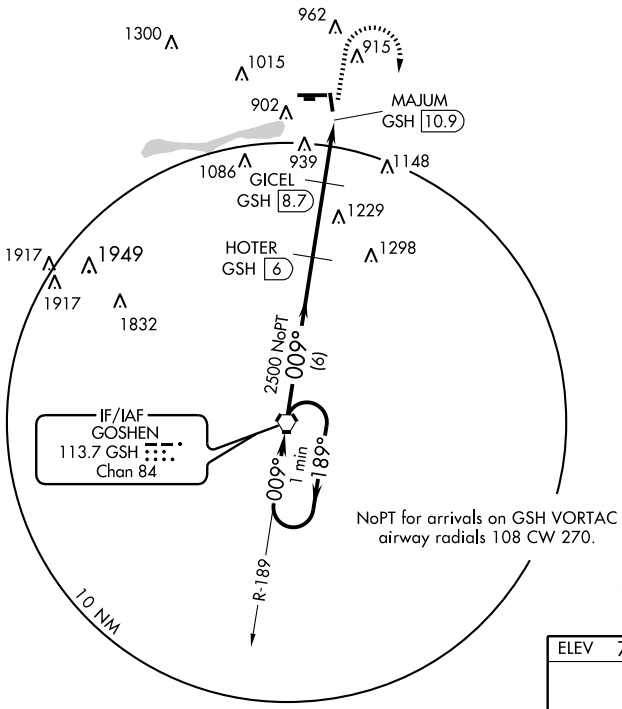
VOR/DME RWY 36

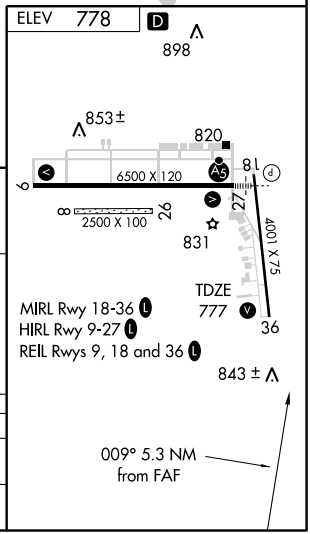
ELKHART MUNI (EKM)

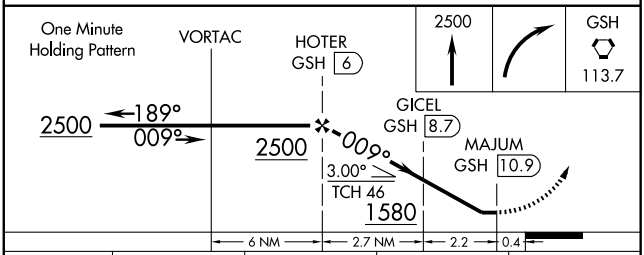
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2500 then right turn direct GSH VORTAC and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95







CATEGORY	A	B	C	D
S-36	1220-1 443 (500-1)		1220-1¼ 443 (500-1¼)	1220-1½ 443 (500-1½)
CIRCLING	1220-1 442 (500-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC GIJ	APP CRS	Rwy Idg	6500
115.4	102°	TDZE	776
Chan 101		Apt Elev	778

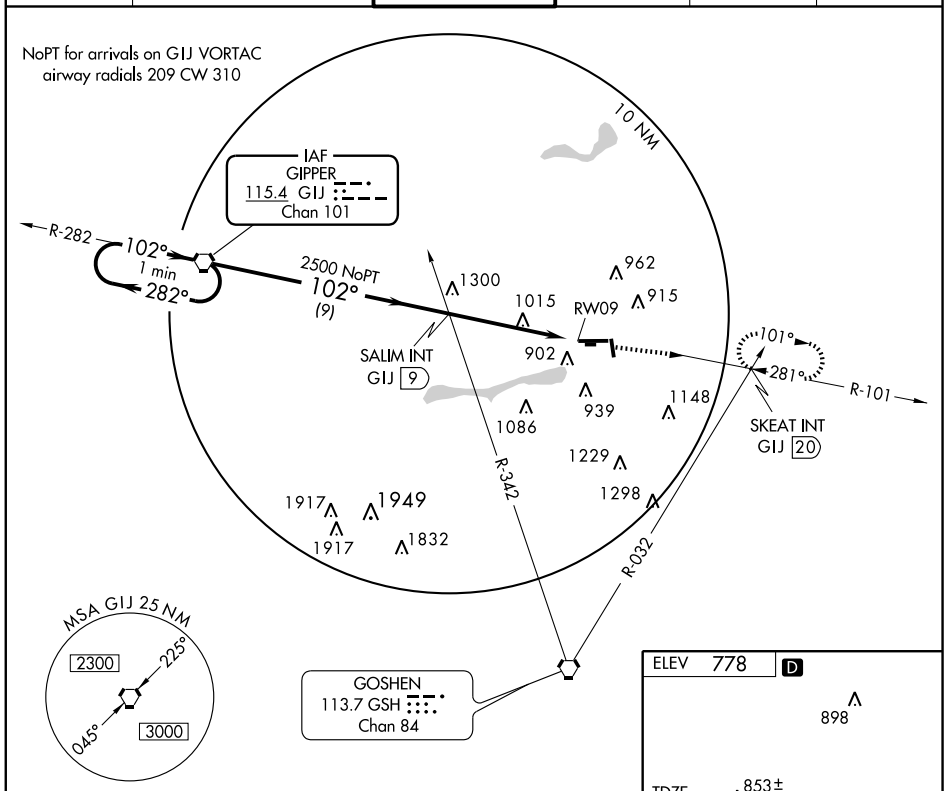
VOR RWY 9

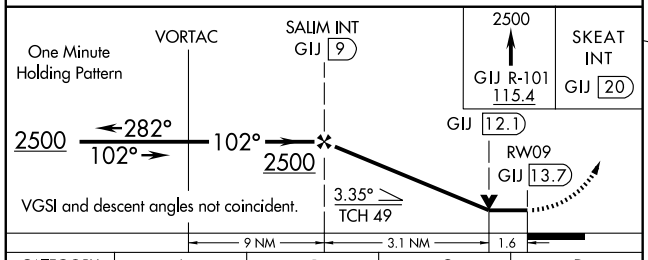
ELKHART MUNI (EKM)

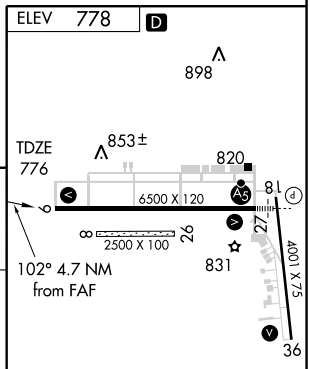
⚠ If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet. VDP NA with South Bend altimeter setting.

MISSED APPROACH: Climb to 2500 via GIJ R-101 to SKEAT Int/GIJ 20 DME and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95







MIRL Rwy 18-36 L
HIRL Rwy 9-27 L
REIL Rwys 9, 18 and 36 L

843 ± ⋀

CATEGORY	A	B	C	D
S-9	1340-1	564 (600-1)	1340-1½ 564 (600-1½)	1340-1¾ 564 (600-1¾)
CIRCLING	1340-1	562 (600-1)	1340-1½ 562 (600-1½)	1340-2 562 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC GIJ	APP CRS	Rwy Idg	6500
115.4	281°	TDZE	777
Chan 101		Apt Elev	778

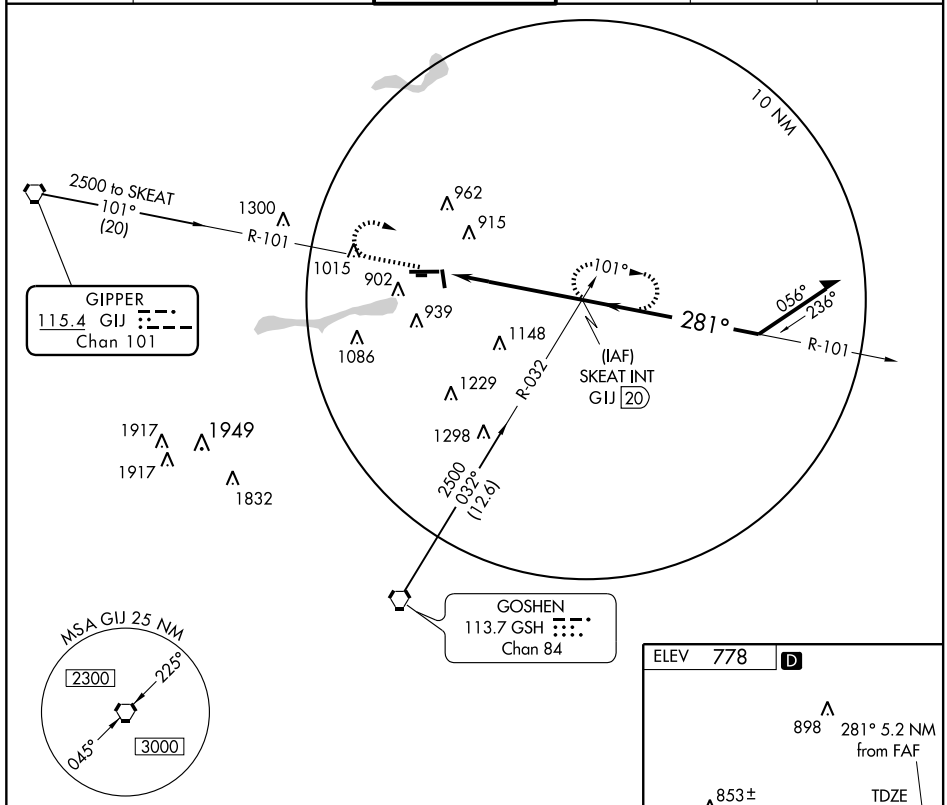
VOR RWY 27
ELKHART MUNI (EKM)

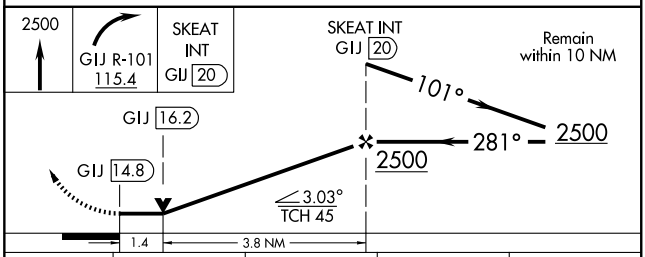
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet. VDP NA with South Bend altimeter setting. Inoperative table does not apply.

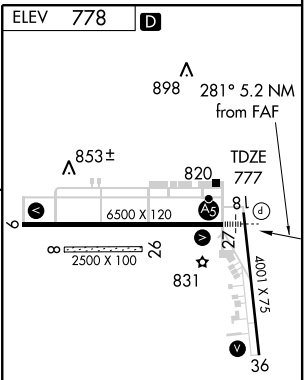
MALSR

MISSED APPROACH: Climb to 2500 then right turn via GIJ R-101 to SKEAT INT/GIJ 20 DME and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95







CATEGORY	A	B	C	D
S-27	1280/50	503 (600-1)	1280-1½	503 (600-1½)
CIRCLING	1280-1 502 (600-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

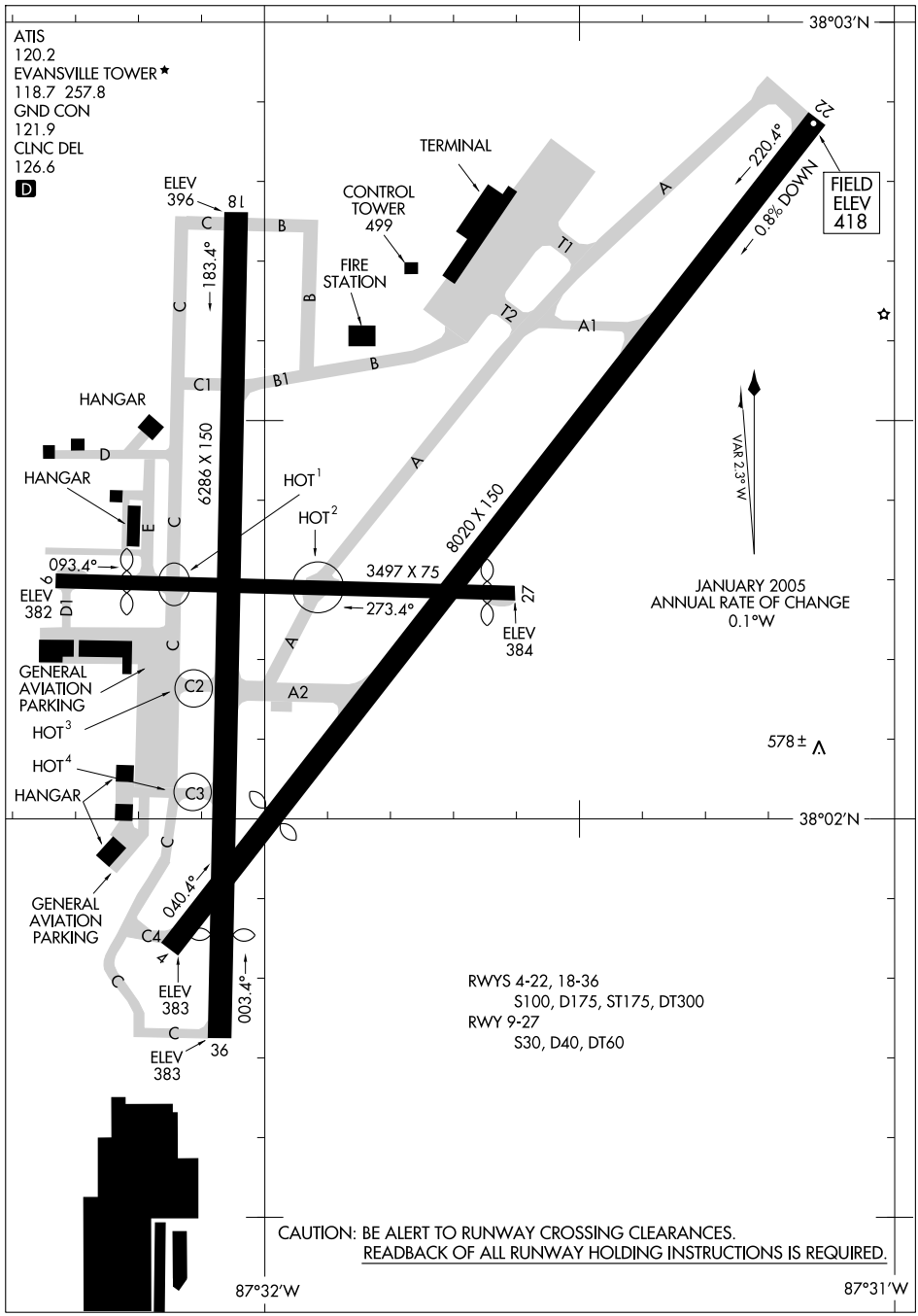
EC-2, 14 JAN 2010 to 11 FEB 2010

09351

AIRPORT DIAGRAM

AL-513 (FAA)

EVANSVILLE RGNL (EVV)
EVANSVILLE, INDIANA



EC-2, 14 JAN 2010 to 11 FEB 2010

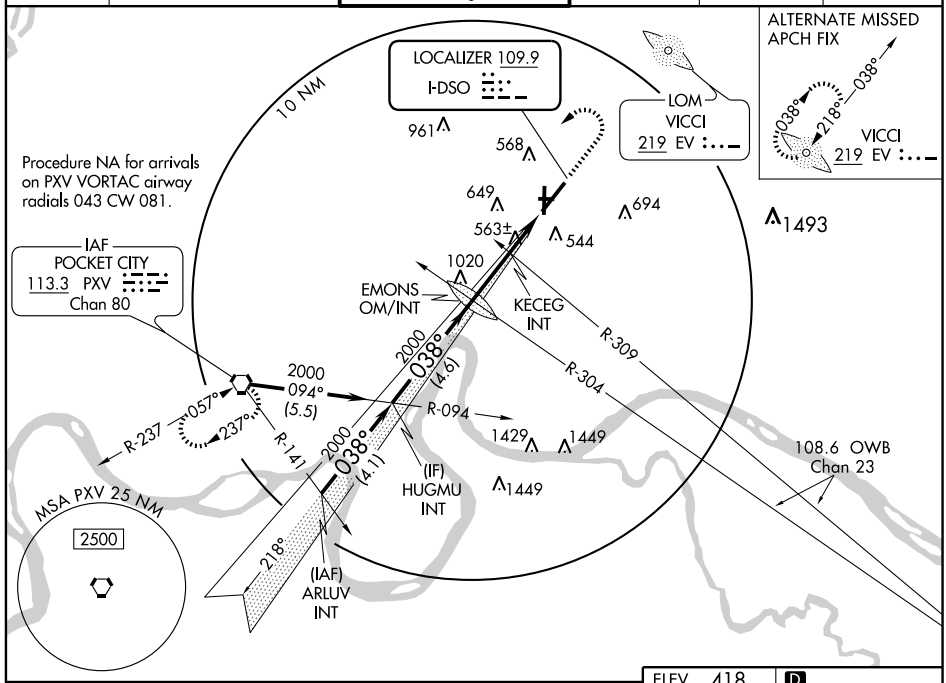
LOC I-DSO	APP CRS	Rwy Idg	6724
109.9	038°	TDZE	385
		Apt Elev	418

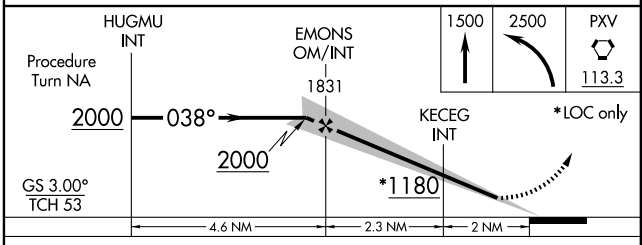
ILS or LOC RWY 4
EVANSVILLE RGNL (EVV)

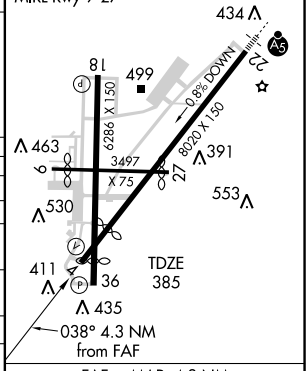
ASR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct PXV VORTAC and hold.

ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7 (CTAF) L 257.8	121.9	126.6	122.95







CATEGORY	A	B	C	D
S-ILS 4	585-¾ 200 (200-¾)			
S-LOC 4	1180-1 795 (800-1)	1180-1¼ 795 (800-1¼)	1180-2¼ 795 (800-2¼)	1180-2½ 795 (800-2½)
CIRCLING	1180-1 762 (800-1)	1180-1¼ 762 (800-1¼)	1180-2¼ 762 (900-2¼)	1180-2½ 762 (800-2½)
KECEG FIX MINIMUMS				
S-LOC 4	820-1 435 (500-1)		820-1¼ 435 (500-1¼)	820-1½ 435 (500-1½)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-1)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-2. 14 JAN 2010 to 11 FEB 2010

LOC I-EVV	APP CRS	Rwy Idg	8020
109.9	218°	TDZE	418
		Apt Elev	418

ILS or LOC RWY 22
EVANSVILLE RGNL (EVV)

ASR

*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 2500 direct PXV VORTAC and hold.

ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7 (CTAF) L 257.8	121.9	126.6	122.95

ALTERNATE MISSED APCH FIX

038° 218° 038°

VICCI 219 EV

116.6 SAM Chan 113

10 NM

R-113

2500 NoPT 218° (8.1)

(IAF) AUGUS INT

173° 353° R-038

LOM/IAF VICCI 219 EV

2500 218° (6.3)

(IF) JISEV INT

799± 640±

961 568 649 694 1493 544

2500 to EV 079° (29.7)

MAUNI INT

MSA EV 25 NM

2500

LOCALIZER 109.9 I-EVV

1020

2500 to EV 049° (19.3)

POCKET CITY 113.3 PXV Chan 80

R-237 057° 237°

1429 1449 1449

ELEV 418 D

218° 6 NM from FAF

434

18 499 0.8% DOWN 32

6286 X 150 TDZE 418

463 3497 X 75 8020 X 150 391

6 27 553

530

411 36

435

MIRL Rwy 9-27

REIL Rwys 4, 18 and 36

HIRL Rwys 4-22 and 18-36

900 2500 PXV 113.3

LOM

Remain within 10 NM

038° 2411 218° 2500

2500

GS 3.00° TCH 51

6 NM

CATEGORY	A	B	C	D
S-ILS 22	*618/24		200 (200-½)	
S-LOC 22	900/24	482 (500-½)	900/40 482 (500-¾)	900/50 482 (500-1)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-2. 14 JAN 2010 to 11 FEB 2010

LOM EV	APP CRS	Rwy Idg	8020
219	218°	TDZE	418
		Apt Elev	418

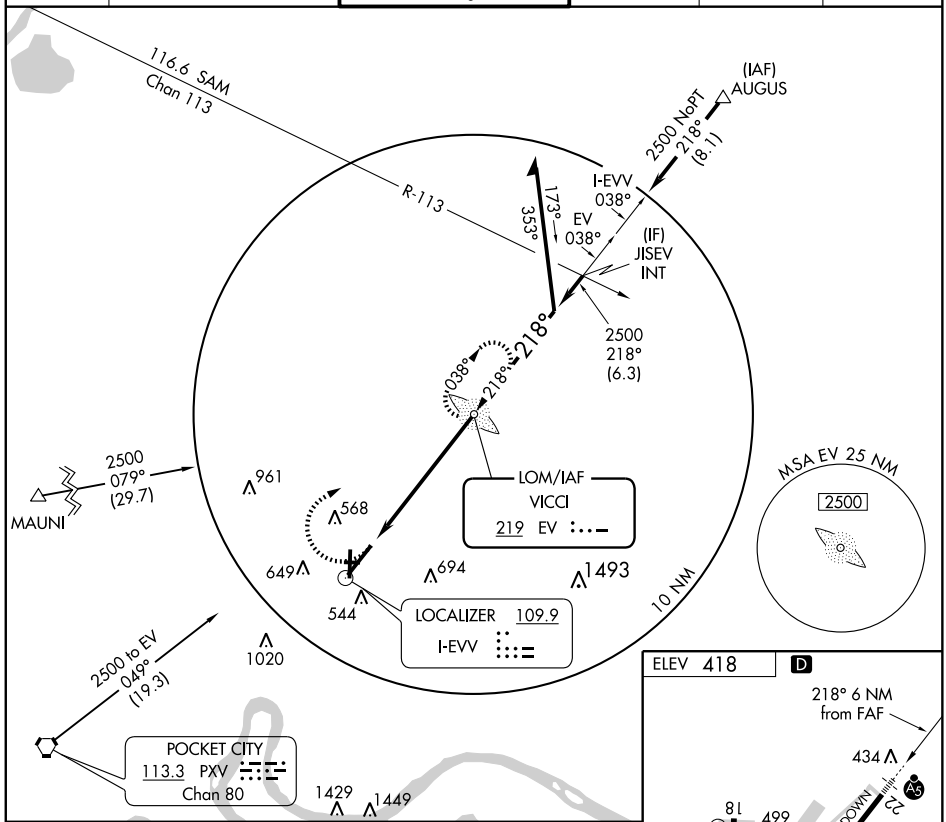
NDB RWY 22
EVANSVILLE RGNL (EVV)

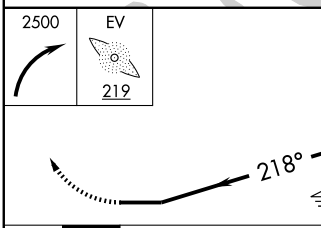
ASR

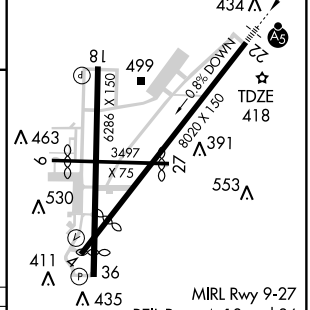
MALSR

MISSED APPROACH: Climbing right turn to 2500 direct EV LOM and hold.

ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7 (CTAF) L 257.8	121.9	126.6	122.95







CATEGORY	A	B	C	D
S-22	1060/40	642 (700-¾)	1060/60 642 (700-1¼)	1060-1¾ 642 (700-1¾)
CIRCLING	1060-1	642 (700-1)	1060-1¾ 642 (700-1¾)	1060-2 642 (700-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 82711 W04A	APP CRS 038°	Rwy Idg 6724 TDZE 385 Apt Elev 418

RNAV (GPS) RWY 4

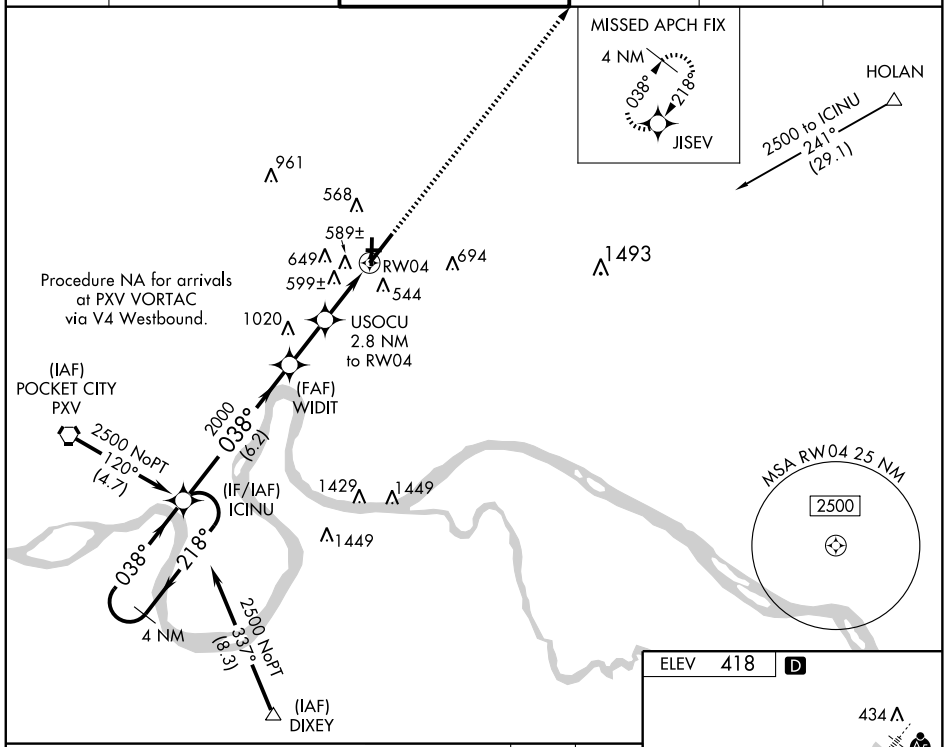
EVANSVILLE RGNL (EVV)

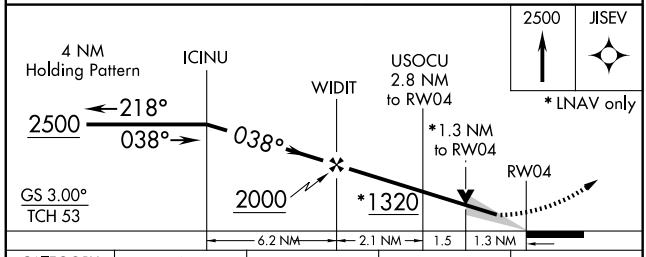
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

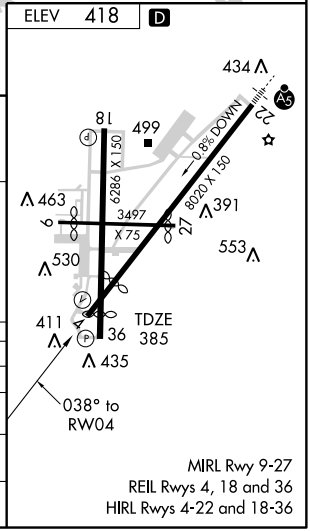
MISSED APPROACH: Climb to 2500 direct JISEV and hold.

ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7 (CTAF) L 257.8	121.9	126.6	122.95





CATEGORY	A	B	C	D
LPV DA	585-¾ 200 (200-¾)			
LNAV/VNAV DA	970-2 585 (600-2)			
LNAV MDA	860-1 475 (500-1)		860-1¼ 475 (500-1¼)	860-1½ 475 (500-1½)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-2)



MIRL Rwy 9-27
REIL Rwys 4, 18 and 36
HIRL Rwys 4-22 and 18-36

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 42512 W22A	APP CRS 218°	Rwy Idg 8020 TDZE 418 Apt Elev 418

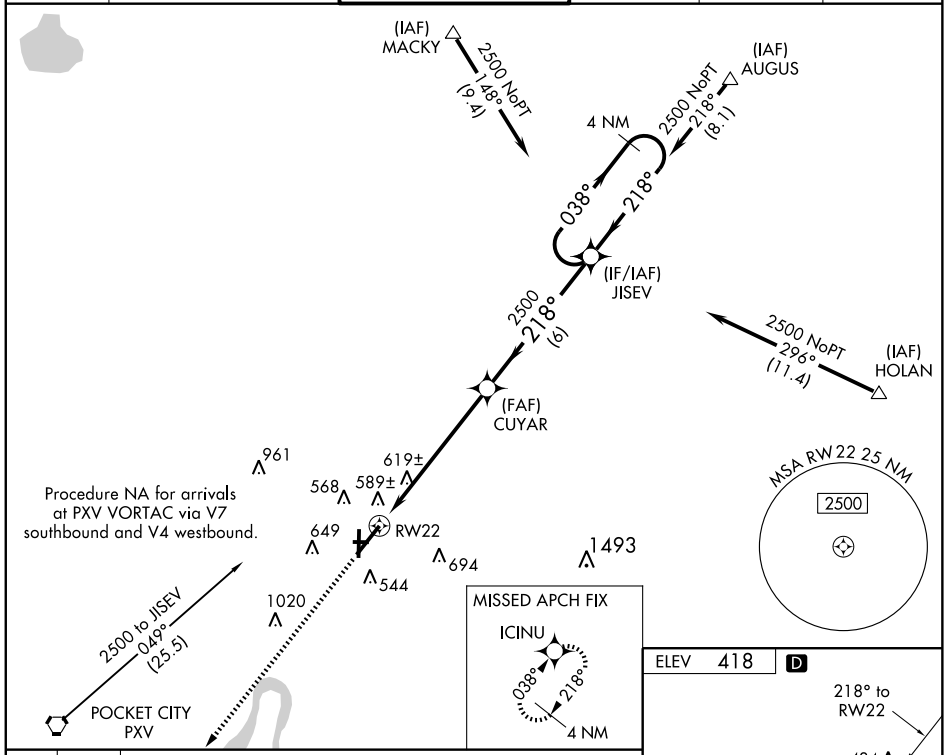
RNAV (GPS) RWY 22
EVANSVILLE RGNL (EVV)

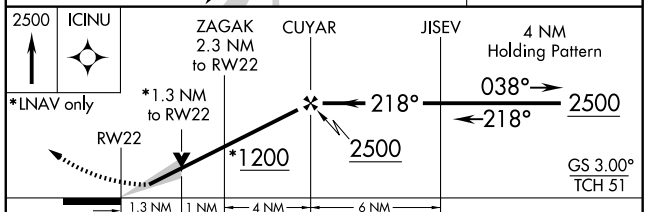
ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

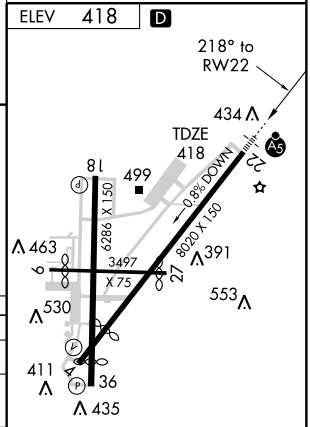
MALSR

MISSED APPROACH: Climb to 2500 direct ICINU and hold.

ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7(CTAF) L 257.8	121.9	126.6	122.95







CATEGORY	A	B	C	D
LPV DA	618/24	200 (200- ½)		
LNAV/VNAV DA	910/60	492 (500-1¼)		
LNAV MDA	880/24	462 (500- ½)	880/40 462 (500- ¾)	880/50 462 (500-1)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-2)

MIRL Rwy 9-27
REIL Rwys 4, 18 and 36
HIRL Rwys 4-22 and 18-36

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC PXV 113.3 Chan 80	APP CRS 057°	Rwy Idg 6724 TDZE 385 Apt Elev 418

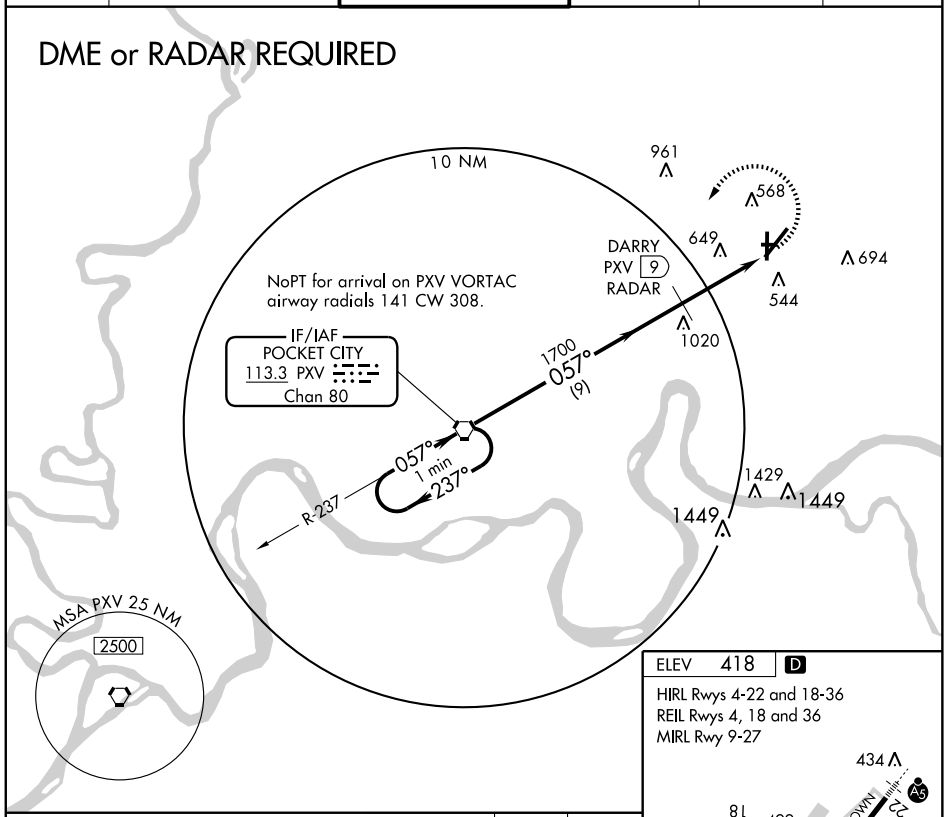
VOR RWY 4
EVANSVILLE RGNL (EVV)

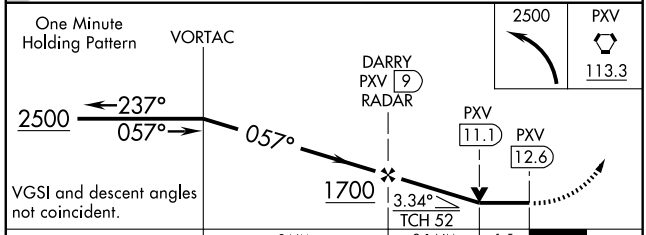
ASR — Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2500 direct PXV VORTAC and hold.

ATIS	EVANSVILLE APP CON *	EVANSVILLE TOWER *	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7(CTAF) L 257.8	121.9	126.6	122.95

DME or RADAR REQUIRED

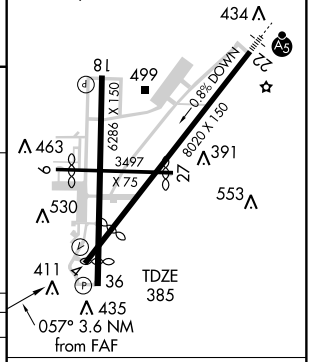




CATEGORY	A	B	C	D
S-4	900-1 515 (500-1)		900-1½ 515 (500-1½)	900-1¾ 515 (500-1¾)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-2)

ELEV 418 D

HIRL Rwys 4-22 and 18-36
REIL Rwys 4, 18 and 36
MIRL Rwy 9-27



FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

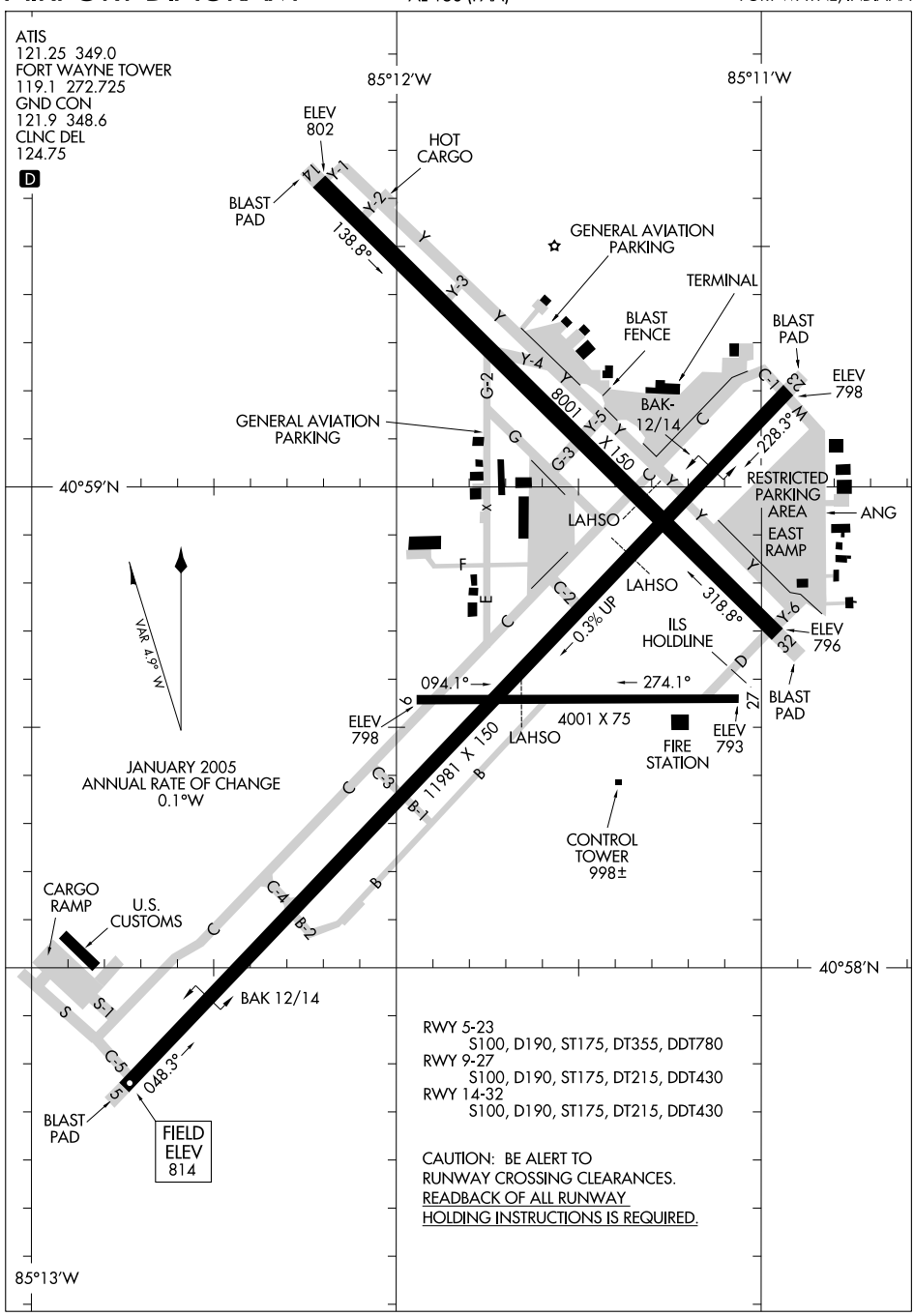
EC-2, 14 JAN 2010 to 11 FEB 2010

09295

AIRPORT DIAGRAM

AL-156 (FAA)

FORT WAYNE INTL (FWA)
FORT WAYNE, INDIANA



RWY 5-23
S100, D190, ST175, DT355, DDT780
RWY 9-27
S100, D190, ST175, DT215, DDT430
RWY 14-32
S100, D190, ST175, DT215, DDT430

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-2, 14 JAN 2010 to 11 FEB 2010

HI-ILS or LOC RWY 32

LOC I-FWA	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.9	318°	8001 / 800 / 814

JAL-156 [USAF]

FORT WAYNE INTL (KFWA)

▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.

MALSR (A5)

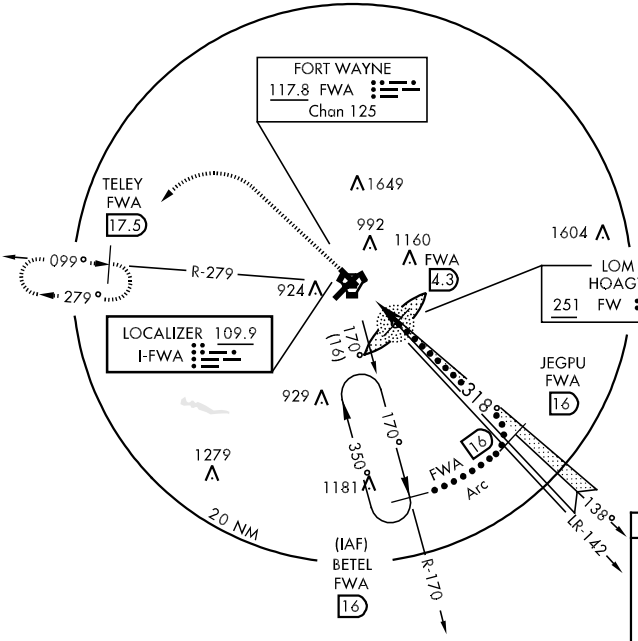
MISSED APPROACH: Climb to 3000, then left turn via FWA R-279 to TELEY INT and hold.

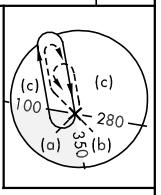
ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL	ASR
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75	

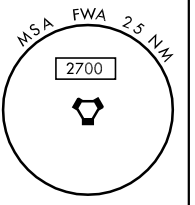
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

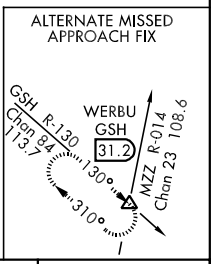
1879

ADF, DME or RADAR REQUIRED

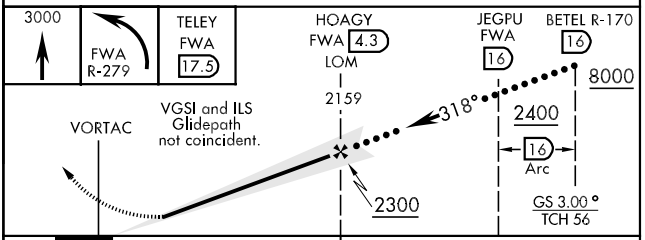




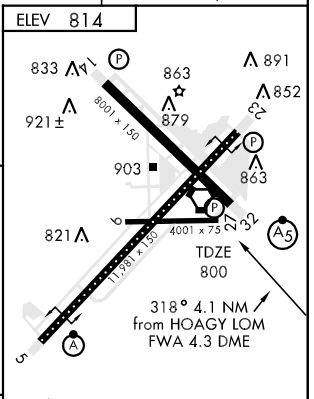




EMERG SAFE ALT 100 NM 3100



ELEV 814



TDZ/CL Rwy 5
REIL Rwy 14 and 23
HIRL Rwy 5-23 and 14-32

CATEGORY	C	D	E
S-ILS 32 *	1000/24 200 (200-½)		
S-LOC 32 **	1160/24 360 (400-½)	1160/40 360 (400-¾)	
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

FAF to MAP 4.1 NM

Knots	120	140	160	180	200
Min:Sec	2:03	1:45	1:32	1:22	1:14

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-FWA	APCH CRS	Rwy ldg	8001
109.9	138°	TDZE	802
		Arpt Elev	814

JAL-156 [USAF]

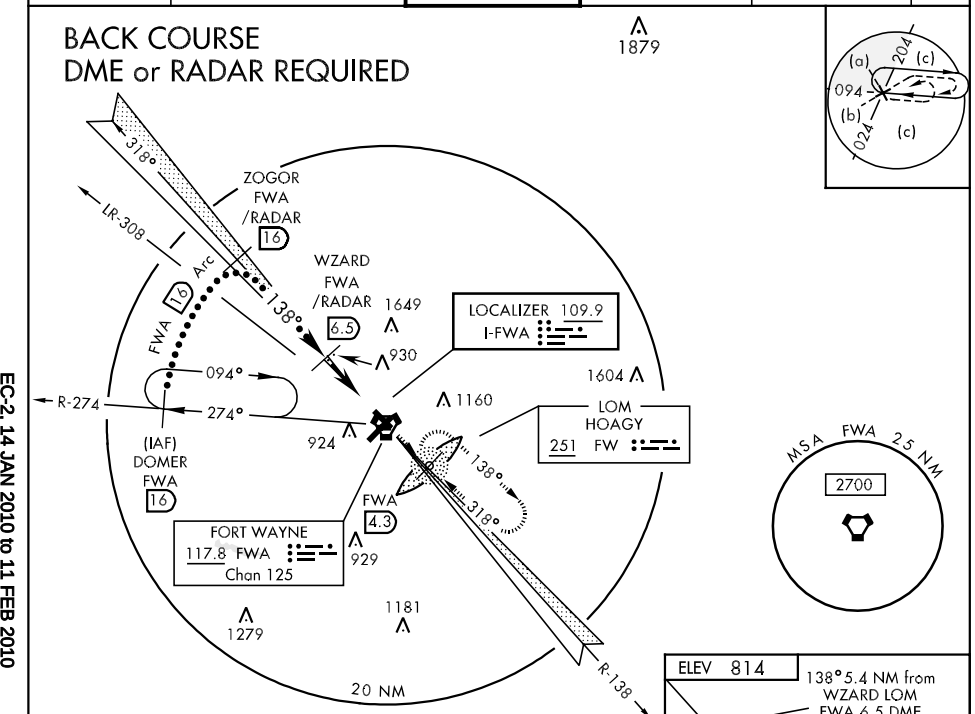
HI-LOC BC RWY 14

FORT WAYNE INTL (KFWA)

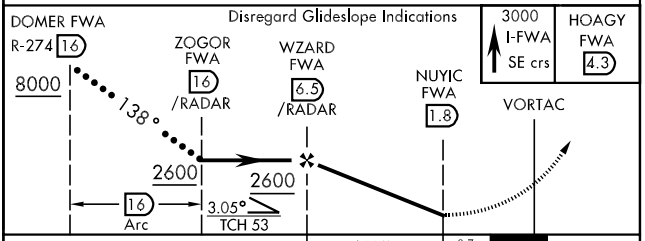
MISSED APPROACH: Climb to 3000 via I-FWA SE course to HOAGY LOM/FWA 4.3 DME and hold, continue climb-in-hold to 3000 (ADF or DME or RADAR REQUIRED).

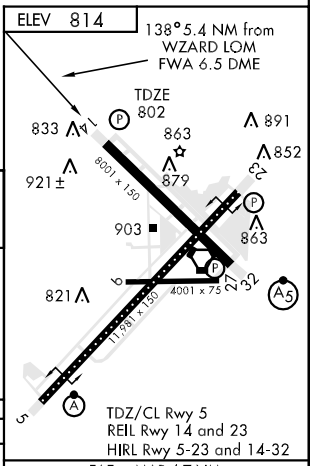
ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL	ASR
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75	

BACK COURSE
DME or RADAR REQUIRED



EMERG SAFE ALT 100 NM 3100





CATEGORY	C	D	E
S-14	1220-1¼	418 (500-1¼)	1220-1½ 418 (500-1½)
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

FAF to MAP 4.7 NM

Knots	120	140	160	180	200
Min:Sec	2:21	2:01	1:46	1:34	1:25

HI-TACAN RWY 23

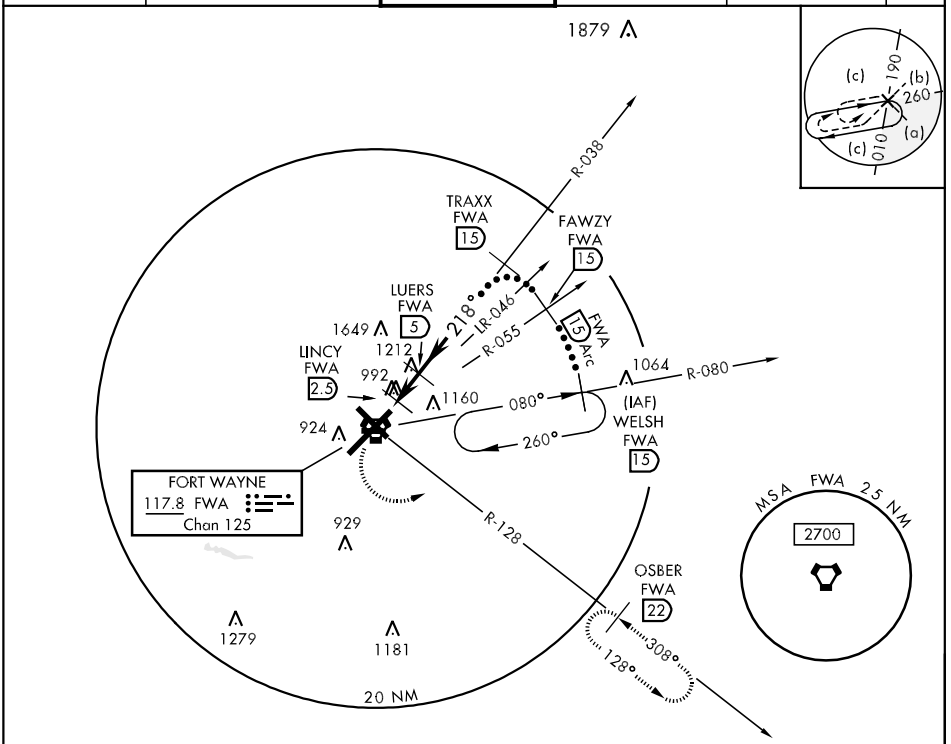
VORTAC FWA 117.8 Chan 125	APCH CRS 218°	Rwy ldg 11,981 TDZE 799 Arpt Elev 814

JAL-156 [USAF]

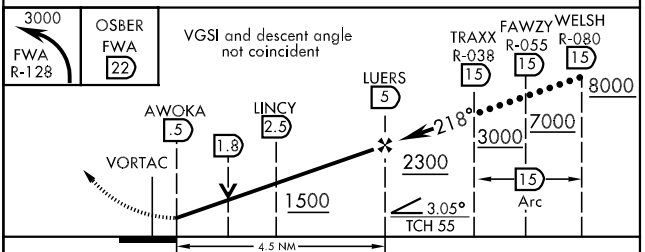
FORT WAYNE INTL (KFWA)

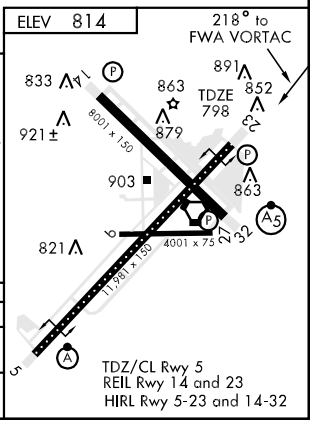
MISSED APPROACH: Climbing left turn to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL	ASR
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75	



EMERG SAFE ALT 100 NM 3100





CATEGORY	C	D	E
S-23	1300-1½ 502 (500-1½)		1300-1¾ 502 (500-1¾)
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

HI-TACAN RWY 32

VORTAC FWA	APCH CRS	Rwy ldg	8001
117.8	312°	TDZE	800
Chan 125		Arpt Elev	814

JAL-156 [USAF]

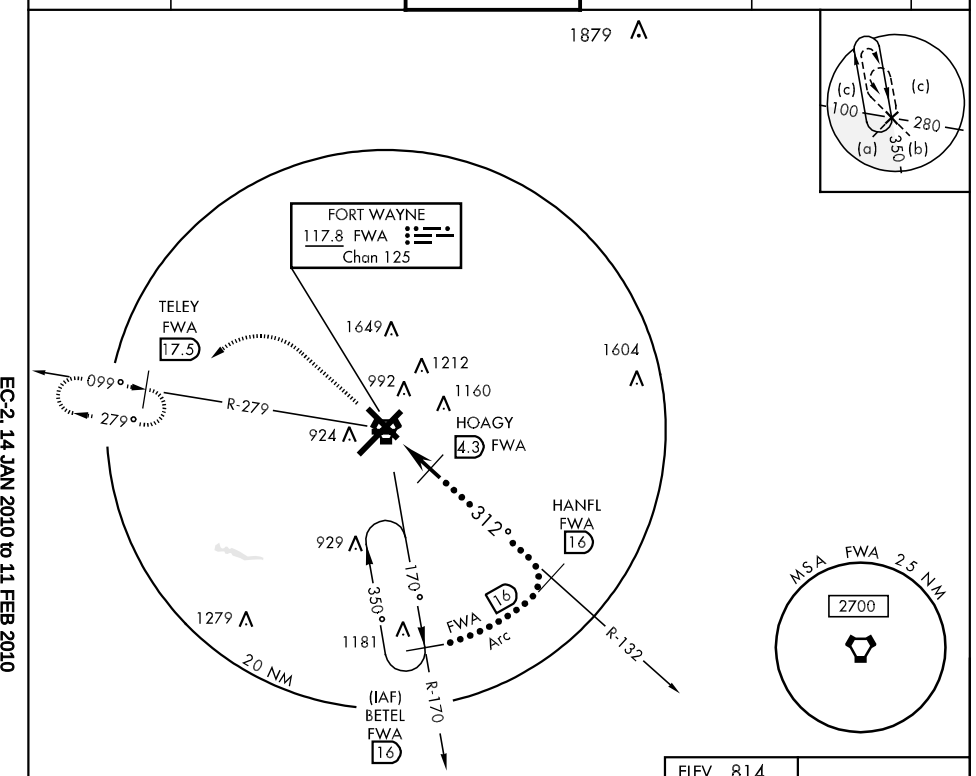
FORT WAYNE INTL (KFWA)

▼ * When ALS is inop, increase CAT C RVR to 60, vis to 1¼ miles, CAT DE vis to 1½ miles.

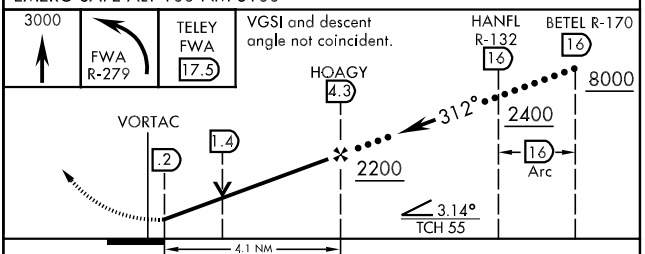
MALSR

MISSED APPROACH: Climb to 3000, then left turn via FWA R-279 to TELEY INT (FWA 17.5 DME) and hold.

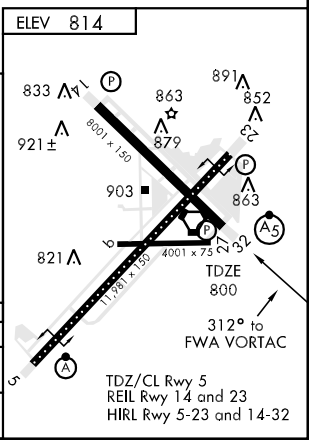
ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL	ASR
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75	



EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-32 *	1260/40 460 (500-¾)	1260/50 460 (500-1)	
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)



LOC I-HVD	APP CRS	Rwy Idg	11981
111.9	049°	TDZE	814
		Apt Elev	814

ILS or LOC RWY 5

FORT WAYNE INTL (FWA)

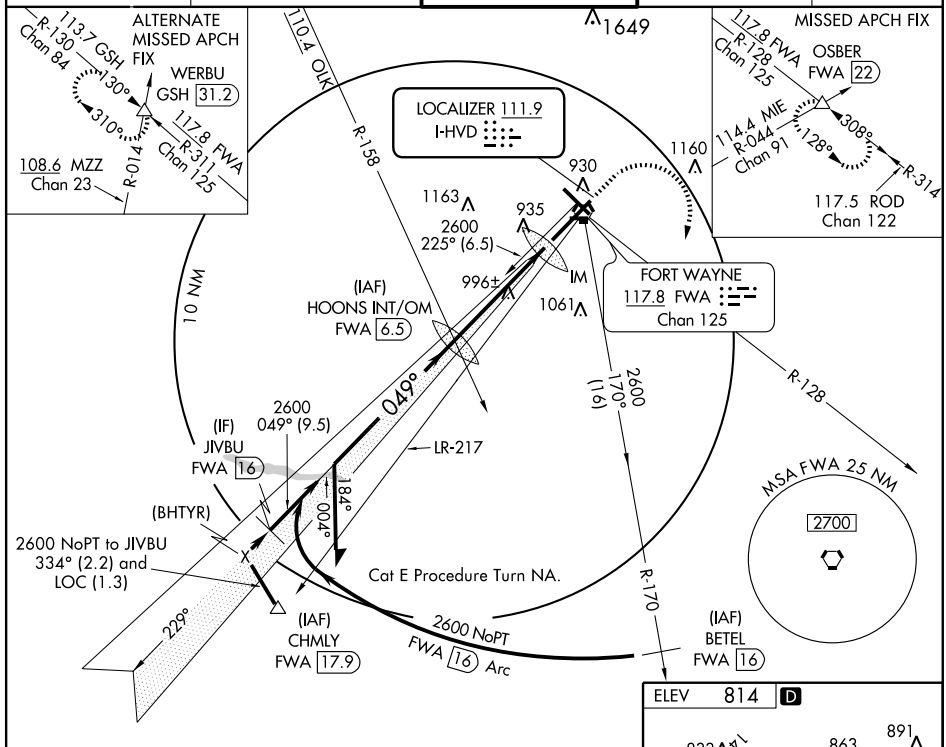
ASR

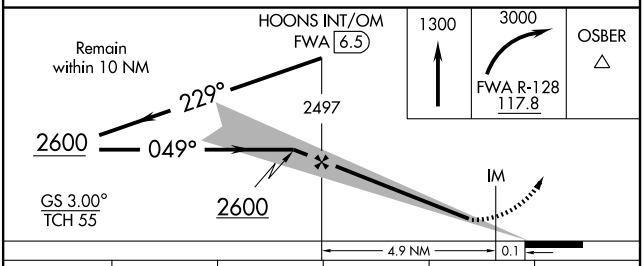
For inoperative ALSF-2, increase S-ILS 5 Cat E visibility to RVR 4000 and increase S-LOC 5 Cat E visibility to 1½ mile.

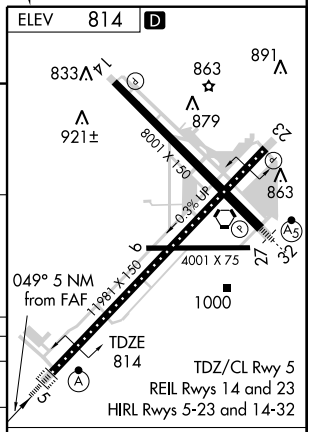
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75







CATEGORY	A	B	C	D	E
S-ILS 5	1014/18 200 (200-½)				1014/24 200 (200-½)
S-LOC 5	1260/24 446 (500-½)		1260/40 446 (500-¾)	1260/50 446 (500-1)	
CIRCLING	1300-1 486 (500-1)		1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-FWA	APP CRS	Rwy Idg	8001
109.9	318°	TDZE	800
		Apt Elev	814

ILS or LOC RWY 32

FORT WAYNE INTL (FWA)

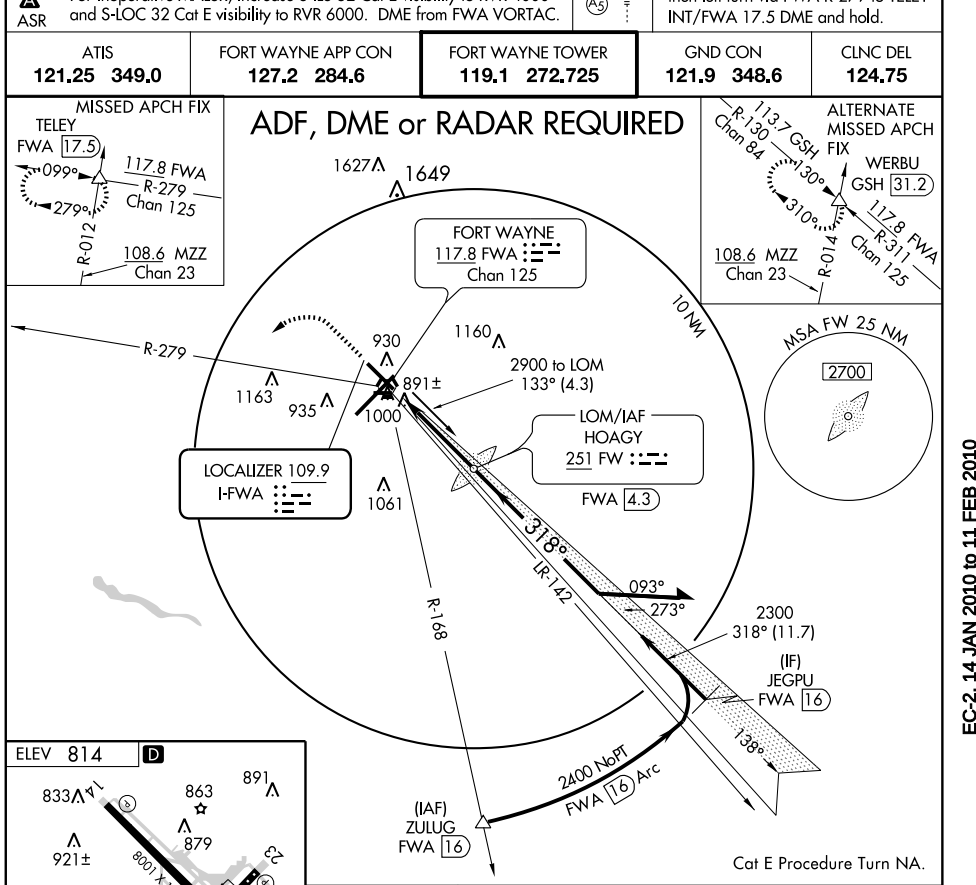
ASR

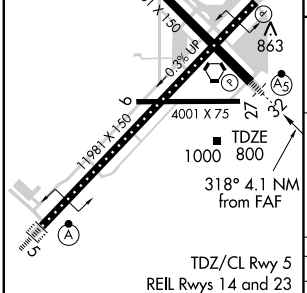
* RVR 1800 authorized with use of FD or AP or HUD to DA. For inoperative MALSR, increase S-ILS 32 Cat E visibility to RVR 4000 and S-LOC 32 Cat E visibility to RVR 6000. DME from FWA VORTAC.

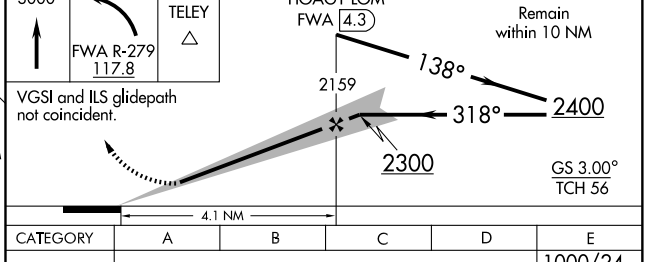
MALSR

MISSED APPROACH: Climb to 3000 then left turn via FWA R-279 to TELEY INT/FWA 17.5 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75







FAF to MAP	4.1 NM				
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D	E
S-ILS 32	*1000/24 200 (200-½)				1000/24 200 (200-½)
S-LOC 32	1160/24 360 (400-½)			1160/40 360 (400-¾)	
CIRCLING	1300-1 486 (500-1)		1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-HVD	APP CRS	Rwy Idg	11981
111.9	049°	TDZE	814
		Apt Elev	814

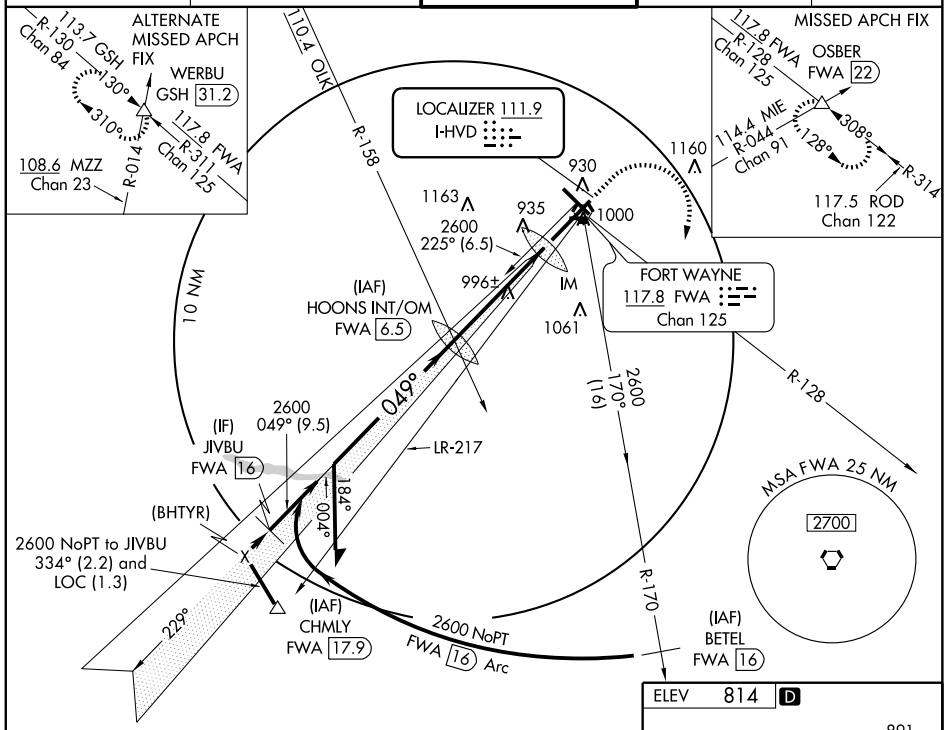
ILS RWY 5 (CAT II)
FORT WAYNE INTL (FWA)

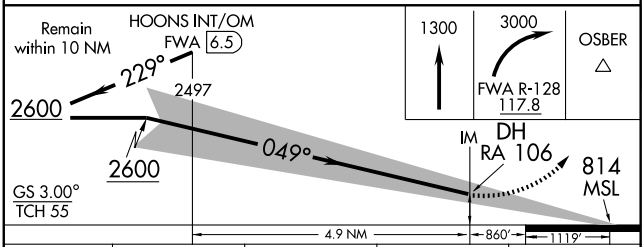
ASR

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.

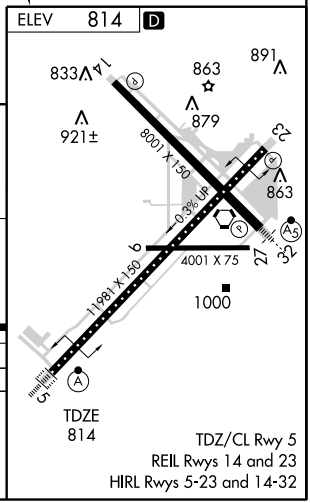
ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75





CATEGORY	A	B	C	D
S-ILS 5	RA 106/12 100 DA 914			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-FWA	APP CRS	Rwy Idg	8001
109.9	138°	TDZE	802
		Apt Elev	814

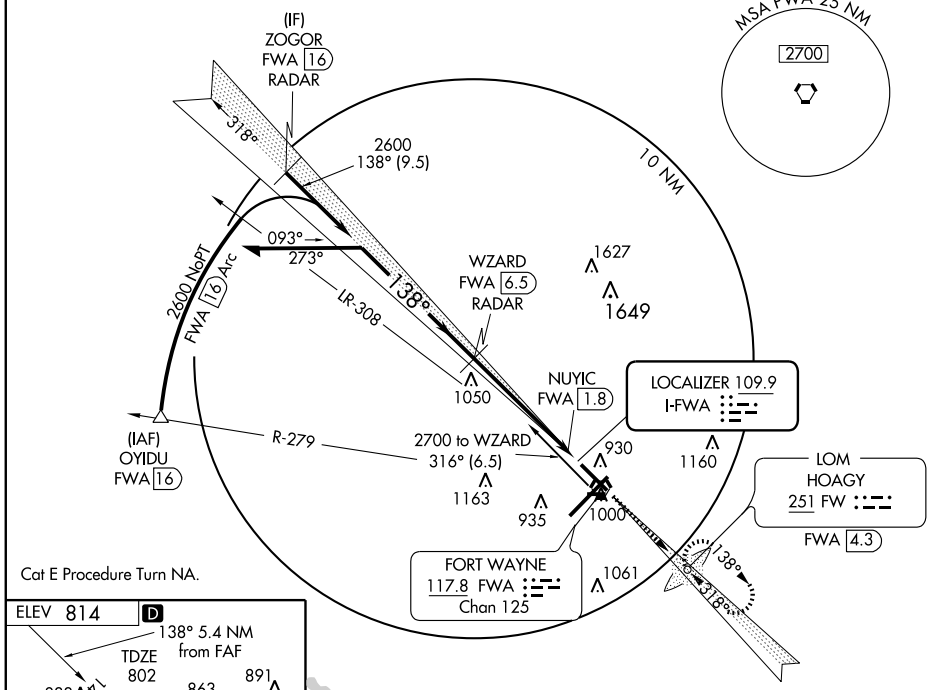
LOC BC RWY 14
FORT WAYNE INTL (FWA)

ASR — ADF or DME or Radar Required.

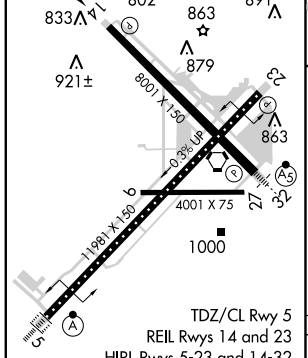
MISSED APPROACH: Climb to 3000 via I-FWA SE course to HOAGY LOM/FWA 4.3 DME and hold, continue climb-in-hold to 3000.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75

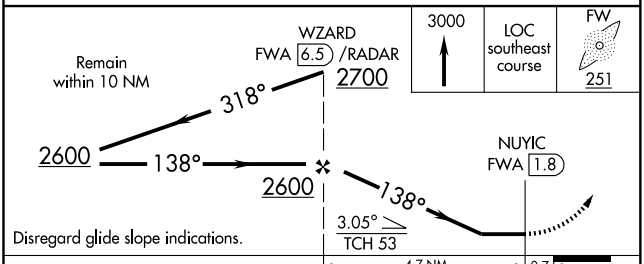
BACK COURSE



Cat E Procedure Turn NA.



DME or RADAR REQUIRED



CATEGORY	A	B	C	D	E
S-14	1220-1 418 (500-1)		1220-1¼ 418 (500-1¼)		1220-1½ 418 (500-1½)
CIRCLING	1300-1 486 (500-1)		1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	11981
CH 93609	047°	TDZE	815
W05A		Apt Elev	815

RNAV (GPS) RWY 5

FORT WAYNE INTL (FWA)

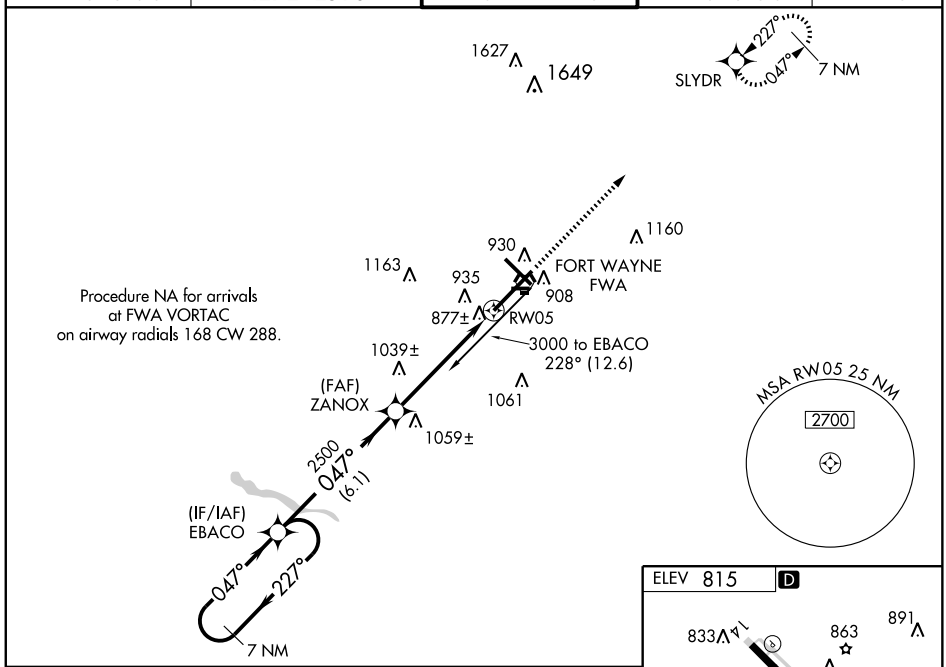
ASR

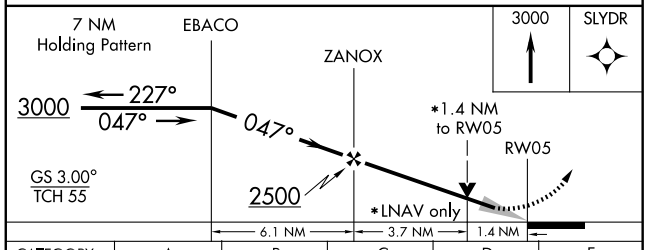
When local altimeter setting not received, use Auburn altimeter setting and increase LPV DA to 1122, increase LNAV/VNAV DA to 1332, increase all MDA 60 feet, increase LNAV/VNAV visibility ¼ mile, increase LNAV Cat C/D/E visibility ¼ mile, and increase Circling Cat E visibility ¼ mile. For inoperative ALSF when using Auburn altimeter setting, increase LPV visibility to RVR 5000, increase LNAV/VNAV Cat E visibility to 1¾ mile and LNAV Cat E visibility to 2 miles. VDP and Baro-VNAV NA when using Auburn altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

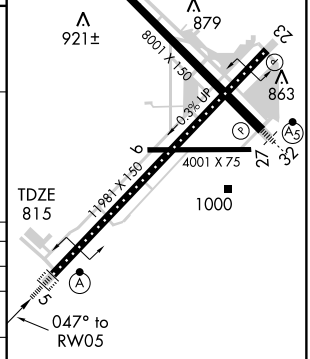
ALSF-2

MISSED APPROACH: Climb to 3000 direct SLYDR and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75







CATEGORY	A	B	C	D	E
LPV DA	1065/24 250 (300-½)				
LNAV/VNAV DA	1275/50 460 (500-1)				
LNAV MDA	1300/24 485 (500-½)		1300/40 485 (500-¾)	1300/50 485 (500-1)	1300/60 485 (500-1¼)
CIRCLING	1300-1 485 (500-1)		1300-1½ 485 (500-1½)	1380-2 565 (600-2)	1520-2½ 705 (800-2½)

TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	8001
138°	TDZE	802
	Apt Elev	815

RNAV (GPS) RWY 14

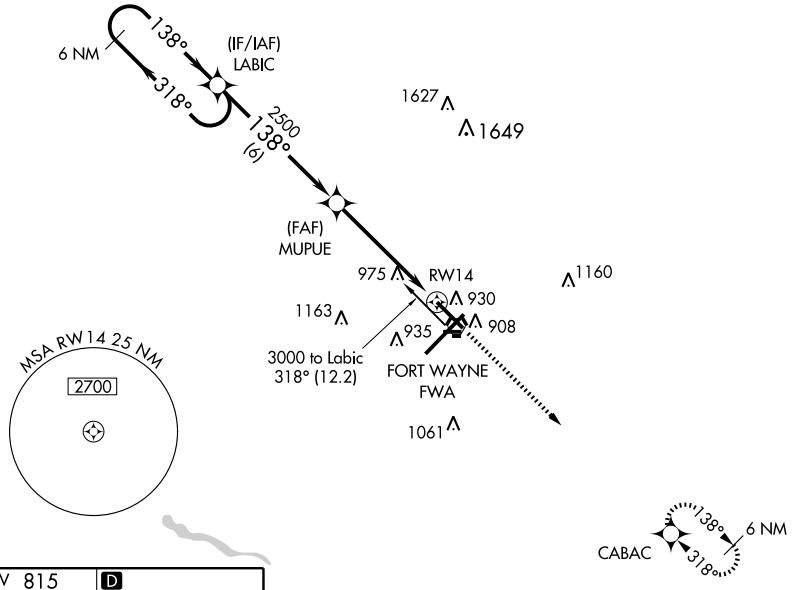
FORT WAYNE INTL (FWA)

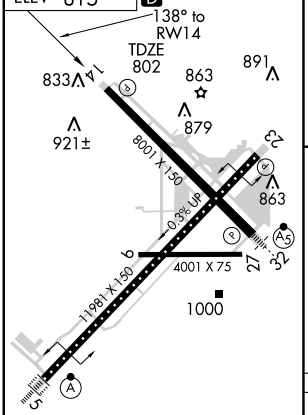
NA
ASR

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

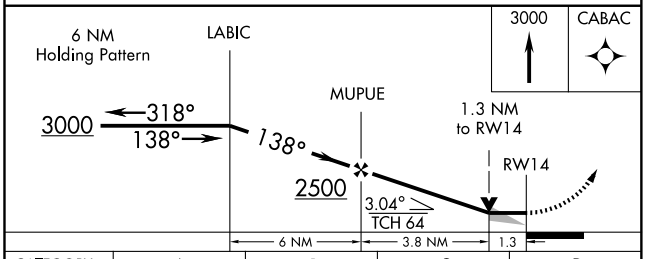
MISSED APPROACH: Climb to 3000 direct CABAC WP and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75





TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32



CATEGORY	A	B	C	D
LNAV MDA	1280-1	478 (500-1)	1280-1¼ 478 (500-1¼)	1280-1½ 478 (500-1½)
CIRCLING	1320-1	505 (600-1)	1320-1½ 505 (600-1½)	1380-2 565 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 69599 W23A	APP CRS 227°	Rwy Idg 11981 TDZE 799 Apt Elev 815

RNAV (GPS) RWY 23

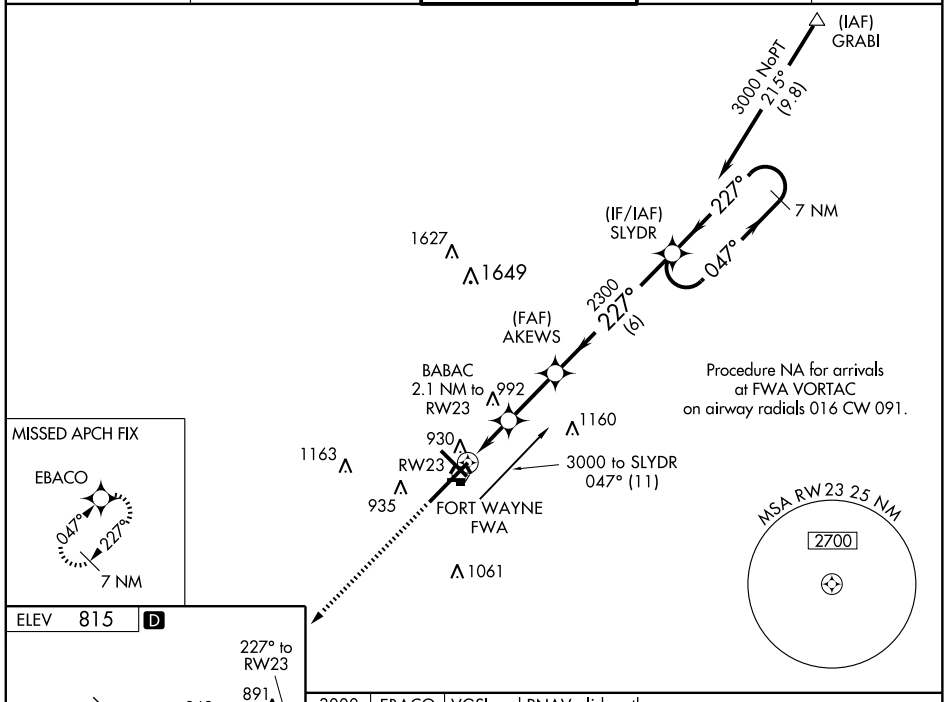
FORT WAYNE INTL (FWA)

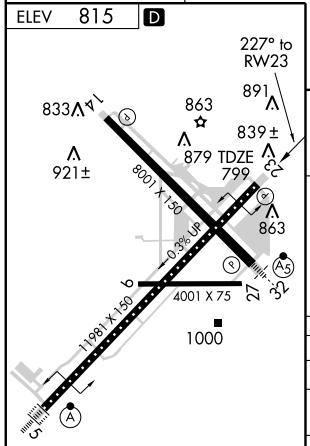
When local altimeter setting not received, use Auburn altimeter setting and increase LPV DA to 1110, increase LNAV/VNAV DA to 1287, increase all MDA 60 feet and increase LPV visibility ¼ mile, LNAV/VNAV visibility ¼ mile, LNAV Cat D/E visibility ¼ mile, and circling Cat E visibility ¼ mile. VDP and Baro-VNAV NA when using Auburn altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

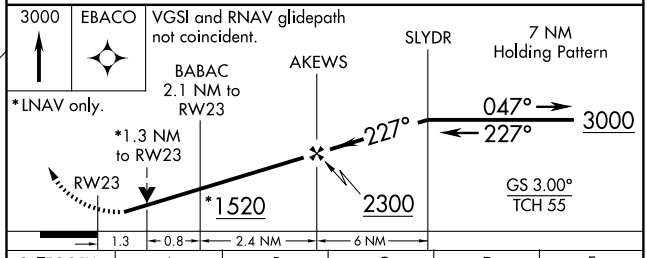
ASR

MISSED APPROACH: Climb to 3000 direct EBACO and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75







CATEGORY	A	B	C	D	E
LPV DA	1053/40 254 (300-¾)				
LNAV/VNAV DA	1230-1½ 431 (500-1½)				
LNAV MDA	1300/50 501 (500-1)		1300-1½ 501 (500-1½)		1300-1¾ 501 (500-1¾)
CIRCLING	1300-1 485 (500-1)		1300-1½ 485 (500-1½)	1380-2 565 (600-2)	1520-2½ 705 (800-2½)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	8001
318°	TDZE	800
	Apt Elev	815

RNAV (GPS) RWY 32

FORT WAYNE INTL (FWA)

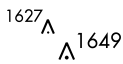
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F).

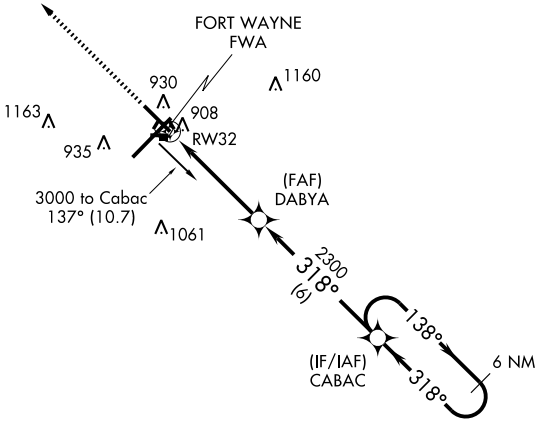
NA
ASR

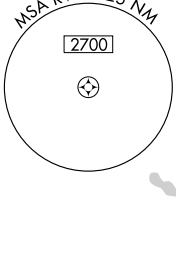
MALSR

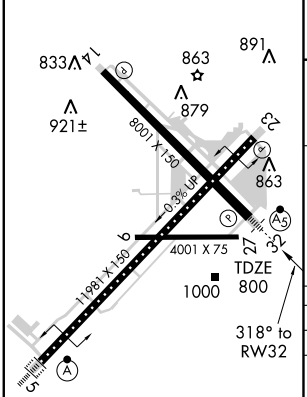
MISSED APPROACH: Climb to 3000 direct LABIC WP and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75

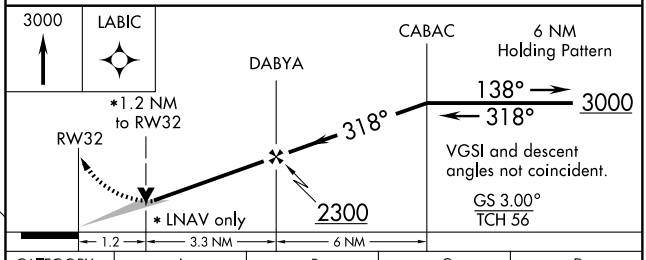








TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	1260/50 460 (500-1)			
LNAV MDA	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)
CIRCLING	1320-1½ 505 (600-1½)			1380-2 565 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC FWA 117.8 Chan 125	APP CRS 048°	Rwy Idg 11981 TDZE 814 Apt Elev 814

VOR or TACAN RWY 5

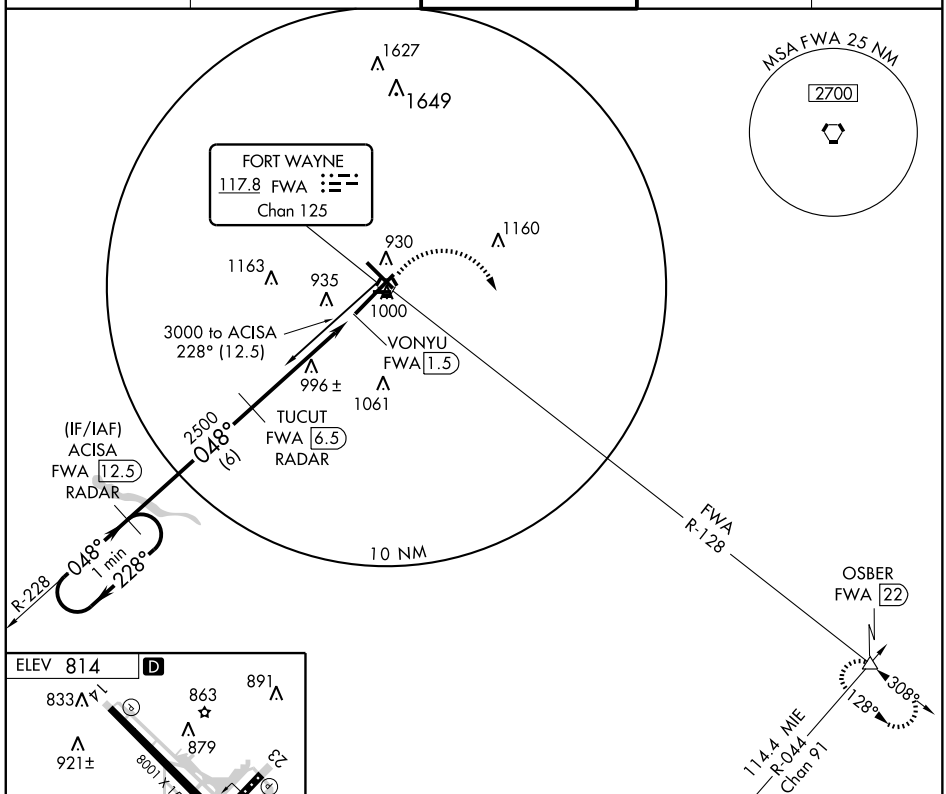
FORT WAYNE INTL (FWA)

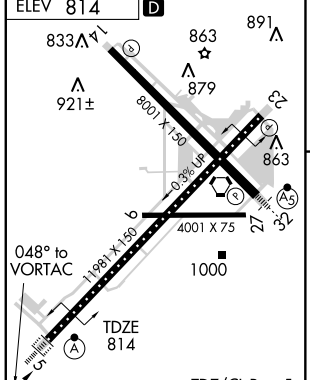
ASR — For Inoperative ALSF-2, increase S-5 Cat E visibility ½ mile. DME or RADAR Required.

ALSF-2

MISSED APPROACH: Climbing right turn to 3000 via FWA VORTAC R-128 to OSBER INT/FWA 22 DME and hold.

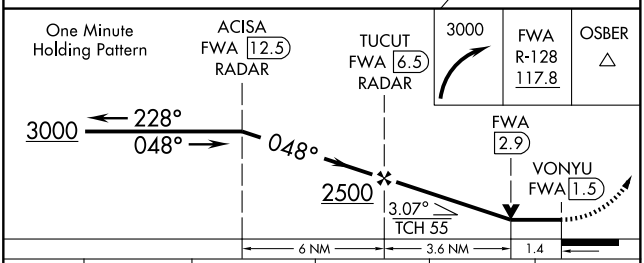
ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75





TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D	E
S-5	1320/24	506 (600-½)	1320/50	506 (600-1)	1320/60 506 (600-1¼)
CIRCLING	1320-1	506 (600-1)	1320-1½ 506 (600-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC FWA	APP CRS	Rwy Idg	8001
117.8	139°	TDZE	802
Chan 125		Apt Elev	814

VOR or TACAN RWY 14

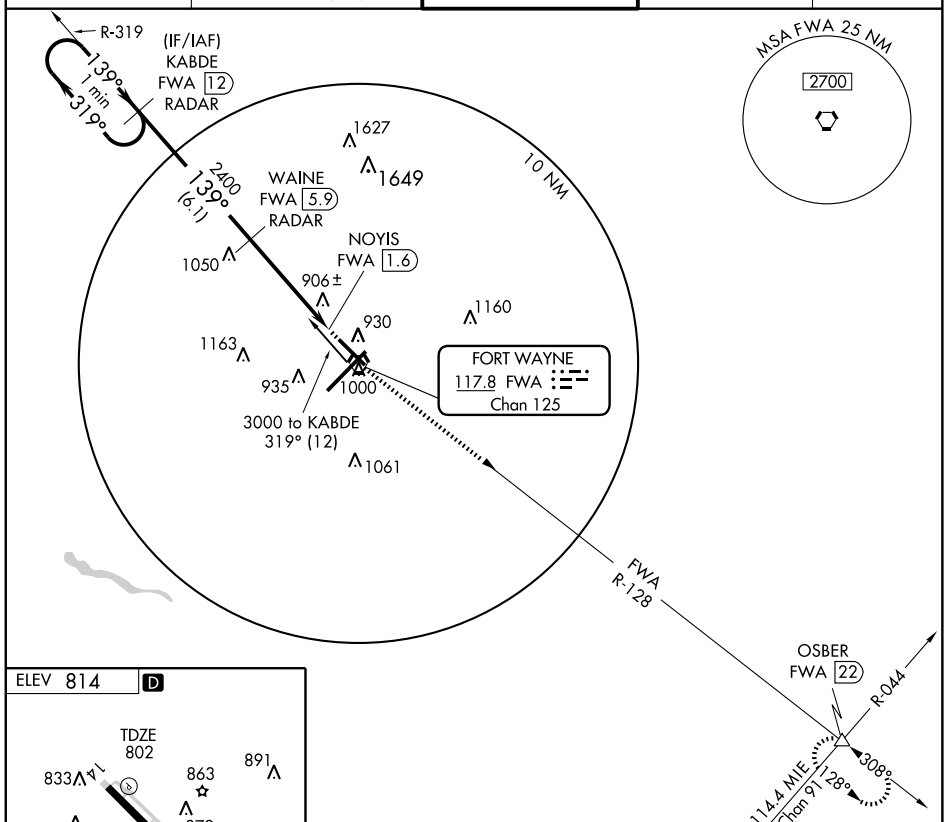
FORT WAYNE INTL (FWA)

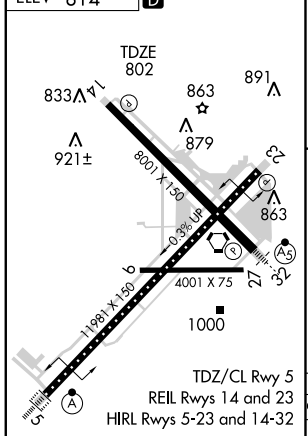
ASR

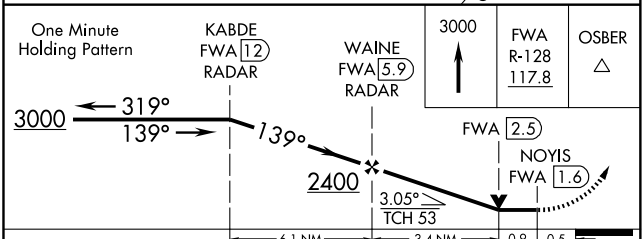
DME or RADAR Required.

MISSED APPROACH: Climb to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75







FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D	E
S-14	1280-1	478 (500-1)	1280-1¼ 478 (500-1¼)	1280-1½ 478 (500-1½)	1280-1¾ 478 (500-1¾)
CIRCLING	1300-1	486 (500-1)	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC FWA	APP CRS	Rwy Idg	11981
117.8	218°	TDZE	799
Chan 125		Apt Elev	815

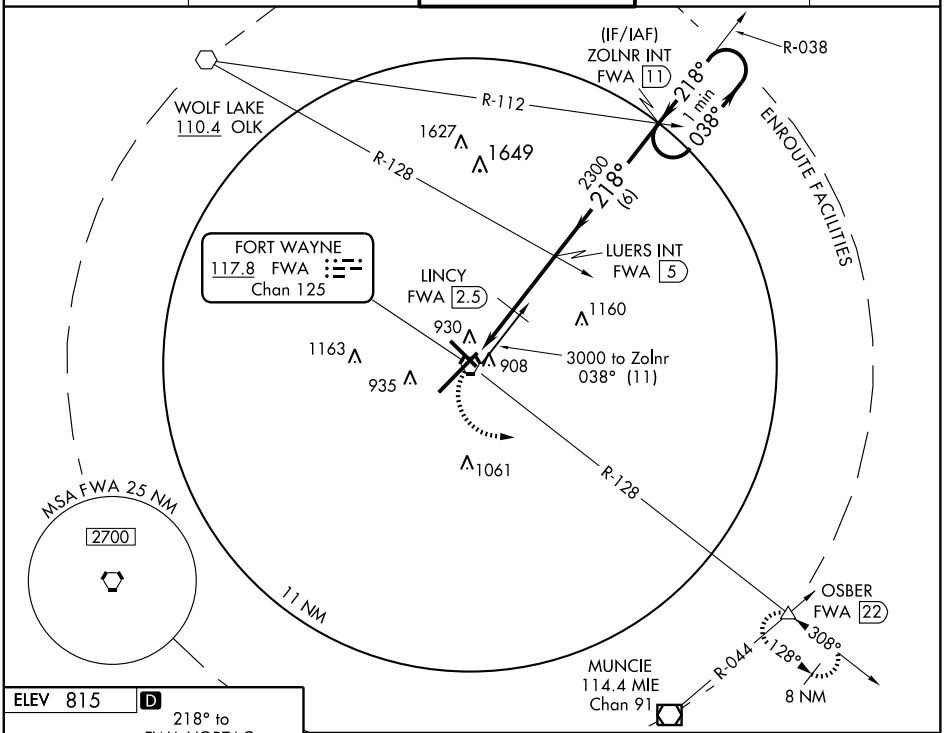
VOR or TACAN RWY 23

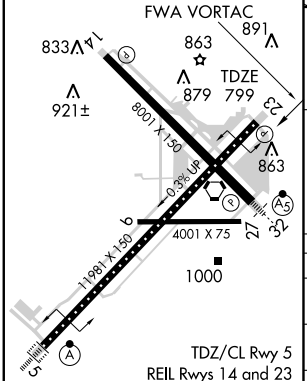
FORT WAYNE INTL (FWA)

ASR

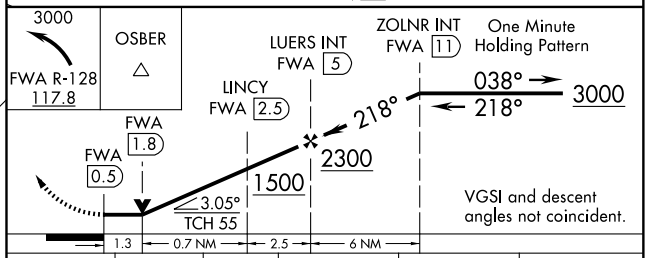
MISSED APPROACH: Climbing left turn to 3000 via FWA R-128 to OSBER Int/22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75





FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D	E
S-23	1500-1 701 (700-1)		1500-2 701 (700-2)	1500-2¼ 701 (700-2¼)	1500-2½ 701 (700-2½)
CIRCLING	1500-1 685 (700-1)		1500-2 685 (700-2)	1500-2¼ 685 (700-2¼)	1520-2½ 705 (800-2½)
LINCY FIX MINIMUMS					
S-23	1300-1 501 (500-1)		1300-1½ 501 (500-1½)		1300-1¾ 501 (500-1¾)
CIRCLING	1320-1 505 (600-1)		1320-1½ 505 (600-1½)	1380-2 565 (600-2)	1520-2½ 705 (800-2½)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2203
133°	TDZE	834
	Apt Elev	834

GPS RWY 13

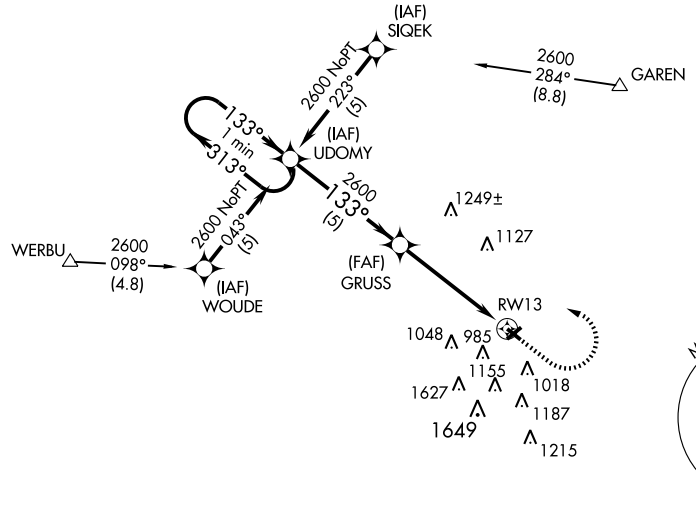
FORT WAYNE/ SMITH FIELD (SMD)

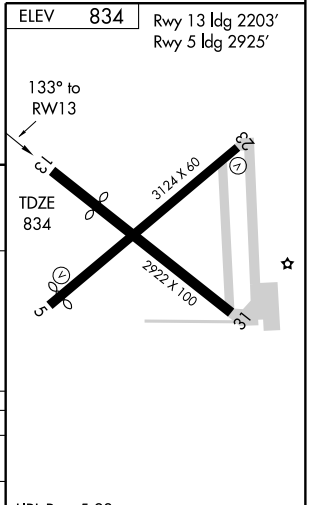
Straight-in minimums not authorized at night. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.

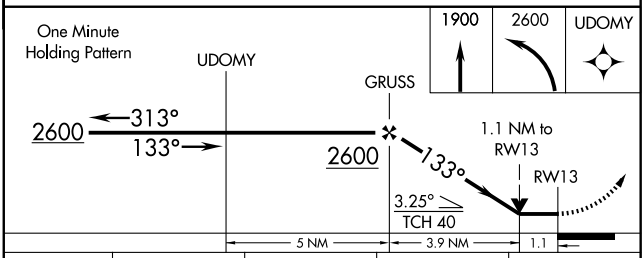
NA

MISSED APPROACH: Climb to 1900, then climbing left turn to 2600 direct UDOMY WP and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
124.55	127.2 284.6	122.8 (CTAF)







CATEGORY	A	B	C	D
S-13	1240-1	406 (500-1)	1240-1¼ 406 (500-1¼)	NA
CIRCLING	1400-1	566 (600-1)	1400-1½ 566 (600-1½)	NA

LIRL Rwy 5-23

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR OLK	APP CRS	Rwy Idg	2203
110.4	115°	TDZE	834
		Apt Elev	834

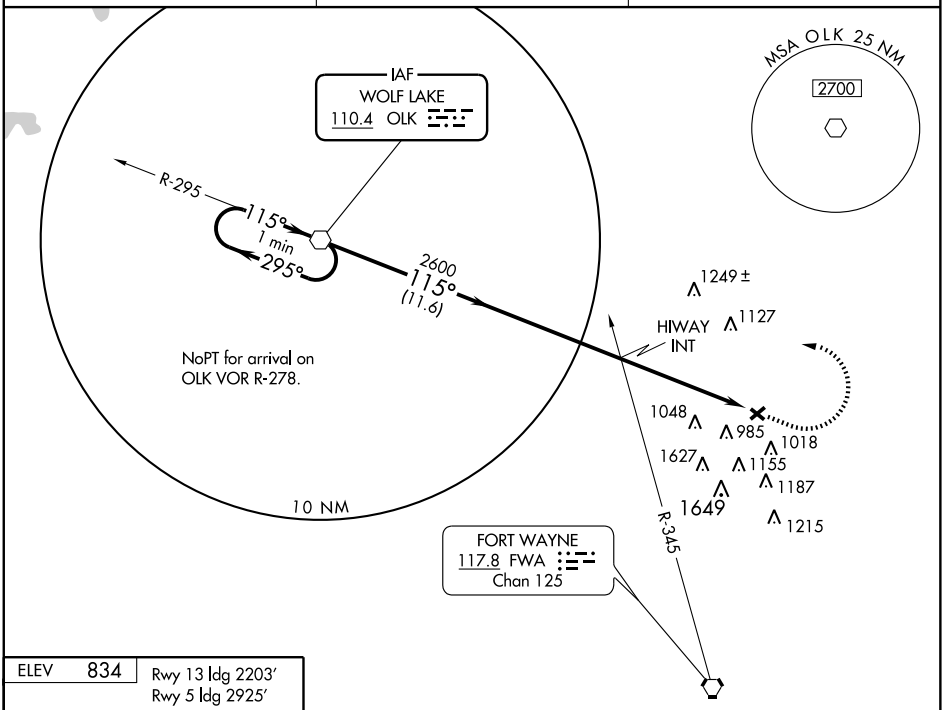
VOR RWY 13

FORT WAYNE/ SMITH FIELD (SMD)

Straight-in minimums not authorized at night. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile.

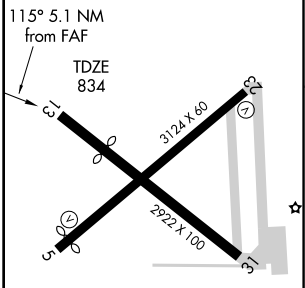
MISSED APPROACH: Climb to 1900, then climbing left turn to 2600 direct OLK VOR and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
124.55	127.2 284.6	122.8 (CTAF)



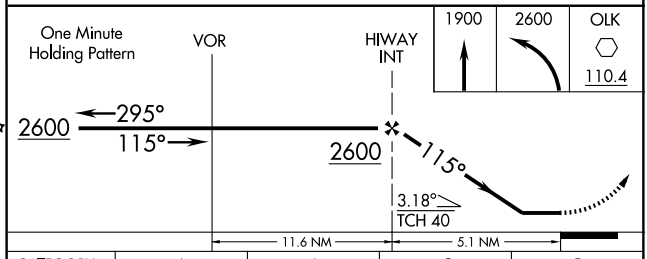
ELEV 834

Rwy 13 ldg 2203′
Rwy 5 ldg 2925′



LIRL Rwy 5-23

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-13	1360-1	526 (600-1)	1360-1½ 526 (600-1½)	NA
CIRCLING	1400-1	566 (600-1)	1400-1½ 566 (600-1½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

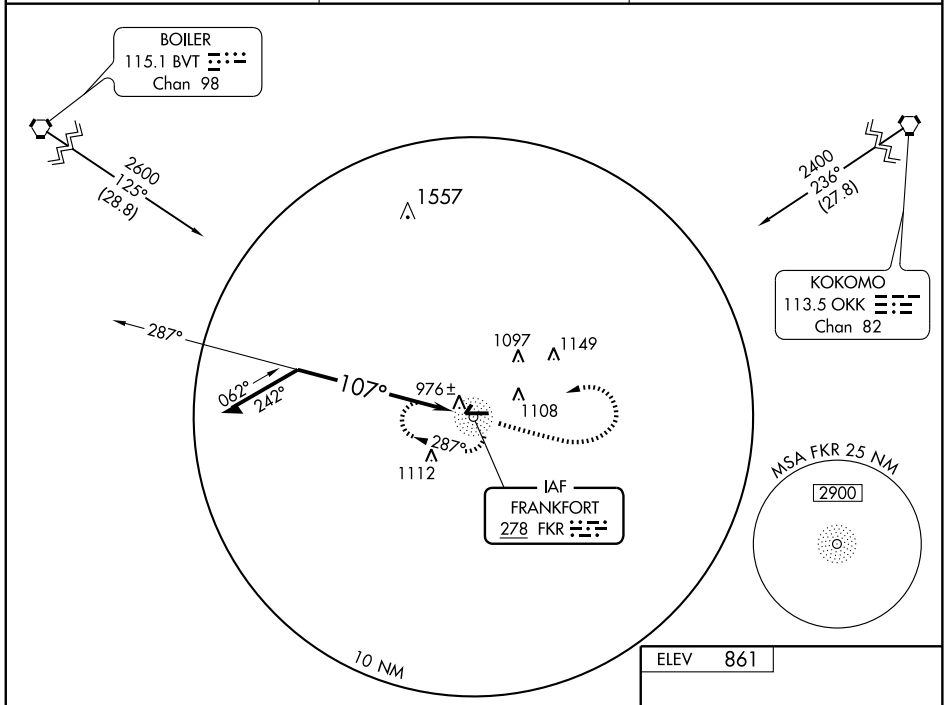
NDB FKR	APP CRS	Rwy Idg	5000
278	107°	TDZE	859
		Apt Elev	861

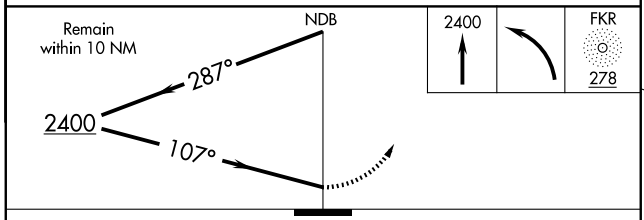
NDB RWY 9
FRANKFORT MUNI (FKR)

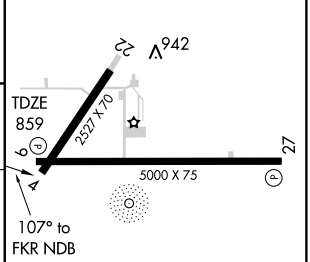
NA

MISSED APPROACH: Climb to 2400, then left turn direct FKR NDB and hold.

AWOS-3	CHICAGO CENTER	UNICOM
124.325	123.85 343.95	123.0 (CTAF) L







MIRL Rwys 9-27 and 4-22 L
REIL Rwys 9 and 27 L

CATEGORY	A	B	C	D
S-9	1360-1	501 (500-1)	1360-1½	501 (500-1½)
CIRCLING	1460-1	599 (600-1)	1460-1½ 599 (600-1½)	1460-2 599 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
092°	TDZE	859
	Apt Elev	861

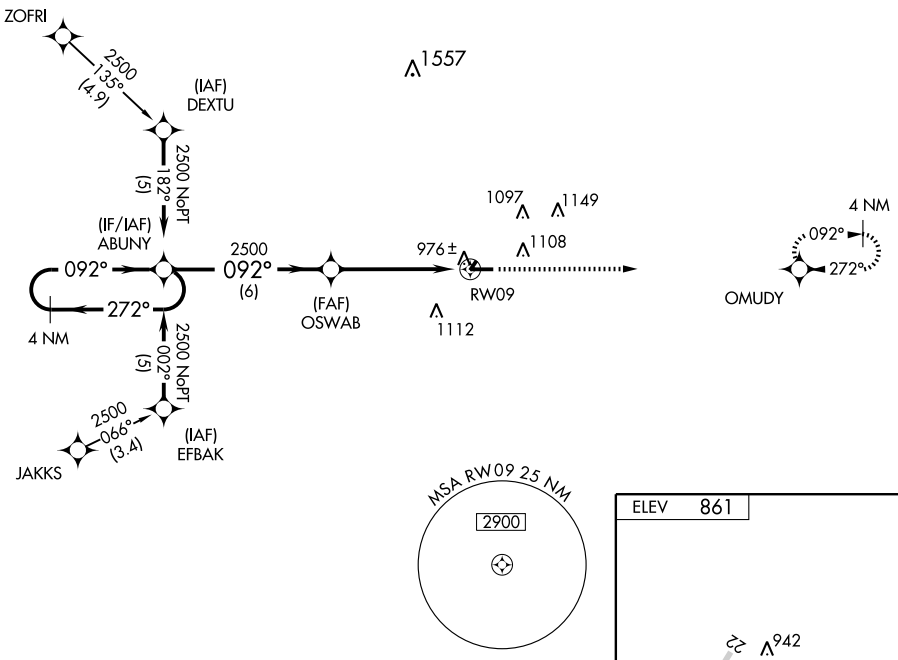
RNAV (GPS) RWY 9

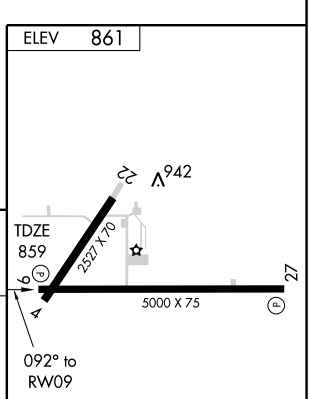
FRANKFORT MUNI (FKR)

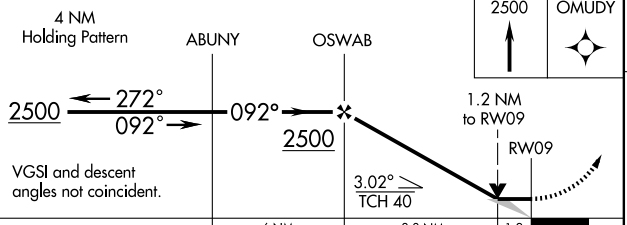
NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2500 direct to OMUDY WP and hold.

AWOS-3	CHICAGO CENTER	UNICOM
124.325	123.85 343.95	123.0 (CTAF) L

Procedure NA for arrival at ZOFRI via V51-87 northwestbound.







CATEGORY	A	B	C	D
LNAV MDA	1280-1	421 (500-1)	1280-1¼	421 (500-1¼)
CIRCLING	1460-1	599 (600-1)	1460-1½ 599 (600-1½)	1460-2 599 (600-2)

MIRL Rwys 9-27 and 4-22 L
REIL Rwys 9 and 27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

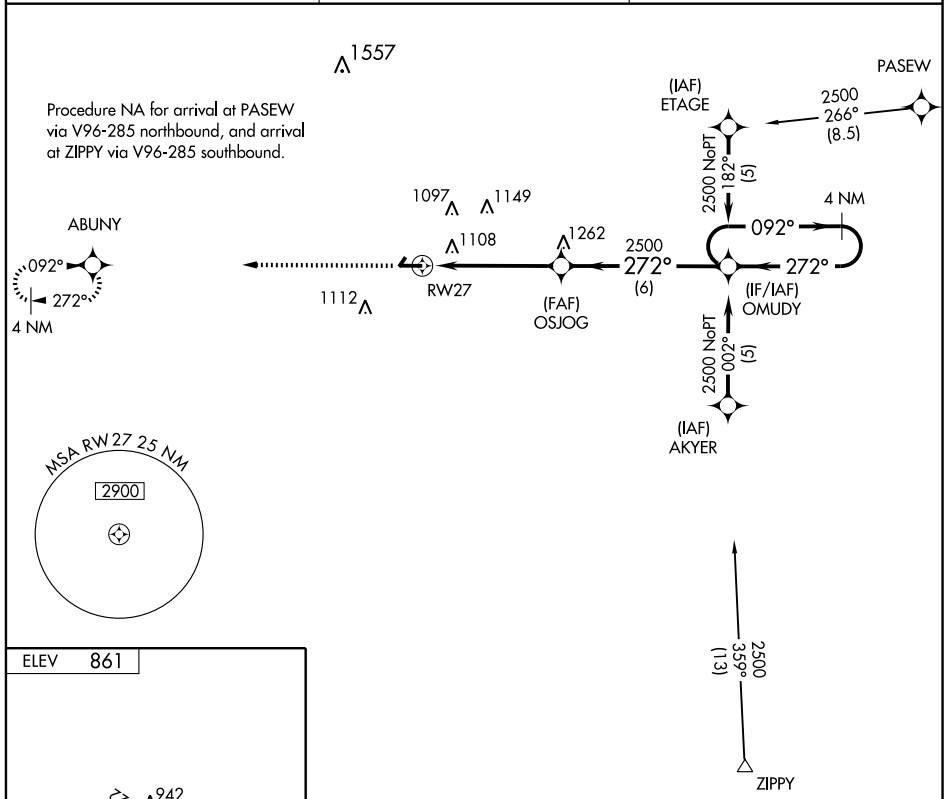
APP CRS	Rwy Idg	5000
272°	TDZE	861
	Apt Elev	861

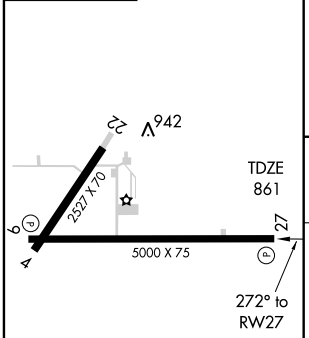
RNAV (GPS) RWY 27

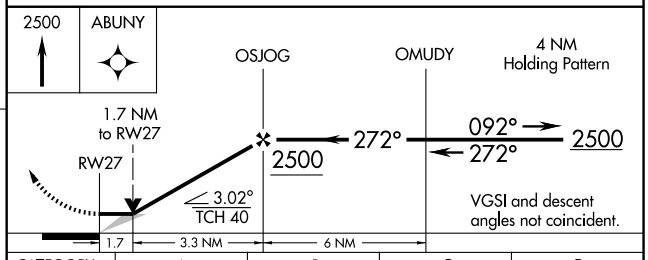
FRANKFORT MUNI (FKR)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2500 direct ABUNY WP and hold.

AWOS-3	CHICAGO CENTER	UNICOM
124.325	123.85 343.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1420-1	559 (600-1)	1420-1½ 559 (600-1½)	1420-1¾ 559 (600-1¾)
CIRCLING	1460-1	599 (600-1)	1460-1½ 599 (600-1½)	1460-2 599 (600-2)

MIRL Rwys 9-27 and 4-22 L
REIL Rwys 9 and 27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5500
258°	TDZE	792
	Apt Elev	792

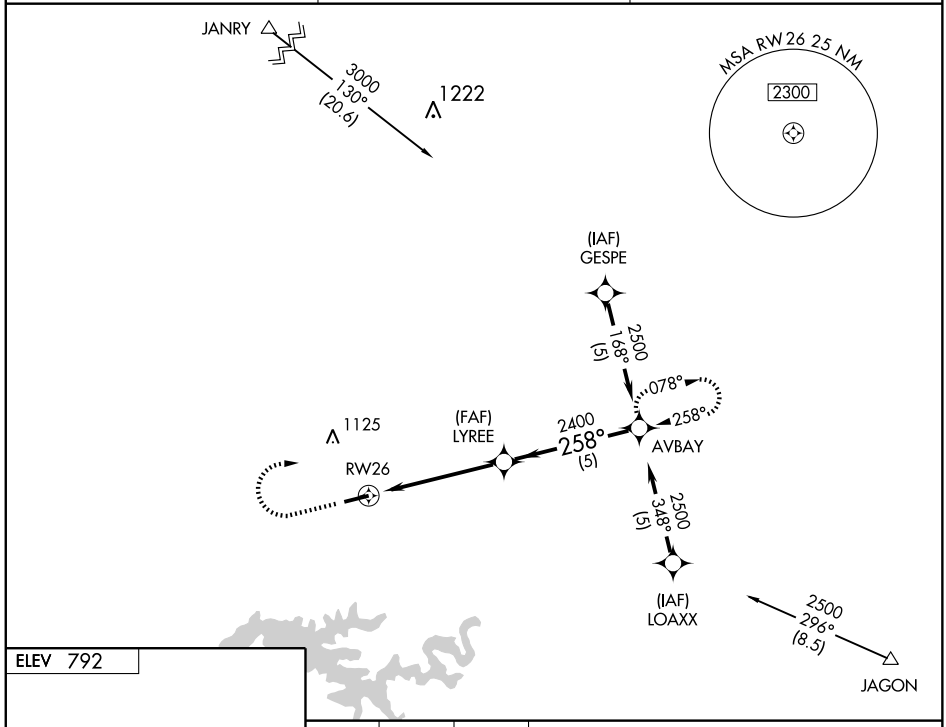
GPS RWY 26
FRENCH LICK MUNI (FRH)

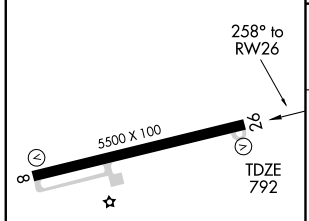
NA

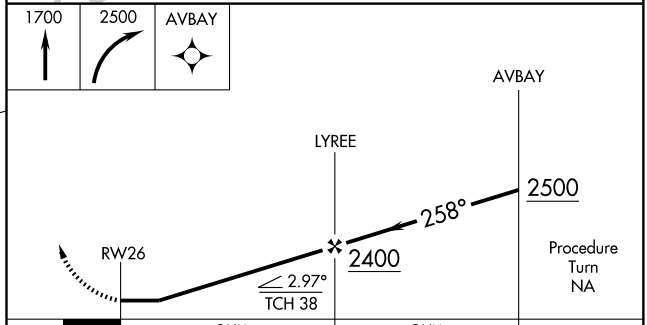
Use Louisville/Standiford altimeter setting.

MISSED APPROACH: Climb to 1700, then climbing right turn to 2500 direct AVBAY WP and hold.

AWOS-3	LOUISVILLE APP CON	UNICOM
118.075	132.075 327.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-26	1340-1	548 (600-1)	1340-1½ 548 (600-1½)	1340-1¾ 548 (600-1¾)
CIRCLING	1440-1	648 (700-1)	1440-1¾ 648 (700-1¾)	1640-2¾ 848 (900-2¾)

MIRL Rwy 8-26 L
REIL Rwy 26

EC-2, 14 JAN 2010 to 11 FEB 2010

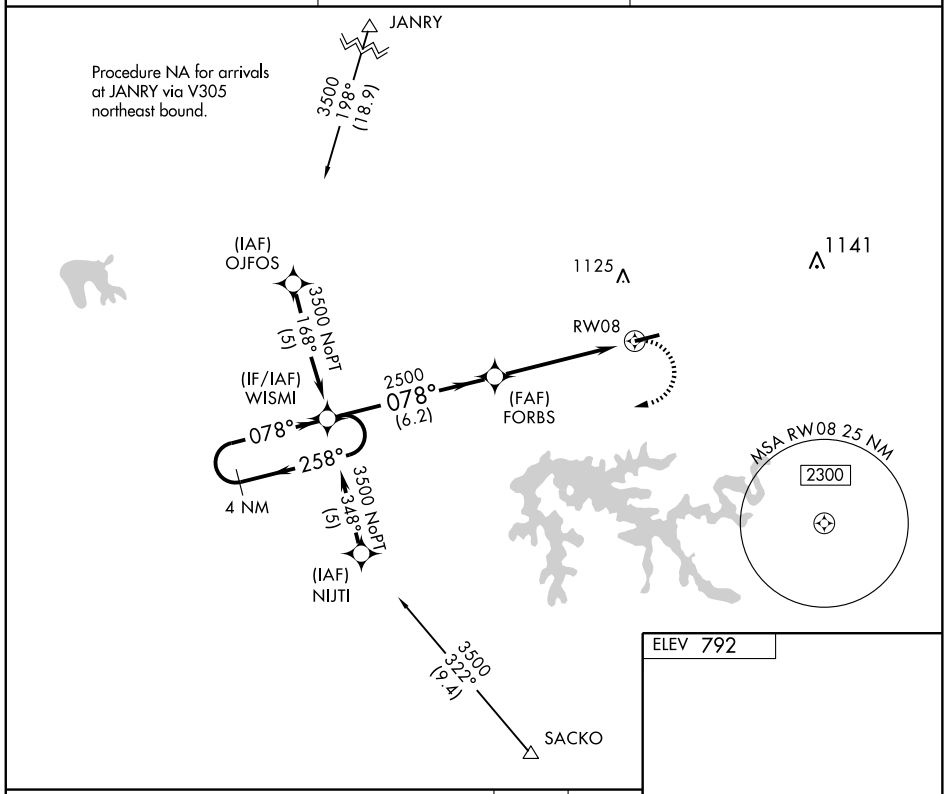
APP CRS	Rwy Idg	5500
078°	TDZE	792
	Apt Elev	792

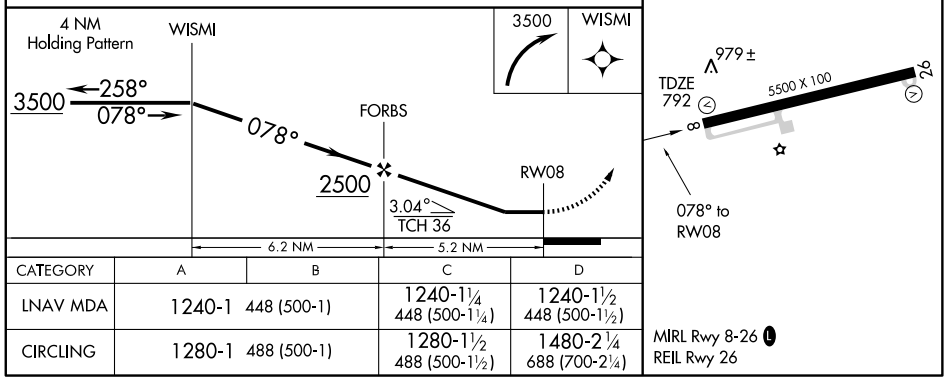
RNAV (GPS) RWY 8
FRENCH LICK MUNI (FRH)

NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 160 feet, increase LNAV Cat C and D visibility ½ mile, and increase Cat C Circling visibility ¼ mile and Cat D Circling visibility ½ mile.

MISSED APPROACH: Climbing right turn to 3500 direct WISMI and hold.

AWOS-3	LOUISVILLE APP CON	UNICOM
118.075	132.075 327.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1240-1	448 (500-1)	1240-1¼ 448 (500-1¼)	1240-1½ 448 (500-1½)
CIRCLING	1280-1	488 (500-1)	1280-1½ 488 (500-1½)	1480-2¼ 688 (700-2¼)

MIRL Rwy 8-26 L
REIL Rwy 26

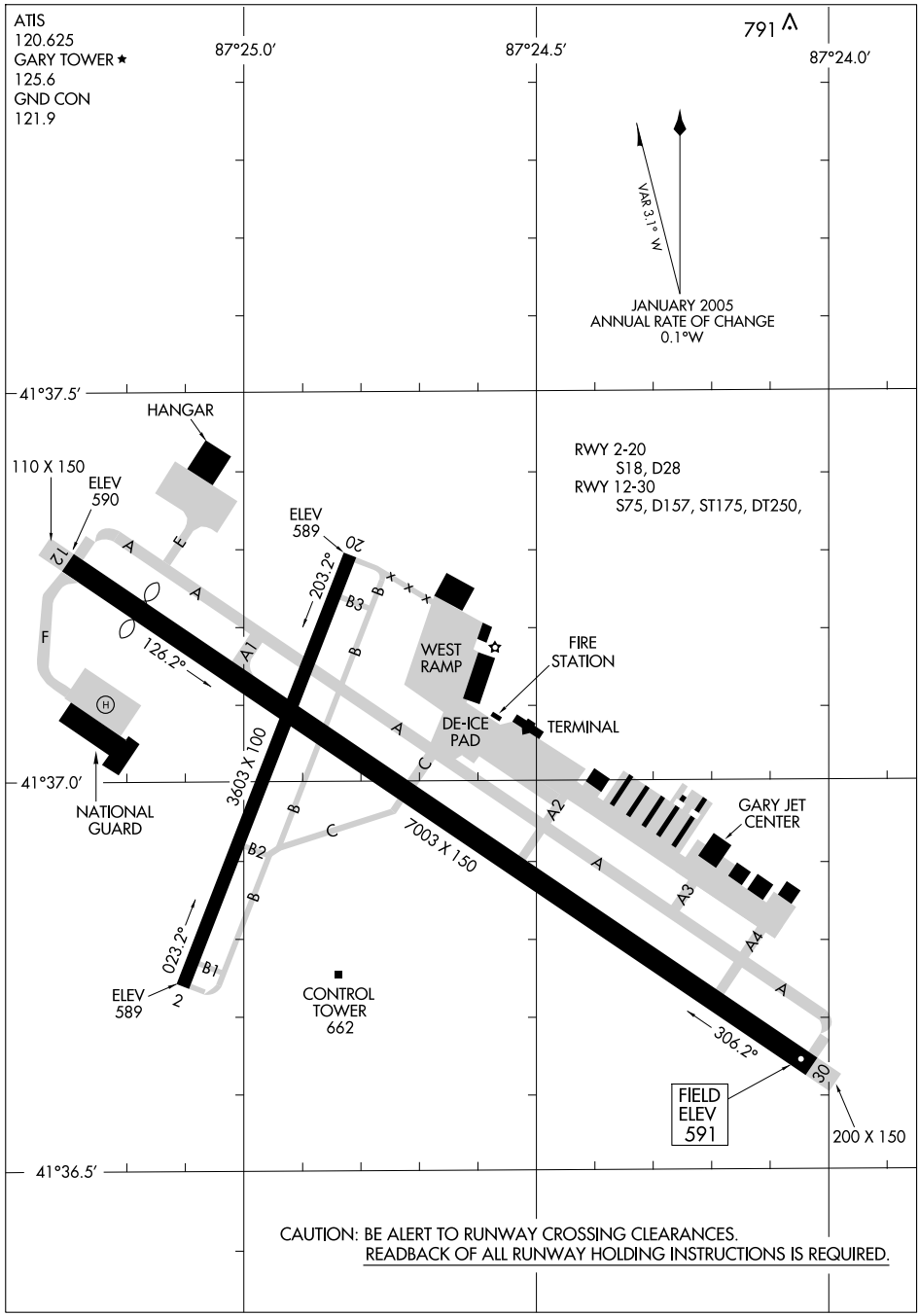
EC-2, 14 JAN 2010 to 11 FEB 2010

09015

AIRPORT DIAGRAM

AL-748 (FAA)

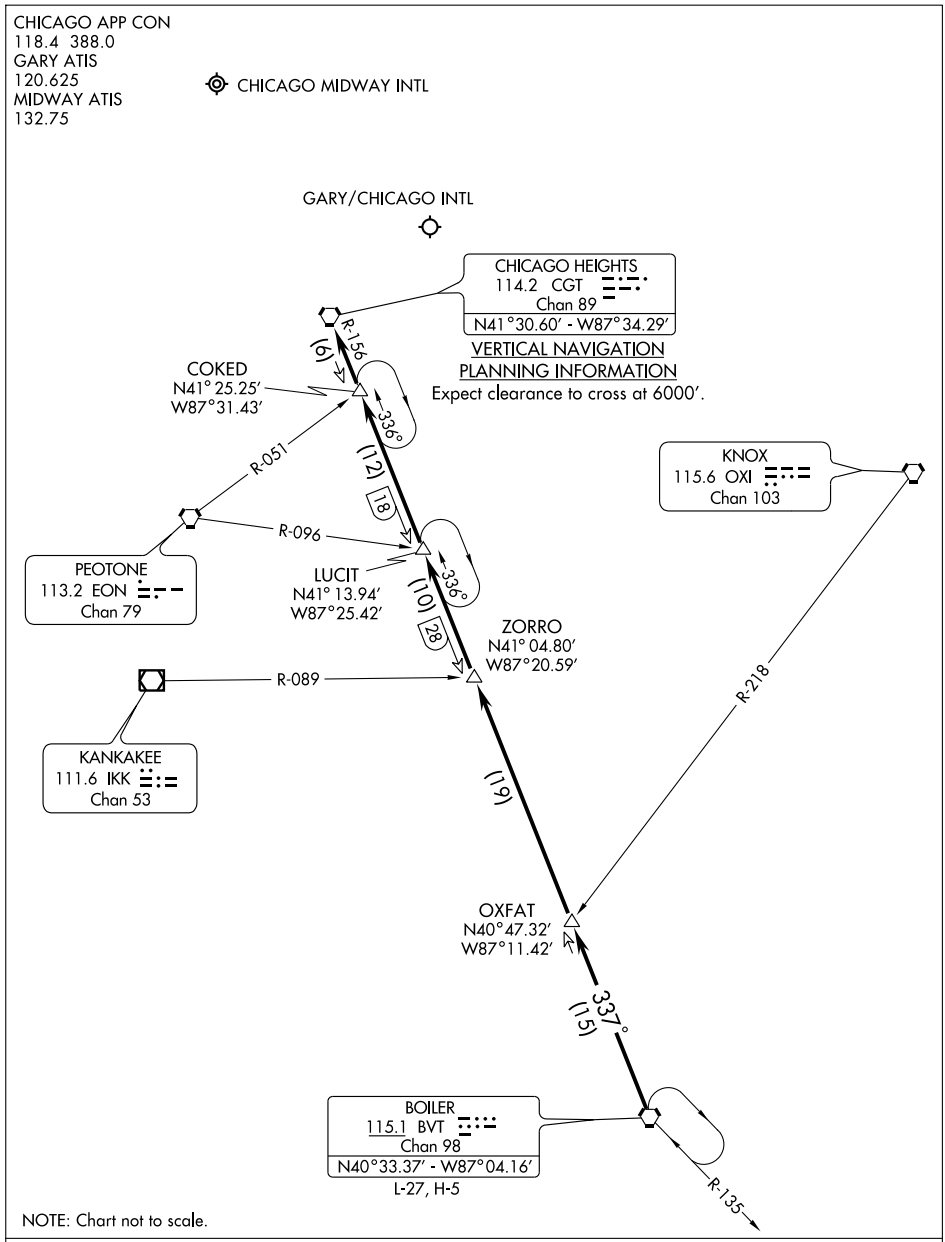
GARY/CHICAGO INTL (GYY)
GARY, INDIANA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-2, 14 JAN 2010 to 11 FEB 2010

BOILER TWO ARRIVAL (BVT.BVT2) ST-81 (FAA) CHICAGO, ILLINOIS



From over BVT VORTAC via BVT R-337 and CGT R-156 to CGT VORTAC.
Expect vectors to final approach course.

LOC I-GYY	APP CRS	Rwy Idg	7003
108.75	306°	TDZE	592
Chan 24 (Y)		Apt Elev	592

COPTER ILS RWY 30

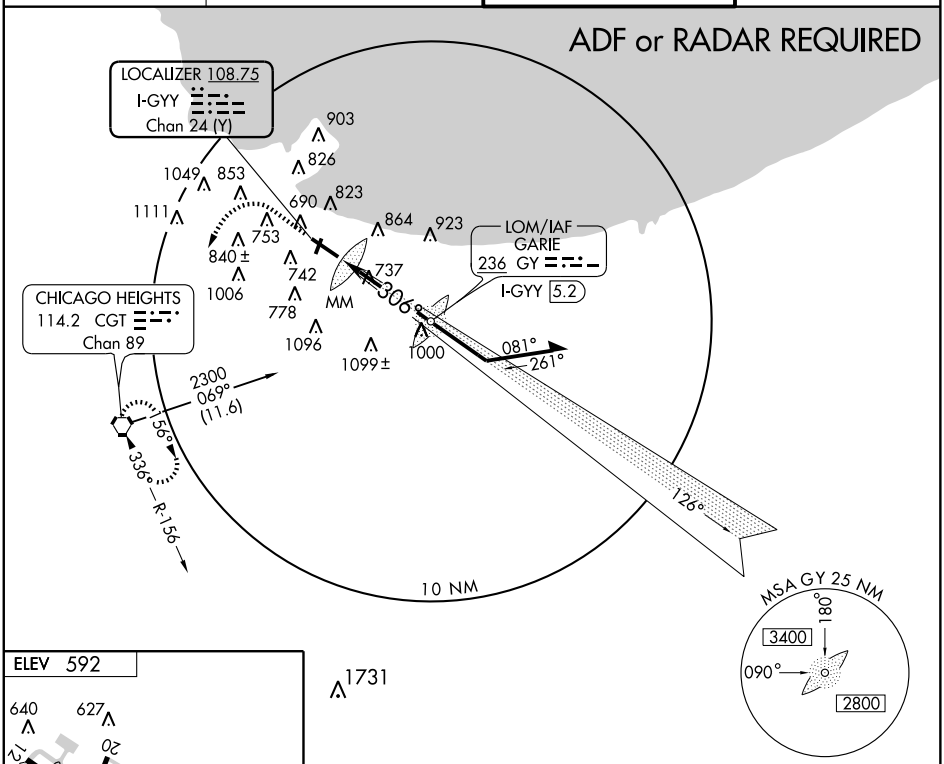
GARY/CHICAGO INTL (GYY)

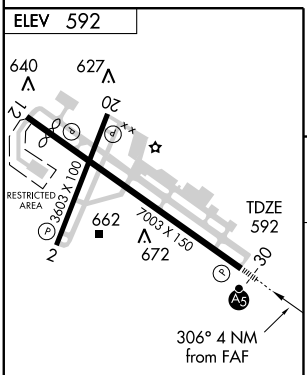
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct CGT VORTAC and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9

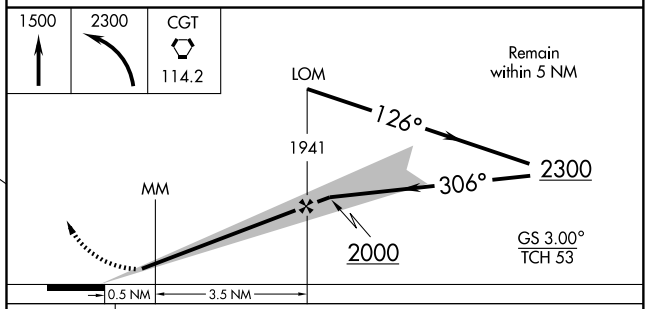
ADF or RADAR REQUIRED





REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

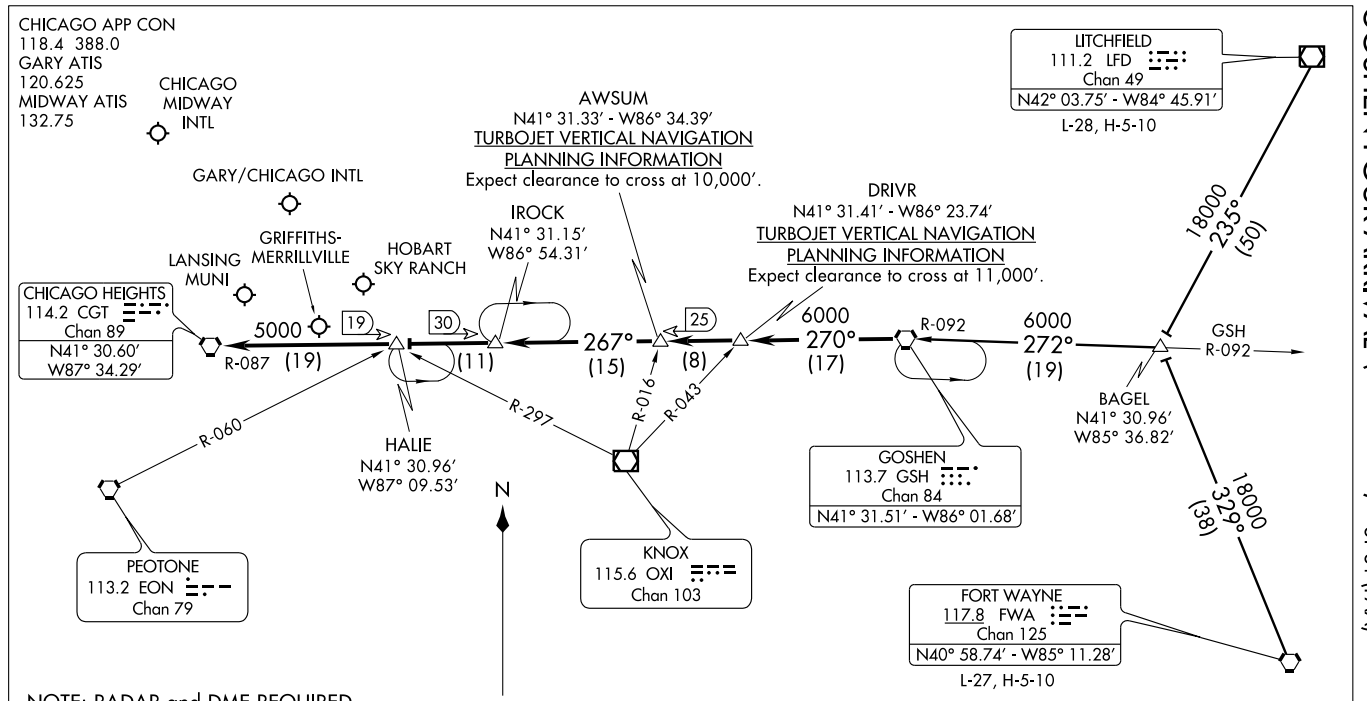
FAF to MAP 4 NM					
Knots	45	60	75	90	105
Min:Sec	5:20	4:00	3:12	2:40	2:17



CATEGORY	COPTER
S–ILS 30	792-¼ 200 (200-¼)
S–LOC 30	1000-¼ 408 (500-¼)
CIRCLING	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

GOSHEN FOUR ARRIVAL (GSH.GSH4)



NOTE: RADAR and DME REQUIRED.

FORT WAYNE TRANSITION (FWA.GSH4): From over FWA VORTAC via FWA R-329 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence....

LITCHFIELD TRANSITION (LFD.GSH4): From over LFD VOR/DME via LFD R-235 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence...

.... From over GSH VORTAC via GSH R-270 to DRIVR INT, then via GSH R-270 to AWSUM INT/GSH 25 DME, then via CGT R-087 to IROCK/CGT 30 DME , then via CGT R-087 to HALIE INT/CGT 19 DME, then via CGT R-087 to CGT VORTAC. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

LOC/DME I-GYY	APP CRS	Rwy Idg 7003
108.75	306°	TDZE 591
Chan 24 (Y)		Apt Elev 591

ILS or LOC RWY 30

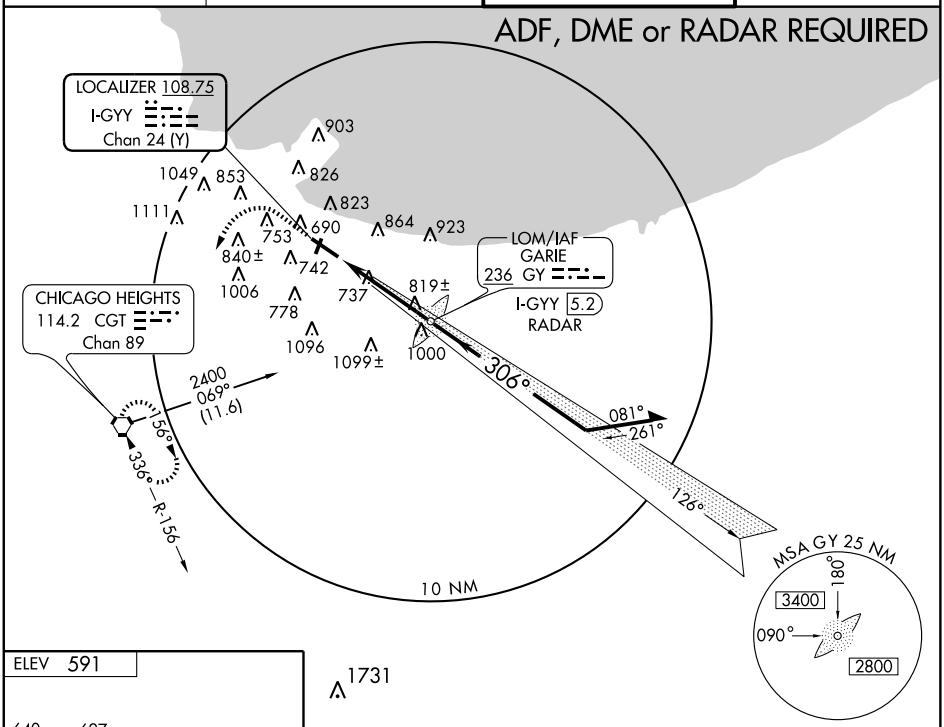
GARY/CHICAGO INTL (GYY)

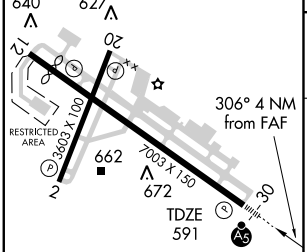
When local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase DA to 838 feet, increase all MDAs 60 feet, S-LOC 30 Cat C visibility to RVR 5000 and Cat D visibility to RVR 6000, Circling Cat C visibility to 1¾ mile.

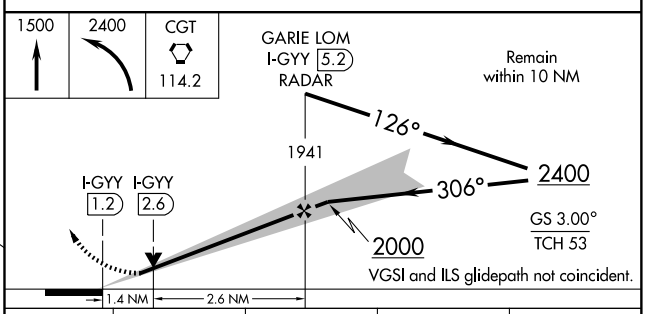
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct CGT VORTAC and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9





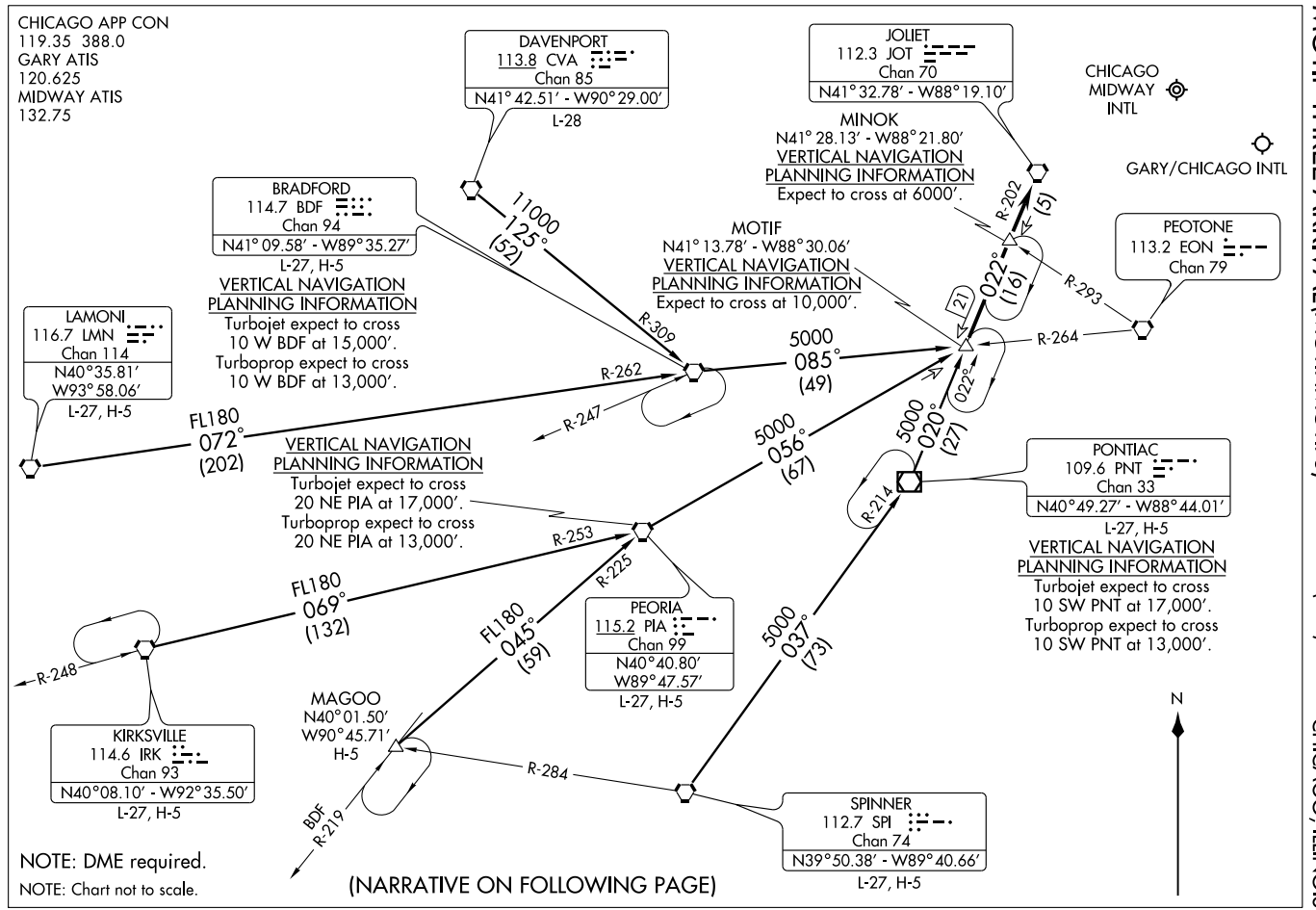


REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-ILS 30	791/24 200 (200-½)			
S-LOC 30	1080/24 489 (500-½)		1080/40 489 (500-¾)	1080/50 489 (500-1)
CIRCLING	1140-1 549 (600-1)		1180-1½ 589 (600-1½)	1180-2 589 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010


CHICAGO APP CON
119.35 388.0
GARY ATIS
120.625
MIDWAY ATIS
132.75
DAVENPORT
113.8 CVA
Chan 85
N41° 42.51′ - W90° 29.00′
L-28
JOLIET
112.3 JOT
Chan 70
N41° 32.78′ - W88° 19.10′
CHICAGO MIDWAY INTL
GARY/CHICAGO INTL
MINOK
N41° 28.13′ - W88° 21.80′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 6000′.
BRADFORD
114.7 BDF
Chan 94
N41° 09.58′ - W89° 35.27′
L-27, H-5
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojet expect to cross 10 W BDF at 15,000′.
Turboprop expect to cross 10 W BDF at 13,000′.
MOTIF
N41° 13.78′ - W88° 30.06′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 10,000′.
PEOTONE
113.2 EON
Chan 79
LAMONI
116.7 LMN
Chan 114
N40° 35.81′
W93° 58.06′
L-27, H-5
11000
125°
(52)
R-309
R-202
(5)
022°
(16)
(21)
R-293
R-264
5000
085°
(49)
R-262
R-247
FL180
072°
(202)
5000
056°
(67)
5000
020°
(27)
022°
PONTIAC
109.6 PNT
Chan 33
N40° 49.27′ - W88° 44.01′
L-27, H-5
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojet expect to cross 20 NE PIA at 17,000′.
Turboprop expect to cross 20 NE PIA at 13,000′.
R-214
R-253
R-225
FL180
069°
(132)
FL180
045°
(59)
5000
037°
(73)
PEORIA
115.2 PIA
Chan 99
N40° 40.80′
W89° 47.57′
L-27, H-5
R-248
KIRKSVILLE
114.6 IRK
Chan 93
N40° 08.10′ - W92° 35.50′
L-27, H-5
MAGOO
N40° 01.50′
W90° 45.71′
H-5
R-284
BDF
R-219
SPINNER
112.7 SPI
Chan 74
N39° 50.38′ - W89° 40.66′
L-27, H-5
N
NOTE: DME required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

MOTIF THREE ARRIVAL (MOTIF.MOTIF3) ST-81 (FAA) CHICAGO, ILLINOIS

ARRIVAL DESCRIPTION

BRADFORD TRANSITION (BDF.MOTIF3): From over BDF VORTAC via BDF R-085 to MOTIF INT. Thence. . . .

DAVENPORT TRANSITION (CVA.MOTIF3): From over CVA VORTAC via CVA R-125 and BDF R-309 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .

KIRKSVILLE TRANSITION (IRK.MOTIF3): From over IRK VORTAC via IRK R-069 and PIA R-253 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .

LAMONI TRANSITION (LMN.MOTIF3): From over LMN VORTAC via LMN R-072 and BDF R-262 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .

MAGOO TRANSITION (MAGOO.MOTIF3): From over MAGOO INT via PIA R-225 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .

PEORIA TRANSITION (PIA.MOTIF3): From over PIA VORTAC via PIA R-056 to MOTIF INT. Thence. . . .

PONTIAC TRANSITION (PNT.MOTIF3): From over PNT VOR/DME via PNT R-020 to MOTIF INT. Thence. . . .

SPINNER TRANSITION (SPI.MOTIF3): From over SPI VORTAC via SPI R-037 and PNT R-214 to PNT VOR/DME, then via PNT R-020 to MOTIF INT. Thence. . . .

. . . .From over MOTIF INT via JOT R-202 to JOT VORTAC. Expect vector to final approach course.

EC-3, 14 JAN 2010 to 11 FEB 2010

LOM GY 236	APP CRS 306°	Rwy Idg 7003 TDZE 592 Apt Elev 592

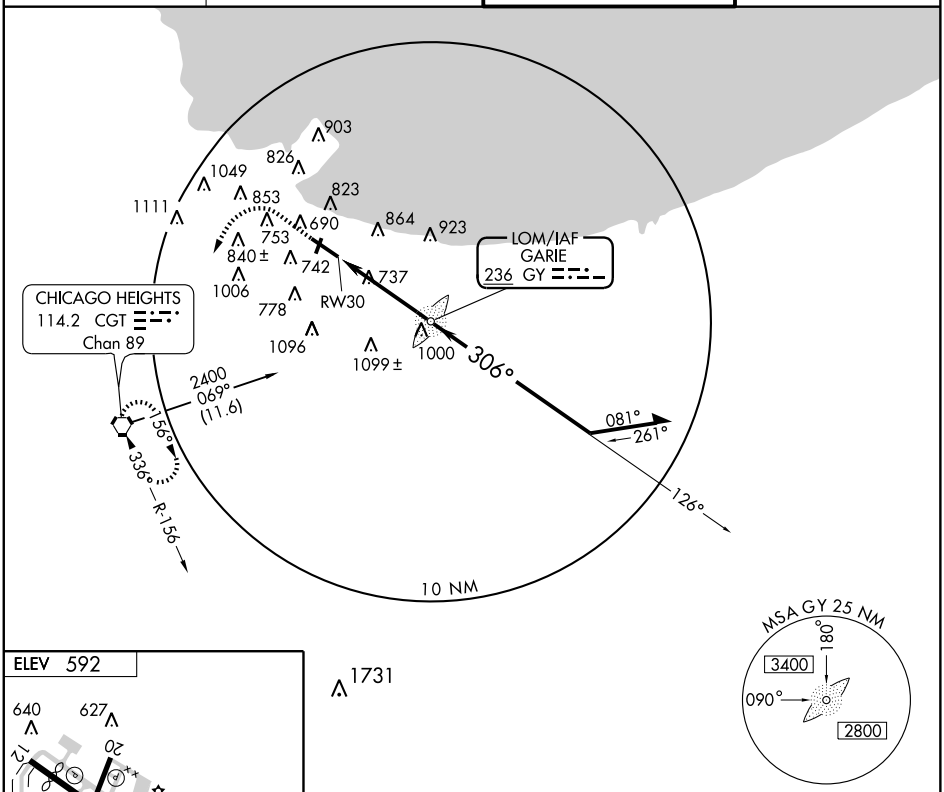
NDB or GPS RWY 30

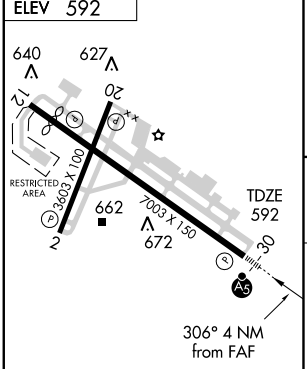
GARY/CHICAGO INTL (GYY)

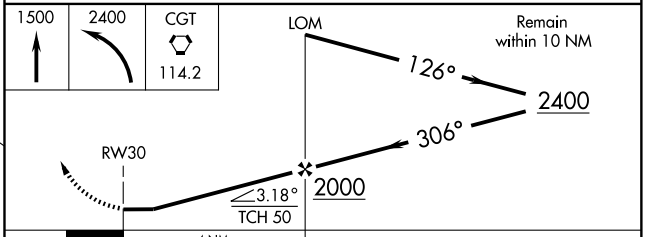
MALSR

MISSED APPROACH: Climb to 1500, then climbing left turn to 2400 direct CGT VORTAC and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9







REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-30	1180-¾ 588 (600-¾)		1180-1 588 (600-1)	1180-1½ 588 (600-1½)
CIRCLING	1180-1 588 (600-1)		1180-1½ 588 (600-1½)	1180-2 588 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3603
203°	TDZE	591
	Apt Elev	592

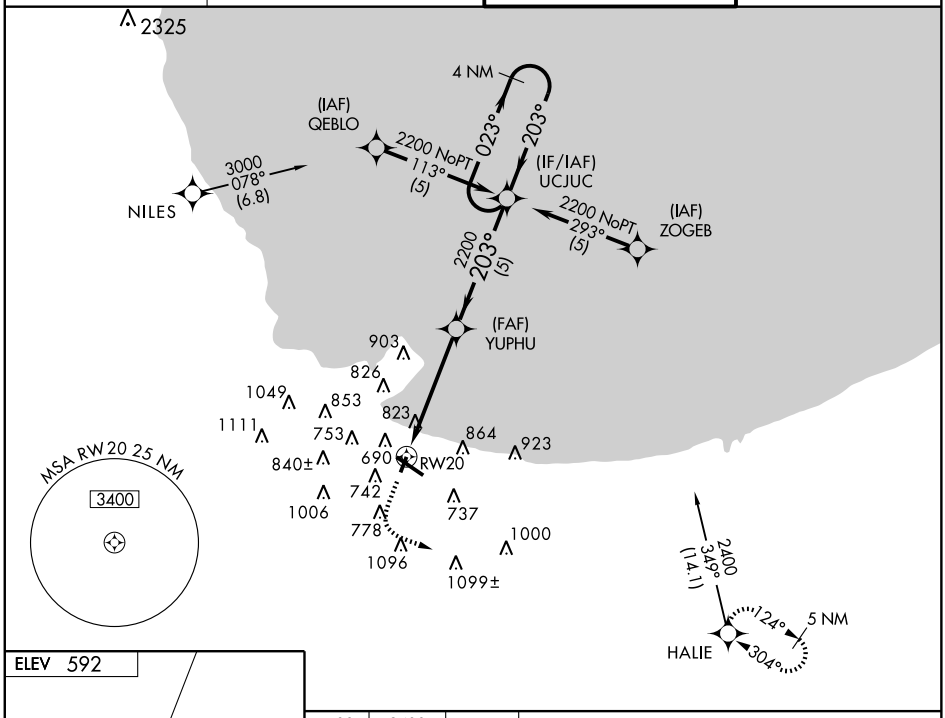
RNAV (GPS) RWY 20

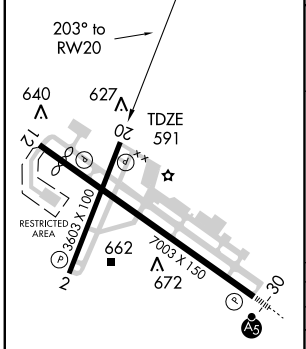
GARY/CHICAGO INTL (GYY)

GPS or RNP-0.3 Required.
NA DME/DME RNP-0.3 NA.

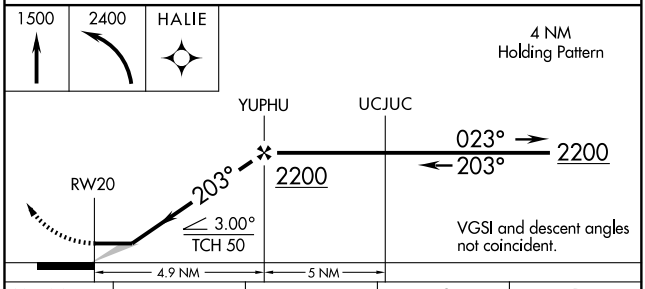
MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct HALIE WP and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9





REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1080-1 489 (500-1)		1080-1¼ 489 (500-1¼)	1080-1½ 489 (500-1½)
CIRCLING	1140-1 548 (600-1)		1180-1½ 588 (600-1½)	1180-2 588 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6290
126°	TDZE	591
	Apt Elev	591

RNAV (RNP) RWY 12

GARY/CHICAGO INTL (GYY)

RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 38°C (100°F). Procedure NA for wingspans greater than 136 feet. Visibility reduction by helicopters NA. Procedure NA at night.

NA

MISSED APPROACH: Climb to 2300 via 126° track to MISOE, left radius turn to JAMUS, 304° track to KEGLE and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9

RADAR REQUIRED

2325

(IAF) KEGLE 2800

220° 040° 4 NM

2000 223° (5)

MAX 180 KIAS (IF) TRAYC

2000 (4.3)

(FAF) PADKE

126° (3.5)

903 826 1049 853 753 690 823 1111 670 RW12 864 923 840± 742 737 1006 778 126° (5.9) 1096 1000 1099± MISOE (12.9)

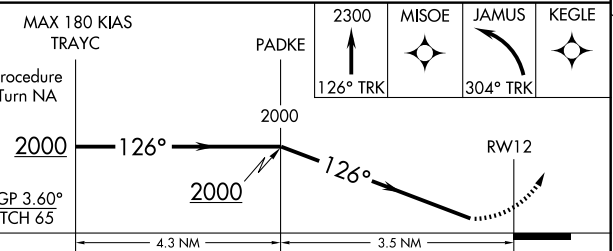
304° (11.1) JAMUS

2300 to Kegle 300° (16.7)

FEBAG 7300

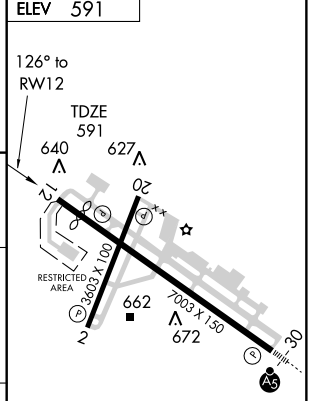
MSA RW12 25 NM

3400



CATEGORY	A	B	C	D
RNP 0.13 DA	923-1	332 (400-1)		NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7003
306°	TDZE	591
	Apt Elev	591

RNAV (RNP) RWY 30

GARY/CHICAGO INTL (GYY)

For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 47°C (117°F). For inoperative MALSR, increase RNP 0.13 visibility to 1¼ all Cats. RF and GPS REQUIRED.

MALSR

MISSED APPROACH: Climb to 2100 via 306° track to HOSEN, right radius turn to DANGE, 028° track to KEGLE and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9

RADAR REQUIRED

KEGLE 220° 040° 4 NM

DANGE 028° (3.8)

903 826 823 690 HOSEN 864 923 1049 853 1111 753 840± 742 663 699 1006 RW30 778 737 306° (4.2) 1096 1099± 1000 (FAF) JATEK 2000 306° (6) (IF) EBGIN 1320

(IAF) FEBAG 2300 216° (9.5)

(IAF) ALIME 2300 036° (5)

MSA RW30 25 NM 3400

ELEV 591

640 627 20 12 0 RESTRICTED AREA 3500 X 100 662 7003 X 150 672 TDZE 591 30 2

306° to RW30

REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

2100 TRK 306° HOSEN DANGE TRK 028° KEGLE

TCH: 641 MSL

JATEK 2000 306° EBGIN 2300

RW30 2000

GS 3.00° TCH 50 #

4.2 NM 6 NM

CATEGORY	A	B	C	D
RNP 0.13 DA	936-¾ 345 (400-¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC CGT 114.2 Chan 89	APP CRS 046°	Rwy Idg 3603 / TDZE 591 / Apt Elev 592

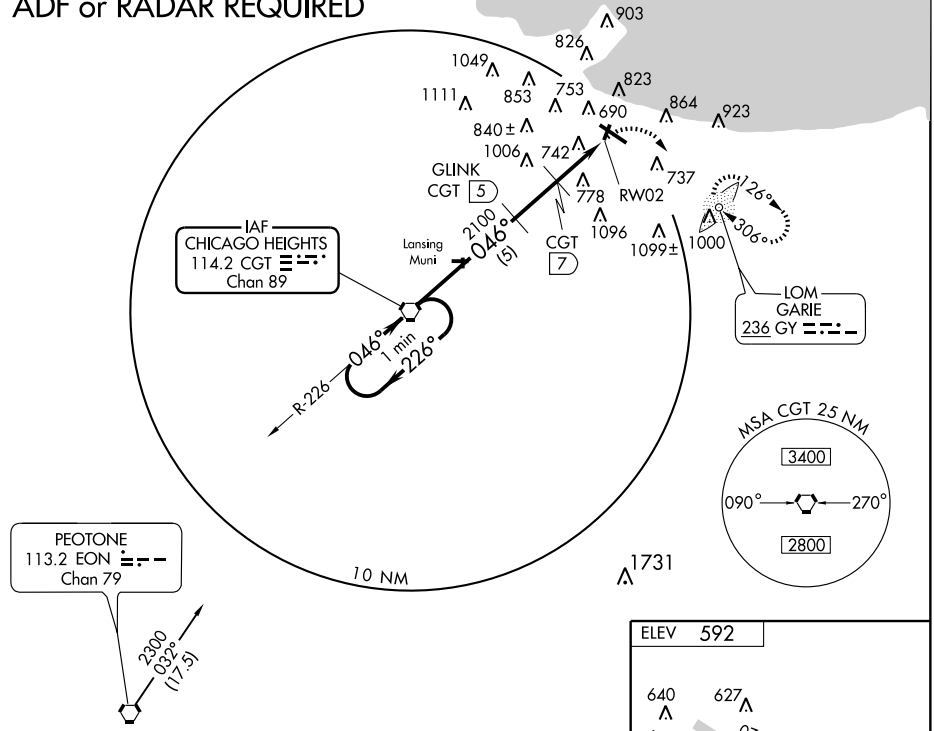
VOR/DME or GPS RWY 2

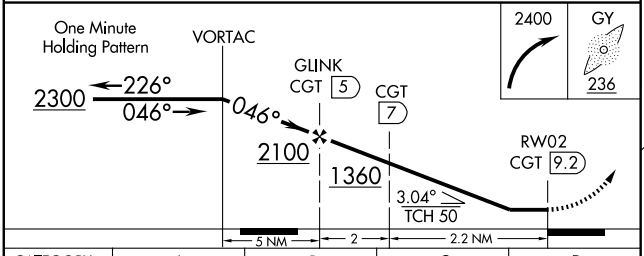
GARY/CHICAGO INTL (GYY)

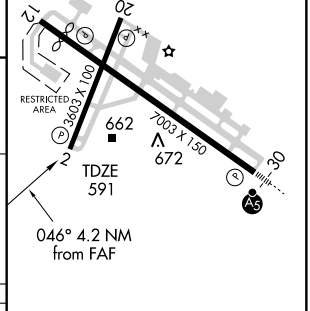
MISSED APPROACH: Climbing right turn to 2400 direct GY LOM and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9

ADF or RADAR REQUIRED







CATEGORY	A	B	C	D
S-2	1040-1 449 (500-1)		1040-1¼ 449 (500-1¼)	1040-1½ 449 (500-1½)
CIRCLING	1140-1 548 (600-1)		1180-1½ 588 (600-1½)	1180-2 588 (600-2)

REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6050
091°	TDZE	825
	Apt Elev	827

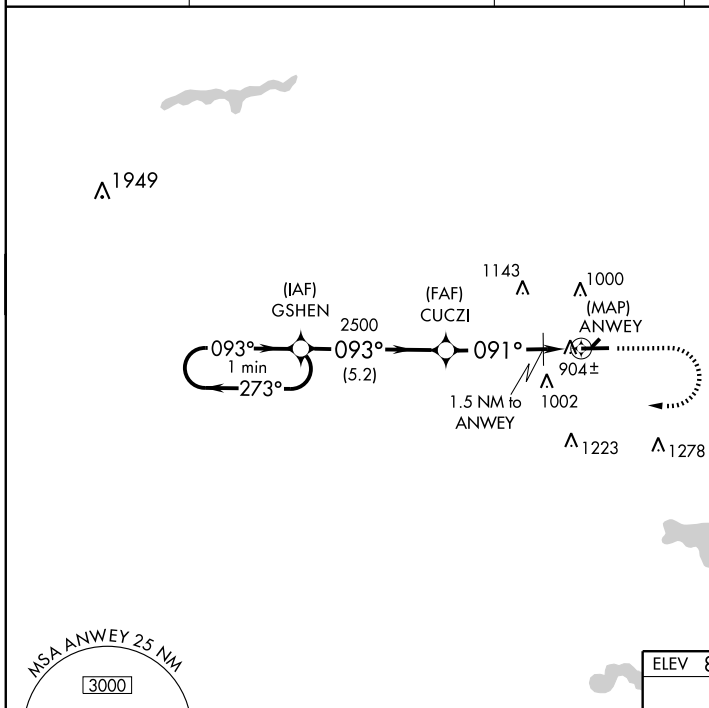
GPS RWY 9

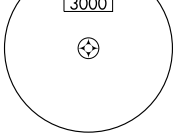
GOSHEN MUNI (GSH)

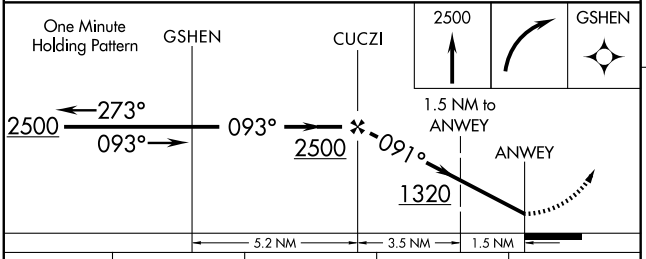
NA

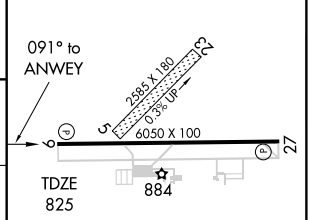
MISSED APPROACH: Climb to 2500 then right turn direct GSHEN WP and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) L









CATEGORY	A	B	C	D
S-9	1160-1		335 (400-1)	
CIRCLING	1300-1 473 (500-1)		1300-1½ 473 (500-1½)	1380-2 553 (600-2)

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-GSH	APP CRS	Rwy Idg	6050
108.3	273°	TDZE	827
		Apt Elev	827

ILS or LOC RWY 27

GOSHEN MUNI (GSH)

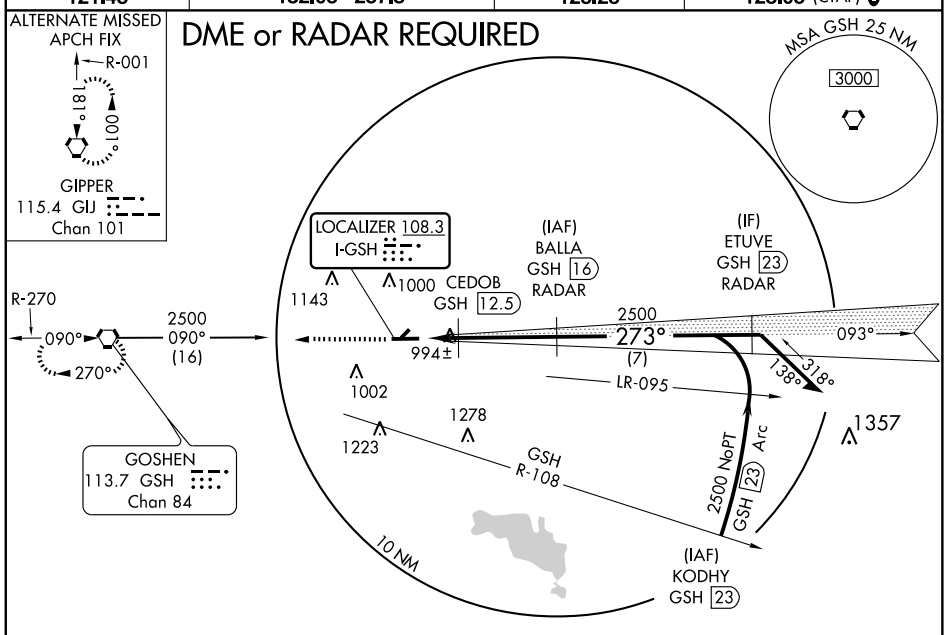
DME or RADAR Required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Warsaw Muni altimeter setting and increase all DAs/MDAs 40 feet and increase Cedob Fix Minimums S-LOC 27 Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct GSH VORTAC and hold.

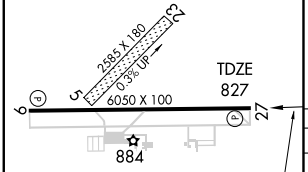
ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) L

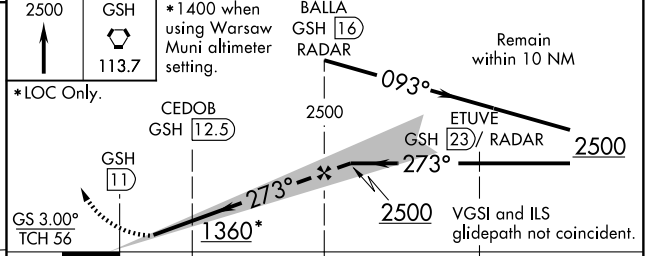
ALTERNATE MISSED APCH FIX
R-001
181° 10 NM
GIPPER
115.4 GIJ
Chan 101

DME or RADAR REQUIRED



ELEV 827





CATEGORY	A	B	C	D
S-ILS 27		1027-¾	200 (200-¾)	
S-LOC 27	1360-1 533 (600-1)		1360-1½ 533 (600-1½)	1360-1¾ 533 (600-1¾)
CIRCLING	1360-1 533 (600-1)		1360-1½ 533 (600-1½)	1380-2 553 (600-2)
CEDOB FIX MINIMUMS				
S-LOC 27	1300-1 473 (500-1)		1300-1¼ 473 (500-1¼)	1300-1½ 473 (500-1½)
CIRCLING	1300-1 473 (500-1)		1300-1½ 473 (500-1½)	1380-2 553 (600-2)

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 14 JAN 2010 to 11 FEB 2010

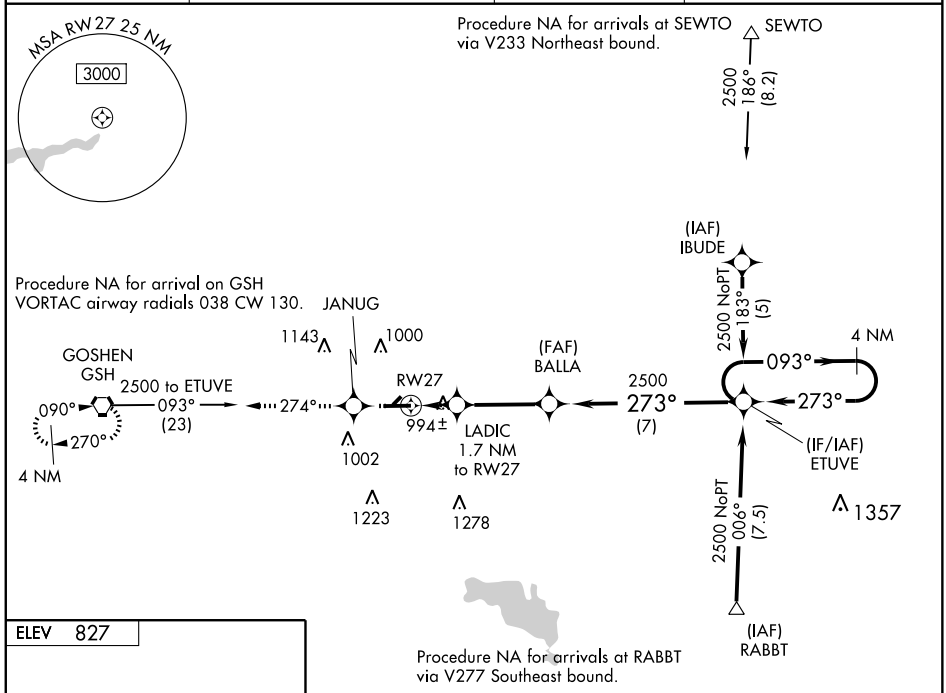
WAAS	APP CRS	Rwy Idg	6050
CH 97606	273°	TDZE	827
W27A		Apt Elev	827

RNAV (GPS) RWY 27
GOSHEN MUNI (GSH)

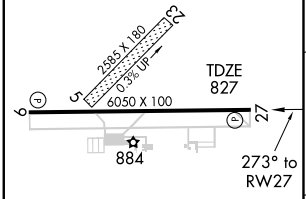
Baro-VNAV NA when using Warsaw Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Warsaw Muni altimeter setting and increase all DAs/MDAs 40 feet, and increase LPV all Cats visibility ¼ mile.

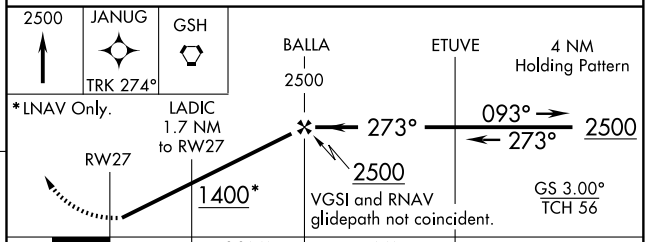
MISSED APPROACH: Climb to 2500 direct JANUG and via 274° track to GSH VORTAC and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) L



ELEV 827





CATEGORY	A	B	C	D
LPV DA	1120-1 293 (300-1)			
LNAV/VNAV DA	1307-1¾ 480 (500-1¾)			
LNAV MDA	1260-1 433 (500-1)		1260-1¼ 433 (500-1¼)	1260-1½ 433 (500-1½)
CIRCLING	1300-1 473 (500-1)		1300-1½ 473 (500-1½)	1380-2 553 (600-2)

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

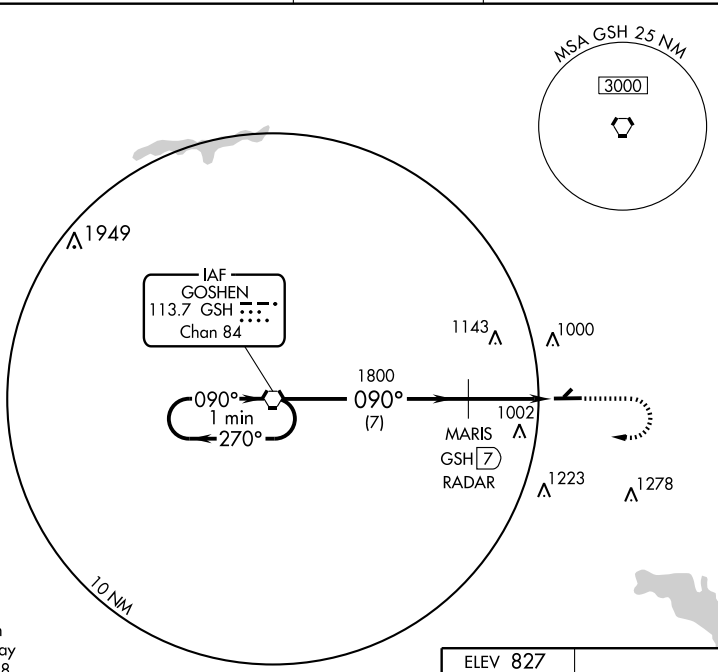
EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC GSH	APP CRS	Rwy Idg	6050
113.7	090°	TDZE	825
Chan 84		Apt Elev	827

VOR RWY 9
GOSHEN MUNI (GSH)

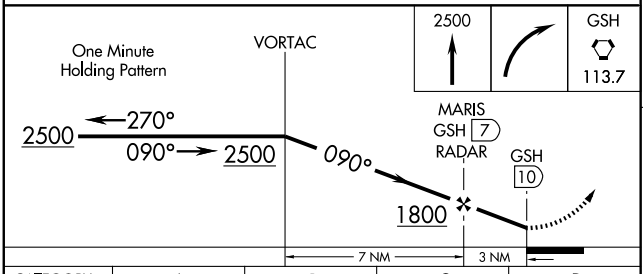
MISSED APPROACH: Climb to 2500 then right turn direct GSH VORTAC and hold.

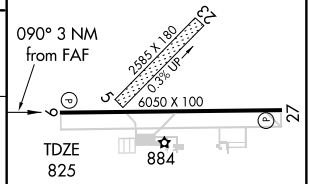
ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) L



NoPT for arrivals on GSH VORTAC airway radials 181 CW 318

DME or RADAR REQUIRED





HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

CATEGORY	A	B	C	D
S-9	1300-1	475 (500-1)	1300-1¼ 475 (500-1¼)	1300-1½ 475 (500-1½)
CIRCLING	1300-1	473 (500-1)	1300-1½ 473 (500-1½)	1380-2 553 (600-2)

FAF to MAP 3 NM

Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

EC-2, 14 JAN 2010 to 11 FEB 2010

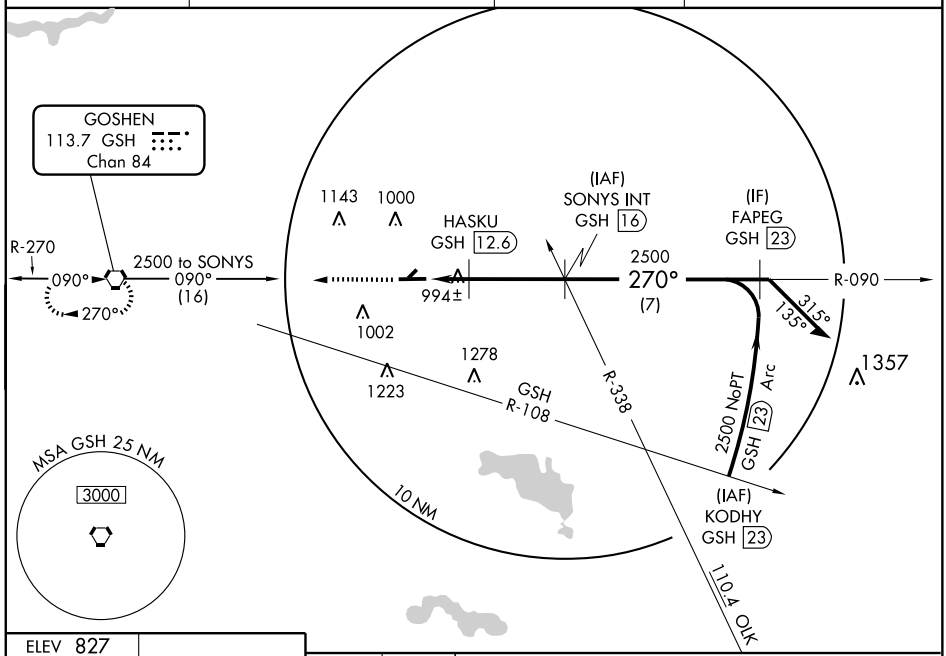
VORTAC GSH	APP CRS	Rwy Idg	6050
113.7	270°	TDZE	827
Chan 84		Apt Elev	827

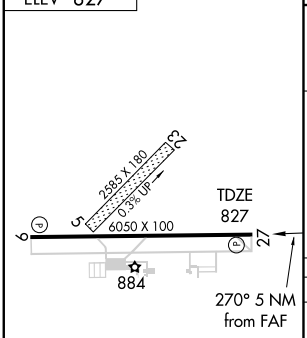
VOR RWY 27
GOSHEN MUNI (GSH)

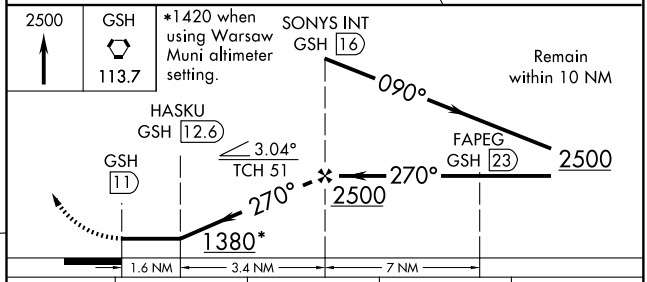
Visibility reduction by helicopters NA. When local altimeter setting not received, use Warsaw Muni altimeter setting and increase all MDAs 40 feet and increase Hasku Fix Minimums S-27 Cats C/D visibility ¼ mile. Descent angle NA when using Warsaw Muni altimeter setting.

MISSED APPROACH: Climb to 2500 direct GSH VORTAC and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-27	1380-1 553 (600-1)		1380-1½ 553 (600-1½)	1380-1¾ 553 (600-1¾)
CIRCLING	1380-1 553 (600-1)		1380-1½ 553 (600-1½)	1380-2 553 (600-2)
HASKU FIX MINIMUMS				
S-27	1300-1 473 (500-1)		1300-1¼ 473 (500-1¼)	1300-1½ 473 (500-1½)
CIRCLING	1300-1 473 (500-1)		1300-1½ 473 (500-1½)	1380-2 553 (600-2)

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB TVX 521	APP CRS 187°	Rwy Idg 4987 TDZE 842 Apt Elev 842

NDB RWY 18

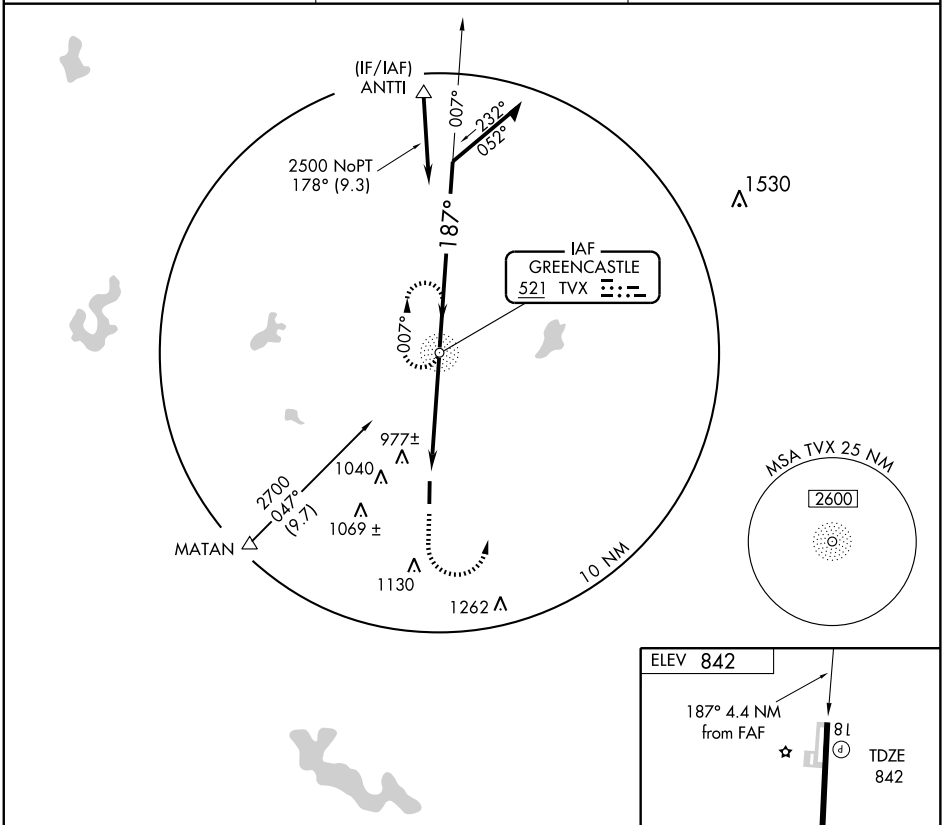
GREENCASTLE/PUTNAM COUNTY (4I7)

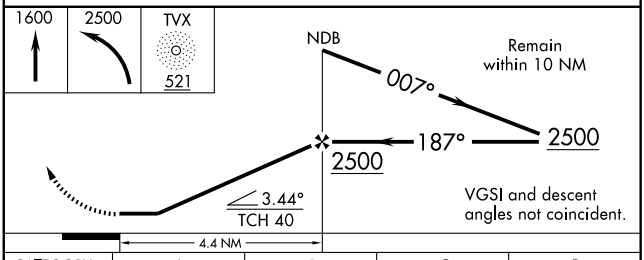
▼ If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet.

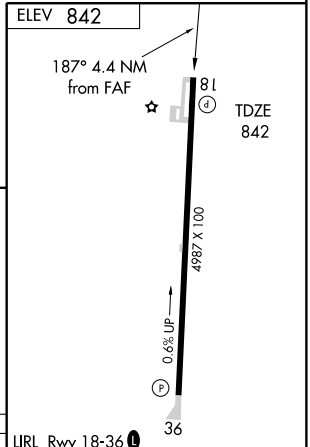
△ NA

MISSED APPROACH: Climb to 1600 then climbing left turn to 2500 direct TVX NDB and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05	122.8 (CTAF) L







LIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-18	1280-1	438 (500-1)	NA	
CIRCLING	1280-1 438 (500-1)	1300-1 458 (500-1)	NA	

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4987
CH 86906	184°	TDZE	842
W18A		Apt Elev	842

RNAV (GPS) RWY 18

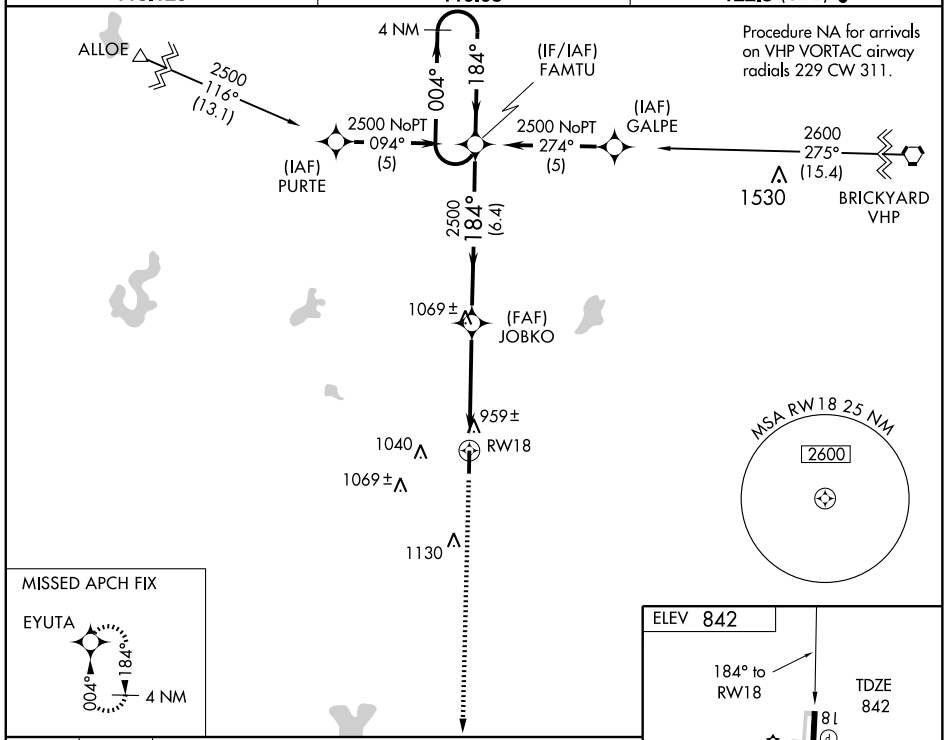
GREENCASTLE / PUTNAM COUNTY (4I7)

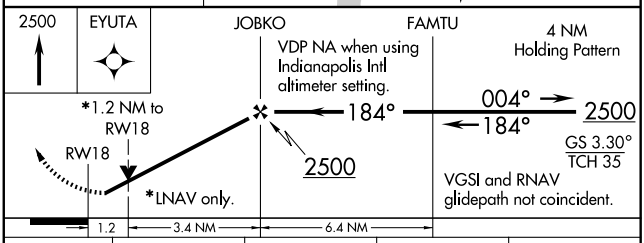
Baro-VNAV NA when using Indianapolis Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 80 feet and increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats.

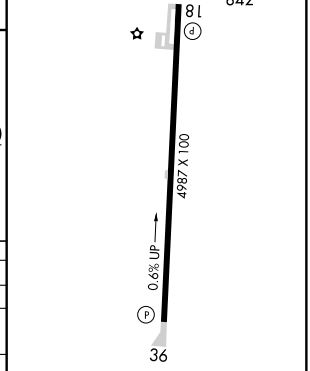
NA

MISSED APPROACH: Climb to 2500 direct EYUTA and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1192-1¼ 350 (400-1¼)		NA	
LNAV/ VNAV DA	1262-1½ 420 (500-1½)		NA	
LNAV MDA	1240-1 398 (400-1)		NA	
CIRCLING	1280-1 438 (500-1)	1300-1 458 (500-1)	NA	

LIRL Rwy 18-36 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4987
CH 40306	004°	TDZE	829
W36A		Apt Elev	842

RNAV (GPS) RWY 36

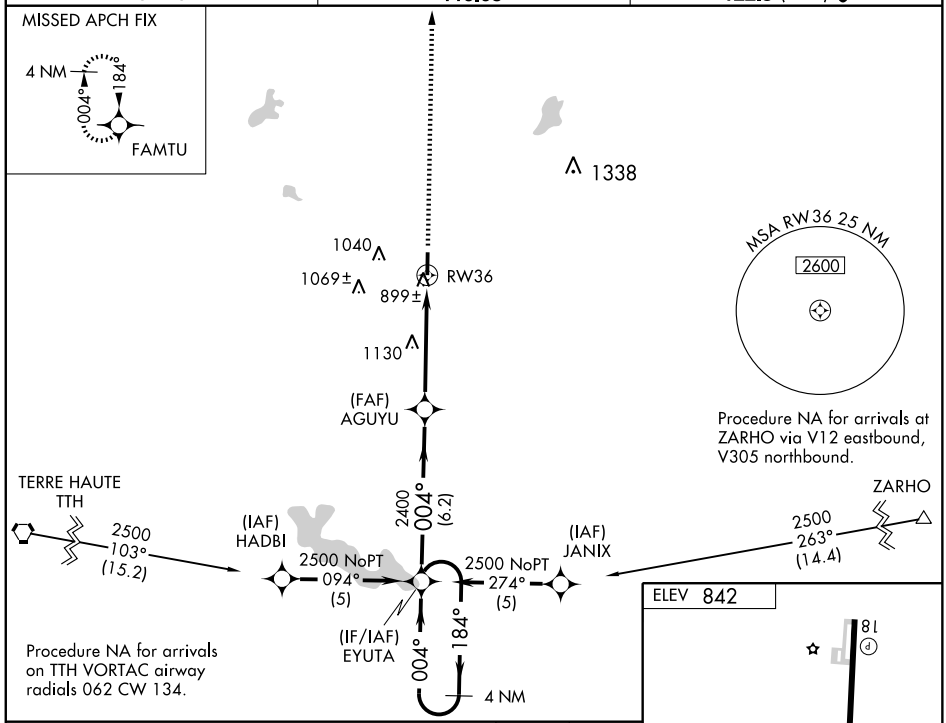
GREENCASTLE / PUTNAM COUNTY (4I7)

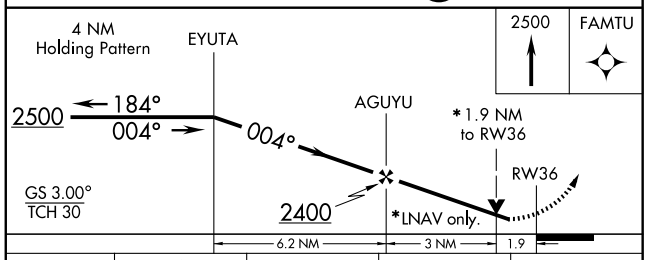
Baro-VNAV NA when using Indianapolis Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 80 feet and increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats.
VDP NA when using Indianapolis Intl altimeter setting.

NA

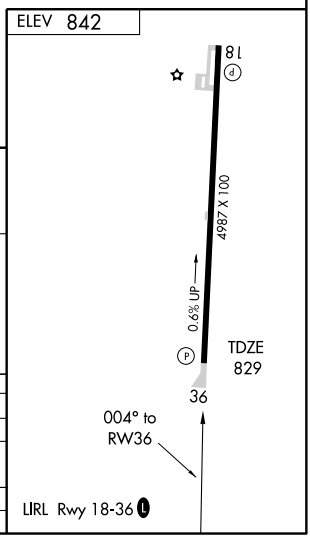
MISSED APPROACH: Climb to 2500 direct FAMTU and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1123-1¼	294 (300-1¼)	NA	
LNAV/VNAV DA	1242-1½	413 (400-1½)	NA	
LNAV MDA	1440-1	611 (600-1)	NA	
CIRCLING	1440-1	598 (600-1)	NA	



EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC VHP	APP CRS	Rwy Idg	N/A
116.3	241°	TDZE	N/A
Chan 110		Apt Elev	842

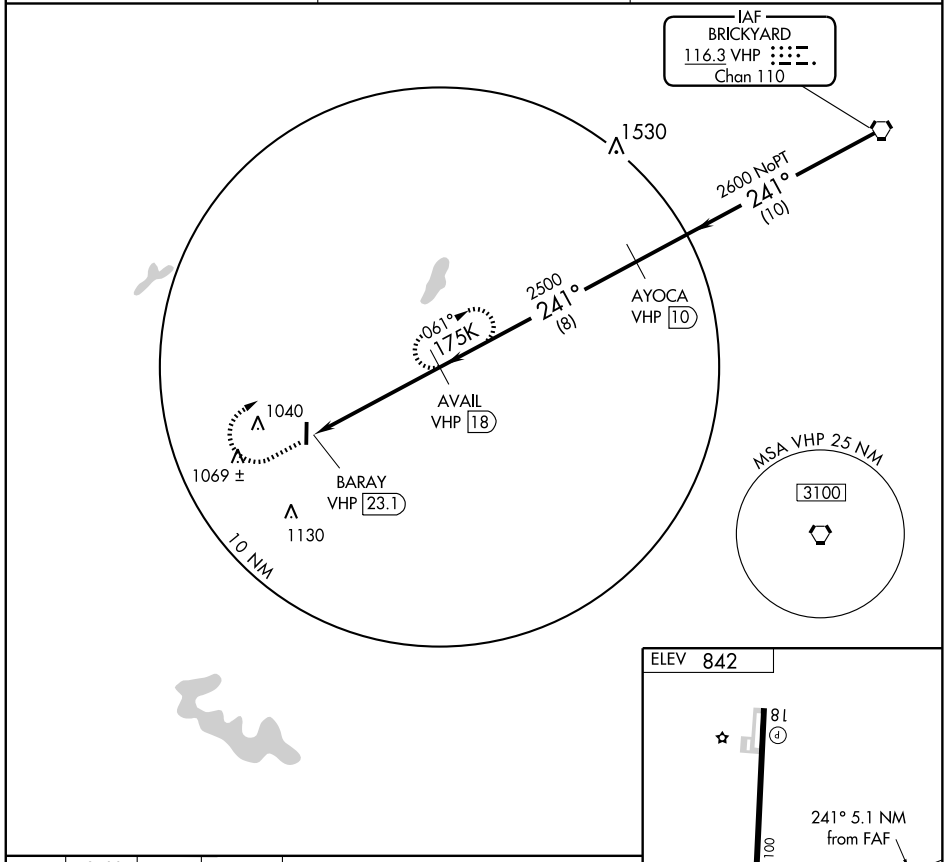
VOR/DME-A

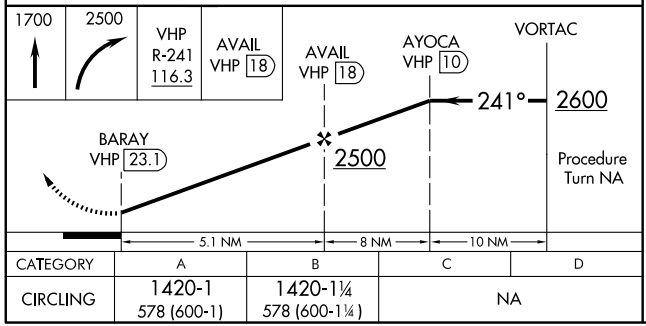
GREENCASTLE / PUTNAM COUNTY (4I7)

NA

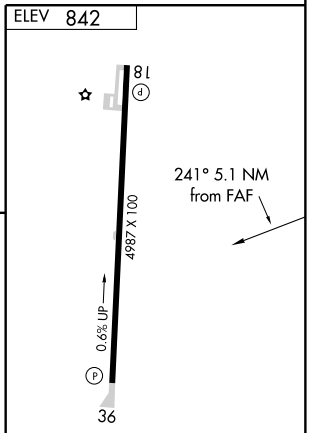
MISSED APPROACH: Climb to 1700 then climbing right turn to 2500 via VHP R-241 to AVAIL/18 DME and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1420-1 578 (600-1)	1420-1¼ 578 (600-1¼)	NA	



LIRL Rwy 18-36 L

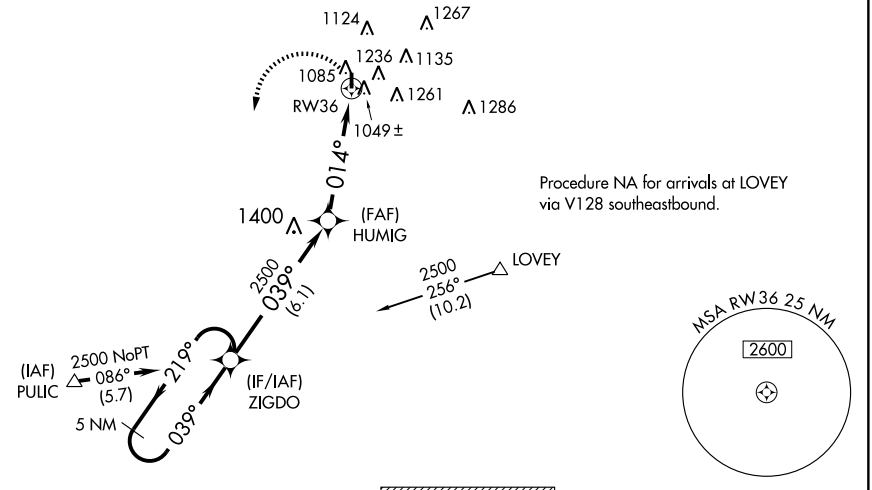
EC-2, 14 JAN 2010 to 11 FEB 2010

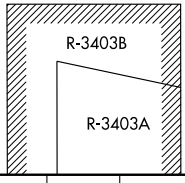
APP CRS	Rwy Idg	3333
014°	TDZE	912
	Apt Elev	912

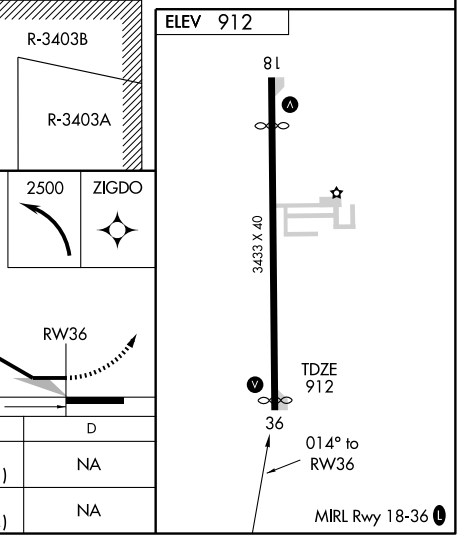
RNAV (GPS) RWY 36
GREENSBURG MUNI (I34)

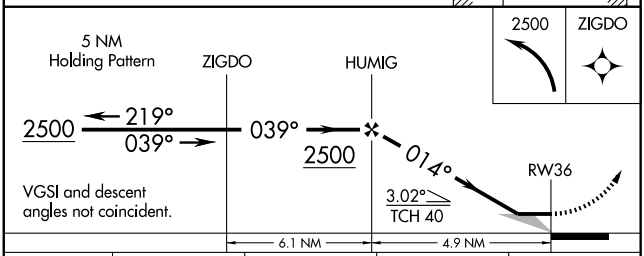
▼ NA	Use Columbus Muni altimeter setting; if not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet.	MISSED APPROACH: Climbing left turn to 2500 direct ZIGDO and hold.

COLUMBUS MUNI AWOS-3	INDIANAPOLIS APP CON	CTAF Ⓛ
119.75	127.15	122.9









CATEGORY	A	B	C	D
LNAV MDA	1560-1 648 (700-1)		1560-1¾ 648 (700-1¾)	NA
CIRCLING	1680-1 768 (800-1)	1680-1¼ 768 (800-1¼)	1680-2¼ 768 (800-2¼)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC SHB 112.0 Chan 57	APP CRS 142°	Rwy Idg N/A TDZE N/A Apt Elev 912

VOR-A

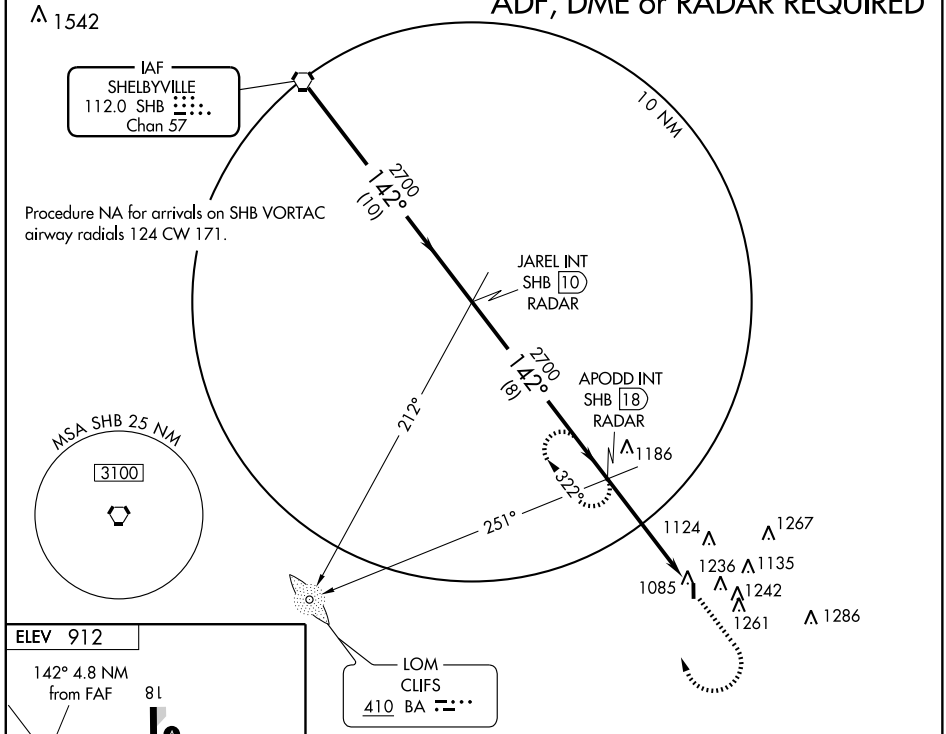
GREENSBURG MUNI (I34)

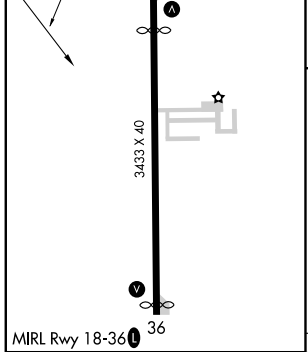
Use Columbus Muni altimeter setting; if not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet.

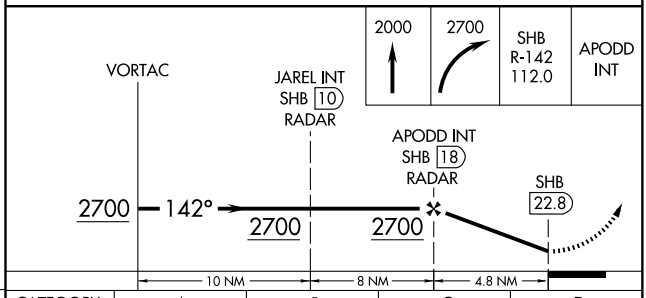
MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 via SHB R-142 to APODD INT/18 DME/RADAR and hold.

COLUMBUS MUNI AWOS-3	INDIANAPOLIS APP CON	CTAF
119.75	127.15	122.9

ADF, DME or RADAR REQUIRED





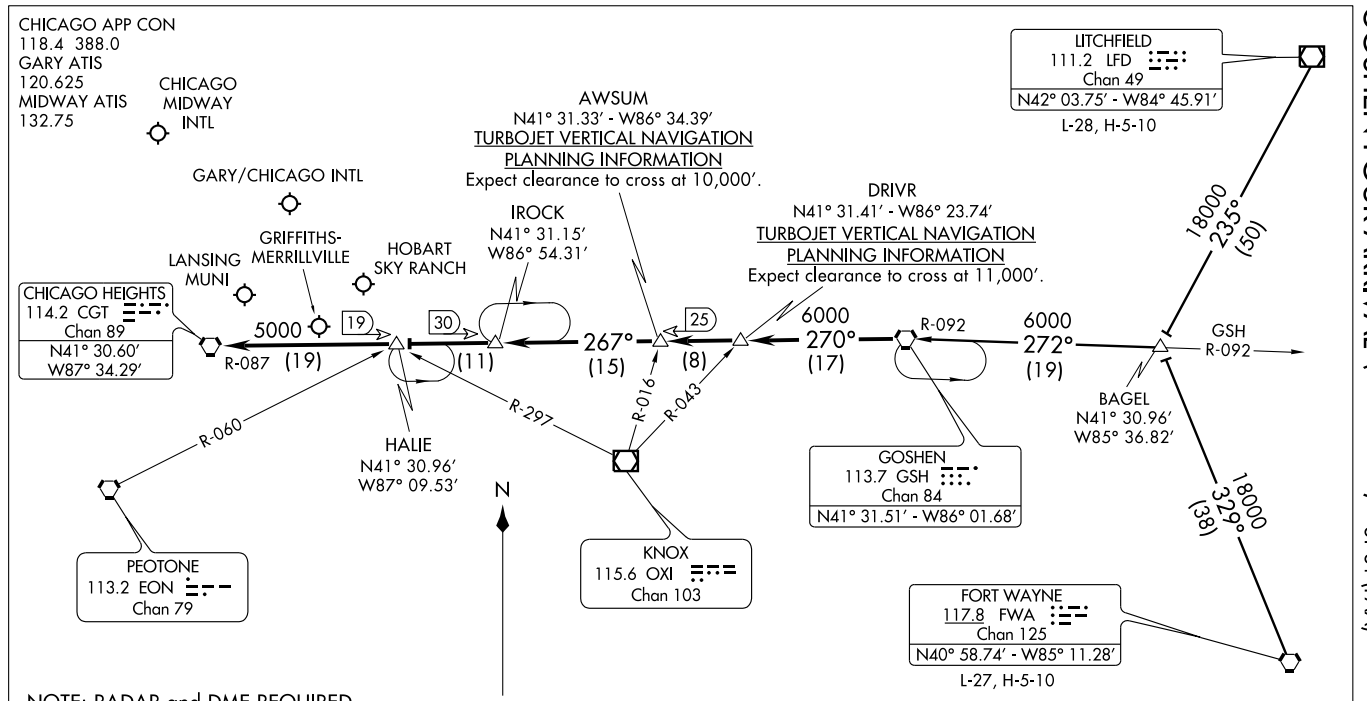


FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING	1680-1 768 (800-1)	1680-1¼ 768 (800-1¼)	1680-2¼ 768 (800-2¼)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

GOSHEN FOUR ARRIVAL (GSH.GSH4)



NOTE: RADAR and DME REQUIRED.

FORT WAYNE TRANSITION (FWA.GSH4): From over FWA VORTAC via FWA R-329 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence....

LITCHFIELD TRANSITION (LFD.GSH4): From over LFD VOR/DME via LFD R-235 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence...

.... From over GSH VORTAC via GSH R-270 to DRIVR INT, then via GSH R-270 to AWSUM INT/GSH 25 DME, then via CGT R-087 to IROCK/CGT 30 DME , then via CGT R-087 to HALIE INT/CGT 19 DME, then via CGT R-087 to CGT VORTAC. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

APP CRS	Rwy Idg	4900
083°	TDZE	634
	Apt Elev	634

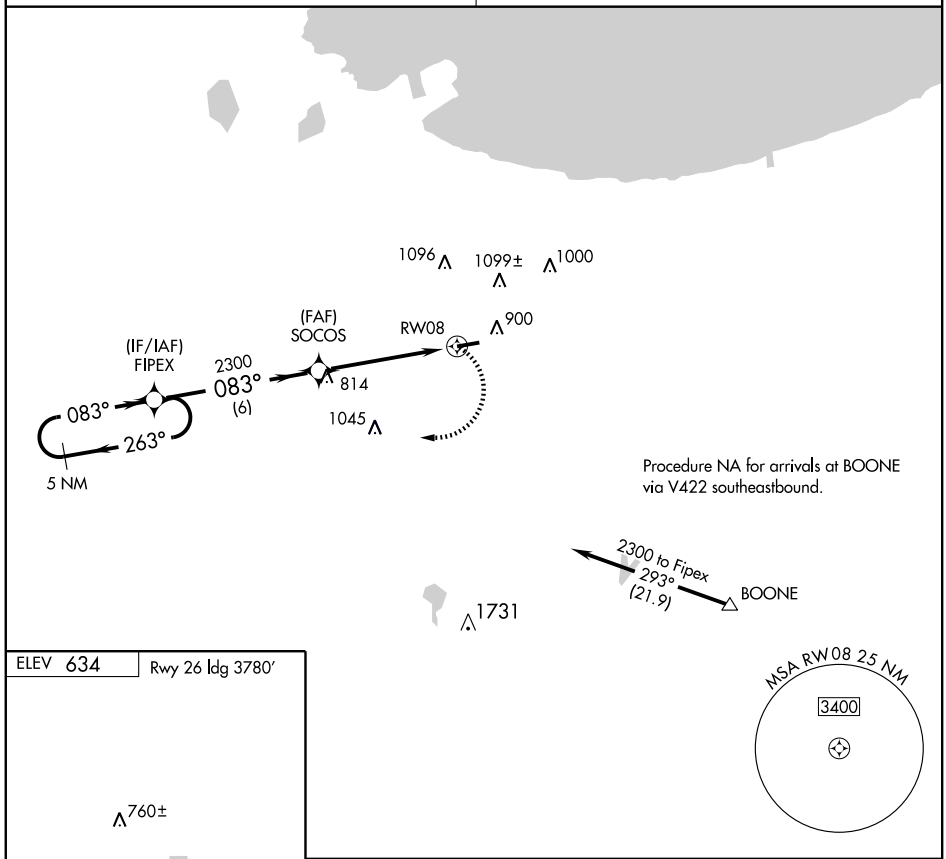
RNAV (GPS) RWY 8
GRIFFITH-MERRILLVILLE (Ø5C)

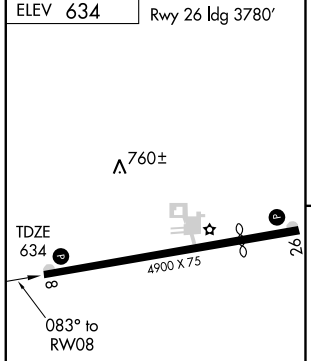
DME/DME RNP -0.3 NA. Obtain local altimeter setting on CTAF; when not recieved use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

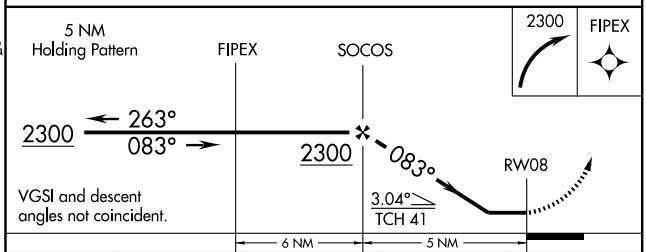
NA

MISSED APPROACH: Climbing right turn to 2300 direct FIPEX and hold.

CHICAGO APP CON	UNICOM
133.1 285.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1080-1	446 (500-1)	NA	
CIRCLING	1200-1	566 (600-1)	NA	

REIL Rwy 8 and 26 L
MIRL Rwy 8-26 L

EC-2, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 26

GRIFFITH-MERRILLVILLE (Ø5C)

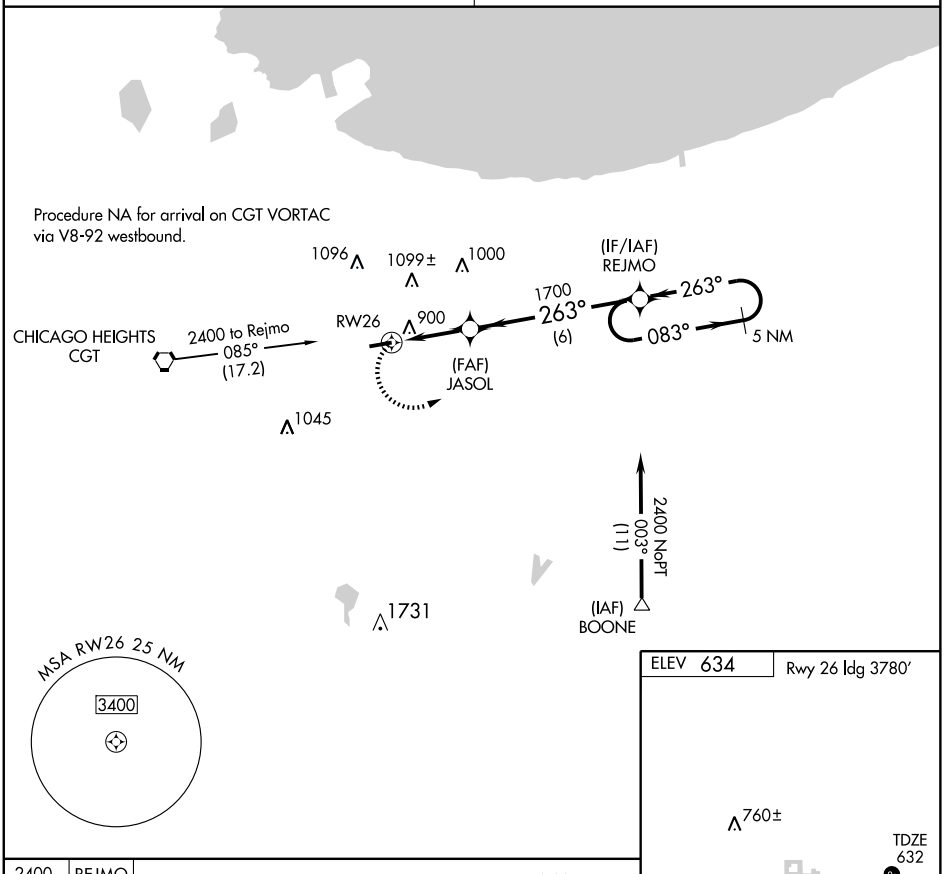
APP CRS	Rwy Idg	3780
263°	TDZE	632
	Apt Elev	634

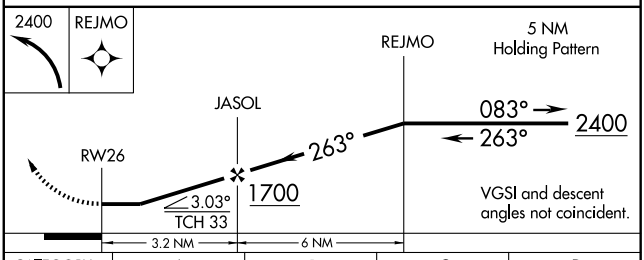
DME/DME RNP -0.3 NA. Obtain local altimeter setting on CTAF; when not recieved use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

NA

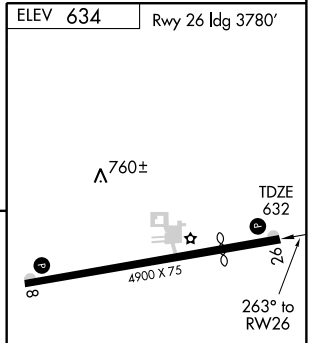
MISSED APPROACH: Climbing left turn to 2400 direct REJMO and hold.

CHICAGO APP CON	UNICOM
133.1 285.6	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1160-1	528 (600-1)	NA	
CIRCLING	1200-1	566 (600-1)	NA	



REIL Rwy 8 and 26 L

MIRL Rwy 8-26 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC CGT	APP CRS	Rwy Idg	4900
114.2	084°	TDZE	634
Chan 89		Apt Elev	634

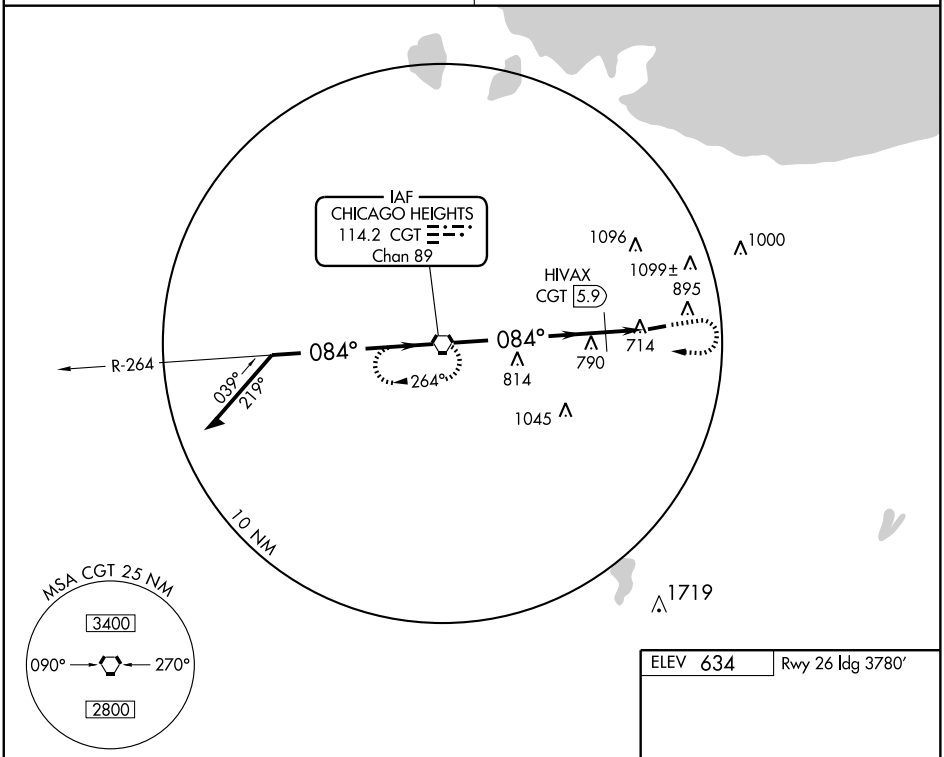
VOR RWY 8

GRIFFITH-MERRILLVILLE (Ø5C)

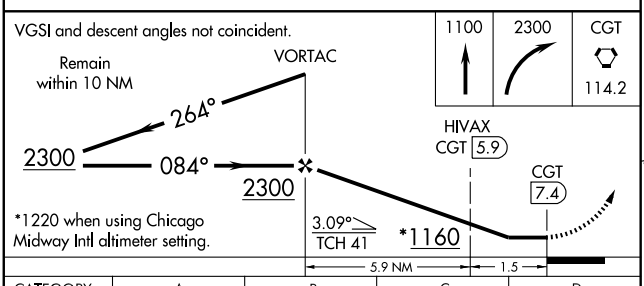
▼ ⚠ NA — Obtain local altimeter setting on CTAF; when not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct CGT VORTAC and hold.

CHICAGO APP CON	UNICOM
133.1 285.6	123.0 (CTAF) L

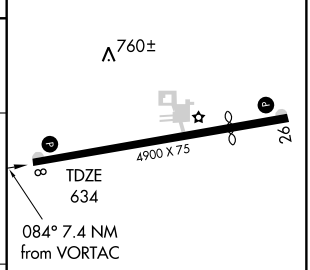


VGSI and descent angles not coincident.



*1220 when using Chicago Midway Intl altimeter setting.

CATEGORY	A	B	C	D
S-8	1160-1	526 (600-1)	NA	
CIRCLING	1200-1	566 (600-1)	NA	
HIVAX FIX MINIMUMS				
S-8	1000-1	366 (400-1)	NA	
CIRCLING	1200-1	566 (600-1)	NA	



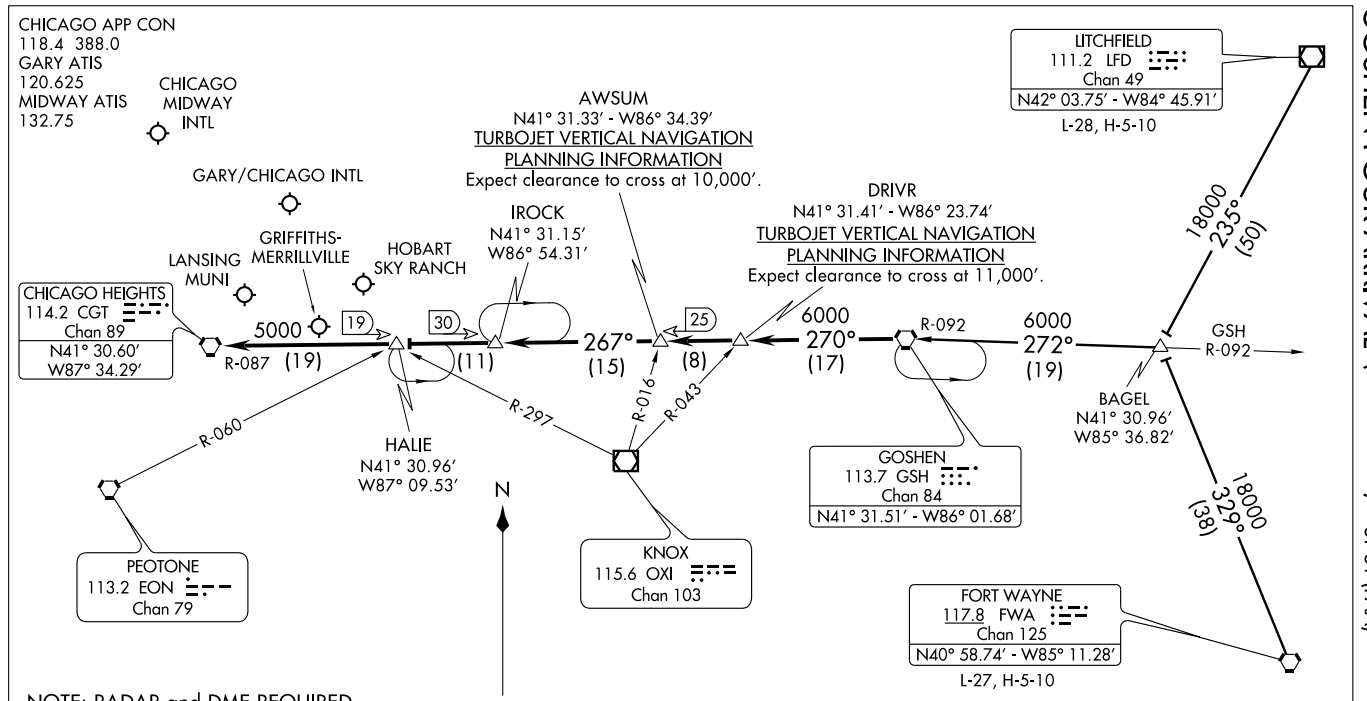
REIL Rwy 8 and 26 L
MIRL Rwy 8-26 L

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

EC-2, 14 JAN 2010 to 11 FEB 2010

GOSHEN FOUR ARRIVAL (GSH.GSH4)



NOTE: RADAR and DME REQUIRED.

FORT WAYNE TRANSITION (FWA.GSH4): From over FWA VORTAC via FWA R-329 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence....

LITCHFIELD TRANSITION (LFD.GSH4): From over LFD VOR/DME via LFD R-235 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence...

.... From over GSH VORTAC via GSH R-270 to DRIVR INT, then via GSH R-270 to AWSUM INT/GSH 25 DME, then via CGT R-087 to IROCK/CGT 30 DME , then via CGT R-087 to HALIE INT/CGT 19 DME, then via CGT R-087 to CGT VORTAC. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

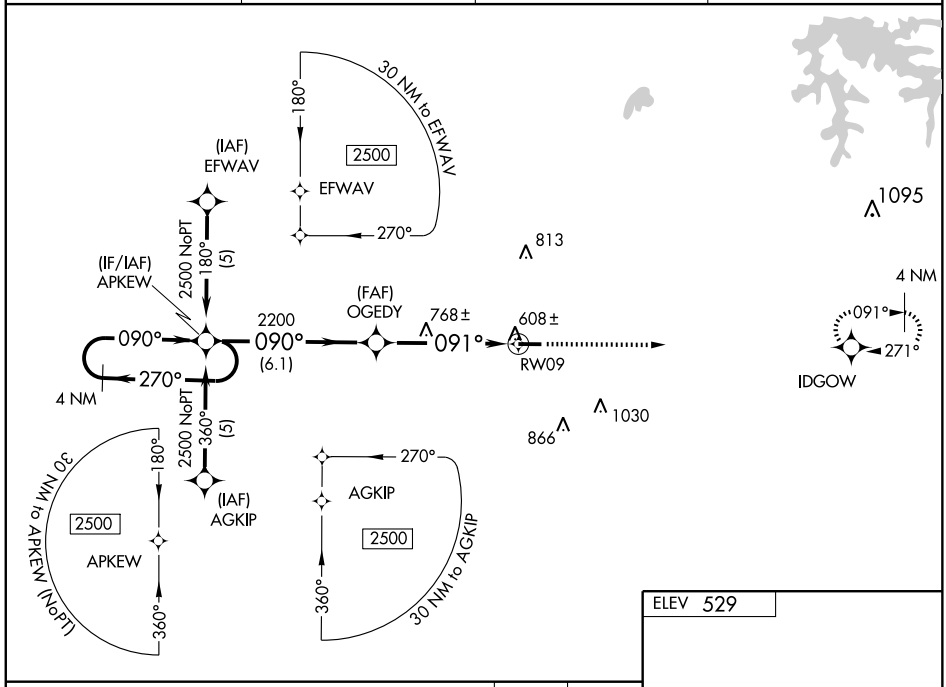
WAAS CH 49207 W09A	APP CRS 091°	Rwy Idg 5000 TDZE 524 Apt Elev 529

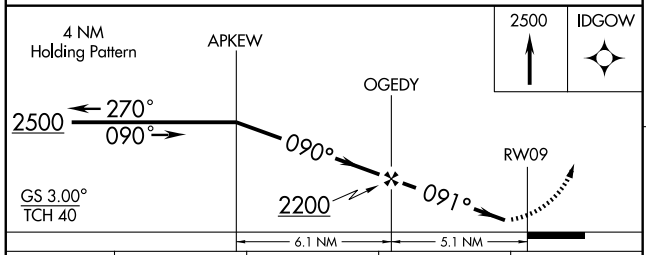
RNAV (GPS) RWY 9
HUNTINGBURG (HNB)

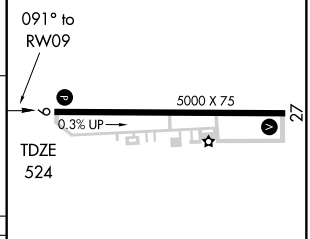
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Evansville altimeter setting.
When local altimeter setting not received, use Evansville altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct IDGOW and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
118.250	126.4 226.4	118.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	845-1¼ 321 (400-1¼)			
LNAV/VNAV DA	878-1¼ 354 (400-1¼)			
LNAV MDA	1020-1 496 (500-1)		1020-1¼ 496 (500-1¼)	1020-1½ 496 (500-1½)
CIRCLING	1020-1 491 (500-1)		1020-1½ 491 (500-1½)	1080-2 551 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

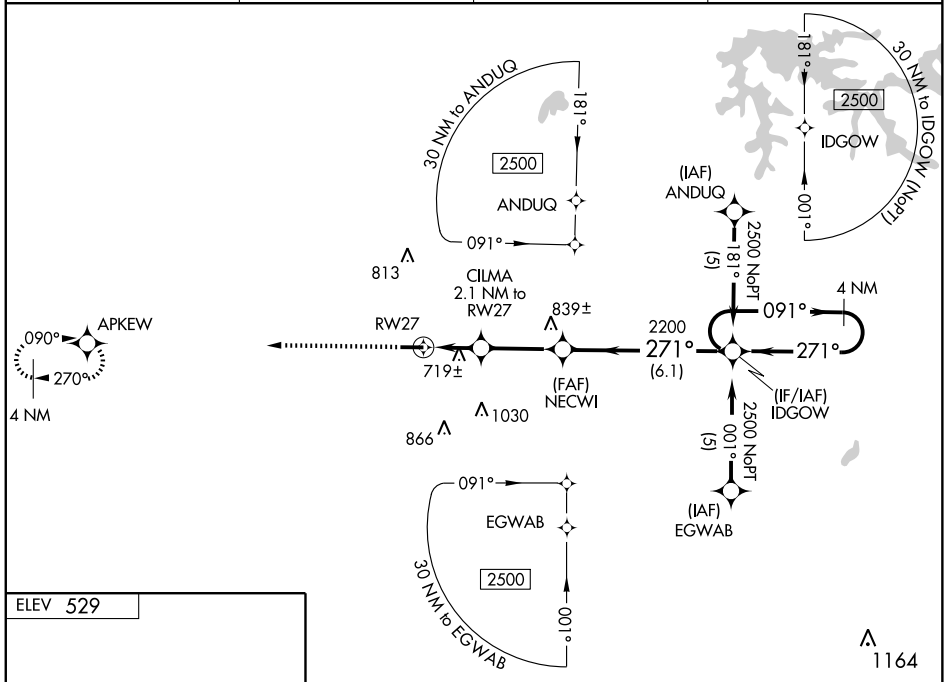
WAAS	APP CRS	Rwy Idg	5000
CH 86815	271°	TDZE	529
W27A		Apt Elev	529

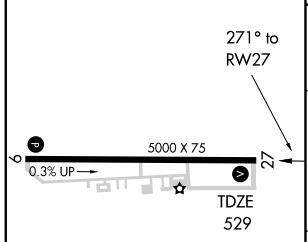
RNAV (GPS) RWY 27
HUNTINGBURG (HNB)

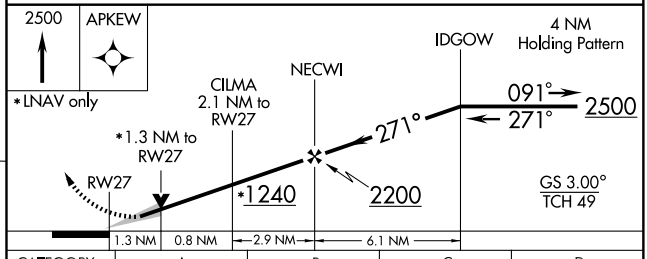
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
VDP and Baro-VNAV NA when using Evansville altimeter setting.
When local altimeter setting not received, use Evansville altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct APKEW and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
118.250	126.4 226.4	118.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	812-1 283 (300-1)			
LNAV/VNAV DA	1038-1¾ 509 (600-1¾)			
LNAV MDA	980-1 451 (500-1)		980-1¼ 451 (500-1¼)	980-1½ 451 (500-1½)
CIRCLING	1000-1 471 (500-1)	1020-1 491 (500-1)	1020-1½ 491 (500-1½)	1080-2 551 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

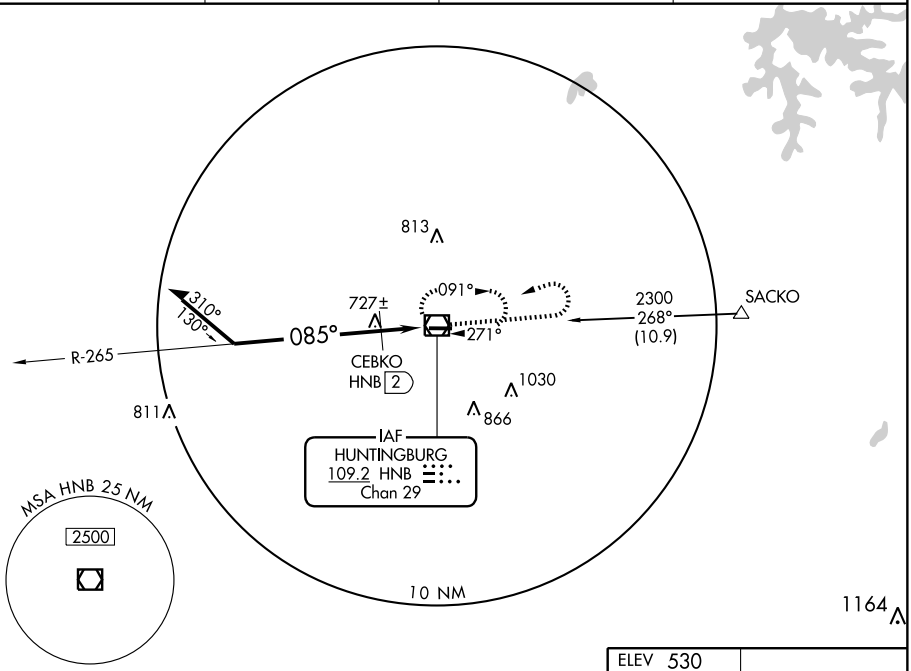
VOR/DME HNB	APP CRS	Rwy Idg	5000
109.2	085°	TDZE	525
Chan 29		Apt Elev	530

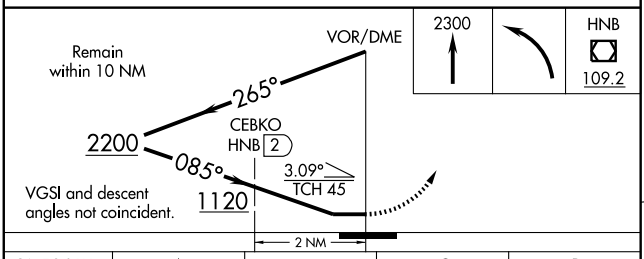
VOR RWY 9
HUNTINGBURG (HNB)

NA

MISSED APPROACH: Climb to 2300 then left turn direct HNB VOR/DME and hold.

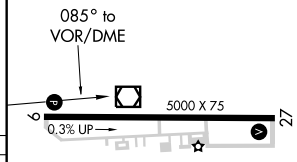
AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
118.250	126.4 226.4	118.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-9	1120-1 595 (600-1)		1120-1½ 595 (600-1½)	1120-1¾ 595 (600-1¾)
CIRCLING	1120-1 590 (600-1)		1120-1½ 590 (600-1½)	1120-2 590 (600-2)
CEBKO DME MINIMUMS				
S-9	980-1 455 (500-1)		980-1¼ 455 (500-1¼)	980-1½ 455 (500-1½)
CIRCLING	980-1 450 (500-1)	1020-1 490 (500-1)	1020-1½ 490 (500-1½)	1080-2 550 (600-2)

ELEV 530



TDZE
525

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

Knots	60	90	120	150	180
Min:Sec					

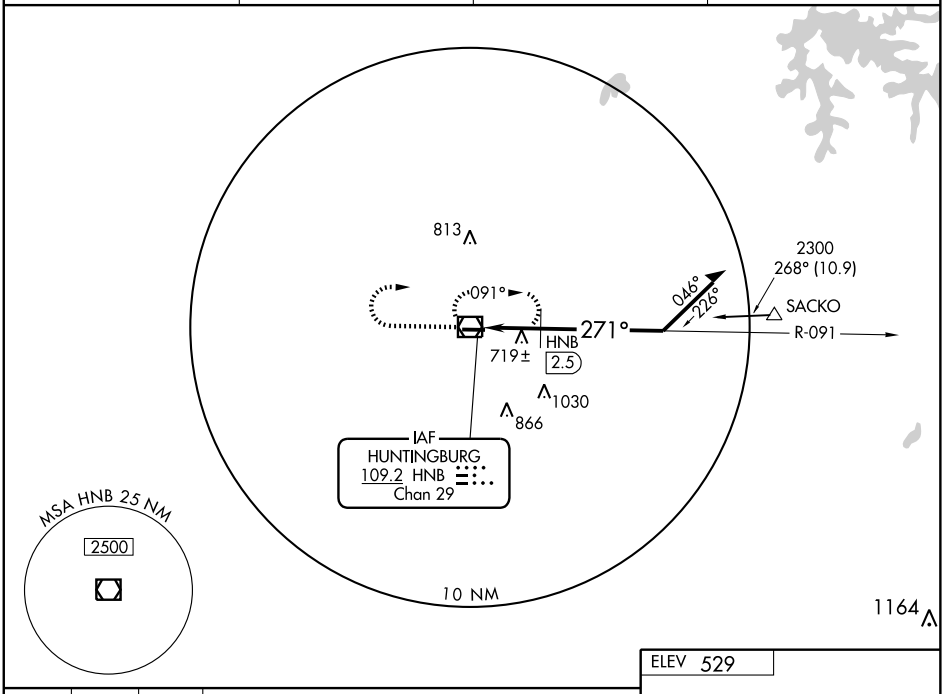
EC-2. 14 JAN 2010 to 11 FEB 2010

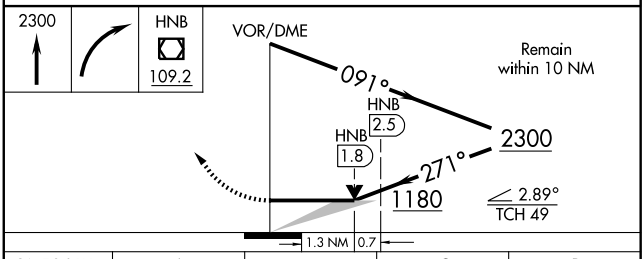
VOR/DME HNB	APP CRS	Rwy Idg	5000
109.2	271°	TDZE	529
Chan 29		Apt Elev	529

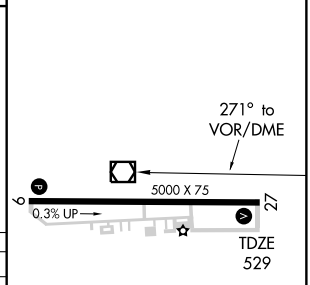
VOR RWY 27
HUNTINGBURG (HNB)

MISSED APPROACH: Climb to 2300 then right turn direct HNB VOR/DME and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
118.250	126.4 226.4	118.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-27	1180-1 651 (700-1)		1180-1¾ 651 (700-1¾)	1180-2 651 (700-2)
CIRCLING	1180-1 651 (700-1)		1180-1¾ 651 (700-1¾)	1180-2 651 (700-2)
DME MINIMUMS				
S-27	980-1 451 (500-1)		980-1¼ 451 (500-1¼)	980-1½ 451 (500-1½)
CIRCLING	980-1 451 (500-1)	1020-1 491 (500-1)	1020-1½ 491 (500-1½)	1080-2 551 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

Knots	60	90	120	150	180
Min:Sec					

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB HHG 417	APP CRS 082°	Rwy Idg 5001 TDZE 804 Apt Elev 806

NDB RWY 9
HUNTINGTON MUNI (HHG)

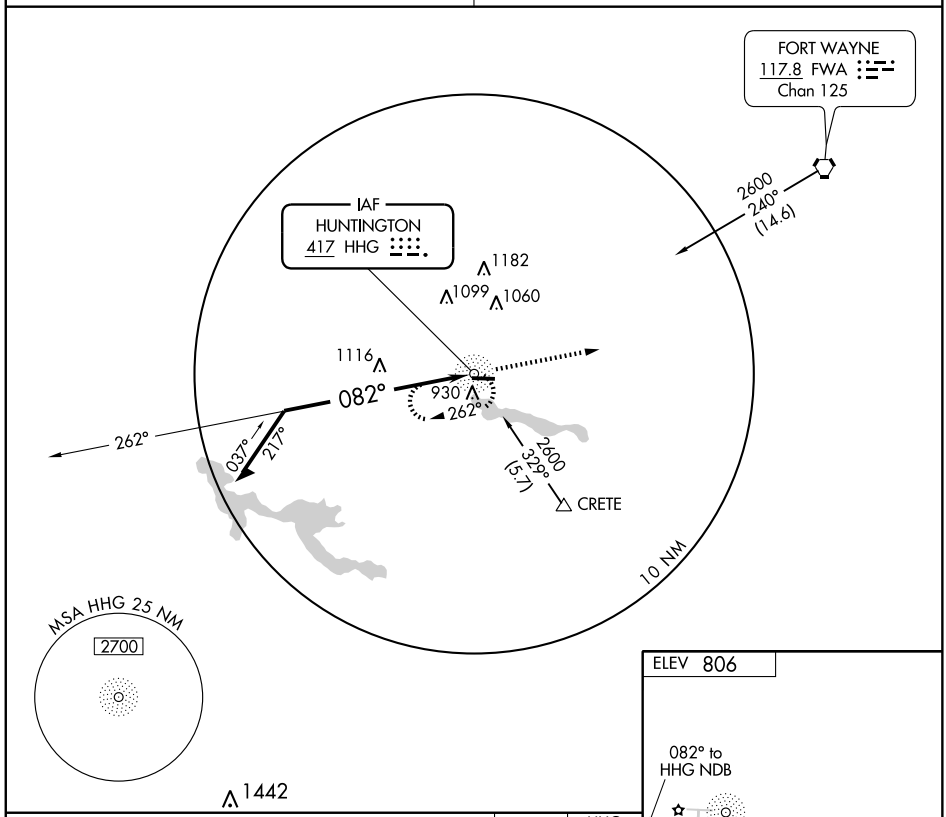
NA

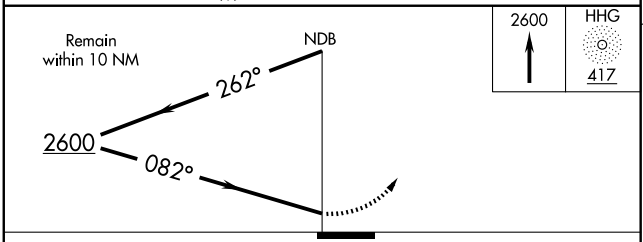
Use Fort Wayne altimeter setting.

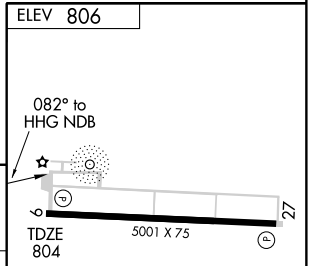
MISSED APPROACH: Climb to 2600 in HHG NDB holding pattern.

FORT WAYNE APP CON
127.2 284.6

UNICOM
122.8 (CTAF) L







MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

CATEGORY	A	B	C	D
S-9	1500-1 696 (700-1)		1500-2 696 (700-2)	1500-2¼ 696 (700-2¼)
CIRCLING	1500-1 694 (700-1)		1500-2 694 (700-2)	1500-2¼ 694 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

EC-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5001
095°	TDZE	804
	Apt Elev	806

RNAV (GPS) RWY 9
HUNTINGTON MUNI (HHG)

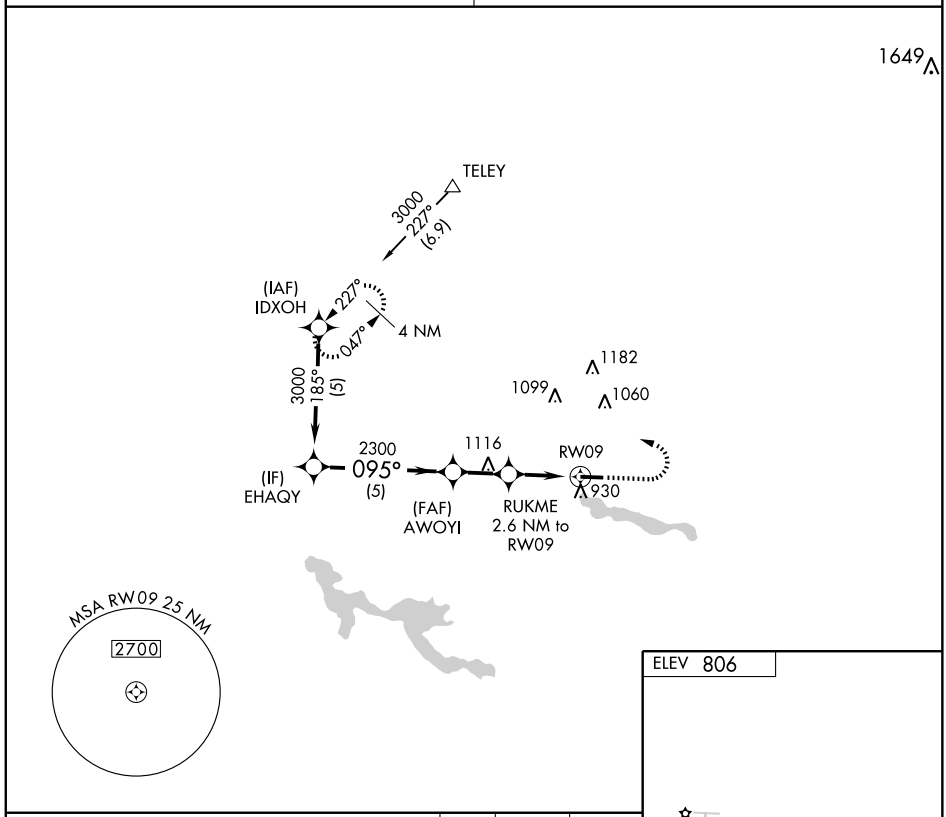
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Fort Wayne altimeter setting.

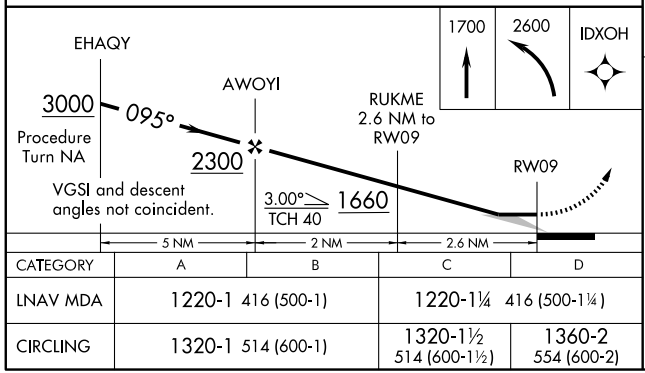
NA

MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct IDXOH WP and hold.

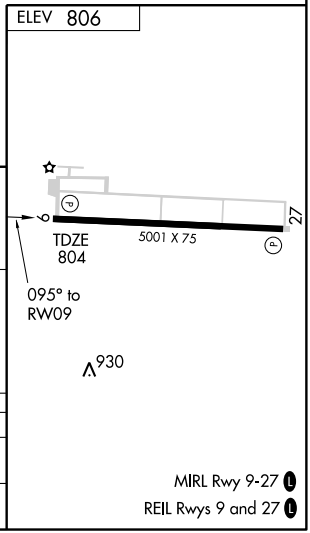
FORT WAYNE APP CON
127.2 284.6

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1220-1 416 (500-1)		1220-1¼ 416 (500-1¼)	
CIRCLING	1320-1 514 (600-1)		1320-1½ 514 (600-1½)	1360-2 554 (600-2)



MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5001
275°	TDZE	804
	Apt Elev	806

RNAV (GPS) RWY 27
HUNTINGTON MUNI (HHG)

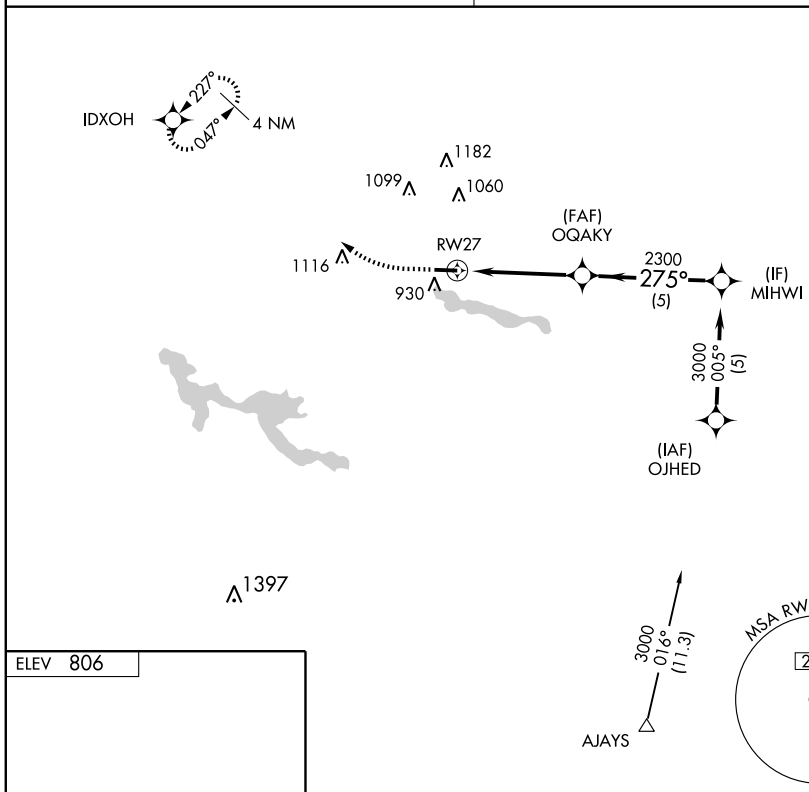
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Fort Wayne altimeter setting.

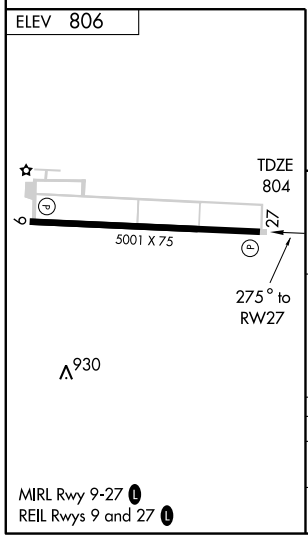
NA

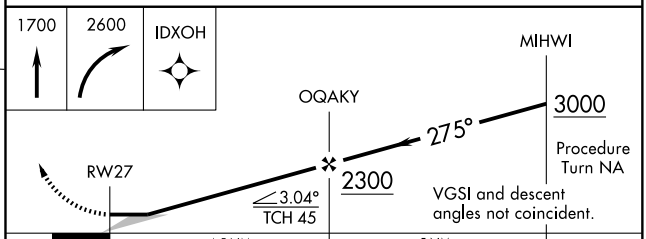
MISSED APPROACH: Climb to 1700 then climbing right turn to 2600 direct IDXOH WP and hold.

FORT WAYNE APP CON
127.2 284.6

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1200-1 396 (400-1)			1200-1¼ 396 (400-1¼)
CIRCLING	1320-1 514 (600-1)		1320-1½ 514 (600-1½)	1360-2 554 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

VORTAC FWA	APP CRS	Rwy Idg	N/A
117.8	059°	TDZE	N/A
Chan 125		Apt Elev	806

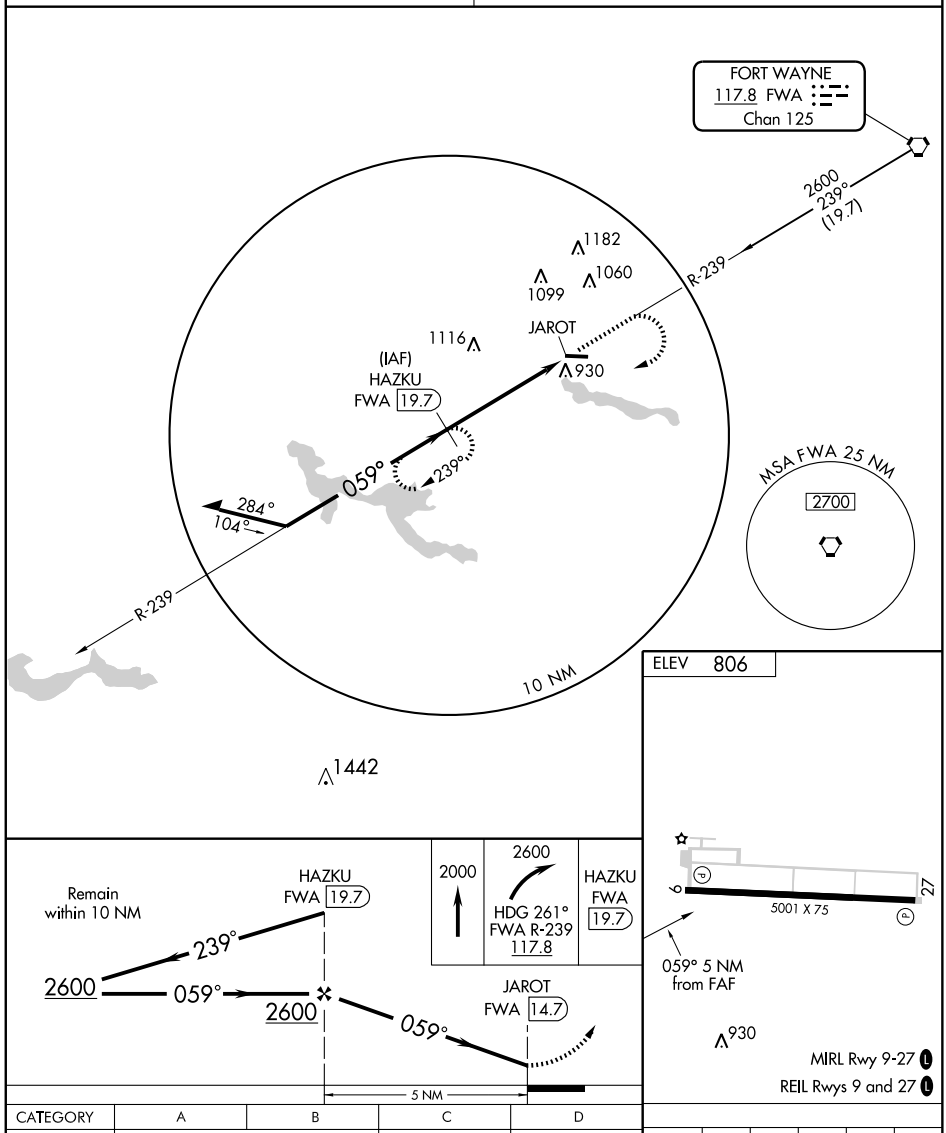
VOR/DME-A
HUNTINGTON MUNI (HHG)

T
NA

Use Fort Wayne altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 via heading 261° and FWA R-239 to HAZKU/19.73 DME and hold.

FORT WAYNE APP CON	UNICOM
127.2 284.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1420-1 614 (700-1)		1420-1¾ 614 (700-1¾)	1420-2 614 (700-2)

Knots	60	90	120	150	180
Min:Sec					

EC-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4400
184°	TDZE	897
	Apt Elev	897

RNAV (GPS) RWY 18

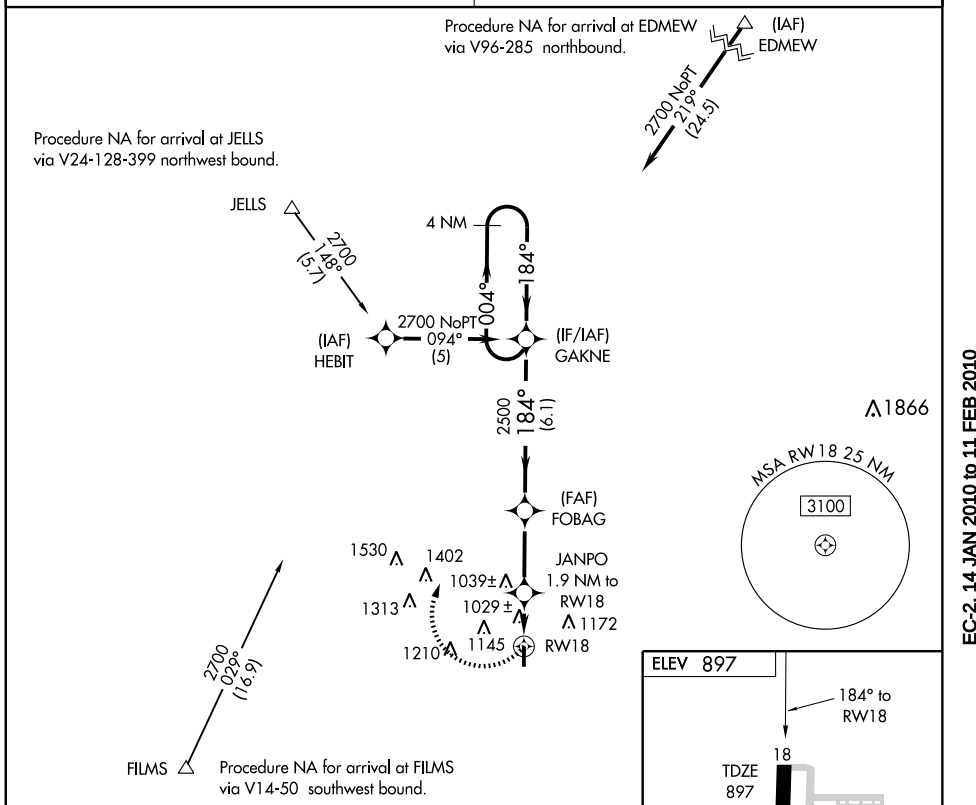
INDIANAPOLIS/ HENDRICKS COUNTY-GORDON GRAHAM FIELD (2R2)

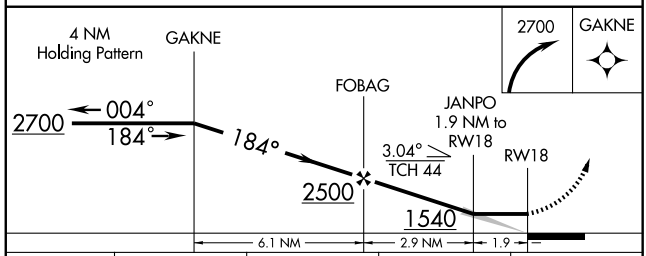
T
A NA

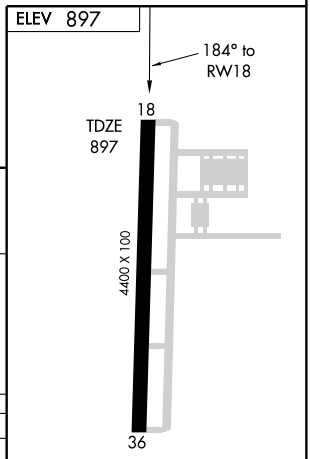
DME/DME RNP-0.3 NA.
Use Indianapolis Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2700 direct GAKNE and hold.

INIANAPOLIS APP CON	UNICOM
121.1	**122.7** (CTAF) L







REIL Rwys 18 and 36
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
LNAV MDA	1320-1 423 (500-1)		1320-1¼ 423 (500-1¼)	NA
CIRCLING	1380-1 483 (500-1)	1480-1 583 (600-1)	1480-1½ 583 (600-1½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	N/A
291°	TDZE	N/A
	Apt Elev	732

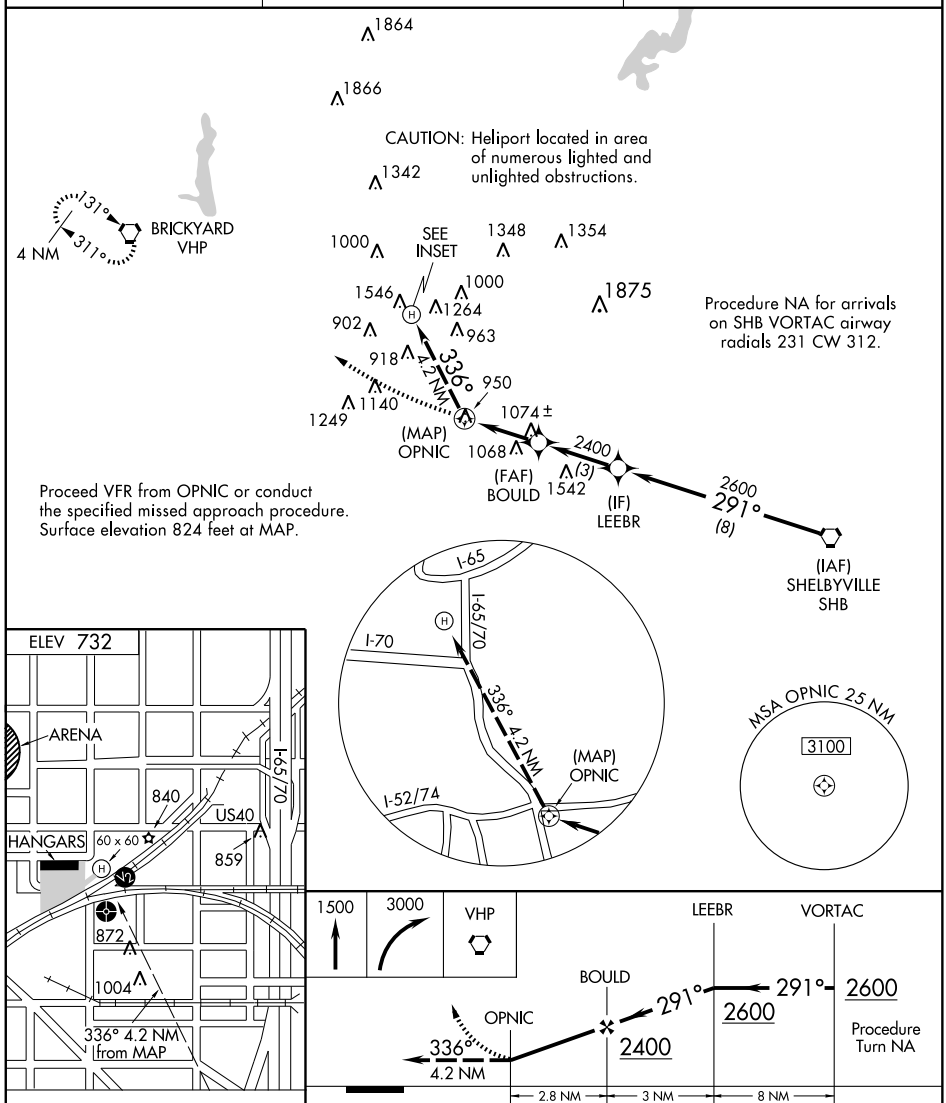
COPTER RNAV (GPS) 291°

INDIANAPOLIS DOWNTOWN HELIPORT (8A4)

NA When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase MDA 40 feet. Limit final and missed approach airspeed to 70 KIAS. DME/DME RNP-0.3 NA. ACTIVATE High Intensity Pad Lights-CTAF.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.250	125.275 317.8	123.05 (CTAF) L



Knots	45	60	75	90	105
Min:Sec					

CATEGORY	COPTER
H-291°	1340-¾ 516 (600-¾)

VORTAC SHB	APP CRS	Rwy Idg	N/A
112.0	287°	TDZE	N/A
Chan 57		Apt Elev	732

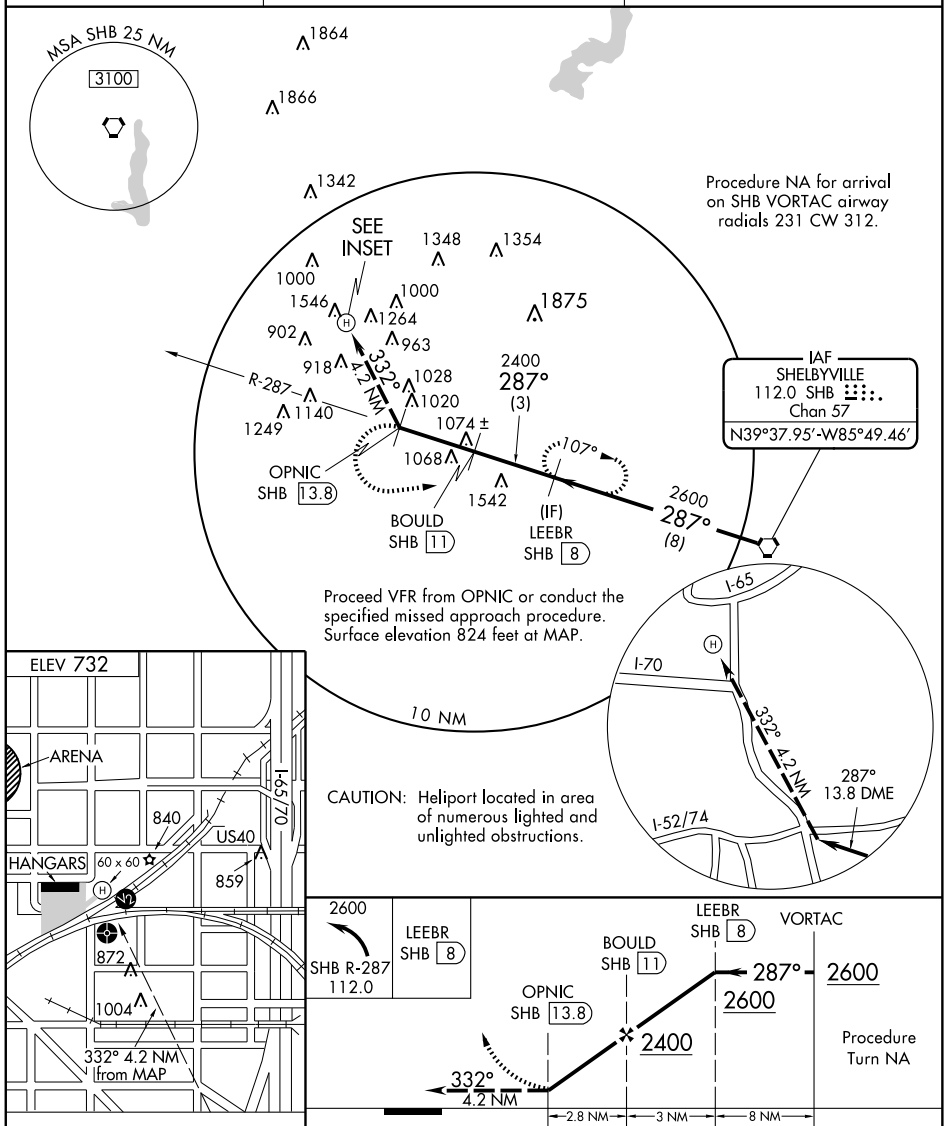
COPTER VOR/DME 287°

INDIANAPOLIS DOWNTOWN HELIPORT (8A4)

NA When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase MDA 40 feet.
ACTIVATE High Intensity Pad Lights-CTAF.

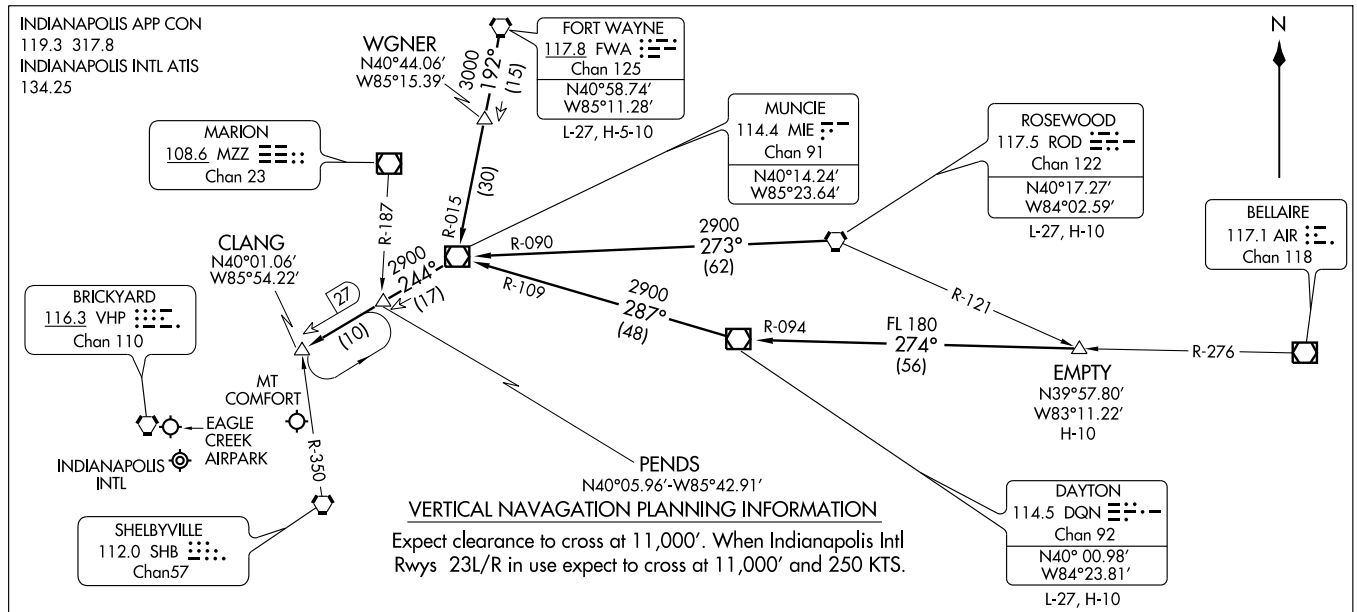
MISSED APPROACH: Climbing left turn to 2600 via SHB R-287 to LEEBR/8 DME and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.250	125.275 317.8	123.05 (CTAF) L



Knots	45	60	75	90	105
Min:Sec					

CATEGORY	COPTER
H-287°	1340-¾ 516 (600-¾)



DAYTON TRANSITION (DQN. CLANG5): From over DQN VOR/DME via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

EMPTY TRANSITION (EMPTY.CLANG5): From over EMPTY INT via DQN R-094 to DQN VOR/DME, then via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.CLANG5): From over FWA VORTAC via FWA R-192 and MIE R-015 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

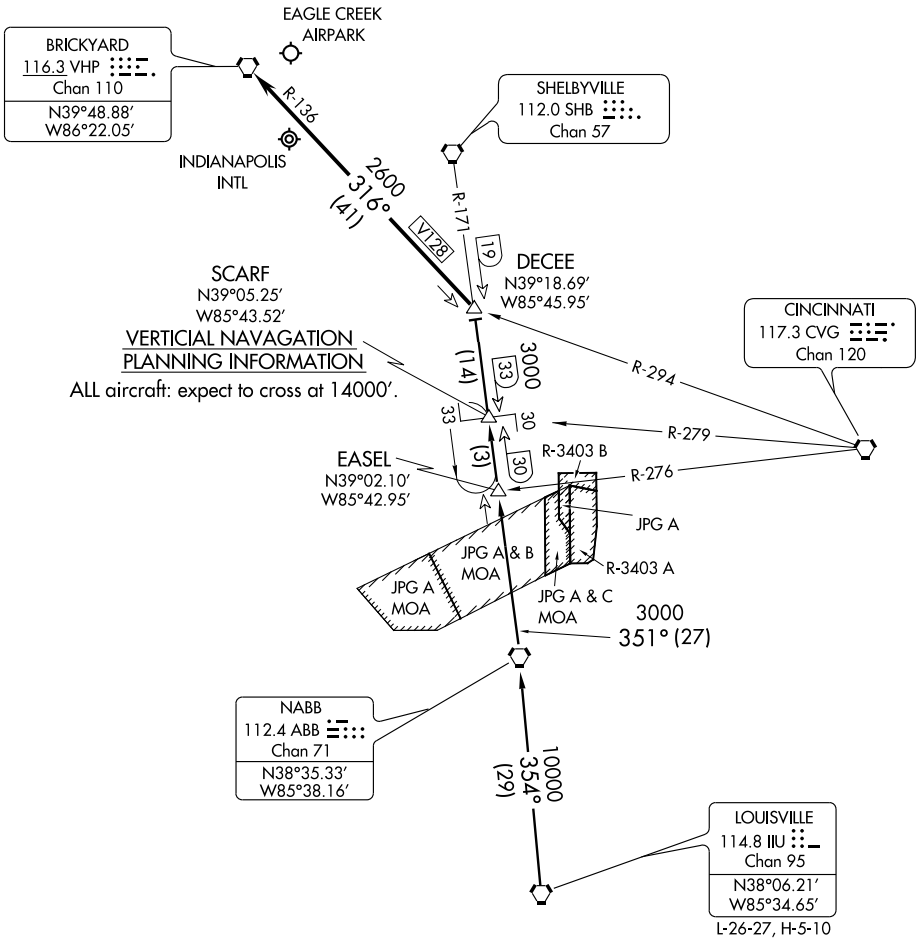
ROSEWOOD TRANSITION (ROD.CLANG5): From over ROD VORTAC via ROD R-273 and MIE R-090 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . . . From over CLANG INT, expect vectors to final approach course.

NOTE: Chart not to acale.

DECEE FOUR ARRIVAL

INDIANAPOLIS, INDIANA

INDIANAPOLIS APP CON
119.3 317.8
ATIS 134.25



NOTE: Chart not to scale.

LOUISVILLE TRANSITION (IIU.DECEE4): From over IIU VORTAC via IIU R-354 to ABB VORTAC, then via ABB R-351 and SHB R-171 to DECEE INT.

. . . . From over DECEE INT, via VHP R-136 to VHP VORTAC, expect radar vectors to final approach course after DECEE.

LOC I-EYE	APP CRS	Rwy Idg	4200
111.5	207°	TDZE	820
		Apt Elev	823

LOC RWY 21

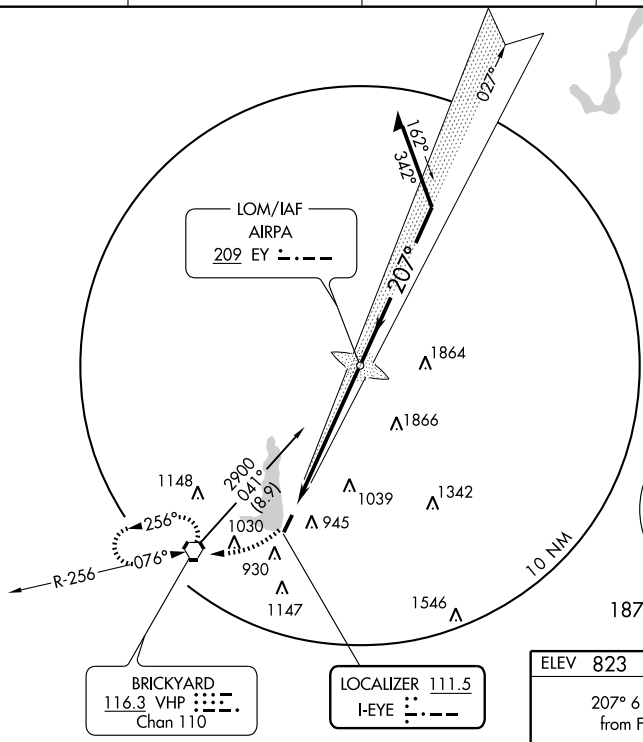
INDIANAPOLIS/ EAGLE CREEK AIRPARK (EYE)

T NA — Inoperative components table does not apply to CAT C. If local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDA's 20 feet.

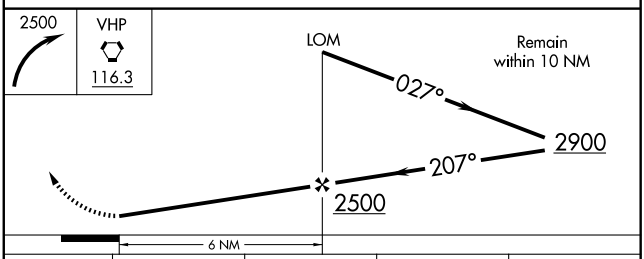
MALSF

MISSED APPROACH: Climbing right turn to 2500 direct VHP VORTAC and hold.

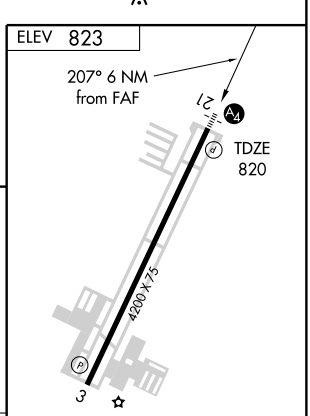
ASOS	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
121.575	119.05 317.8	128.6	122.8 (CTAF) L



ADF or RADAR REQUIRED



CATEGORY	A	B	C	D
S-21	1320-¾ 500 (500-¾)		1320-1¼ 500 (500-1¼)	NA
CIRCLING	1320-1 497 (500-1)		1320-1½ 497 (500-1½)	NA



MIRL Rwy 3-21 L

REIL Rwy 3 L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-2, 14 JAN 2010 to 11 FEB 2010

LOM	APP CRS		
EY	207°	Rwy Idg	4200
209		TDZE	823
		Apt Elev	823

NDB RWY 21

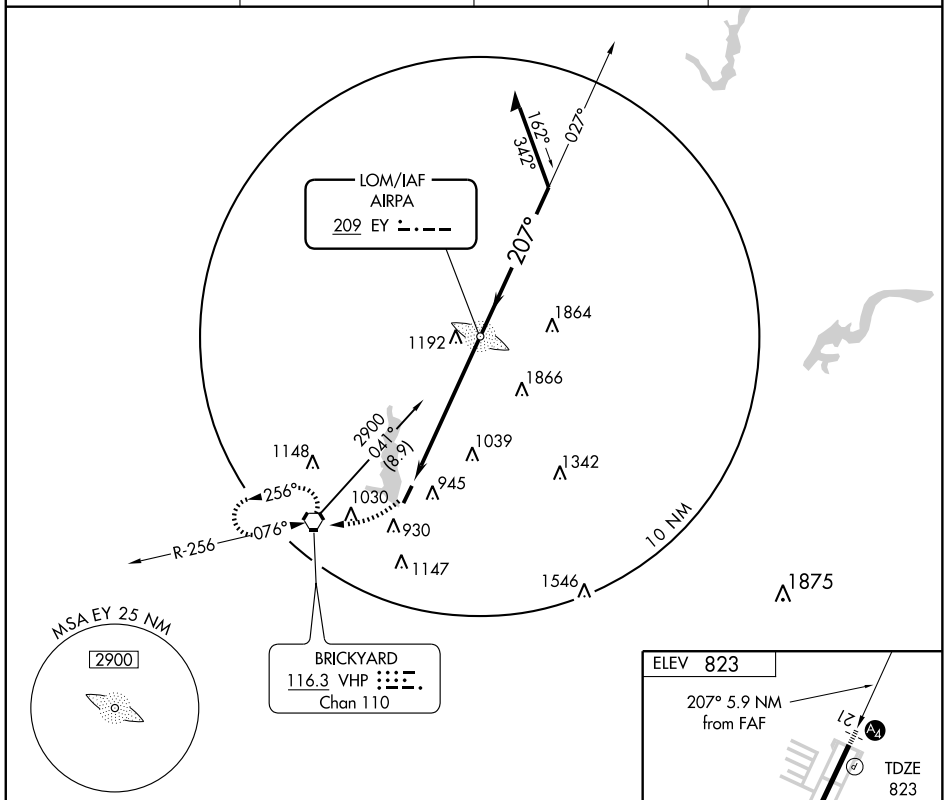
INDIANAPOLIS/ EAGLE CREEK AIRPARK (EYE)

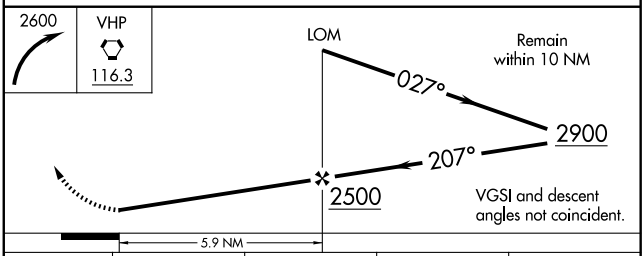
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 20 feet.
Inoperative table does not apply to Cat C.

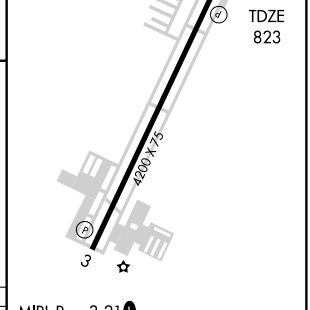
MALSF

MISSED APPROACH: Climbing right turn to 2600 direct VHP VORTAC and hold.

ASOS	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
121.575	119.05 317.8	128.6	122.8 (CTAF) L







MIRL Rwy 3-21 L
REIL Rwy 3 L

CATEGORY	A	B	C	D
S-21	1440-¾ 617 (700-¾)		1440-1¾ 617 (700-1¾)	NA
CIRCLING	1440-1 617 (700-1)		1440-1¾ 617 (700-1¾)	NA

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 82509 W21A	APP CRS 208°	Rwy Idg 4200 TDZE 823 Apt Elev 823

RNAV (GPS) RWY 21

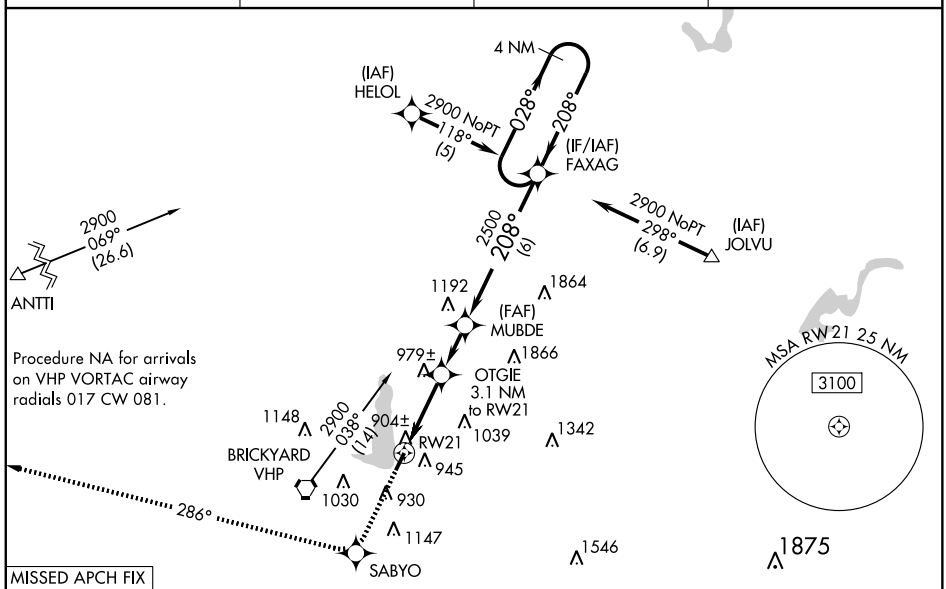
INDIANAPOLIS/ EAGLE CREEK AIRPARK (EYE)

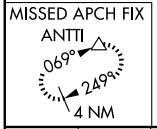
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting.
When local altimeter setting not received use Indianapolis Intl altimeter setting and increase all DA/MDA 20 ft. Inoperative table does not apply.

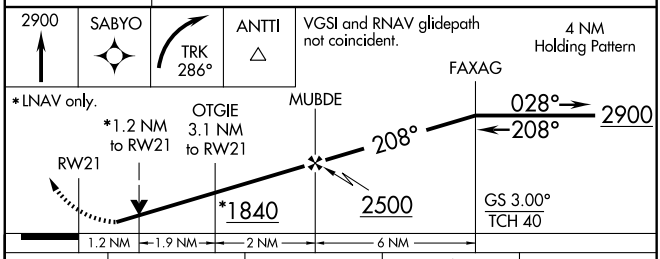
MALSF

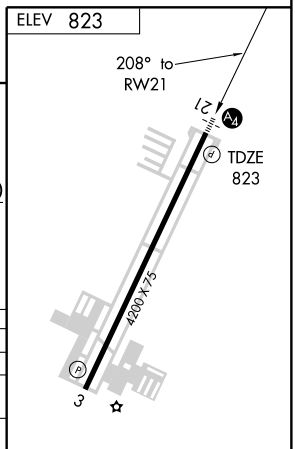
MISSED APPROACH: Climb to 2900 direct SABYO and right turn via 286° track to ANTTI and hold.

ASOS	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
121.575	119.05 317.8	128.6	122.8 (CTAF) L









CATEGORY	A	B	C	D
LPV DA	1097-¾ 274 (300-¾)			NA
LNAV/ VNAV DA	1165-1¼ 342 (400-1¼)			NA
LNAV MDA	1240-¾ 417 (500-¾)		1240-1¼ 417 (500-1¼)	NA
CIRCLING	1300-1 477 (500-1)		1300-1½ 477 (500-1½)	NA

MIRL Rwy 3-21 L
REIL Rwy 3 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC VHP 116.3 Chan 110	APP CRS 076°	Rwy Idg N/A TDZE N/A Apt Elev 823

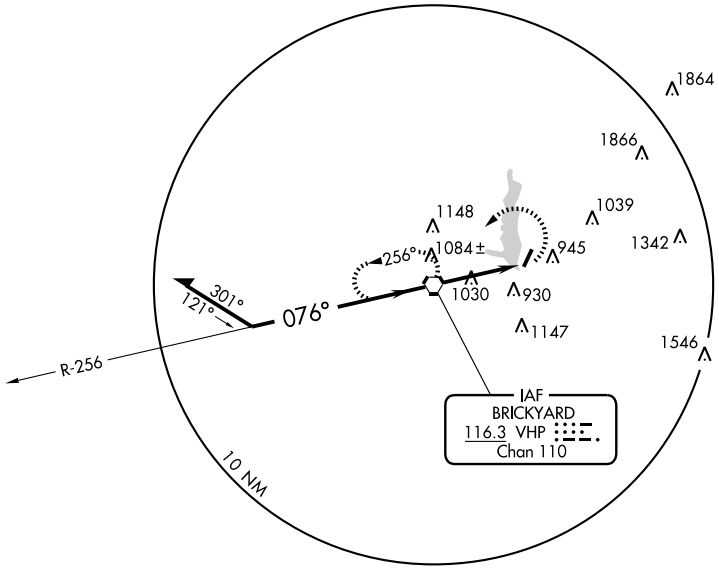
VOR-A

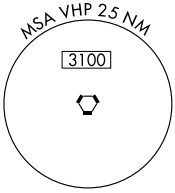
INDIANAPOLIS/ EAGLE CREEK AIRPARK (EYE)

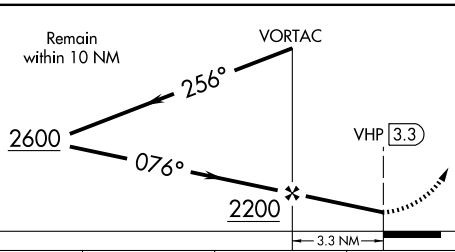
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 20 feet.

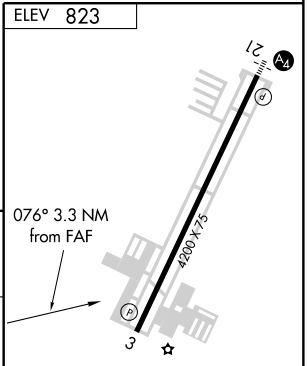
MISSED APPROACH: Climbing left turn to 2600 direct VHP VORTAC and hold.

ASOS	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
121.575	119.05 317.8	128.6	122.8 (CTAF) L









MIRL Rwy 3-21 L
REIL Rwy 3 L

CATEGORY	A	B	C	D
CIRCLING	1300-1 477 (500-1)		1300-1½ 477 (500-1½)	NA

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB HFY	APP CRS	Rwy Idg	4901
398	360°	TDZE	822
		Apt Elev	822

NDB RWY 1

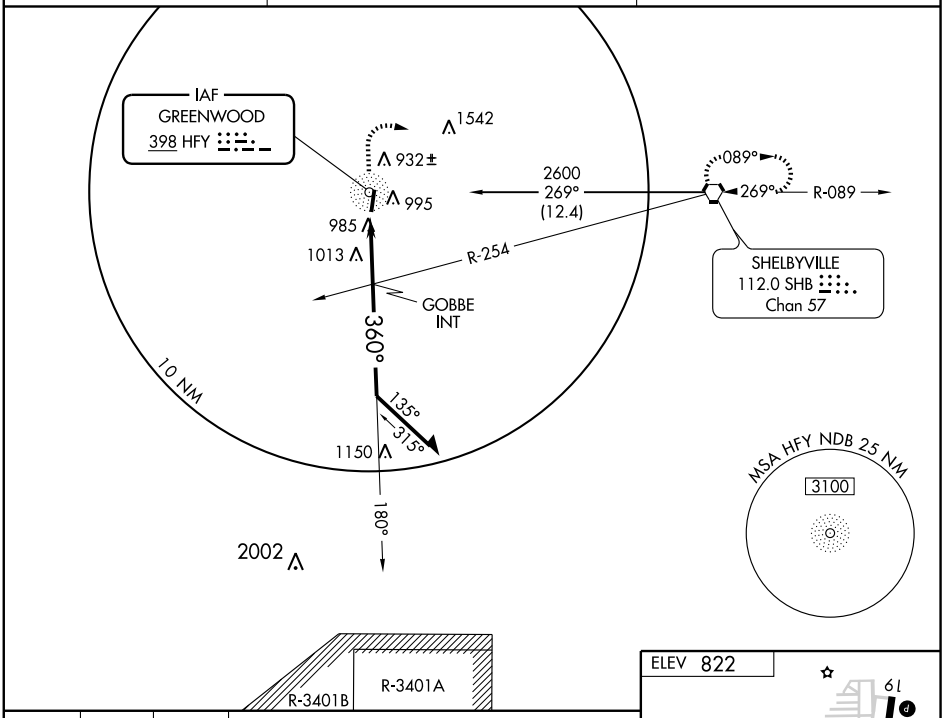
INDIANAPOLIS / GREENWOOD MUNI (HFY)

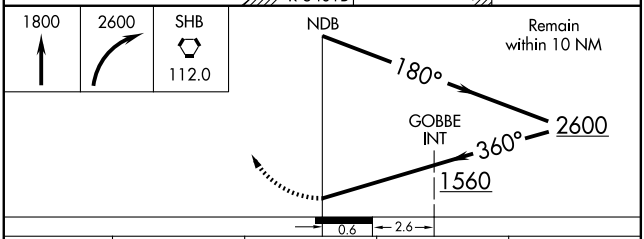
If local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDAs 40 feet.

NA

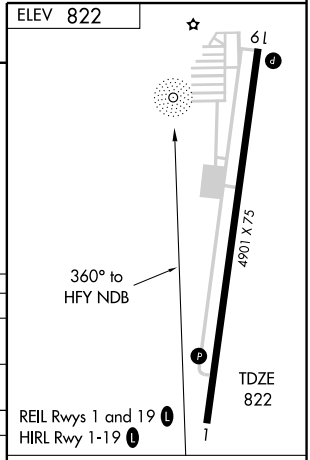
MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct SHB VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.525	124.95 317.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-1	1560-1	738 (800-1)	1560-2 738 (800-2)	NA
CIRCLING	1560-1	738 (800-1)	1560-2 738 (800-2)	NA
GOBBE INT MINIMUMS				
S-1	1380-1	558 (600-1)	1380-1½ 558 (600-1½)	NA
CIRCLING	1380-1	558 (600-1)	1380-1½ 558 (600-1½)	NA



Knots	60	90	120	150	180
Min:Sec					

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4901
010°	TDZE	822
	Apt Elev	822

RNAV (GPS) RWY 1

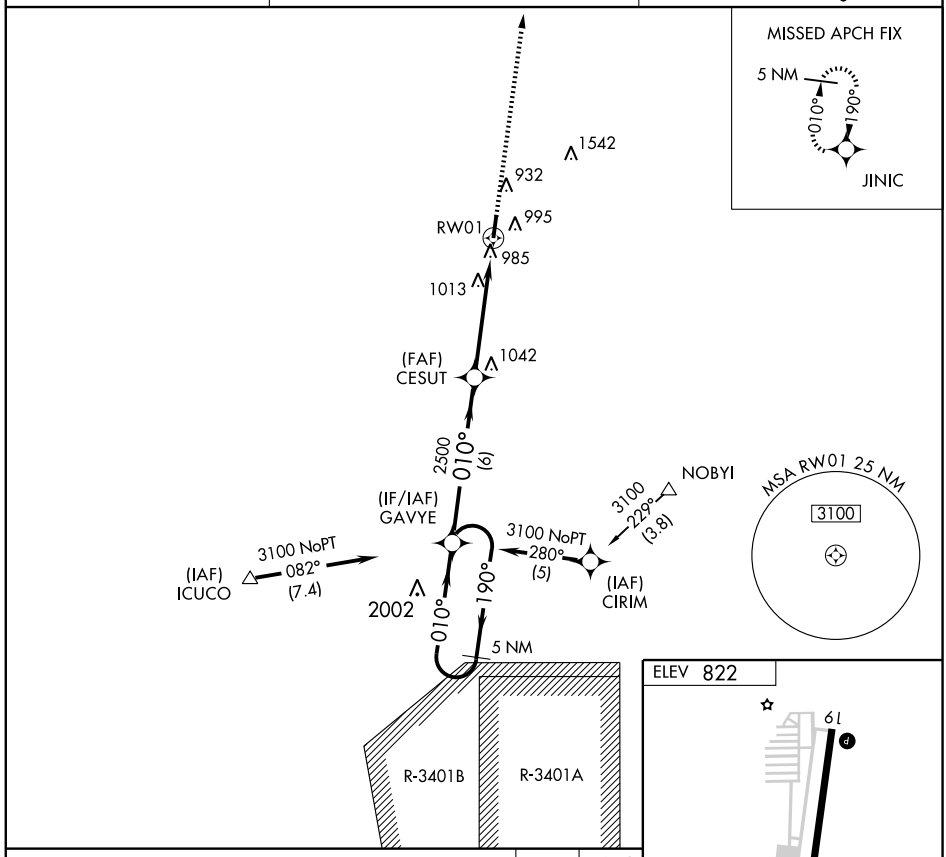
INDIANAPOLIS / GREENWOOD MUNI (HFY)

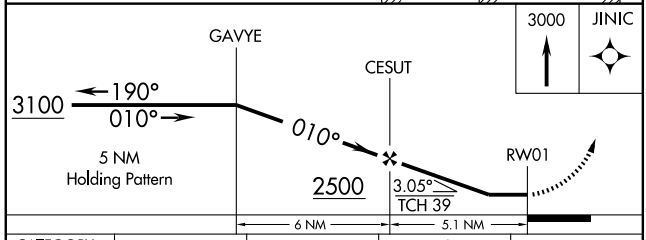
If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

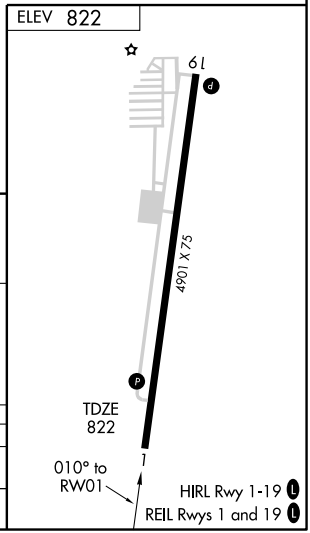
NA

MISSED APPROACH: Climb to 3000 direct JINIC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.525	124.95 317.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1300-1	478 (500-1)	1300-1¼ 478 (500-1¼)	NA
CIRCLING	1360-1	538 (600-1)	1360-1½ 538 (600-1½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4901
CH 53703	190°	TDZE	822
W19A		Apt Elev	822

RNAV (GPS) RWY 19

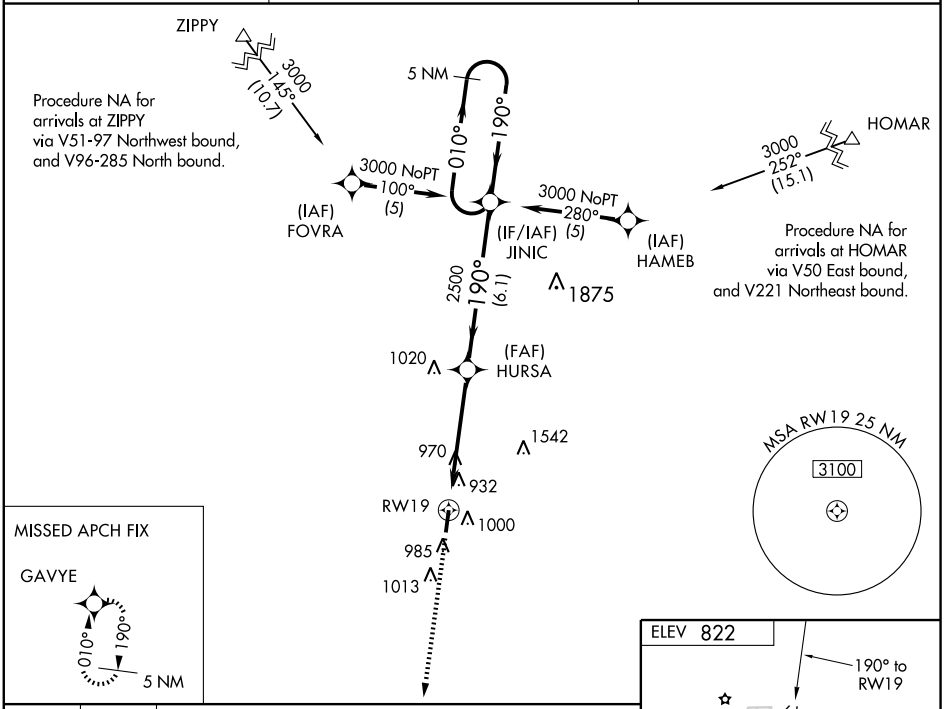
INDIANAPOLIS / GREENWOOD MUNI (HFY)

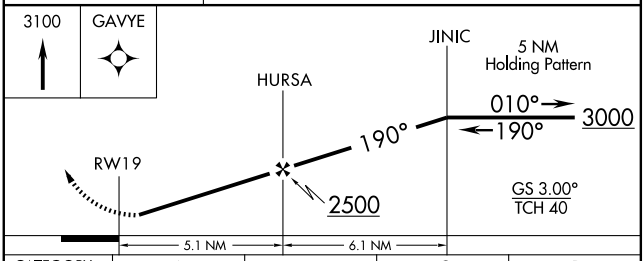
NA

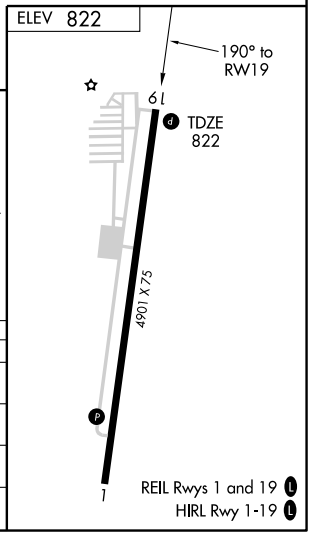
If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct GAVYE and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.525	124.95 317.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1130-1 308 (400-1)			NA
LNAV/VNAV DA	1299-1¾ 477 (500-1¾)			NA
LNAV MDA	1300-1 478 (500-1)		1300-1¼ 478 (500-1¼)	NA
CIRCLING	1360-1 538 (600-1)		1360-1½ 538 (600-1½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC SHB 112.0 Chan 57	APP CRS 269°	Rwy Idg N/A TDZE N/A Apt Elev 822

VOR-A

INDIANAPOLIS / GREENWOOD MUNI (HFY)

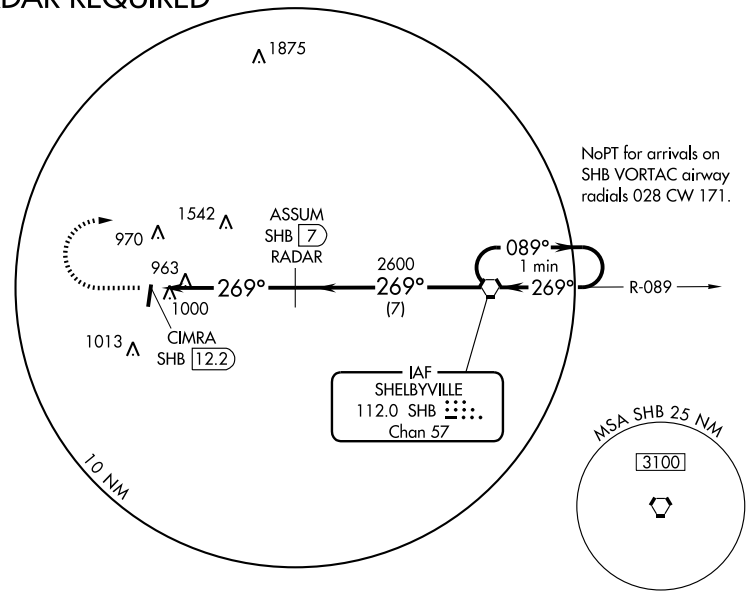
▼ If local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDAs 40 feet.

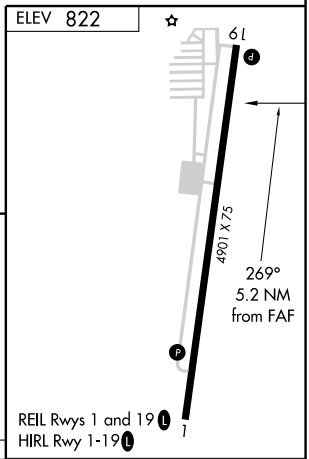
△ NA

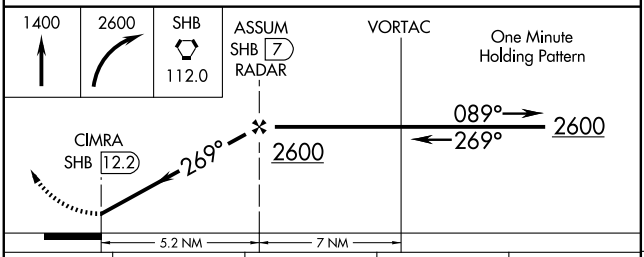
MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 direct SHB VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.525	124.95 317.8	123.0 (CTAF) L

DME or RADAR REQUIRED







CATEGORY	A	B	C	D
CIRCLING	1360-1 538 (600-1)		1360-1½ 538 (600-1½)	NA

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

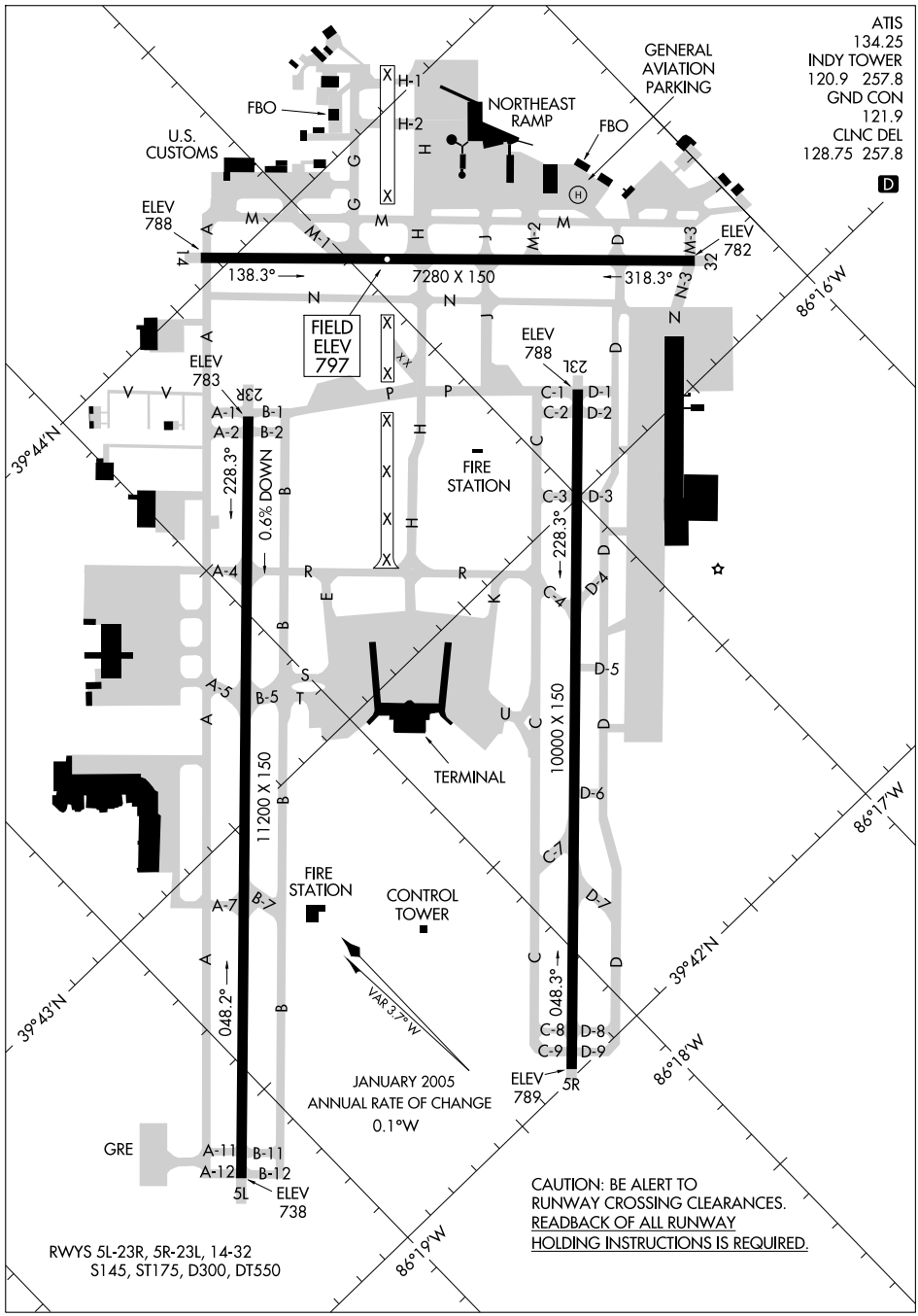
EC-2, 14 JAN 2010 to 11 FEB 2010

09351

AIRPORT DIAGRAM

AL-203 (FAA)

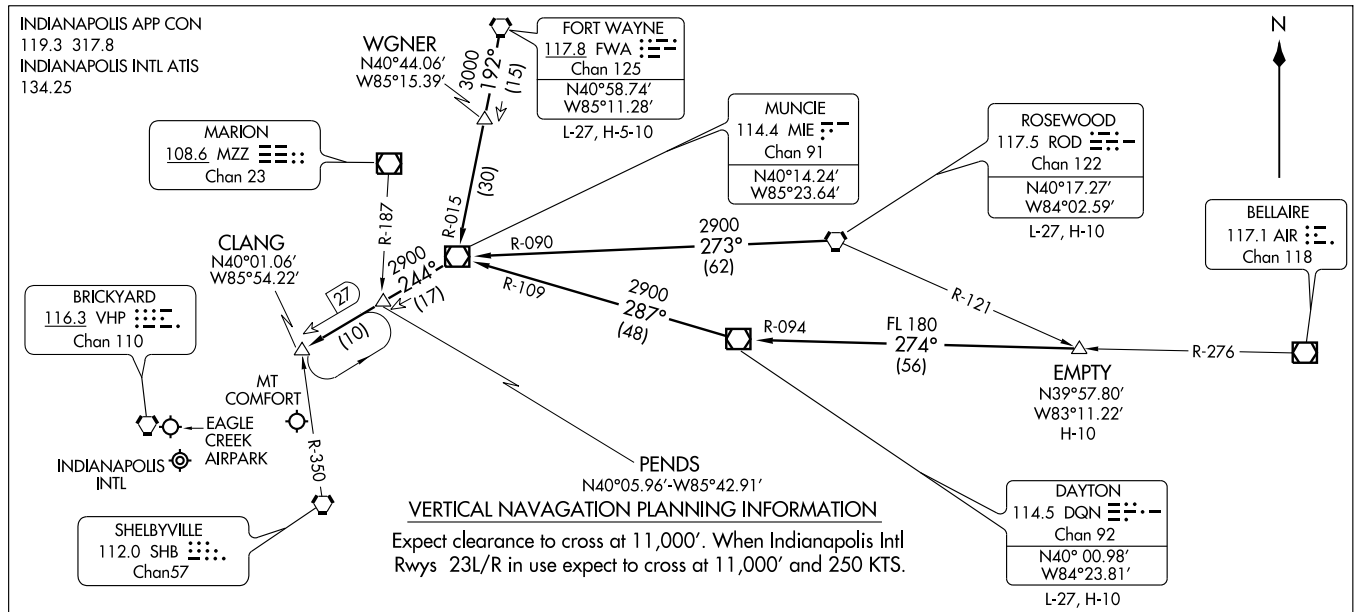
INDIANAPOLIS INTL (IND)
INDIANAPOLIS, INDIANA



RWYS 5L-23R, 5R-23L, 14-32
S145, ST175, D300, DT550

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-2, 14 JAN 2010 to 11 FEB 2010



DAYTON TRANSITION (DQN. CLANG5): From over DQN VOR/DME via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

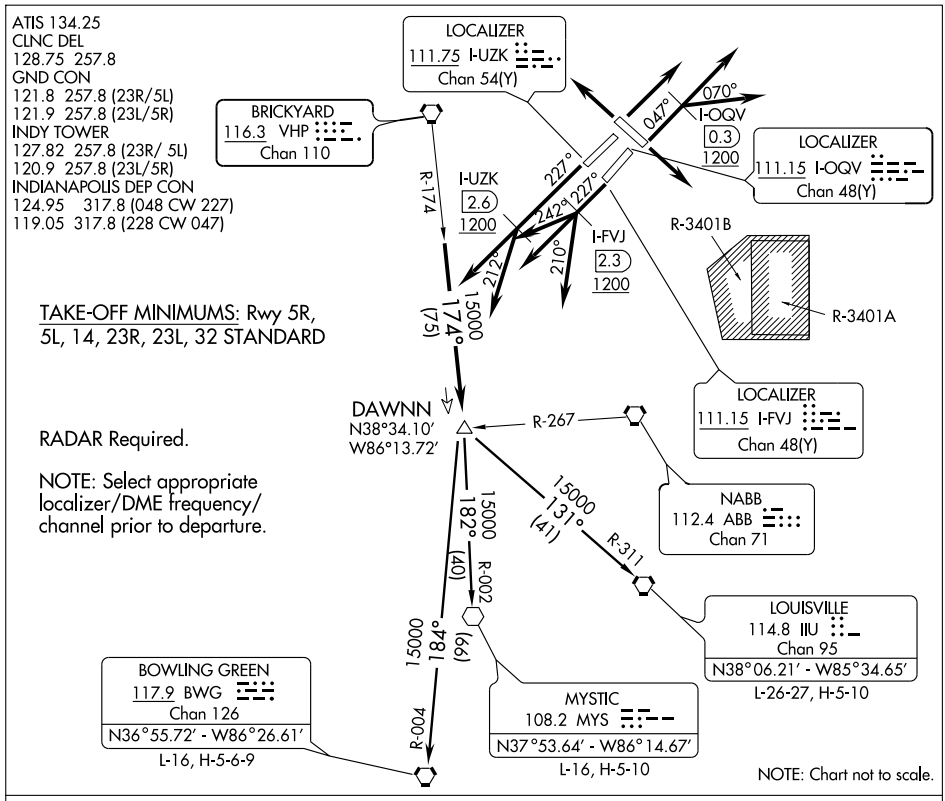
EMPTY TRANSITION (EMPTY.CLANG5): From over EMPTY INT via DQN R-094 to DQN VOR/DME, then via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.CLANG5): From over FWA VORTAC via FWA R-192 and MIE R-015 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.CLANG5): From over ROD VORTAC via ROD R-273 and MIE R-090 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . . . From over CLANG INT, expect vectors to final approach course.

NOTE: Chart not to acale.

DAWNN THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 23R (TURBOJETS ONLY): Climb on runway heading 227° until I-UZK 2.6 DME and 1200 feet or above, then fly assigned heading 227° or 212°. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 23L (TURBOJETS ONLY): Climb on runway heading 227° until I-FVJ 2.3 DME and 1200 feet or above, then fly assigned heading 210°, 227°, or 242°. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 5R (TURBOJETS ONLY): Climb on runway heading 047° until I-OQV 0.3 DME and 1200 feet or above, then fly assigned heading 047° or 070°. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF ALL OTHER RUNWAYS (TURBOJETS ONLY): Climb on runway heading or as assigned. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF ALL RUNWAYS (PROPELLER ONLY): Climb on runway heading or as assigned. Maintain 3000 feet. Expect radar vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect cleareance to requested altitude ten minutes after departure.

BOWLING GREEN TRANSITION (DAWNN3.BWG): Via BWG R-004 to BWG VORTAC.

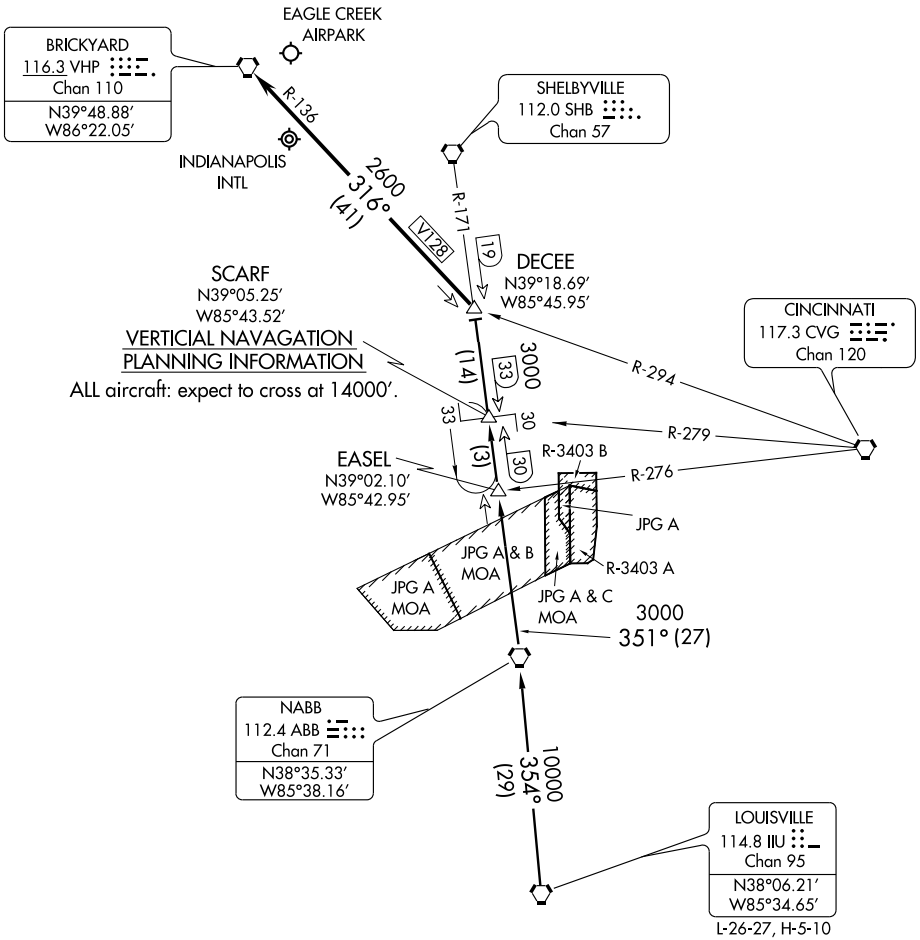
LOUISVILLE TRANSITION (DAWNN3.IIU): Via IIU R-311 to IIU VORTAC.

MYSTIC TRANSITION (DAWNN3.MYS): Via MYS R-002 to MYS VOR.

DECEE FOUR ARRIVAL

INDIANAPOLIS, INDIANA

INDIANAPOLIS APP CON
119.3 317.8
ATIS 134.25



NOTE: Chart not to scale.

LOUISVILLE TRANSITION (IIU.DECEE4): From over IIU VORTAC via IIU R-354 to ABB VORTAC, then via ABB R-351 and SHB R-171 to DECEE INT.

. . . . From over DECEE INT, via VHP R-136 to VHP VORTAC, expect radar vectors to final approach course after DECEE.

LOC/DME I-IND	APP CRS	Rwy Idg 11200
111.75	047°	TDZE 748
Chan 54 (Y)		Apt Elev 797

ILS or LOC RWY 5L
INDIANAPOLIS INTL (IND)

Simultaneous approach authorized with Rwy 5R.

ALSF-2

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

ALTERNATE MISSED APCH FIX
116.3 VHP
R-229
Chan 110
077°
257°
115.3 TTH
R-077
Chan 100
CLOTT
TTH 23.3

R-311 131° 311°
BRICKYARD
116.3 VHP
Chan 110

1147 1546 1150 944 1252 940 960 931 IM MM
LOCALIZER 111.75
I-IND
Chan 54(Y)

CENEK
I-IND 8.8
RADAR
JODEL
I-IND 12
RADAR
(IF)
MERLO
I-IND 15.4
RADAR
3000
047°
(3.2)
*4000
047°
(3.4)
PULLY
LOM

DME or RADAR REQUIRED

MSA VHP 25 NM
3100

*3000 when authorized by ATC.

227°
10 NM

*5000 to MERLO
030° (2.3) and
LOC (8.3)
(OYINU)
(IAF)
KELLY

Procedure NA for arrivals at KELLY via V11 southwest bound and V12 west bound.

VGSI and ILS glidepath not coincident.

1700 3000 VHP 116.3

MERLO I-IND 15.4 RADAR
JODEL I-IND 12 RADAR
CENEK I-IND 8.8 RADAR
*5000
Procedure Turn NA
GS 3.00°
TCH 55
047°
*4000
3000
I-IND 3.6
I-IND 2
MM
IM
*3000 when authorized by ATC.

3.4 NM 3.2 NM 5.3 NM 1 NM 0.3 0.2

ELEV 797 D

849 923 901 780 X 150 0.6% DOWN 23R 23L 5R 5L 947 1103± 11,200 X 150 10,000 X 150 TDZE 748

047° 6.8 NM from FAF

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

CATEGORY	A	B	C	D
S-ILS 5L	948/18 200 (200-½)			
S-LOC 5L	1300/24 552 (600-½)		1300/50 552 (600-1)	1300/60 552 (600-1¼)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-OQV	APP CRS	Rwy Idg 10000
111.15	047°	TDZE 791
Chan 48 (Y)		Apt Elev 797

ILS or LOC RWY 5R

INDIANAPOLIS INTL (IND)

Simultaneous approach authorized with Rwy 5L.
For inoperative ALSF increase GOLSE Fix Minimums
S-LOC 5R Cat D visibility to RVR 5000. ADF REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

ADF and DME or RADAR REQUIRED

BRICKYARD 116.3 VHP Chan 110

ALTERNATE MISSED APCH FIX
LAREZ 349 FV 227° 047°

NURVE I-OQV 8.8 RADAR

MEHNE I-OQV 11.8 RADAR

(IF) BIRRA I-OQV 15.2 RADAR

GOLSE I-OQV 3.3

LOCALIZER 111.15 I-OQV Chan 48(Y)

LOM COLFA 232 CO

BRINN LOM

*3100 when authorized by ATC.

*5000 to BIRRA 048° (4.6) and LOC (6.2)

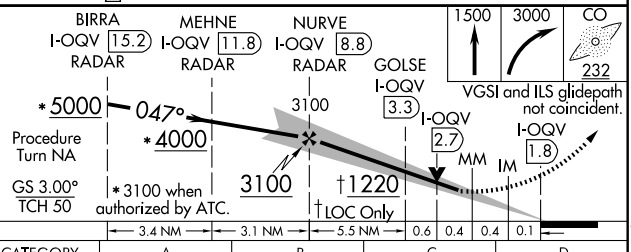
(IAF) KELLY

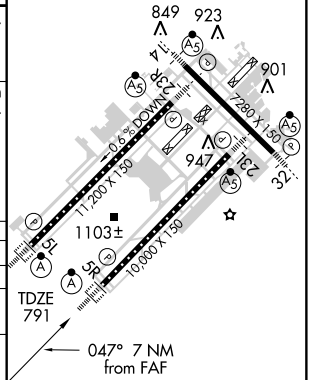
(CIVUV)

Procedure NA for arrivals at KELLY via V11 and V12 southwest bound.

MSA VHP 25 NM 3100

10 NM





CATEGORY	A	B	C	D
S-ILS 5R	991/18 200 (200-½)			
S-LOC 5R	1220/24 429 (500-½)		1220/40 429 (500-¾)	1220/50 429 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)
GOLSE FIX MINIMUMS				
S-LOC 5R	1120/24 329 (400-½)			1120/40 329 (400-¾)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

FAF to MAP 7 NM

Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-BJP	APP CRS	Rwy Idg	7280
110.5	137°	TDZE	796
		Apt Elev	797

ILS or LOC RWY 14
INDIANAPOLIS INTL (IND)

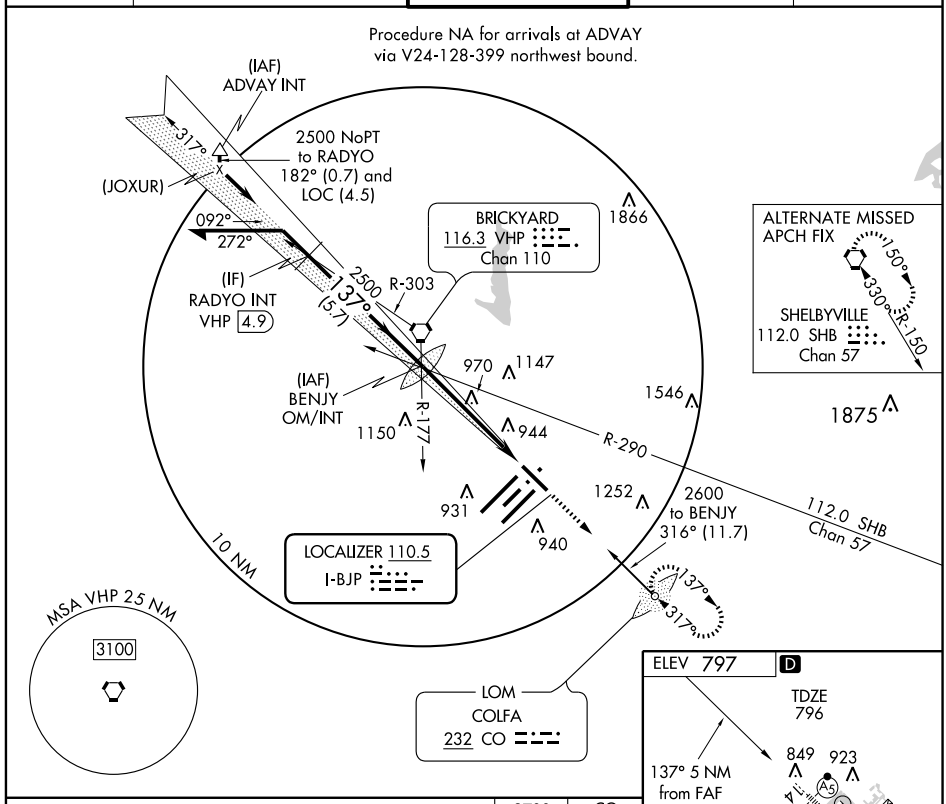
ADF REQUIRED
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

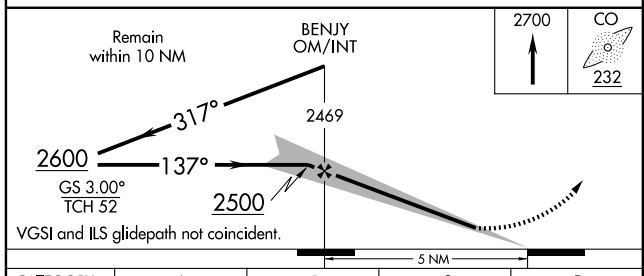
MALSR

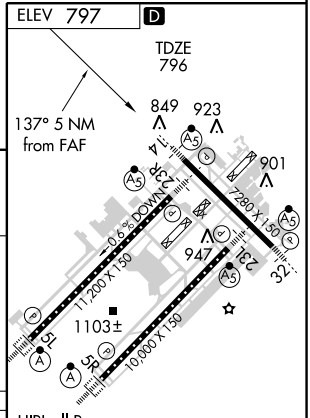
MISSED APPROACH: Climb to 2700 direct CO LOM and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

Procedure NA for arrivals at ADVAY via V24-128-399 northwest bound.







HIRL all Rwys
TDZ/CL Rwys 5L and 5R

CATEGORY	A	B	C	D
S-ILS 14	* 996/24 200 (200-½)			
S-LOC 14	1220/24 424 (500-½)		1220/40 424 (500-¾)	
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-FVJ	APP CRS	Rwy Idg	10000
111.15	227°	TDZE	790
Chan 48 (Y)		Apt Elev	797

ILS or LOC RWY 23L

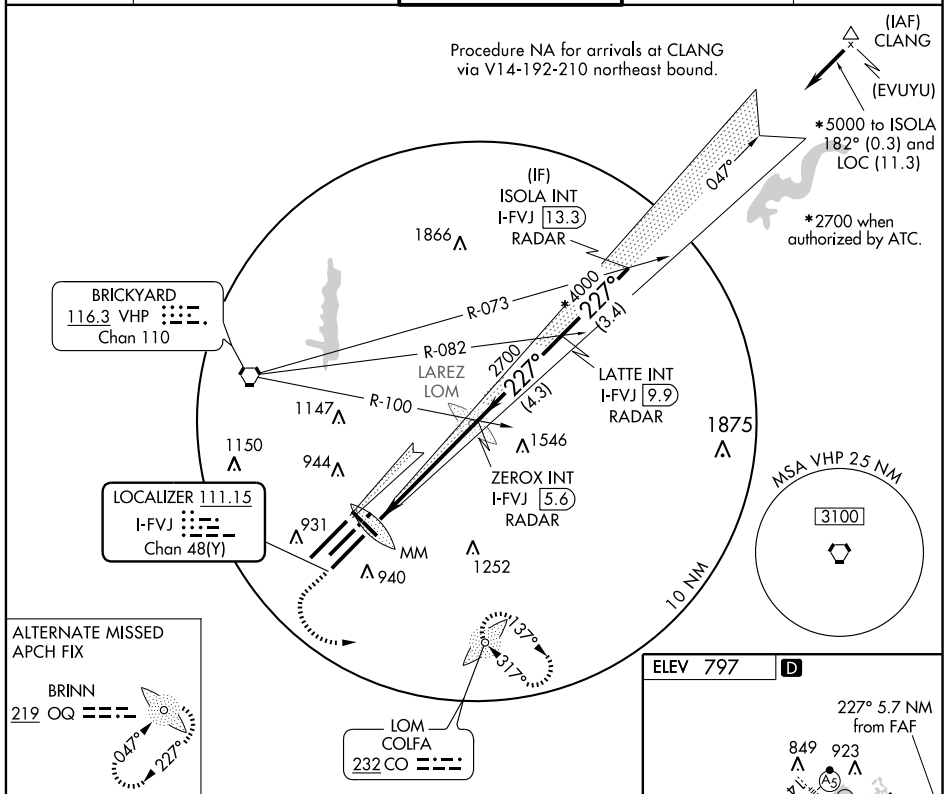
INDIANAPOLIS INTL (IND)

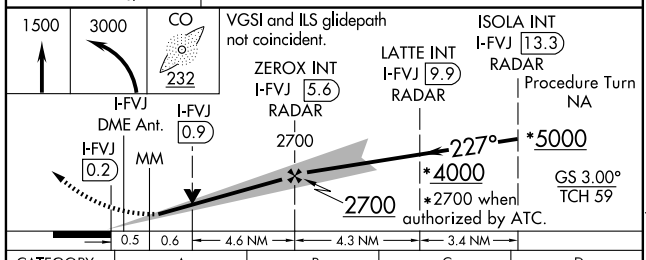
ADF REQUIRED
Simultaneous approach authorized with Rwy 23R.

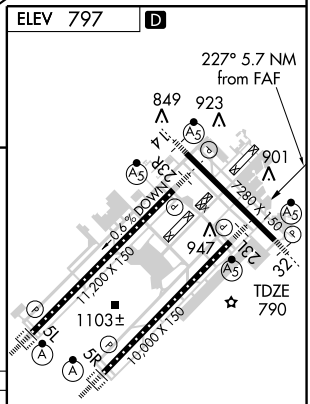
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8







CATEGORY	A	B	C	D
S-ILS 23L	1042/24 252 (300-½)			
S-LOC 23L	1200/24 410 (500-½)		1200/40 410 (500-¾)	
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-UZK	APP CRS	Rwy Idg 11200
111.75	227°	TDZE 783
Chan 54 (Y)		Apt Elev 797

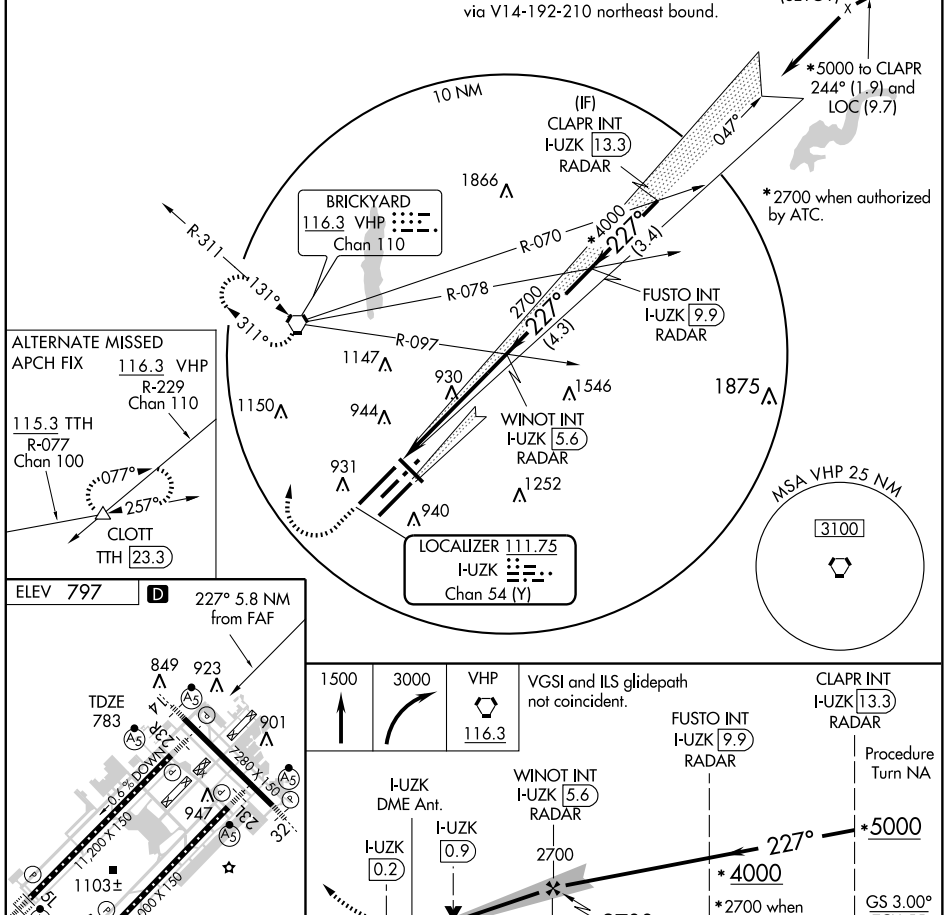
ILS or LOC RWY 23R
INDIANAPOLIS INTL (IND)

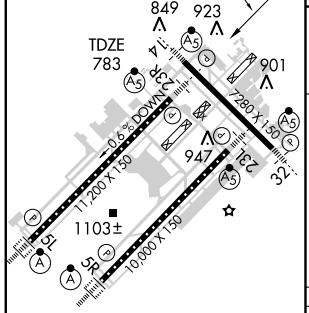
Simultaneous approach authorized with Rwy 23L.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

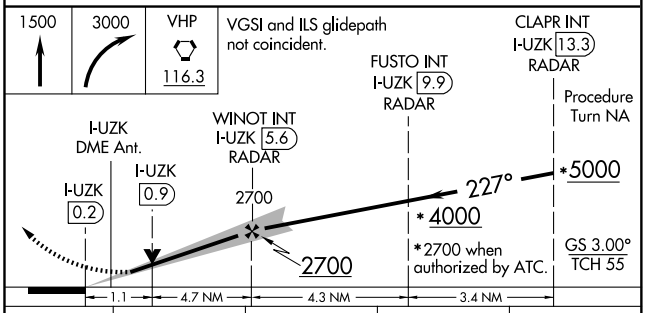
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8







HIRL all Rwys
TDZ/CL Rwys 5L and 5R

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:45	3:50	2:52	2:18	1:55

CATEGORY	A	B	C	D
S-ILS 23R	**983/24 200 (200-½)			
S-LOC 23R	1180/24 397 (400-½)			1180/40 397 (400-¾)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-COA	APP CRS	Rwy Idg / TDZE / Apt Elev
110.5	317°	7280 / 792 / 797

ILS or LOC RWY 32
INDIANAPOLIS INTL (IND)

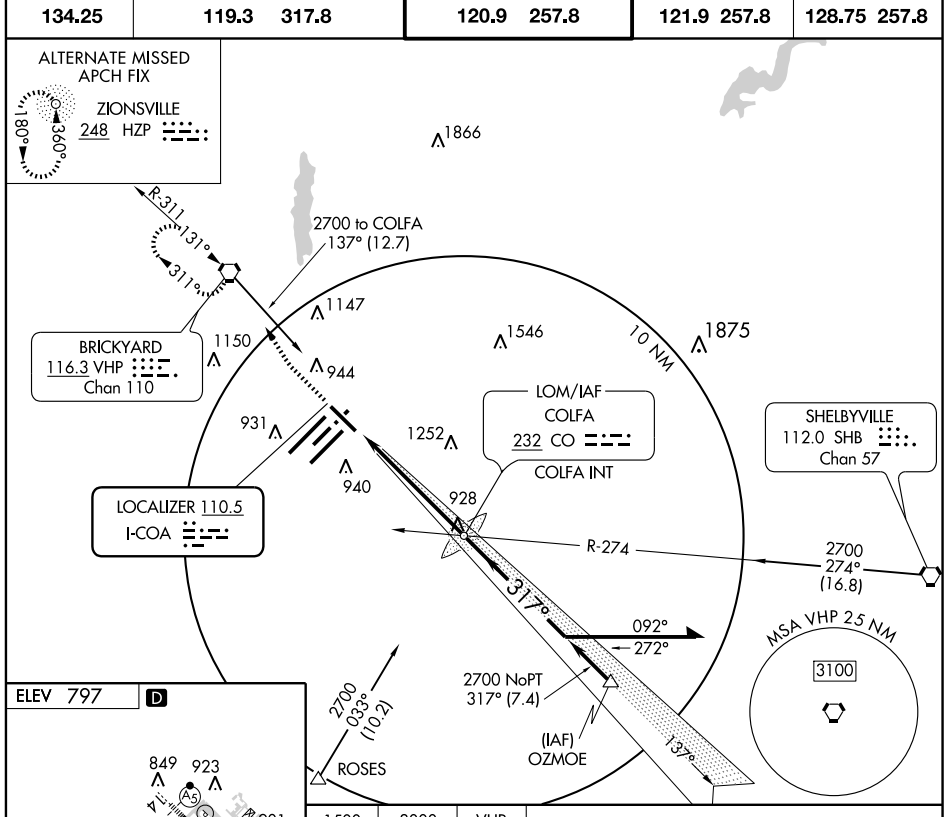
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

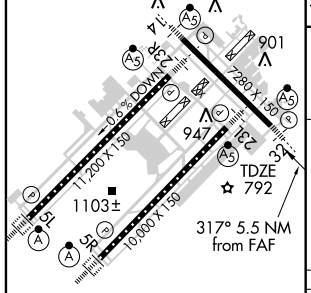
MALSR

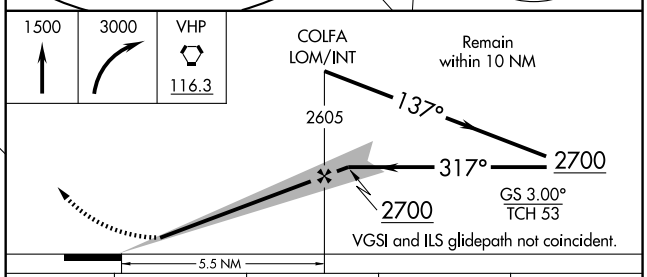
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and hold, continue climb-in-hold to 3000.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

ALTERNATE MISSED APCH FIX
ZIONSVILLE
248 HZP







HIRL all Rwys
TDZ/CL Rwys 5L and 5R

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-ILS 32	* 992/24 200 (200-½)			
S-LOC 32	1240/24 448 (500-½)		1240/40 448 (500-¾)	1240/50 448 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-IND	APP CRS	Rwy Idg 11200
111.75	047°	TDZE 748
Chan 54 (Y)		Apt Elev 797

ILS RWY 5L (CAT II)
INDIANAPOLIS INTL (IND)

Simultaneous approach authorized with Rwy 5R.

ALSF-2

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

ALTERNATE MISSED APCH FIX
116.3 VHP
R-229
Chan 110
077°
257°
115.3 TTH
R-077
Chan 100
CLOTT
TTH 23.3

R-311 131° 311°
BRICKYARD
116.3 VHP
Chan 110

1147
1546
1150
944
LOCALIZER 111.75
I-IND
Chan 54(Y)
IM 931
MM
960
940
1252

CENEK
I-IND 8.8
RADAR
JODEL
I-IND 12
RADAR
(IF)
MERLO
I-IND 15.4
RADAR
3000
047°
(3.2)
*4000
047°
(3.4)
PULLY
LOM

DME or RADAR REQUIRED

MSA VHP 25 NM
3100

* 3000 when authorized by ATC.

227°
10 NM

* 5000 to MERLO 030° (2.3) and LOC (8.3)
(OYINU)
(IAF)
KELLY

Procedure NA for arrivals at KELLY via V11 southwest bound and V12 west bound.

ELEV 797 D

849 923 901 947 1103± TDZE 748
14 32 23R 23L 5R 5L
11,200 X 150
7280 X 150
10,000 X 150
0.6% DOWN

VGSI and ILS glidepath not coincident.

1700	3000	VHP
		116.3

MERLO I-IND 15.4 RADAR
JODEL I-IND 12 RADAR
CENEK I-IND 8.8 RADAR
*5000
047°
*4000
3000
GS 3.00°
TCH 55
*3000 when authorized by ATC.
MM
DH RA 118
IM
748 MSL

3.4 NM | 3.2 NM | 6.3 NM | 2048′ | 1051′ | 990′

CATEGORY	A	B	C	D
S-ILS 5L	848/12 100 RA 118			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-IND	APP CRS	Rwy Idg 11200
111.75	047°	TDZE 748
Chan 54 (Y)		Apt Elev 797

ILS RWY 5L (CAT III)
INDIANAPOLIS INTL (IND)

Simultaneous approach authorized with Rwy 5R.

ALSF-2

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

ALTERNATE MISSED APCH FIX
116.3 VHP
R-229
Chan 110
077°
257°
115.3 TTH
R-077
Chan 100
CLOTT
TTH 23.3

R-311 131° 311°
BRICKYARD
116.3 VHP
Chan 110

1147 1546 1150 944 1252 940 960 931 MM IM

LOCALIZER 111.75
I-IND
Chan 54(Y)

CENEK
I-IND 8.8
RADAR

JODEL
I-IND 12
RADAR

(IF)
MERLO
I-IND 15.4
RADAR

3000
047°
(3.2)
*4000
047°
(3.4)

PULLY
LOM

DME or RADAR REQUIRED

MSA VHP 25 NM
3100

*3000 when authorized by ATC.

227°
10 NM

*5000 to MERLO
030° (2.3) and
LOC (8.3)

(OYINU)

(IAF)
KELLY

Procedure NA for arrivals at KELLY via V11 southwest bound and V12 west bound.

ELEV 797 D

849 923 901 14 23R 5R DOWN 7280 X 150 0.6% 23L 32 947 11,200 X 150 1103± 5L 10,000 X 150 TDZE 748

MERLO
I-IND 15.4
RADAR

JODEL
I-IND 12
RADAR

CENEK
I-IND 8.8
RADAR

VGSI and ILS glidepath not coincident.

1700 3000 VHP 116.3

*5000
047°
*4000
3000
047°
GS 3.00°
TCH 55
*3000 when authorized by ATC.
MM 956
IM 848
748 MSL

3.4 NM 3.2 NM 6.3 NM 2049′ 1050′ 990′

CATEGORY	A	B	C	D
S-ILS 5L	CAT IIIA RVR 07			
S-ILS 5L	CAT IIIB RVR 06			
S-ILS 5L	CAT IIIC NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-OQV	APP CRS	Rwy Idg 10000
111.15	047°	TDZE 791
Chan 48 (Y)		Apt Elev 797

ILS RWY 5R (CAT II)

INDIANAPOLIS INTL (IND)

Simultaneous approach authorized with Rwy 5L.
ADF REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

ADF and DME or RADAR REQUIRED

BRICKYARD 116.3 VHP Chan 110

ALTERNATE MISSED APCH FIX
LAREZ 349 FV 227° 047°

1530 1147 1150 944 931 IM MM 865± 940 1252

NURVE I-OQV 8.8 RADAR
GOLSE I-OQV 3.3
MEHNE I-OQV 11.8 RADAR
(IF) BIRRA I-OQV 15.2 RADAR
BRINN LOM
3100 047° (3.1) *4000 047° (3.4) 227°

LOCALIZER 111.15 I-OQV Chan 48(Y)

137° 317° LOM COLFA 232 CO

MSA VHP 25 NM 3100

10 NM

*3100 when authorized by ATC.

*5000 to BIRRA 048° (4.6) and LOC (6.2)

(IAF) KELLY (CIVUV)

Procedure NA for arrivals at KELLY via V11 and V12 southwest bound.

ELEV 797 D

849 923 901 280 X 150 11,200 X 150 10,000 X 150 0.4% DOWN 947 1103± TDZE 791

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

BIRRA I-OQV 15.2 RADAR
MEHNE I-OQV 11.8 RADAR
NURVE I-OQV 8.8 RADAR
Procedure Turn NA
* 5000 047° *4000 3100 047° 3100 MM DH IM 791 MSL
GS 3.00° TCH 50
*3100 when authorized by ATC.
RA 131

1500	3000	CO
↑	↑	232

VGSI and ILS glidepath not coincident.

3.4 NM 3.1 NM 6.5 NM 1805' 990' 1032'

CATEGORY	A	B	C	D
S-ILS 5R	891/12 100 RA 131			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-OQV	APP CRS	Rwy Idg 10000
111.15	047°	TDZE 791
Chan 48 (Y)		Apt Elev 797

ILS RWY 5R (CAT III)
INDIANAPOLIS INTL (IND)

Simultaneous approach authorized with Rwy 5L.
ADF REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

ADF and DME or RADAR REQUIRED

BRICKYARD 116.3 VHP Chan 110

ALTERNATE MISSED APCH FIX
LAREZ 349 FV 227° 047°

1530 1147 1150 944 931 IM MM 865± 940 1252

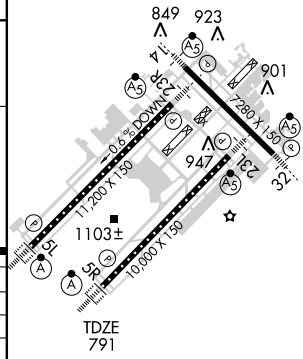
NURVE I-OQV 8.8 RADAR
GOLSE I-OQV 3.3
MEHNE I-OQV 11.8 RADAR
(IF) BIRRA I-OQV 15.2 RADAR
BRINN LOM
LOCALIZER 111.15 I-OQV Chan 48(Y)
LOM COLFA 232 CO 037° 317°
3100 047° (3.1) *4000 047° (3.4) 227°
10 NM
MSA VHP 25 NM 3100

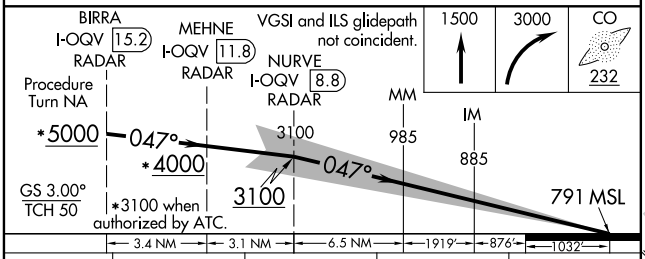
*3100 when authorized by ATC.

*5000 to BIRRA 048° (4.6) and LOC (6.2)
(IAF) KELLY
(CIVUV)

Procedure NA for arrivals at KELLY via V11 and V12 southwest bound.

ELEV 797 D





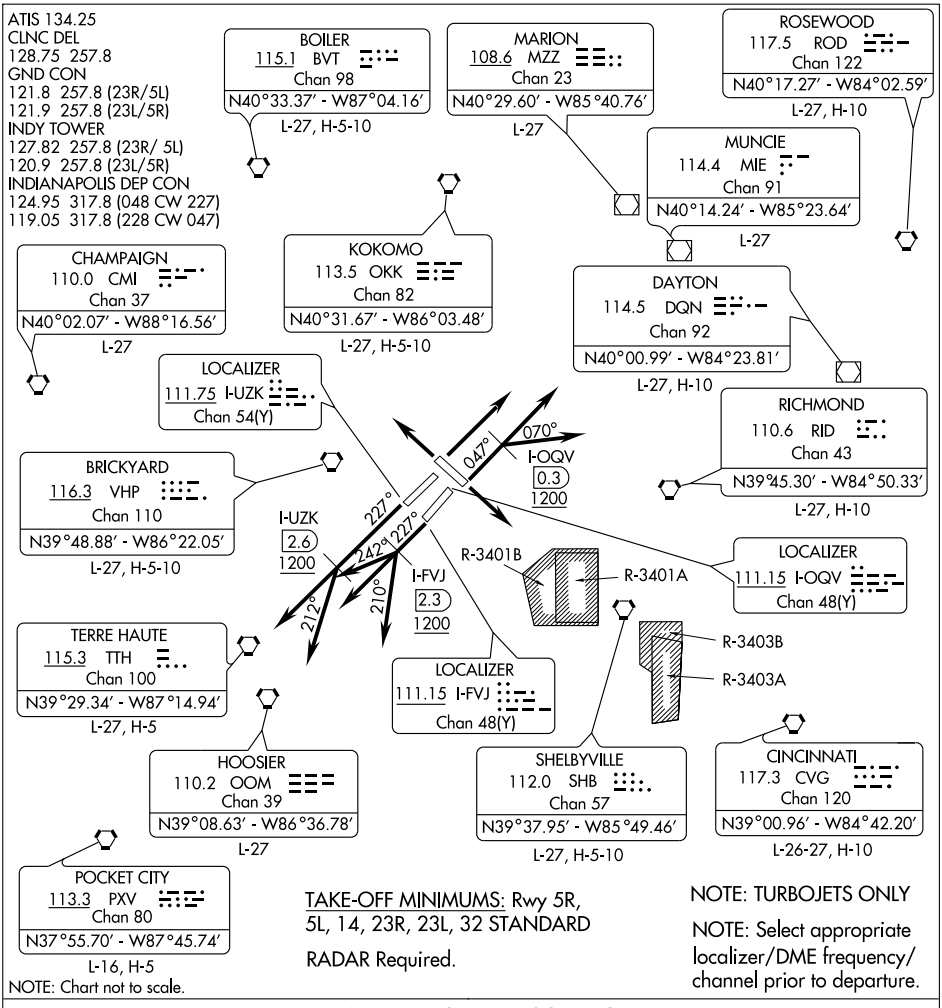
CATEGORY	A	B	C	D
S-ILS 5R	CAT IIIA RVR 07			
S-ILS 5R	CAT IIIB RVR 06			
S-ILS 5R	CAT IIIC NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 14 JAN 2010 to 11 FEB 2010

INDY TWO DEPARTURE



TAKE-OFF MINIMUMS: Rwy 5R, 5L, 14, 23R, 23L, 32 STANDARD

RADAR Required.

NOTE: TURBOJETS ONLY

NOTE: Select appropriate localizer/DME frequency/ channel prior to departure.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 23R: Climb on runway heading 227° until I-UZK 2.6 DME and 1200 feet or above, then fly assigned heading 227° or 212°. Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

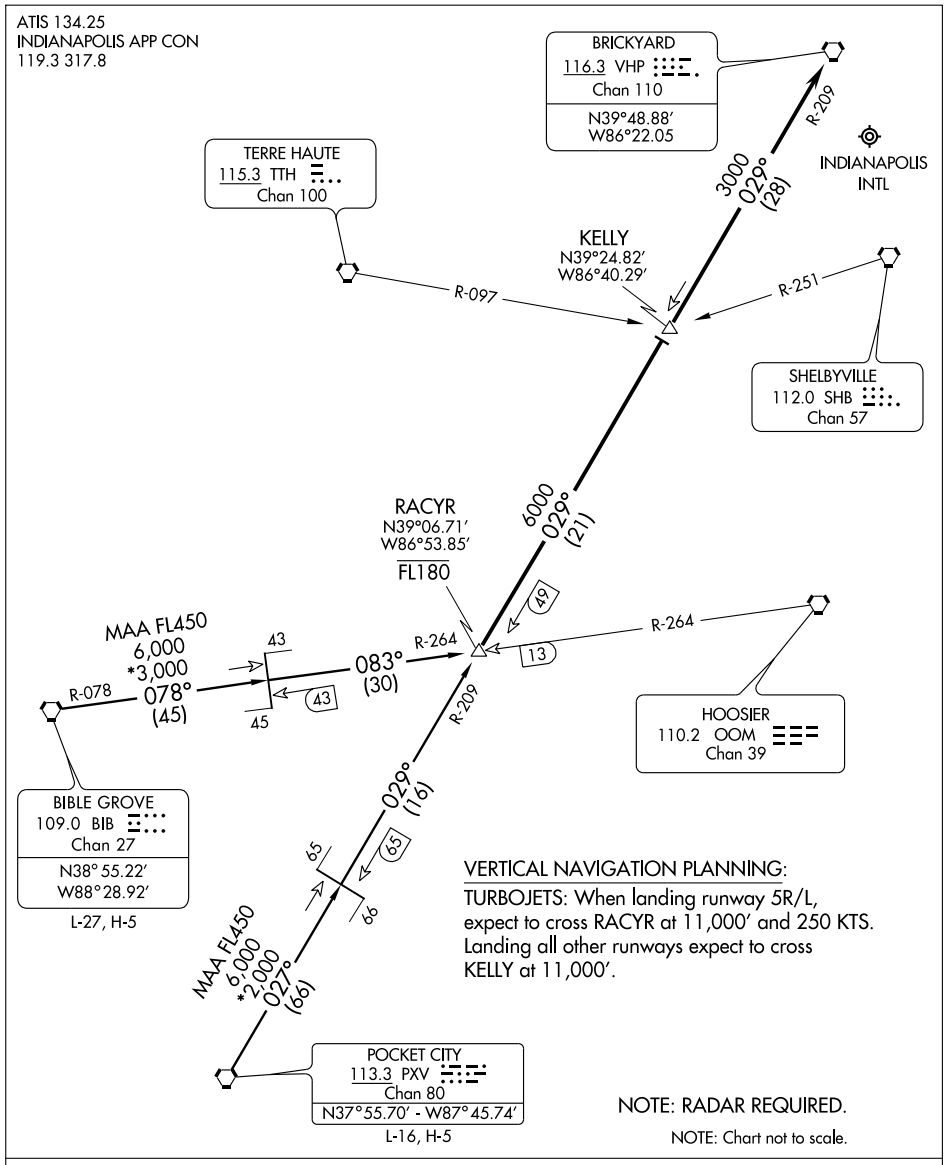
TAKE-OFF RWY 23L: Climb on runway heading 227° until I-FVJ 2.3 DME and 1200 feet or above, then fly assigned heading 210° , 227° , or 242° . Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 5R: Climb on runway heading 047° until I-OQV 0.3 DME and 1200 feet or above, then fly assigned heading 047° or 070°. Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF ALL OTHER RUNWAYS: Climb on runway heading or as assigned. Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

RACYR ONE ARRIVAL

INDIANAPOLIS, INDIANA



BIBLE GROVE TRANSITION (BIB.RACYR1): From over BIB VORTAC via BIB R-078/ OOM R-264 to RACYR INT. Thence....

POCKET CITY TRANSITION (PXV.RACYR1): From over PXV VORTAC via PXV R-027/ VHP R-209 to RACYR INT. Thence....

....From over RACYR INT, via VHP R-209 (MEA 6000) to KELLY INT, thence via VHP R-209 (MEA 3000) to VHP VORTAC. Expect radar vectors to final approach course.

WAAS	APP CRS	Rwy Idg	11200
CH 45706	046°	TDZE	748
W05A		Apt Elev	797

RNAV (GPS) Y RWY 5L

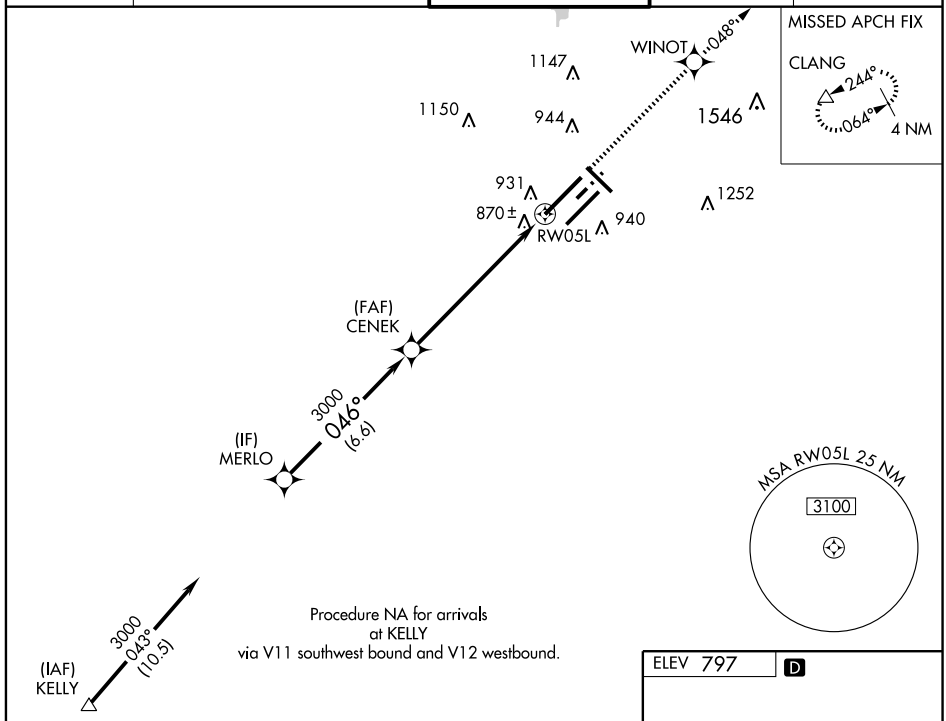
INDIANAPOLIS INTL (IND)

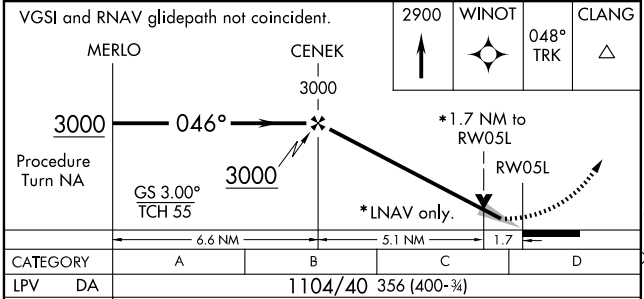
For inoperative ALSF, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

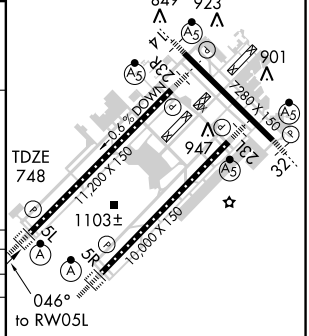
MISSED APPROACH: Climb to 2900 direct WINOT and via 048° track to CLANG and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





CATEGORY	A	B	C	D
LPV DA	1104/40 356 (400-¾)			
LNAV/VNAV DA	1283-1½ 535 (500-1½)			
LNAV MDA	1360/24 612 (600-½)		1360/60 612 (600-1¼)	1360-1½ 612 (600-1½)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)



HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	10000
CH 50306	046°	TDZE	791
W05B		Apt Elev	797

RNAV (GPS) Y RWY 5R

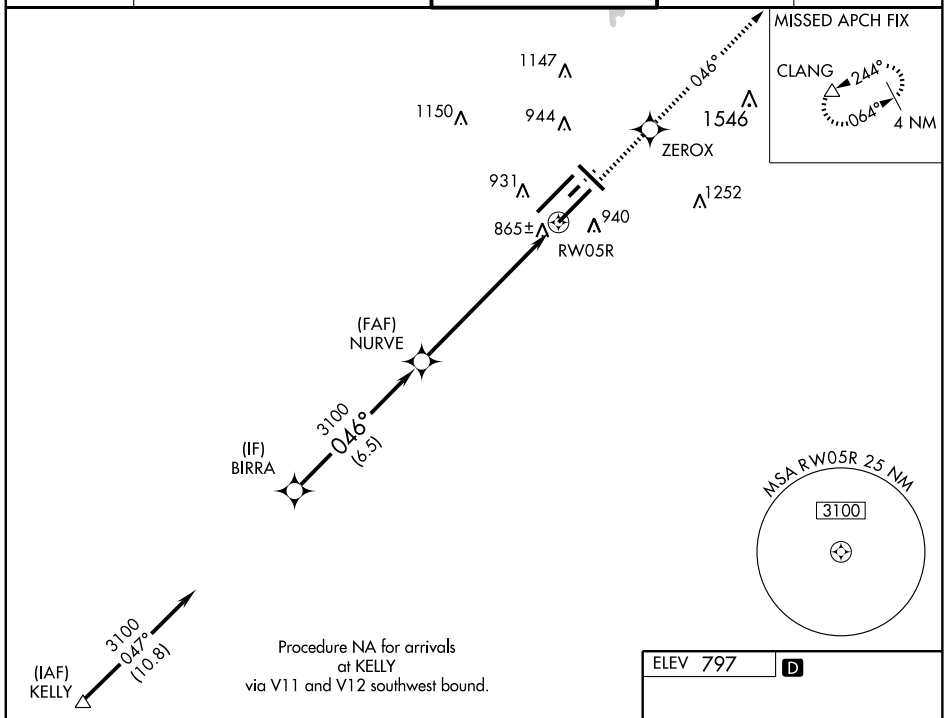
INDIANAPOLIS INTL (IND)

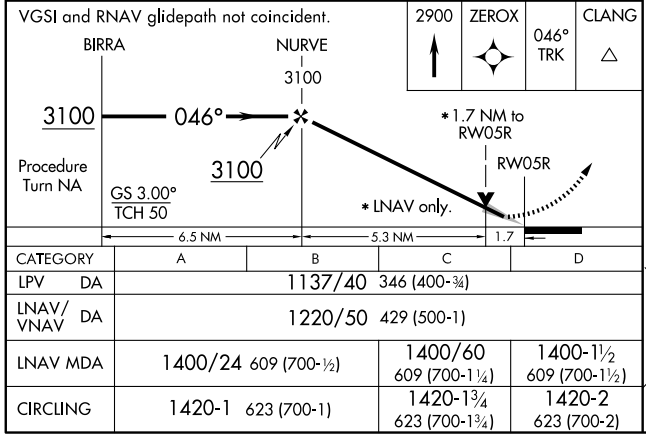
For inoperative ALSF, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

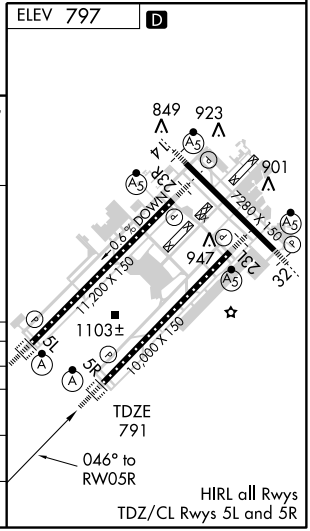
MISSED APPROACH: Climb to 2900 direct ZEROX and via 046° track to CLANG and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





CATEGORY	A	B	C	D
LPV DA	1137/40 346 (400-¾)			
LNAV/VNAV DA	1220/50 429 (500-1)			
LNAV MDA	1400/24 609 (700-½)		1400/60 609 (700-1¼)	1400-1½ 609 (700-1½)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)



WAAS CH 42602 W14A	APP CRS 137°	Rwy Idg 7280 TDZE 796 Apt Elev 797

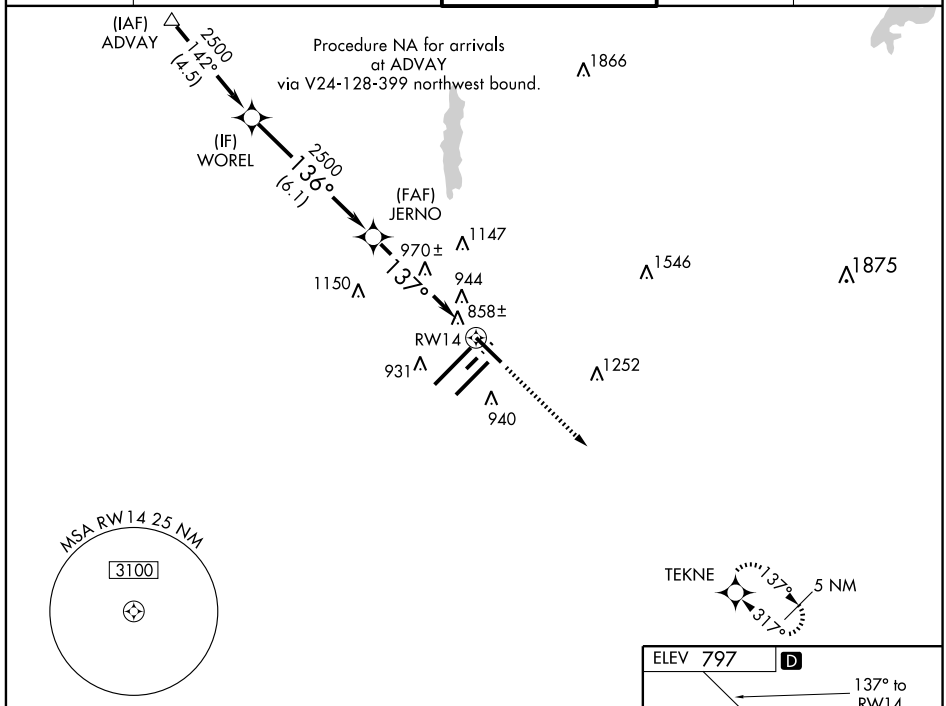
RNAV (GPS) Y RWY 14
INDIANAPOLIS INTL (IND)

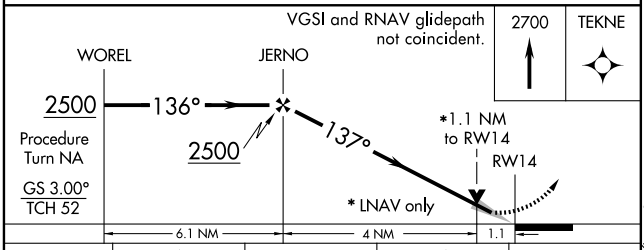
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

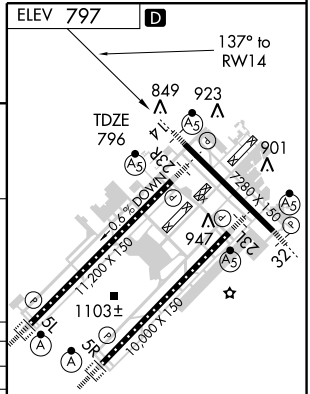
MISSED APPROACH: Climb to 2700 direct TEKNE and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





CATEGORY	A	B	C	D
LPV DA	1046/24 250 (300-½)			
LNAV/VNAV DA	1230/50 434 (500-1)			
LNAV MDA	1220/24 424 (500-½)		1220/40 424 (500-¾)	1220/50 424 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)



HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	10000
CH 86406	227°	TDZE	790
W23A		Apt Elev	797

RNAV (GPS) Y RWY 23L

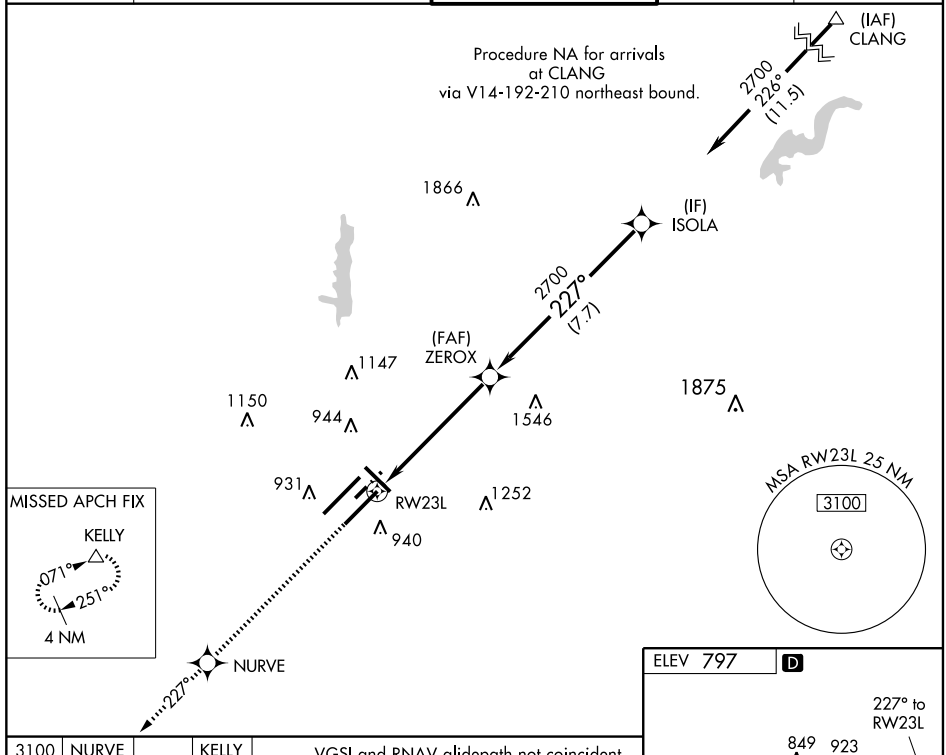
INDIANAPOLIS INTL (IND)

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

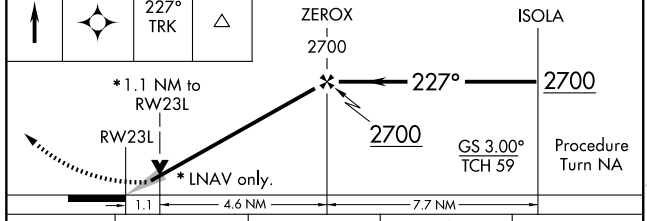
MISSED APPROACH: Climb to 3100 direct NURVE and via 227° track to KELLY and hold.

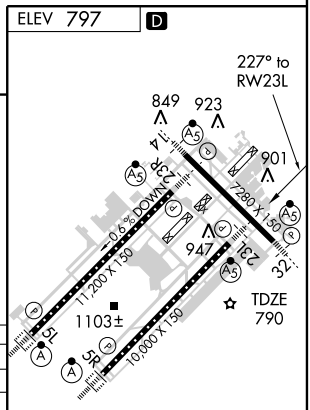
ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



3100	NURVE	227° TRK	KELLY

VGSI and RNAV glidepath not coincident.





CATEGORY	A	B	C	D
LPV DA	1093/24 303 (300-½)			
LNAV/VNAV DA	1203/50 413 (500-1)			
LNAV MDA	1220/24 430 (500-½)		1220/40 430 (500-¾)	1220/50 430 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 77706 W23B	APP CRS 227°	Rwy ldg 11200 TDZE 783 Apt Elev 797

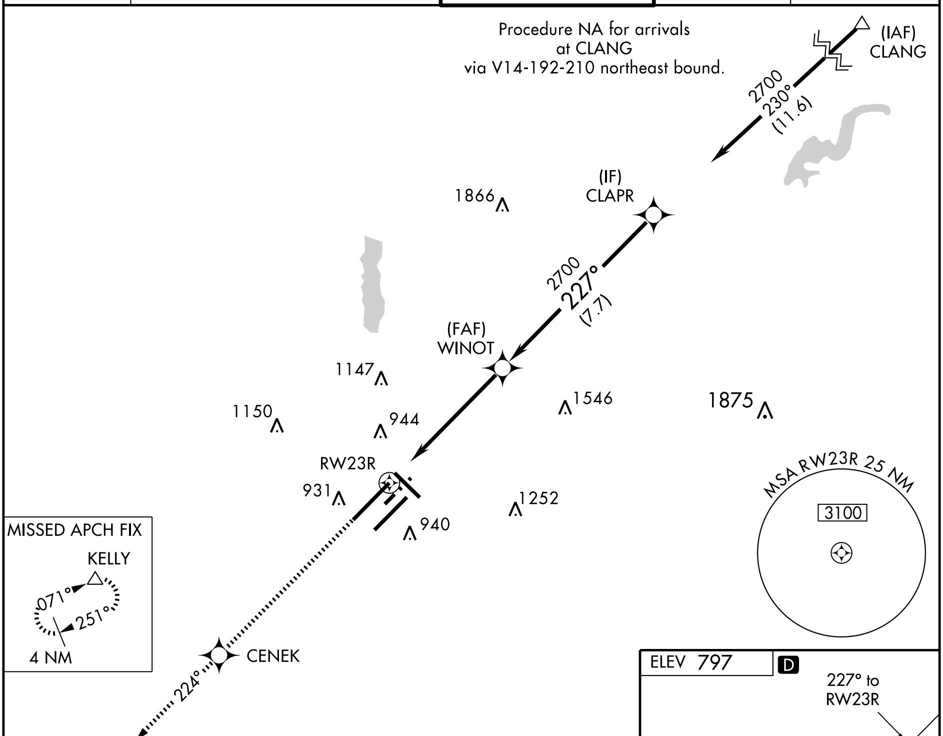
RNAV (GPS) Y RWY 23R
INDIANAPOLIS INTL (IND)

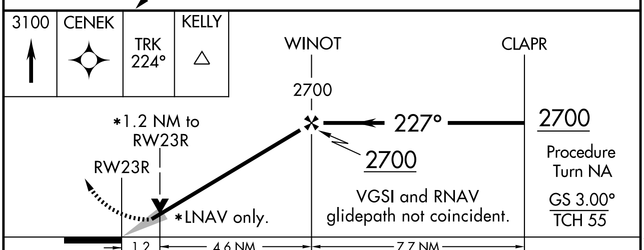
For inoperative MALSR, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR A5

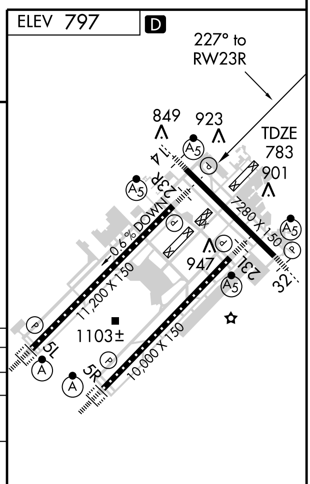
MISSED APPROACH: Climb to 3100 direct CENEK and via 224° track to KELLY and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





CATEGORY	A	B	C	D
LPV DA	1172/40 389 (400-¾)			
LNAV/VNAV DA	1242/50 459 (500-1)			
LNAV MDA	1220/24 437 (500-½)		1220/40 437 (500-¾)	1220/50 437 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)



HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 62802 W32A	APP CRS 317°	Rwy Idg 7280 TDZE 792 Apt Elev 797

RNAV (GPS) Y RWY 32

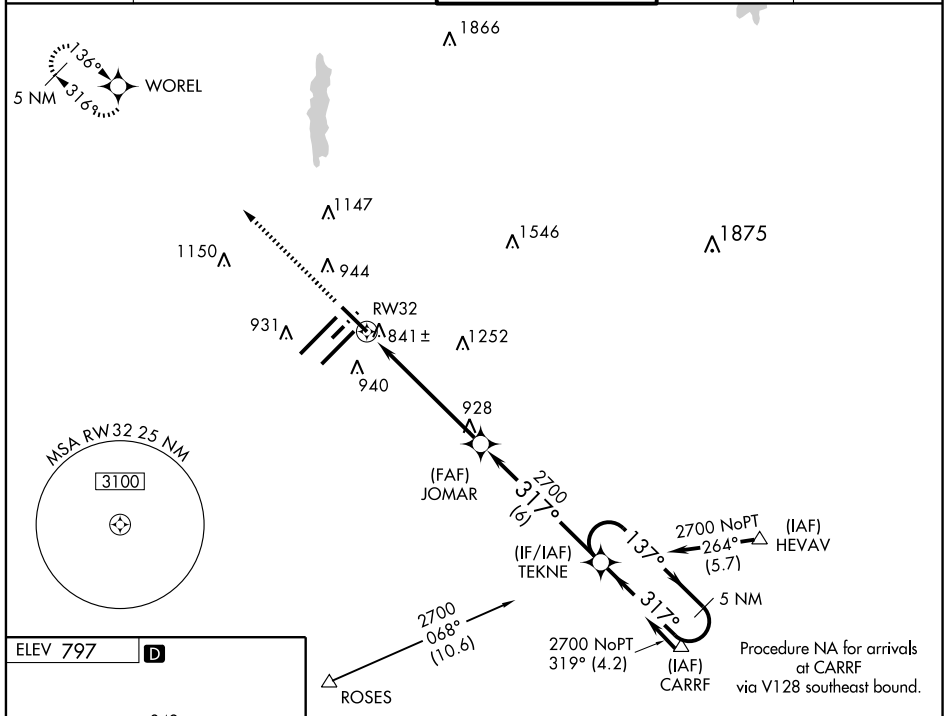
INDIANAPOLIS INTL (IND)

For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

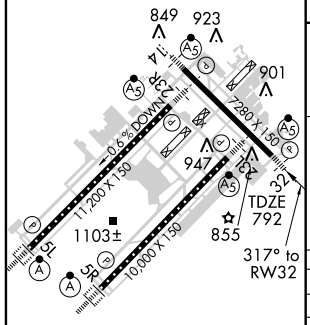
MALSR

MISSED APPROACH: Climb to 2500 direct WOREL and hold.

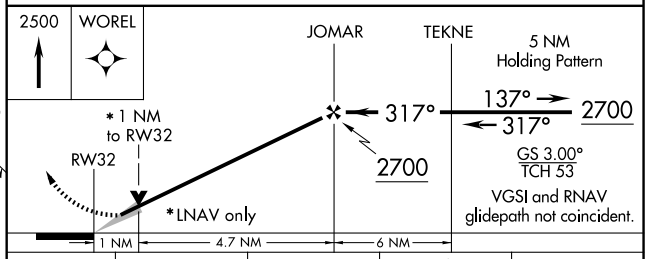
ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



ELEV 797 D



HIRL all Rwys
TDZ/CL Rwys 5L and 5R



CATEGORY	A	B	C	D
LPV DA	1042/24 250 (300-½)			
LNAV/VNAV DA	1275/60 483 (500-1¼)			
LNAV MDA	1180/24 388 (400-½)			1180/50 388 (400-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

APP CRS	Rwy Idg	11200
046°	TDZE	748
	Apt Elev	797

RNAV (RNP) Z RWY 5L

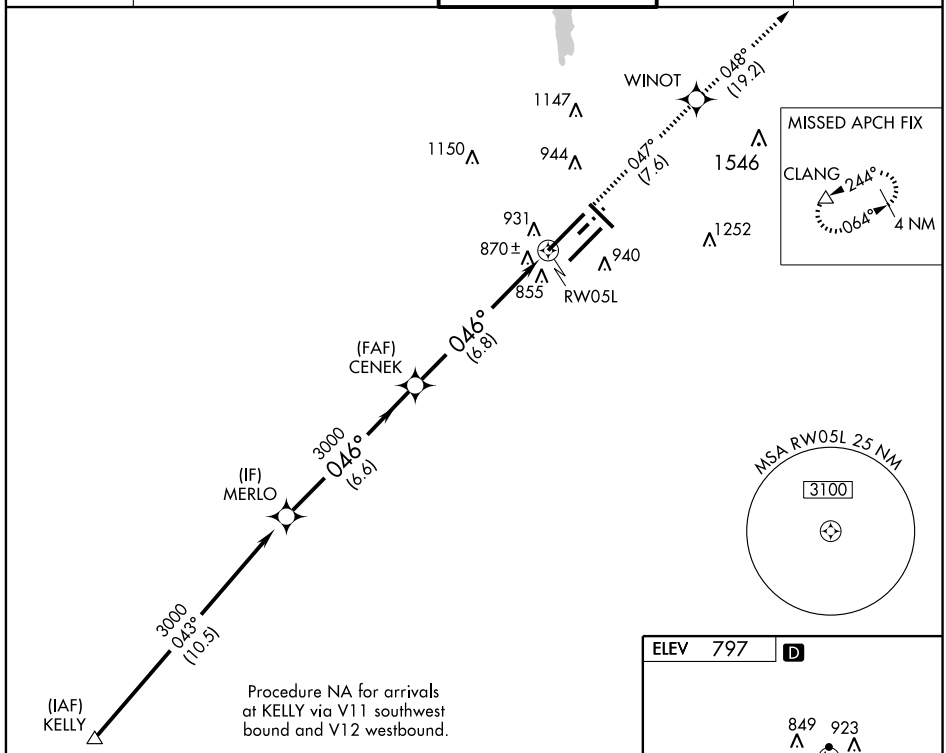
INDIANAPOLIS INTL (IND)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.15 visibility to RVR 6000, and RNP 0.30 visibility to 1¾ mile.

ALSF-2

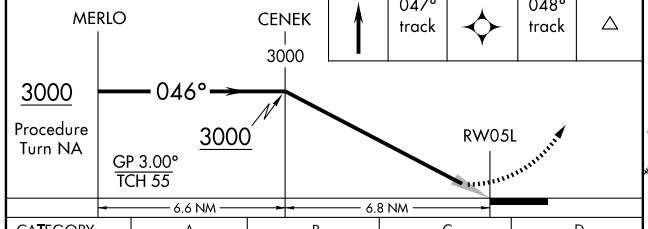
MISSED APPROACH: Climb to 2900 via 047° track to WINOT and 048° track to CLANG and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



VGSI and RNAV glidepath not coincident.

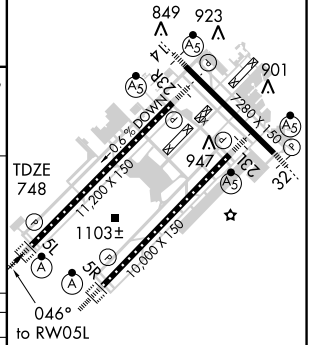
2900	047° track	WINOT	048° track	CLANG



CATEGORY	A	B	C	D
RNP 0.15 DA	1139/50 391 (400-1)			
RNP 0.30 DA	1215/60 467 (500-1¼)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

ELEV 797 D



HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	10000
046°	TDZE	791
	Apt Elev	797

RNAV (RNP) Z RWY 5R
INDIANAPOLIS INTL (IND)

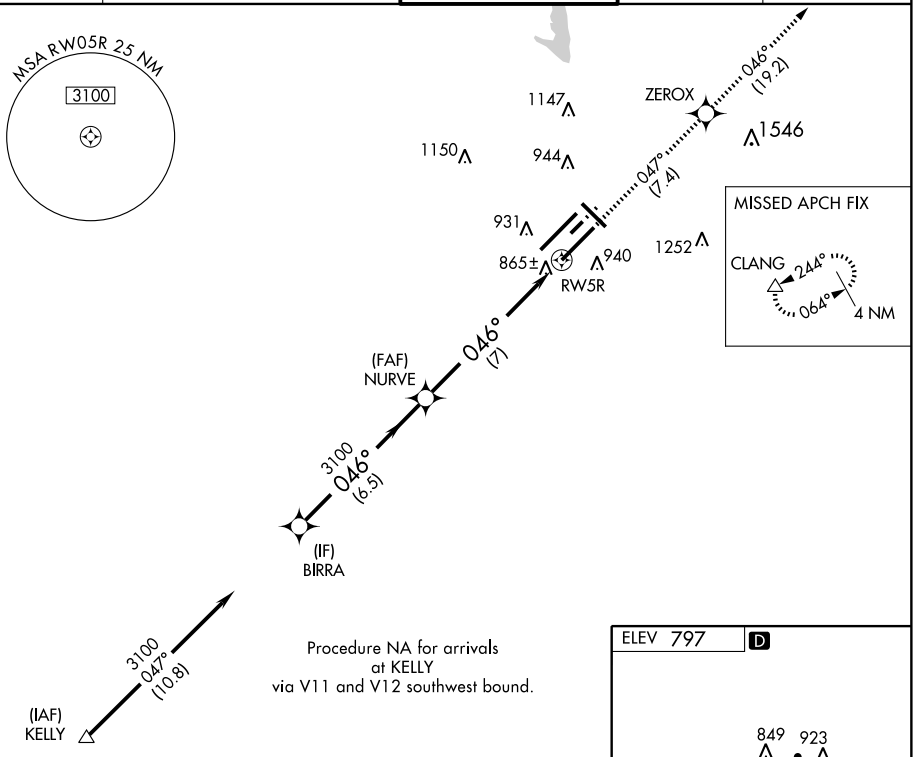
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.30 and RNP 0.19 visibility to 1½ mile. Visibility reduction by helicopters NA.

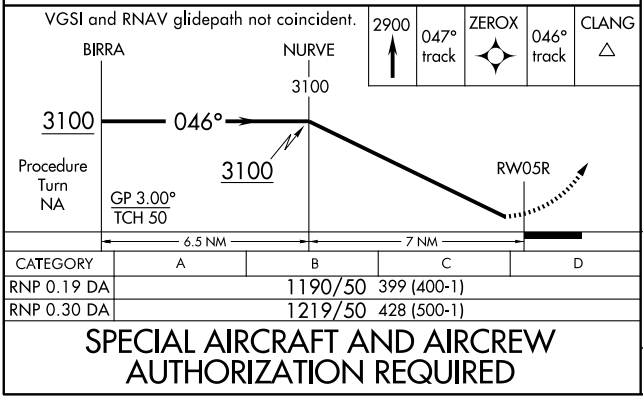
NA

ALSF-2

MISSED APPROACH: Climb to 2900 via 047° track to ZEROX and 046° track to CLANG and hold.

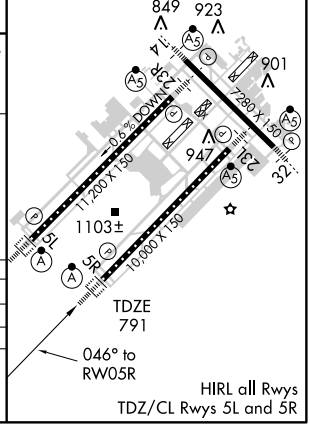
ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





CATEGORY	A	B	C	D
RNP 0.19 DA	1190/50 399 (400-1)			
RNP 0.30 DA	1219/50 428 (500-1)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7280
137°	TDZE	796
	Apt Elev	797

RNAV (RNP) Z RWY 14

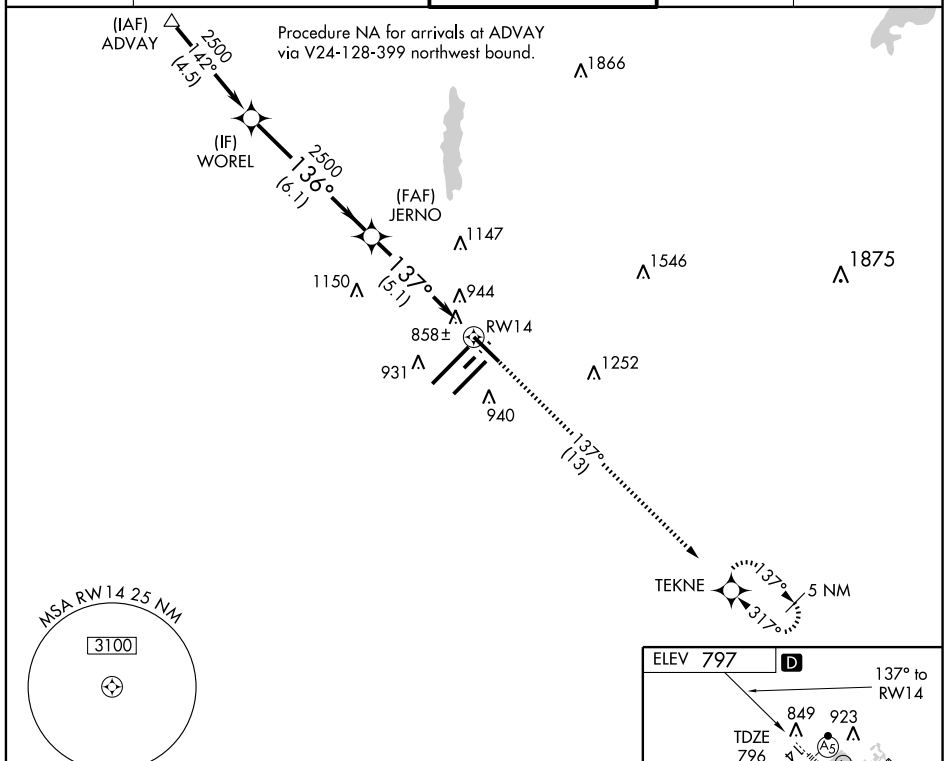
INDIANAPOLIS INTL (IND)

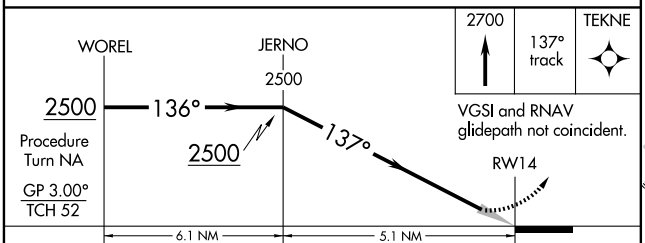
NA — GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.22 visibility to RVR 5000 and RNP 0.30 visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2700 via 137° track to TEKNE and hold.

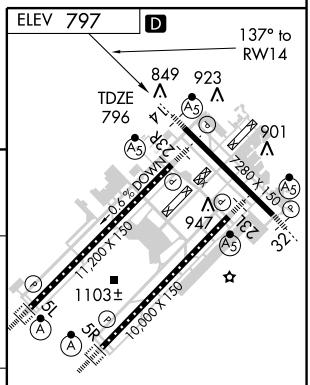
ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





CATEGORY	A	B	C	D
RNP 0.22 DA	1093/24	297 (300-½)		
RNP 0.30 DA	1172/40	376 (400-¾)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	10000
227°	TDZE	790
	Apt Elev	797

RNAV (RNP) Z RWY 23L

INDIANAPOLIS INTL (IND)

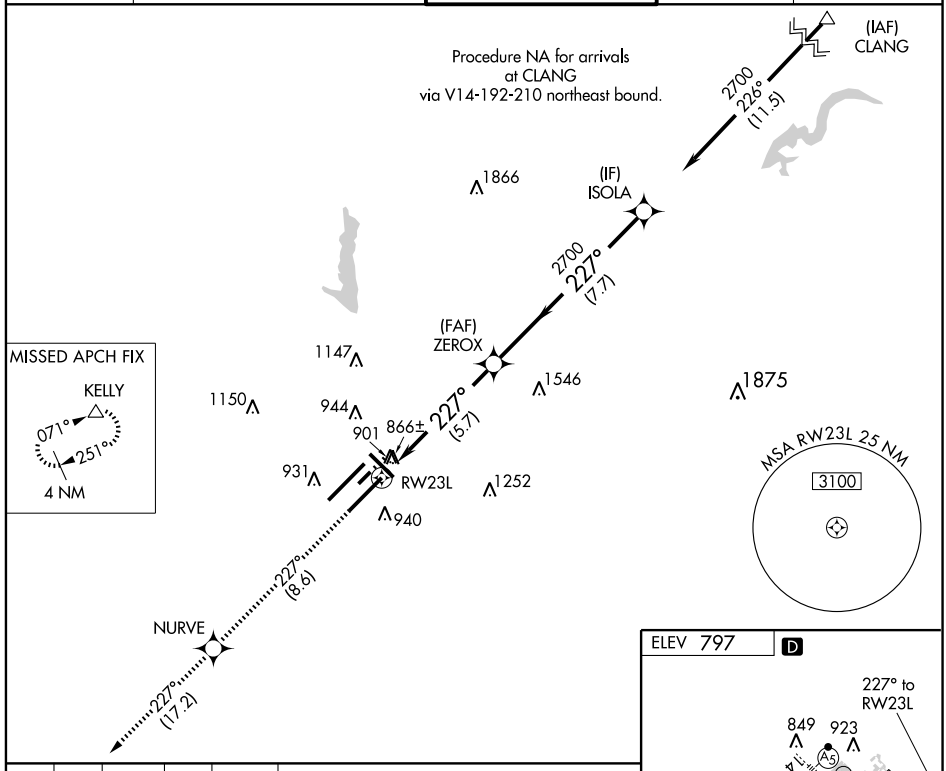
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.30 and RNP 0.25 all Cats visibility to RVR 6000. Visibility reduction by helicopters NA.

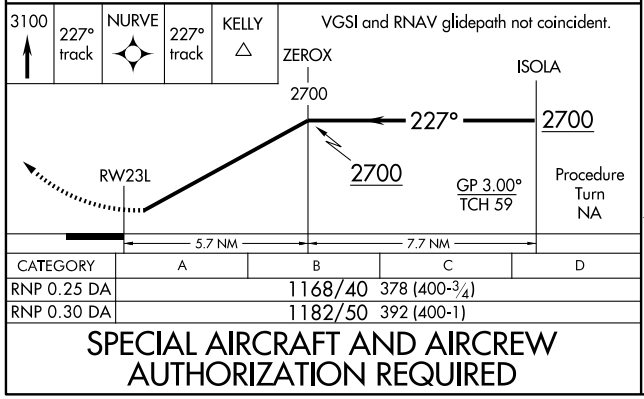
NA

MALSR

MISSED APPROACH: Climb to 3100 via 227° track to NURVE and 227° track to KELLY and hold.

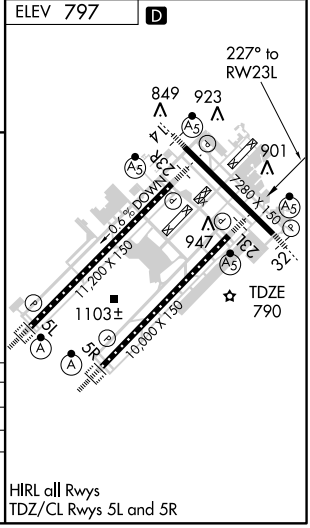
ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





CATEGORY	A	B	C	D
RNP 0.25 DA	1168/40 378 (400-¾)			
RNP 0.30 DA	1182/50 392 (400-1)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 14 JAN 2010 to 11 FEB 2010

RNAV (RNP) Z RWY 23R
INDIANAPOLIS INTL (IND)

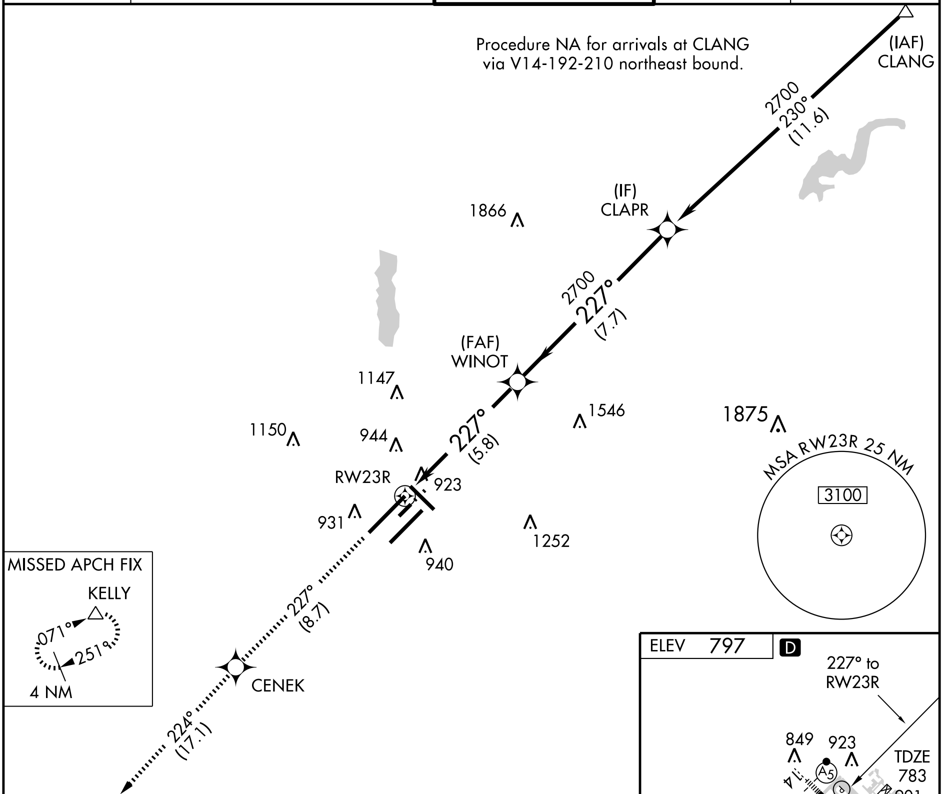
APP CRS	Rwy ldg	11200
227°	TDZE	783
	Apt Elev	797

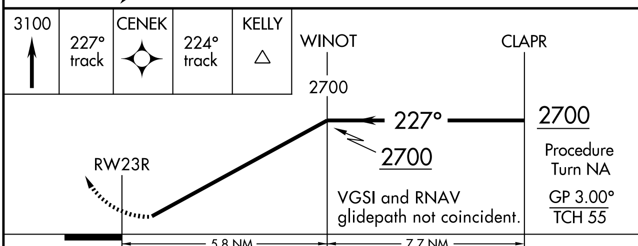
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.30 visibility to 1½ mile.

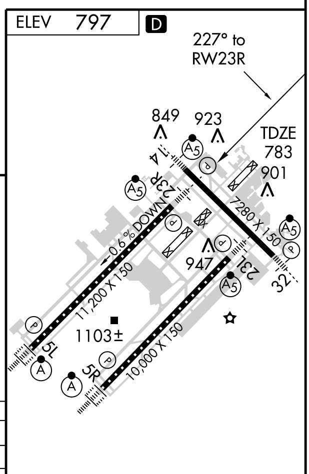
MALSR

MISSED APPROACH: Climb to 3100 via 227° track to CENEK and via 224° track to KELLY and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8







CATEGORY	A	B	C	D
RNP 0.30 DA	1220/50 437 (500-1)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7280
317°	TDZE	792
	Apt Elev	797

RNAV (RNP) Z RWY 32

INDIANAPOLIS INTL (IND)

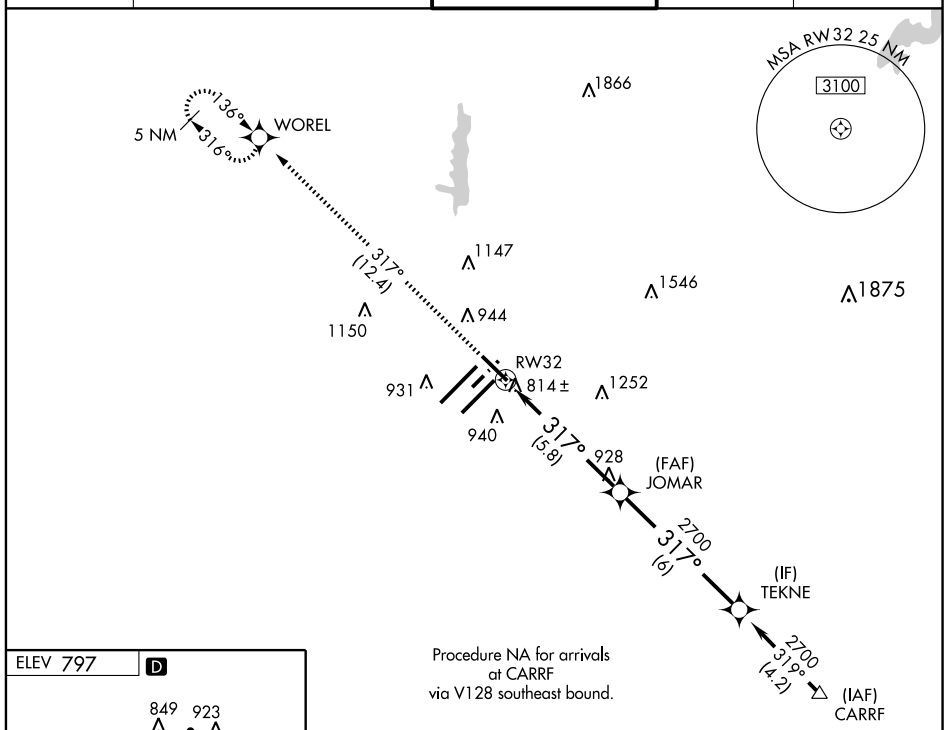
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.19 visibility to RVR 5000 and RNP 0.30 visibility to 1½.

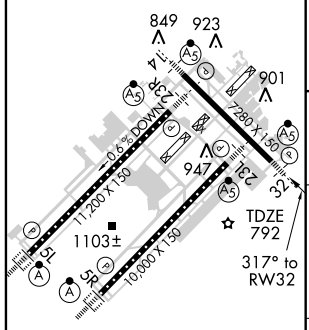
NA

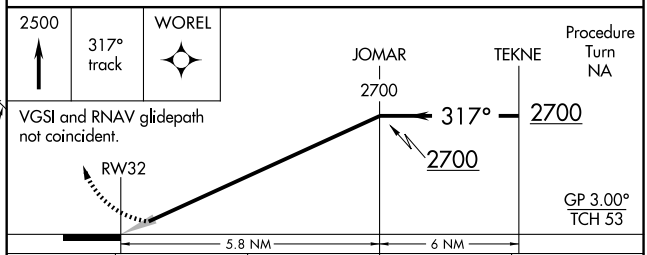
MALSR

MISSED APPROACH: Climb to 2500 via 317° track to WOREL and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8







CATEGORY	A	B	C	D
RNP 0.19 DA	1090/24		298 (300-½)	
RNP 0.30 DA	1186/50		394 (400-1)	

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

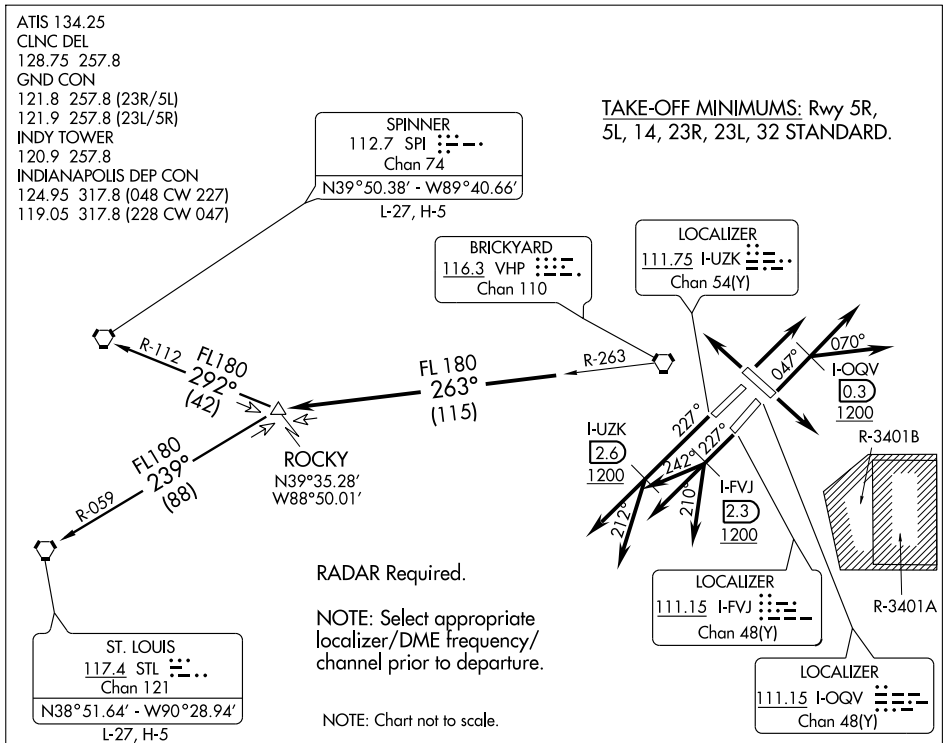
SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

EC-2, 14 JAN 2010 to 11 FEB 2010

(ROCKY4.ROCKY) 09351
ROCKY FOUR DEPARTURE

SL-203 (FAA)

INDIANAPOLIS INTL (IND)
INDIANAPOLIS, INDIANA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 23R (TURBOJETS ONLY): Climb on runway heading 227° until I-UZK 2.6 DME and 1200 feet or above, then fly assigned heading 227° or 212°. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 23L (TURBOJETS ONLY): Climb on runway heading 227° until I-FVJ 2.3 DME and 1200 feet or above, then fly assigned heading 210°, 227°, or 242°. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 5R (TURBOJETS ONLY): Climb on runway heading 047° until I-OQV 0.3 DME and 1200 feet or above, then fly assigned heading 047° or 070°. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clerance to requested altitude ten minutes after departure.

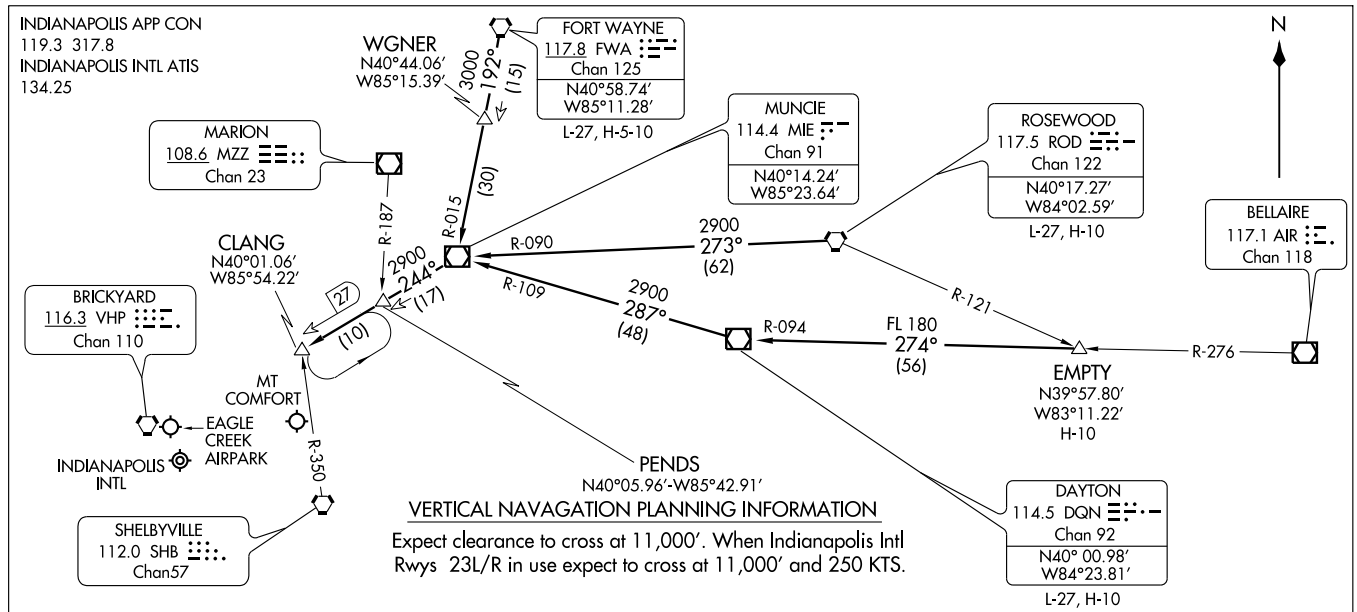
TAKE-OFF ALL OTHER RUNWAYS (TURBOJETS ONLY): Climb on runway heading or as assigned. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF ALL RUNWAYS (PROPELLER ONLY): Climb on runway heading or as assigned. Maintain 3000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

SPINNER TRANSITION (ROCKY4.SPI): From over ROCKY INT via SPI R-112 to SPI VORTAC.

ST. LOUIS TRANSITION (ROCKY4.STL): From over ROCKY INT via STL R-059 to STL VORTAC.

EC-2, 14 JAN 2010 to 11 FEB 2010



DAYTON TRANSITION (DQN. CLANG5): From over DQN VOR/DME via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

EMPTY TRANSITION (EMPTY.CLANG5): From over EMPTY INT via DQN R-094 to DQN VOR/DME, then via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.CLANG5): From over FWA VORTAC via FWA R-192 and MIE R-015 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.CLANG5): From over ROD VORTAC via ROD R-273 and MIE R-090 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . . . From over CLANG INT, expect vectors to final approach course.

NOTE: Chart not to acale.

LOC I-MQJ	APP CRS	Rwy Idg	5500
108.7	252°	TDZE	861
		Apt Elev	862

ILS or LOC RWY 25

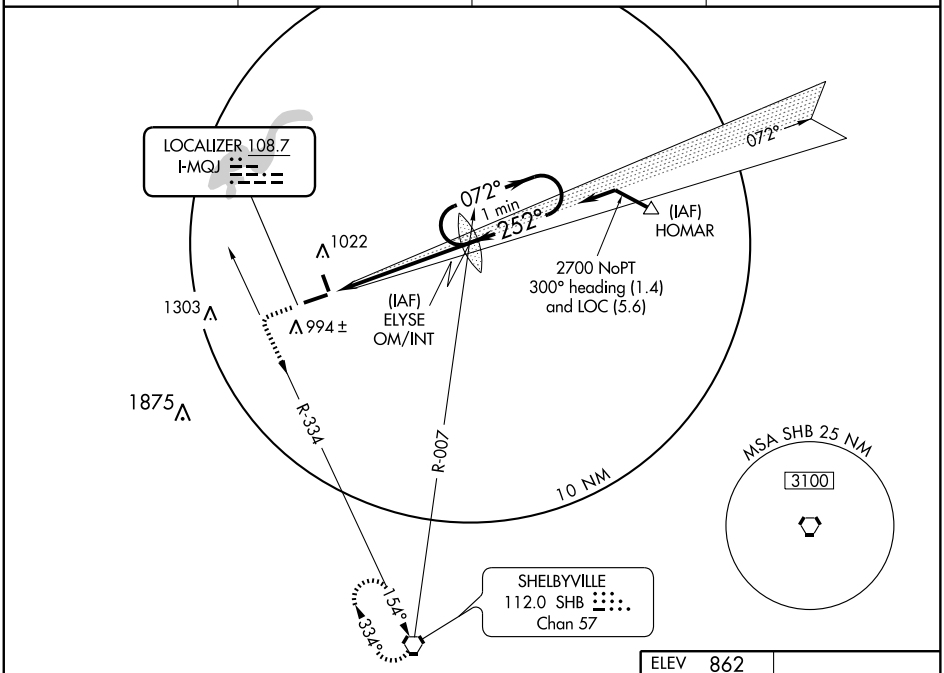
INDIANAPOLIS/MOUNT COMFORT (MQJ)

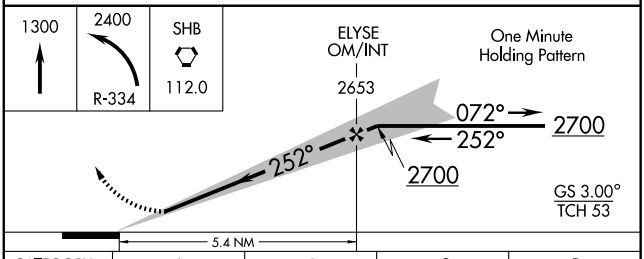
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 55 feet and all MDA 60 feet, increase S-LOC 25 Cat D visibility ¼ mile.

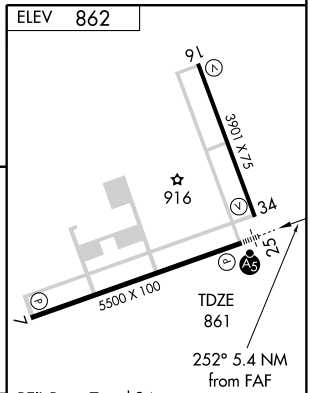
MALSR

MISSED APPROACH: Climb to 1300, then climbing left turn to 2400 via SHB R-334 to SHB VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
124.175	127.15 317.8	119.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 25	1061-½ 200 (200-½)			
S-LOC 25	1280-½ 419 (500-½)		1280-¾ 419 (500-¾)	
CIRCLING	1340-1 478 (500-1)		1340-1½ 478 (500-1½)	1420-2 558 (600-2)

REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3901
162°	TDZE	858
	Apt Elev	862

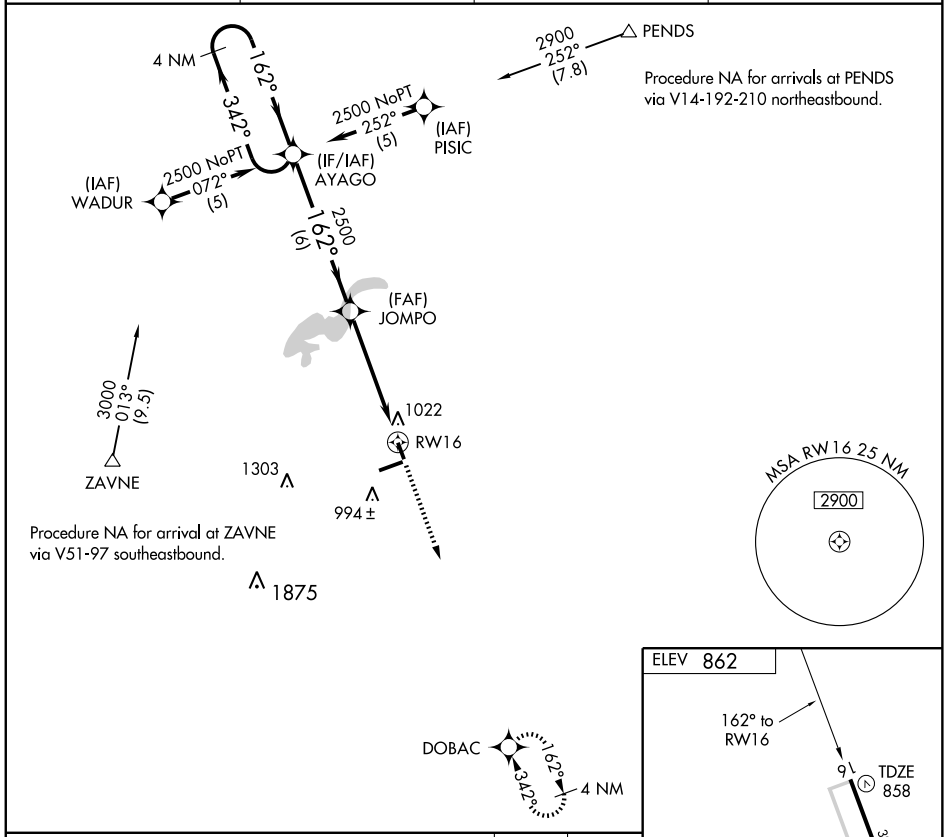
RNAV (GPS) RWY 16

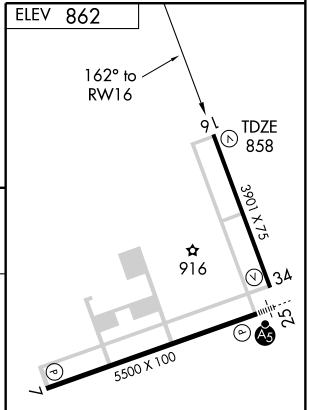
INDIANAPOLIS/MOUNT COMFORT (MQJ)

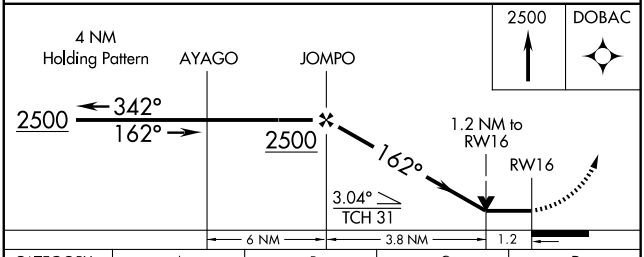
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase LNAV Cat D visibility ¼ mile. VDP NA when using Indianapolis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct DOBAC and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
124.175	127.15 317.8	119.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1280-1 422 (500-1)		1280-1¼ 422 (500-1¼)	
CIRCLING	1340-1 478 (500-1)		1340-1½ 478 (500-1½)	1420-2 558 (600-2)

REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5500
CH 56310	252°	TDZE	861
W25A		Apt Elev	862

RNAV (GPS) RWY 25

INDIANAPOLIS/MOUNT COMFORT (MQJ)

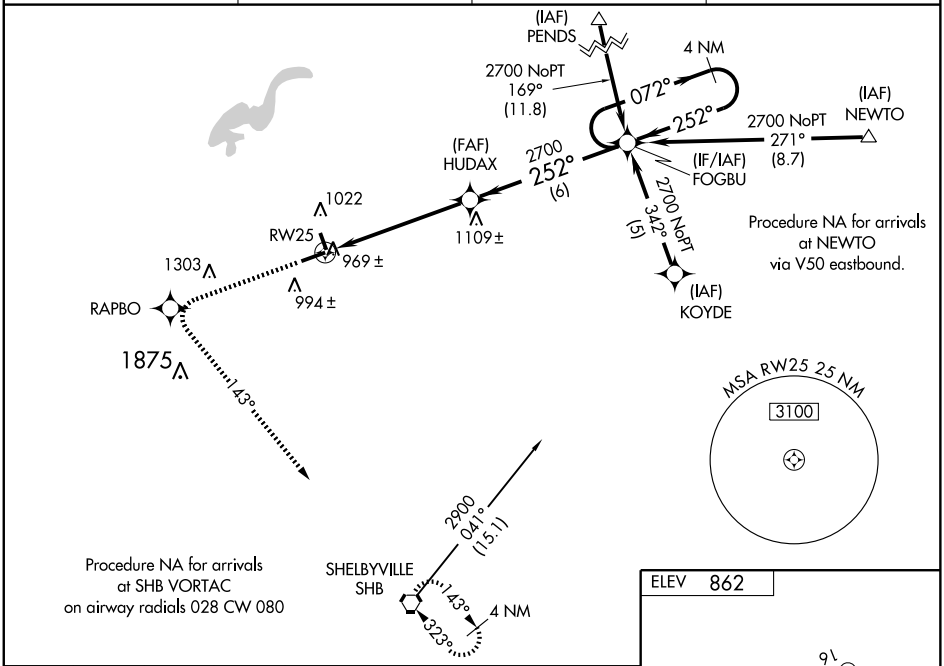
For inoperative MALSR, increase LNAV Cat A/B/C visibility to 1 mile and Cat D to 1¼ mile. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 55 feet and all MDA 60 feet, and increase all visibilities ½ mile. Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting. When using Indianapolis Intl altimeter setting inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

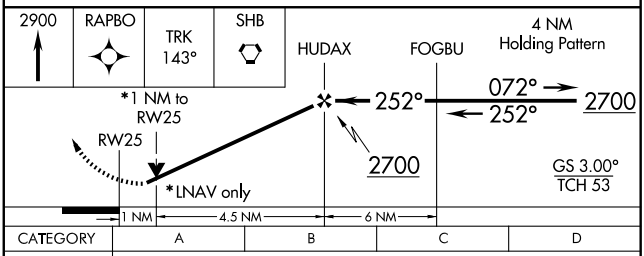
NA

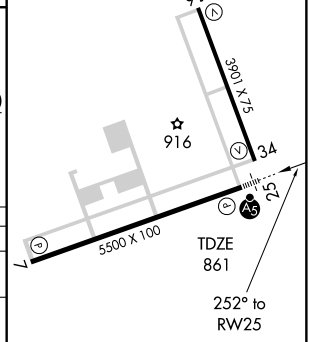
MALSR

MISSED APPROACH: Climb to 2900 direct RAPBO and via 143° track to SHB VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
124.175	127.15 317.8	119.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1161-¾ 300 (300-¾)			
LNAV/VNAV DA	1260-1 399 (400-1)			
LNAV MDA	1220-¾ 359 (400-¾)			1220-1 359 (400-1)
CIRCLING	1340-1 478 (500-1)		1340-1½ 478 (500-1½)	1420-2 558 (600-2)

REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3901
342°	TDZE	858
	Apt Elev	862

RNAV (GPS) RWY 34

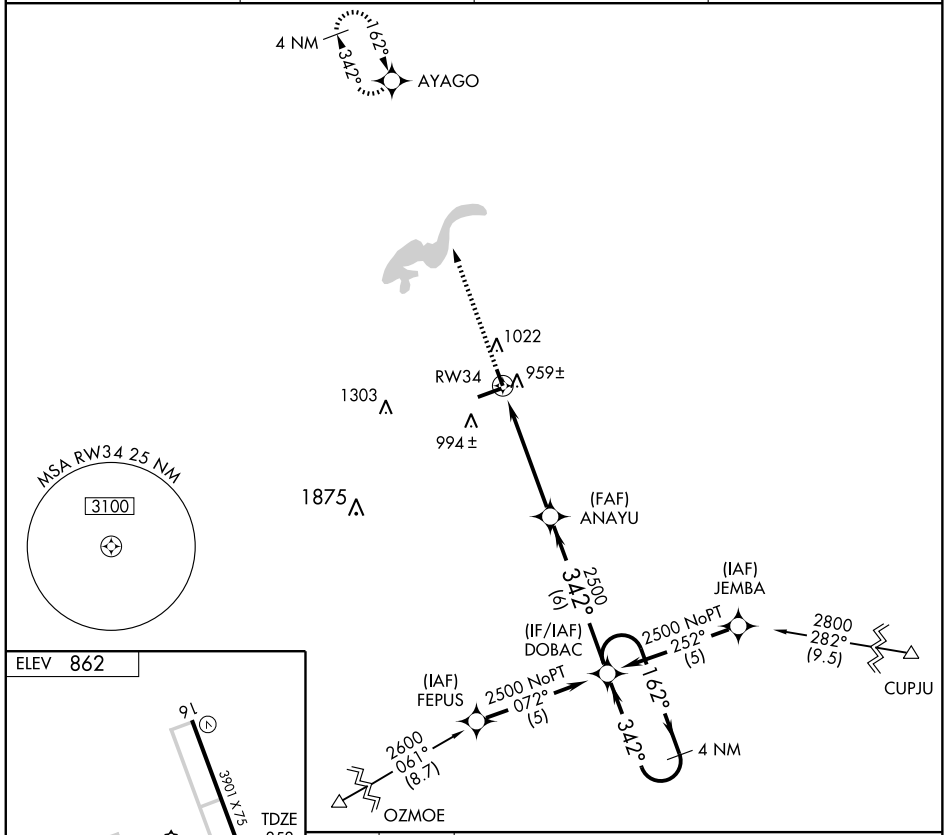
INDIANAPOLIS/MOUNT COMFORT (MQJ)

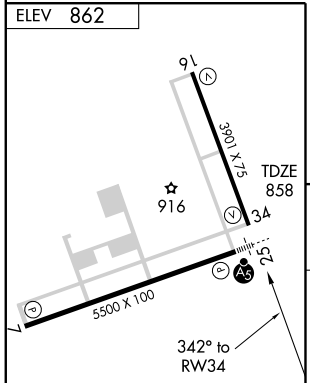
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile. VDP NA when using Indianapolis altimeter setting.

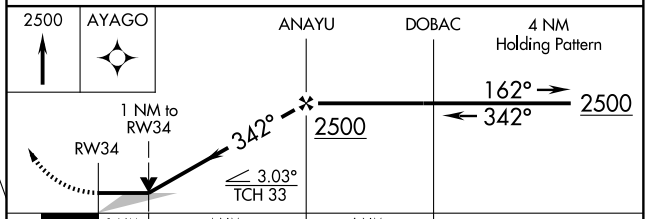
NA

MISSED APPROACH: Climb to 2500 direct AYAGO and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
124.175	127.15 317.8	119.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220-1 362 (400-1)			1220-1¼ 362 (400-1¼)
CIRCLING	1340-1 478 (500-1)		1340-1½ 478 (500-1½)	1420-2 558 (600-2)

REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC SHB	APP CRS	Rwy Idg	3901
112.0	346°	TDZE	858
Chan 57		Apt Elev	862

VOR RWY 34

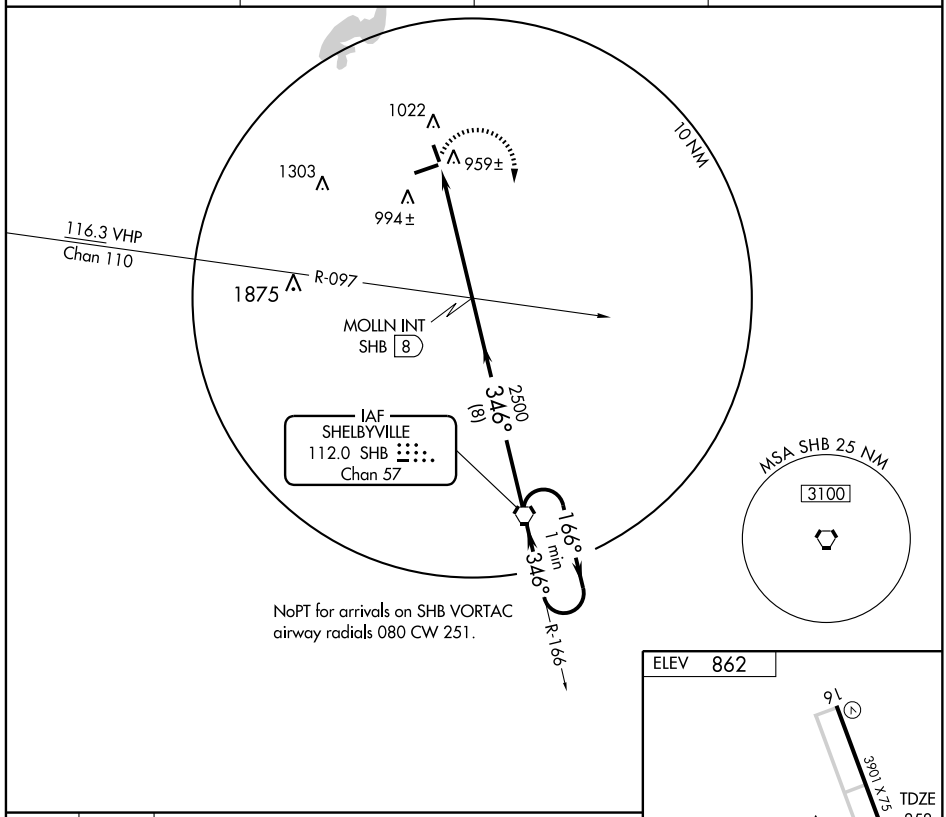
INDIANAPOLIS/MOUNT COMFORT (MQJ)

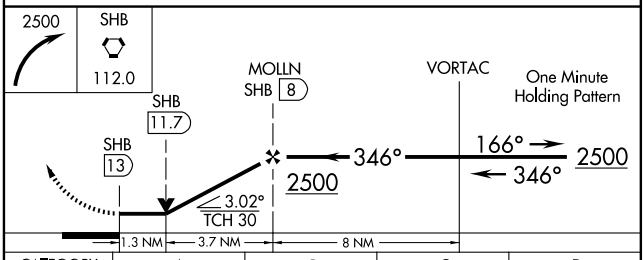
When local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDA 60 feet, increase S-34 Cat C visibility ¼ mile. VDP NA when using Indianapolis Intl altimeter setting.

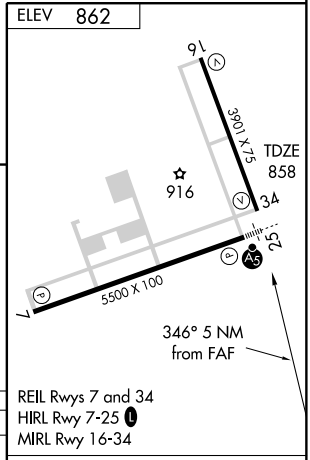
NA

MISSED APPROACH: Climbing right turn to 2500 direct SHB VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
124.175	127.15 317.8	119.25	122.7 (CTAF) L







REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

CATEGORY	A	B	C	D
S-34	1300-1 442 (500-1)		1300-1¼ 442 (500-1¼)	1300-1½ 442 (500-1½)
CIRCLING	1340-1 478 (500-1)		1340-1½ 478 (500-1½)	1420-2 558 (600-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2. 14 JAN 2010 to 11 FEB 2010

LOC I-TYQ	APP CRS	Rwy Idg	5500
111.3	002°	TDZE	922
		Apt Elev	922

ILS or LOC RWY 36

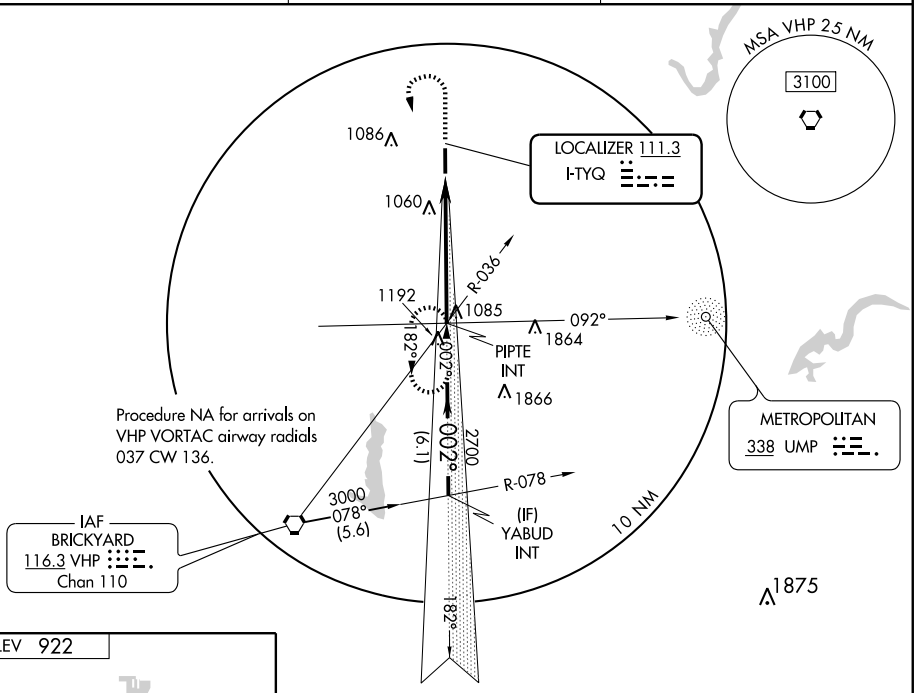
INDIANAPOLIS EXECUTIVE (TYQ)

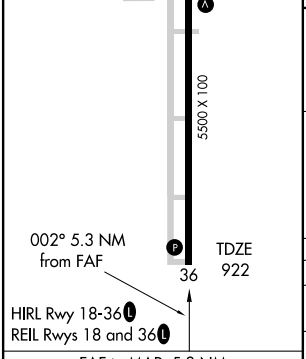
T
A NA

ADF Required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 61 feet and all S-ILS visibilities ¼ mile, increase all MDA 80 feet, and S-LOC Cat D visibility ¼ mile.

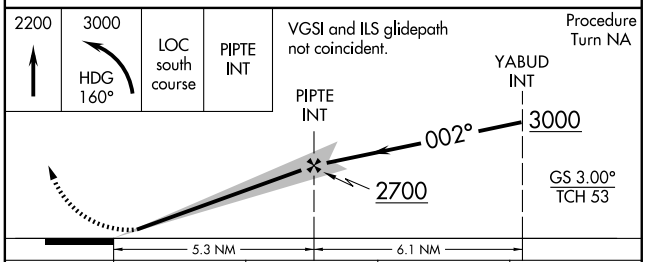
MISSED APPROACH: Climb to 2200 then climbing left turn to 3000 via heading 160° to I-TYQ LOC south course to PIPTE INT and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
120.725	124.65 127.15 317.8	123.05 (CTAF) L





FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 36	1122-¾ 200 (200-¾)			
S-LOC 36	1340-1 418 (500-1)		1340-1¼ 418 (400-1¼)	
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5500
182°	TDZE	922
	Apt Elev	922

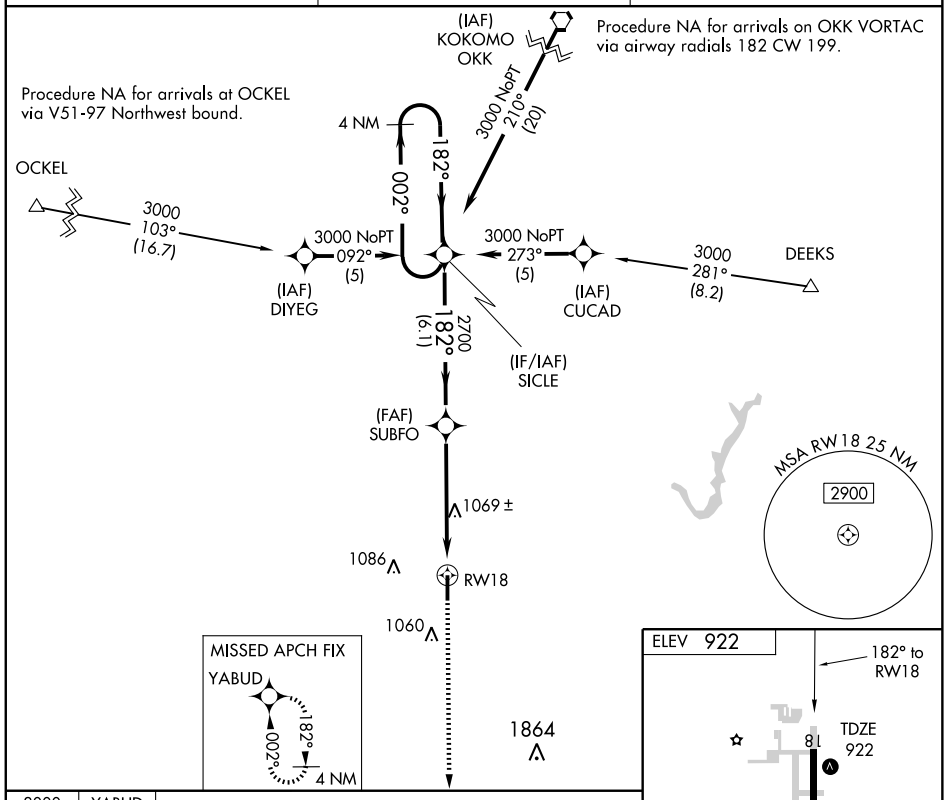
RNAV (GPS) RWY 18
INDIANAPOLIS EXECUTIVE (TYQ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Indianapolis Intl altimeter setting.
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet and LNAV Cats C/D visibilities ¼ mile.

NA

MISSED APPROACH: Climb to 3000 direct YABUD and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
120.725	124.65 127.15 317.8	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1320-1 398 (400-1)			1320-1¼ 398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5500
CH 53599	002°	TDZE	922
W36A		Apt Elev	922

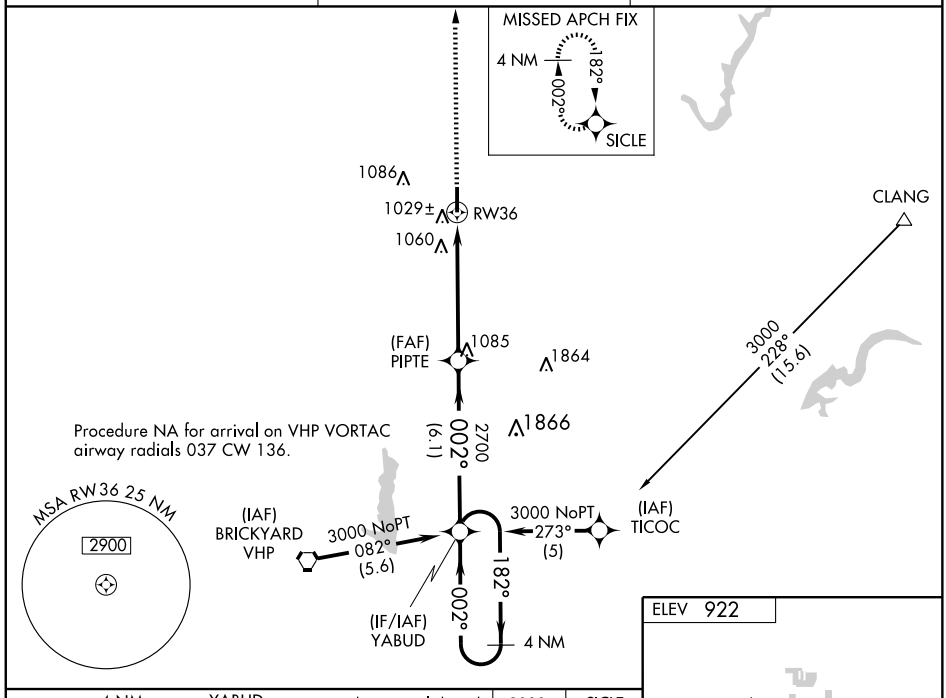
RNAV (GPS) RWY 36
INDIANAPOLIS EXECUTIVE (TYQ)

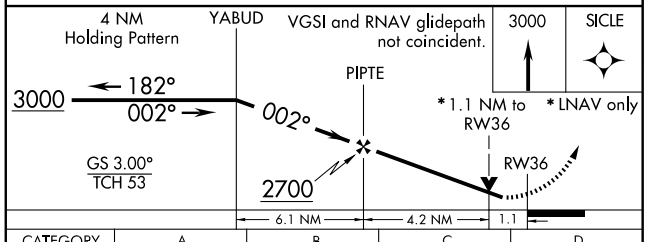
Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Indianapolis Intl altimeter setting. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs 61 feet and all visibilities ¼ mile; increase all MDAs 80 feet and LNAV Cats C/D visibilities ¼ mile.

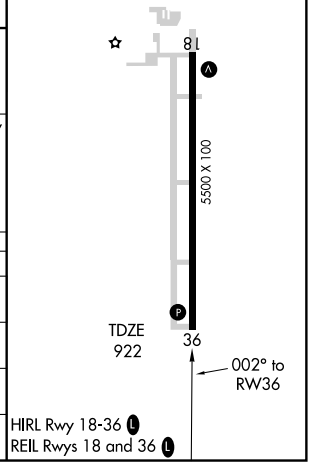
▼ NA

MISSED APPROACH: Climb to 3000 direct SICLE and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
120.725	124.65 127.15 317.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1209-1 287 (300-1)			
LNAV/VNAV DA	1299-1¼ 377 (400-1¼)			
LNAV MDA	1320-1 398 (400-1)			1320-1¼ 398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

VORTAC VHP	APP CRS	Rwy Idg	5500
116.3	201°	TDZE	922
Chan 110		Apt Elev	922

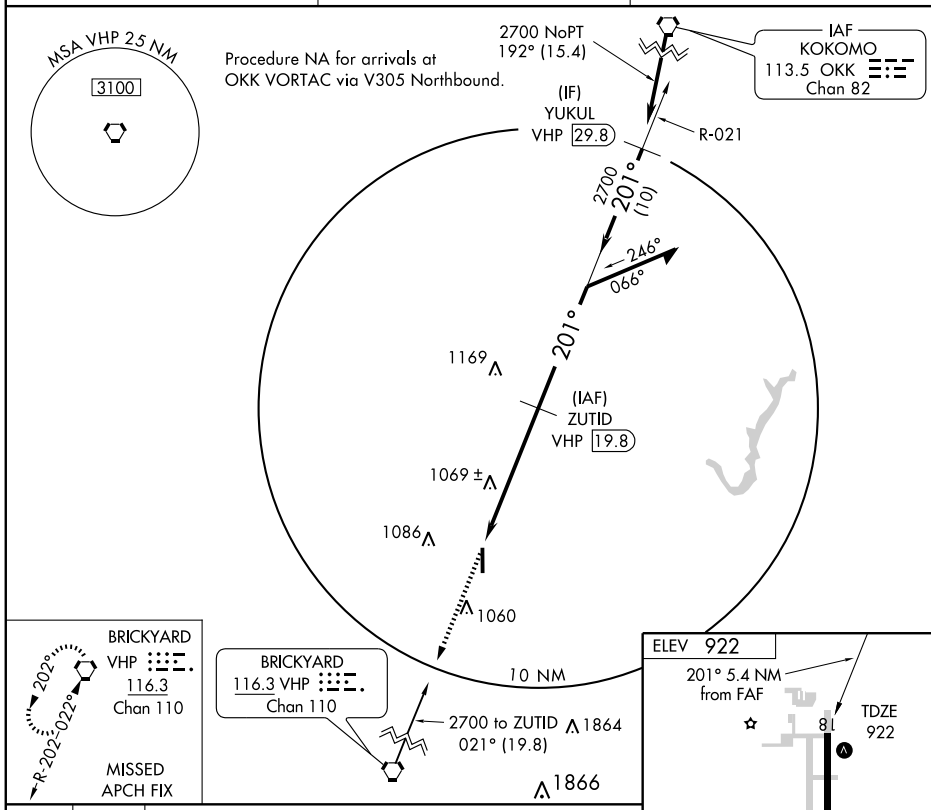
VOR/DME RWY 18

INDIANAPOLIS EXECUTIVE (TYQ)

NA Visibility reduction by helicopters NA. VDP NA when using Indianapolis Intl altimeter setting. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet and S-18 Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2700 direct VHP VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
120.725	124.65 127.15 317.8	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-18	1320-1 398 (400-1)			1320-1¼ 398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC VHP	APP CRS	Rwy Idg	5500
116.3	022°	TDZE	922
Chan 110		Apt Elev	922

VOR RWY 36

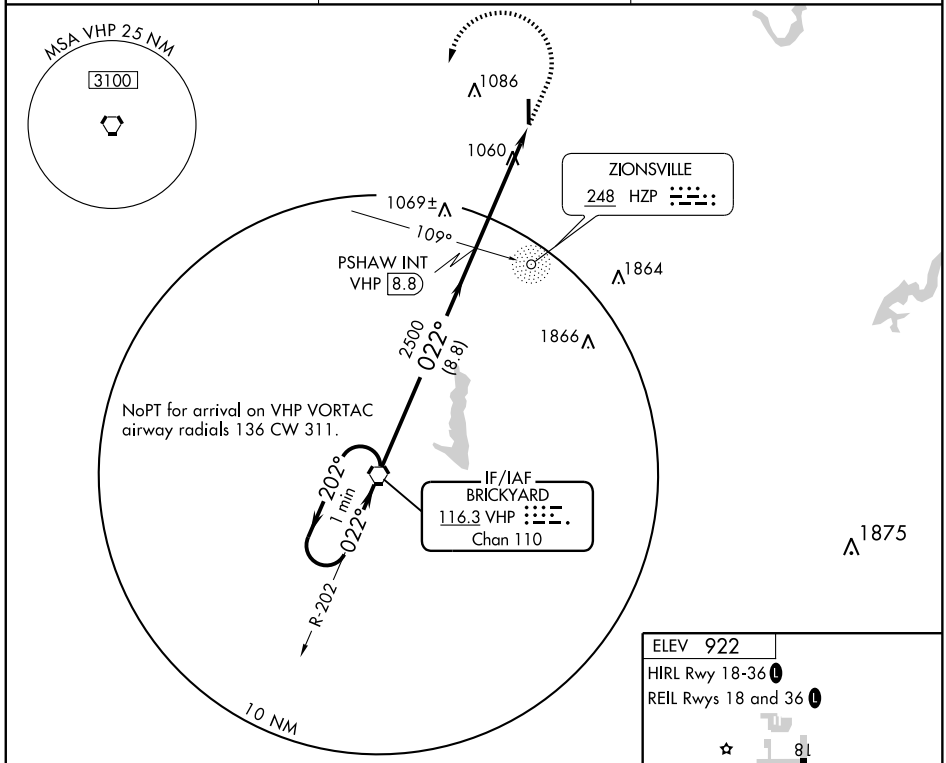
INDIANAPOLIS EXECUTIVE (TYQ)

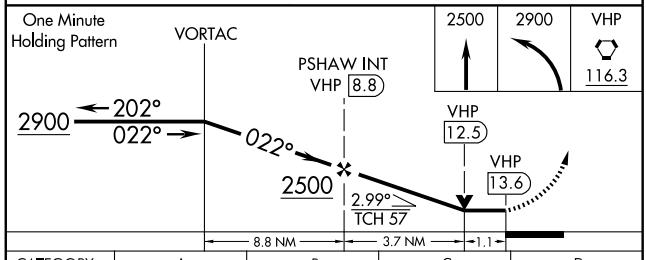
Visibility reduction by helicopters NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet and S-36 Cats C/D visibilities ¼ mile. VDP NA when using Indianapolis Intl altimeter setting. DME or ADF REQUIRED.

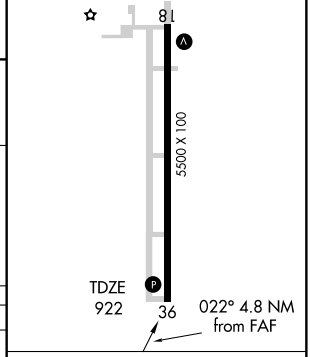
NA

MISSED APPROACH: Climb to 2500 then climbing left turn to 2900 direct VHP VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
120.725	124.65 127.15 317.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-36	1320-1 398 (400-1)			1320-1¼ 398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB UMP	APP CRS	Rwy Idg	3850
338	161°	TDZE	805
		Apt Elev	811

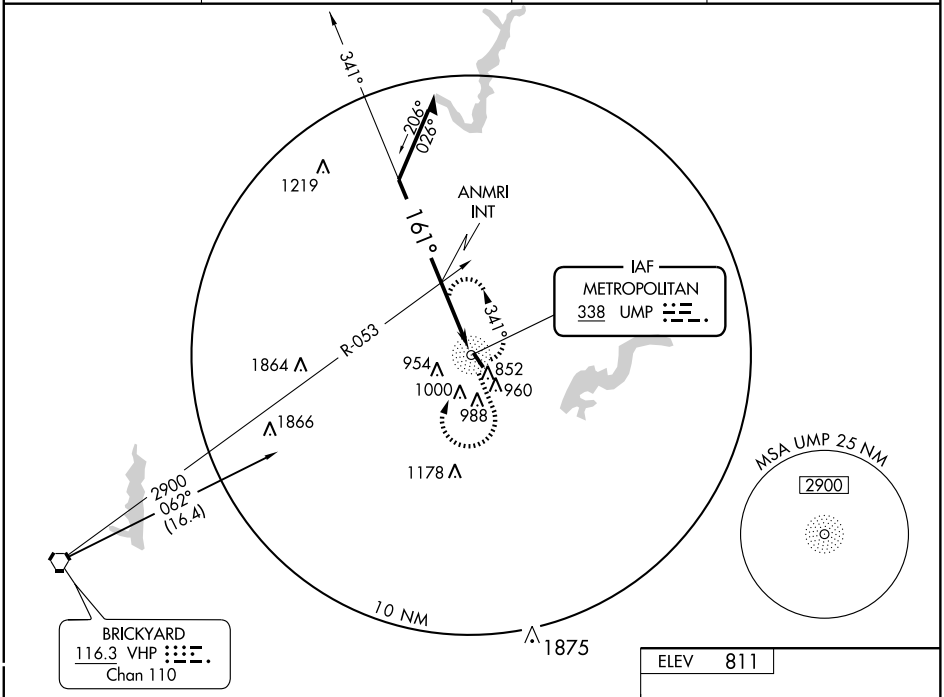
NDB RWY 15

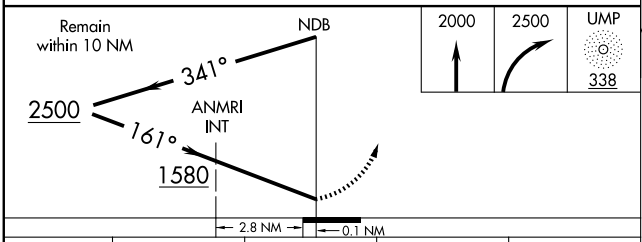
INDIANAPOLIS METROPOLITAN (UMP)

▼ NA — If local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDAs 60 feet.

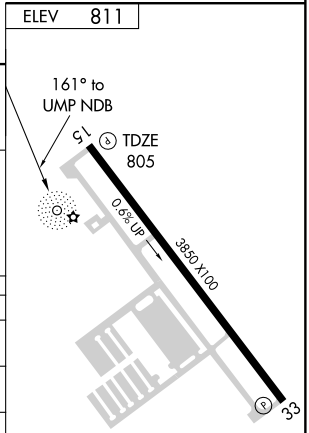
MISSED APPROACH: Climb to 2000, then climbing right turn to 2500 direct UMP NDB and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
338	127.15 317.8	121.625	123.0 (CTAF)





CATEGORY	A	B	C	D
S-15	1580-1 775 (800-1)	1580-1¼ 775 (800-1¼)	1580-2¼ 775 (800-2¼)	NA
CIRCLING	1580-1 769 (800-1)	1580-1¼ 769 (800-1¼)	1580-2¼ 769 (800-2¼)	NA
ANMRI INT MINIMUMS				
S-15	1240-1 435 (500-1)		1240-1¼ 435 (500-1¼)	NA
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)	NA



MIRL Rwy 15-33
REIL Rwys 15 and 33

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3850
149°	TDZE	805
	Apt Elev	811

RNAV (GPS) RWY 15

INDIANAPOLIS METROPOLITAN (UMP)

NA — DME/DME RNP-0.3 NA. VDP NA when using Indianapolis Intl altimeter setting. When local altimeter setting is not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2900 direct INOYO and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
338	127.15 317.8	121.625	123.0 (CTAF)

Procedure NA for arrivals at ZIPPY via V96-285 southbound.

Procedure NA for arrivals at DEEKS via V11 northeast bound.

DEEKS

2900 236° (7.3)

(IAF) HUBLI

4 NM 148° 328°

2500 NoPT 239° (5)

(IF/IAF) AYUDA

2500 NoPT 058° (5)

(IAF) CRILO

2400 (6.1) 148°

(FAF) PORCO

FOLIV 3.5 NM to RW15

2500 019° (4.4)

ZIPPY

149° 934± 919±

RW15

1864 945 852 960 1000 988 1866 1178

MSA RW15 25 NM 2900

INOYO 149° 329° 4 NM

1875

ELEV 811

149° to RW15

15 TDZE 805

0.6% UP 3850 X100

33

4 NM Holding Pattern

AYUDA

PORCO

2500 328° 148° 148° 2400 149°

FOLIV 3.5 NM to RW15 1.1 NM to RW15

RW15

3.04° TCH 43 1960

6.1 NM 1.4 NM 2.4 NM 1.1

2900 INOYO

CATEGORY	A	B	C	D
LNAV MDA	1180-1 375 (400-1)			NA
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)	NA

MIRL Rwy 15-33
REIL Rwys 15 and 33

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3850
329°	TDZE	811
	Apt Elev	811

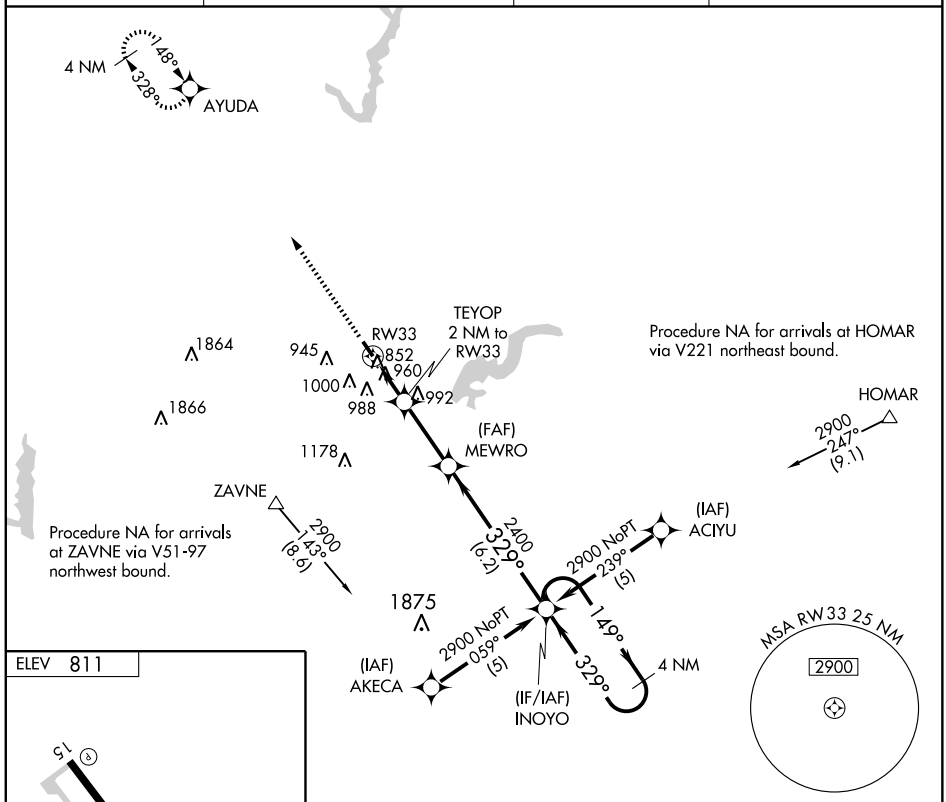
RNAV (GPS) RWY 33

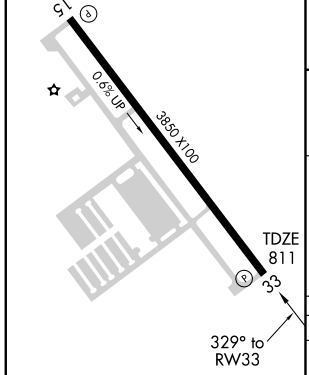
INDIANAPOLIS METROPOLITAN (UMP)

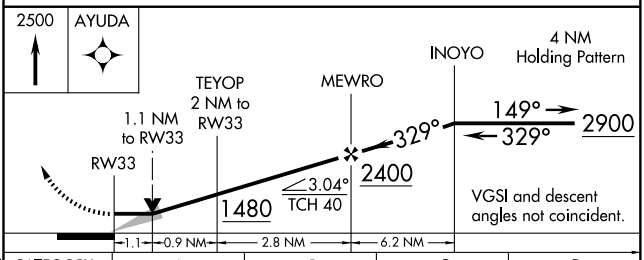
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ mile. VDP NA when using Indianapolis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct AYUDA and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
338	127.15 317.8	121.625	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1260-1 449 (500-1)		1260-1¼ 449 (500-1¼)	NA
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC SHB	APP CRS	Rwy Idg	3850
112.0	330°	TDZE	811
Chan 57		Apt Elev	811

VOR RWY 33

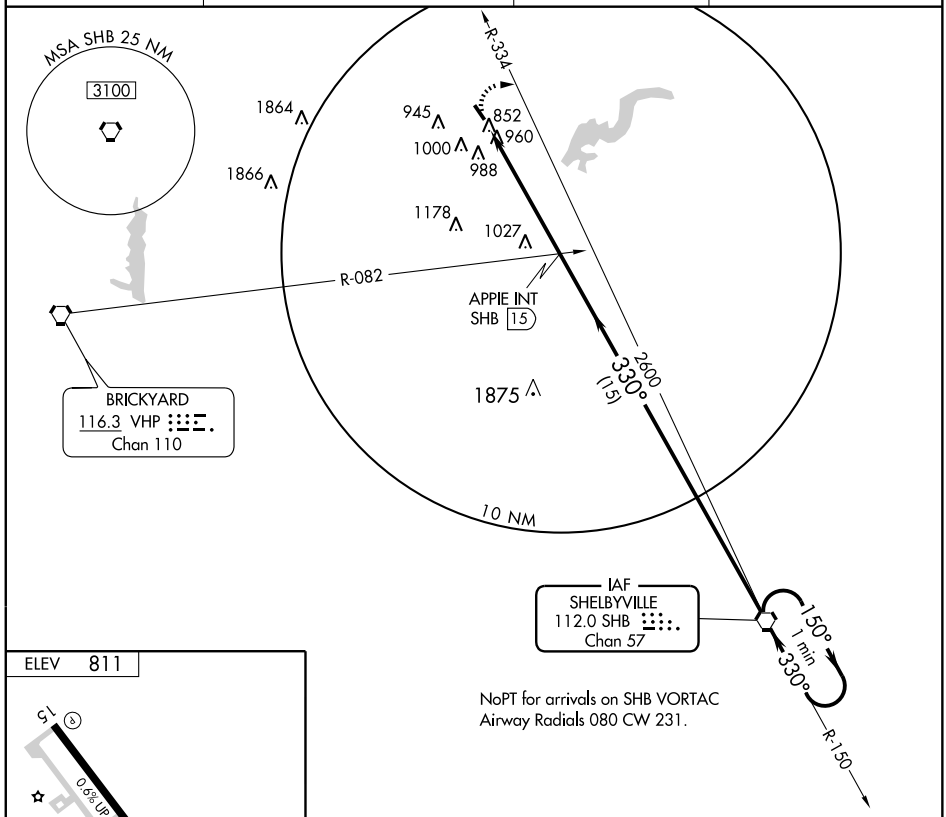
INDIANAPOLIS METROPOLITAN (UMP)

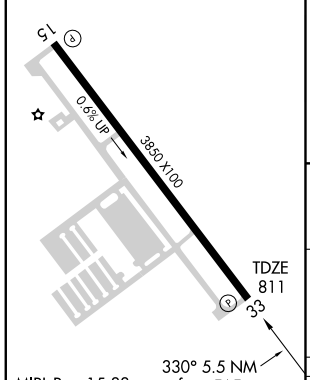
▼ If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA's 60 feet.

△ NA

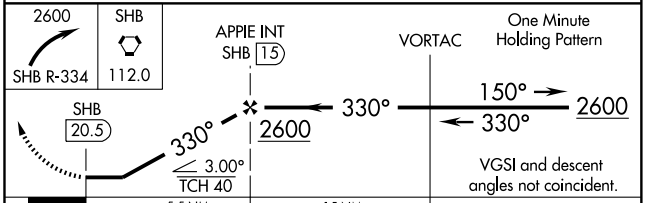
MISSED APPROACH: Climbing right turn to 2600 via SHB R-334 to SHB VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
338	127.15 317.8	121.625	123.0 (CTAF)





MIRL Rwy 15-33
REIL Rwys 15 and 33



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-33	1340-1 529 (600-1)	1340-1¼ 529 (600-1¼)	1340-1½ 529 (600-1½)	NA
CIRCLING	1340-1 529 (600-1)	1340-1¼ 529 (600-1¼)	1340-1½ 529 (600-1½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

CHERI TWO ARRIVAL (CHERI.CHERI2)

LOUISVILLE APP CON
132.075 327.0
STANDIFORD ATIS
118.725

BIBLE GROVE
109.0 BIB
Chan 27

TERRE HAUTE
115.3 TTH
Chan 100
N39°29.34′ - W87°14.94′
L-27, H-5

R-155

11000
159°
(78)

CHERI
N38°13.81′ - W86°30.89′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 11000 feet.

NON-TURBOJETS: Expect clearance to cross at 7000 feet.

BOWMAN
112.2 BQM
Chan 59

13000
089°
(45)

ZARDA
N38°22.63′
W88°12.39′

(43)

PENTO
N38°19.72′
W87°17.28′

88

11000
099°
(27)

CLARK RGNL

LOUISVILLE INTL-STANDIFORD FIELD

BOWMAN FIELD

11000
099°
(10)

55

099°
(45)

R-279

CENTRALIA
115.0 ENL
Chan 97
N38°25.20′ - W89°09.54′
L-27, H-5

11000
065°
(53)

SACKO
N38°15.45′
W86°43.53′

R-033

R-329

GODMAN AAF

POCKET CITY
113.3 PXV
Chan 80
N37°55.70′ - W87°45.74′
L-16, H-5

OWENSBORO
108.6 OWB
Chan 23

LOUISVILLE
114.8 IIU
Chan 95
N38°06.21′
W85°34.65′

MYSTIC
108.2 MYS

N

CENTRALIA TRANSITION (ENL.CHERI2): From over ENL VORTAC via ENL R-089 and IIU R-279 to CHERI INT. Thence. . . .

POCKET CITY TRANSITION (PXV.CHERI2): From over PXV VORTAC via PXV R-065 and IIU R-279 to CHERI INT. Thence. . . .

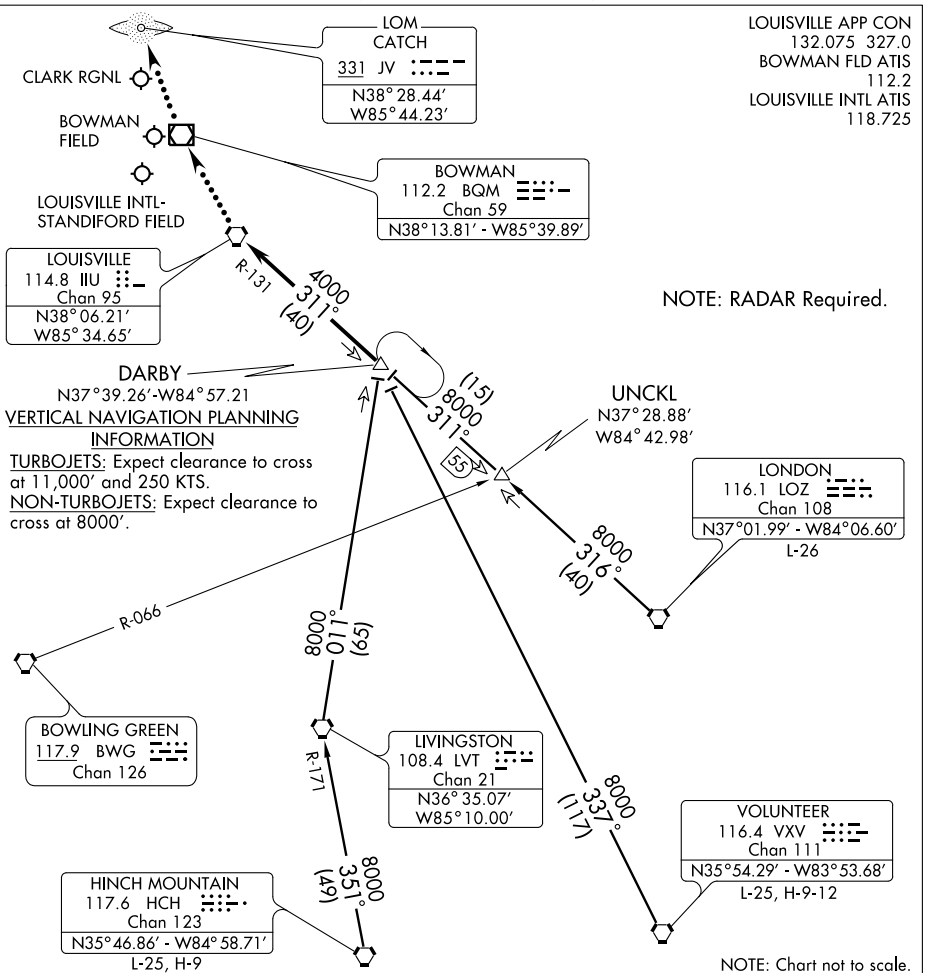
TERRE HAUTE TRANSITION (TTH.CHERI2): From over TTH VORTAC via TTH R-159 and IIU R-279 to CHERI INT. Thence. . . .

. . . . From over CHERI INT via IIU R-279 to IIU VORTAC. Expect radar vectors to final approach course after CHERI INT.

NOTE: Chart not to scale.

DARBY FOUR ARRIVAL (DARBY.DARBY4)

LOUISVILLE, KENTUCKY



HINCH MOUNTAIN TRANSITION (HCH.DARBY4): From over HCH VORTAC via HCH R-351 and LVT R-171 to LVT VORTAC, then via LVT R-011 to DARBY INT. Thence. . . .

LONDON TRANSITION (LOZ.DARBY4): From over LOZ VORTAC via LOZ R-316 to UNCKL INT, then via IIU R-131 to DARBY INT. Thence. . . .

UNCKL TRANSITION (UNCKL.DARBY4): From over UNCKL INT via IIU R-131 to DARBY INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.DARBY4): From over VXV VORTAC via VXV R-337 to DARBY INT. Thence. . . .

. . . . From over DARBY INT via IIU R-131 to IIU VORTAC. Expect radar vectors to final course.

LOST COMMUNICATIONS:

For JVY - At IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 feet until CATCH LOM.

LOC I-JVY	APP CRS	Rwy Idg	5500
111.7	182°	TDZE	474
		Apt Elev	474

ILS or LOC RWY 18

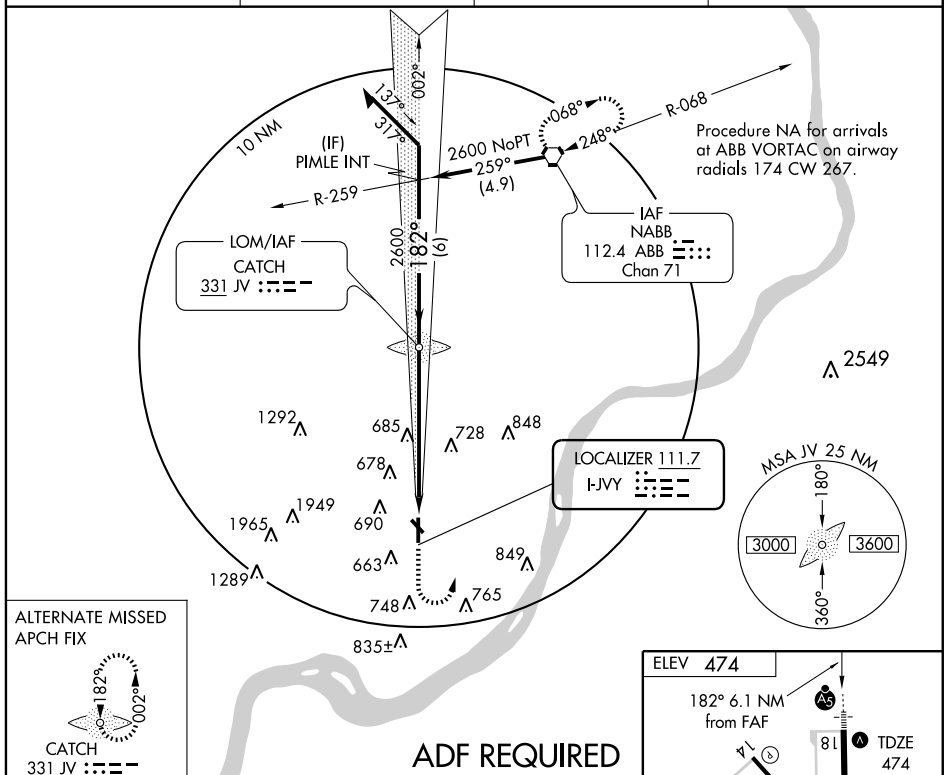
JEFFERSONVILLE / CLARK RGNL (JVY)

NA — Autopilot coupled approach NA below 988. When local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting and increase all DA 31 feet and all MDA 40 feet.

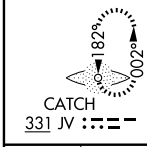
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct ABB VORTAC and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
118.575	132.075 327.0	118.05	122.7 (CTAF) L

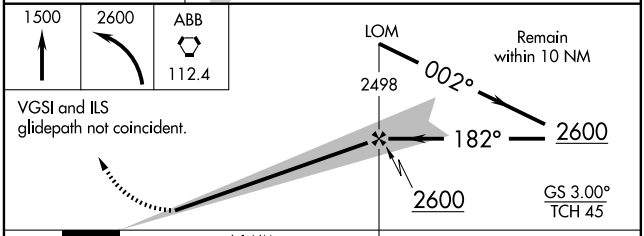


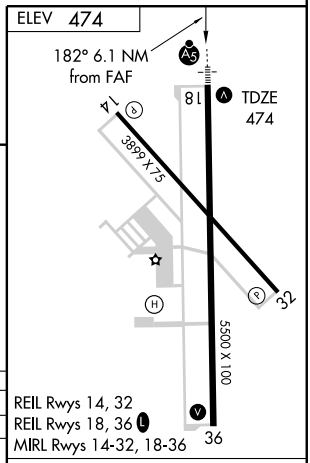
ALTERNATE MISSED APCH FIX



ADF REQUIRED

1500	2600	ABB
		112.4





CATEGORY	A	B	C	D
S-ILS 18	674-½ 200 (200-½)			
S-LOC 18	1020-½ 546 (600-½)		1020-1 546 (600-1)	1020-1¼ 546 (600-1¼)
CIRCLING	1020-1 546 (600-1)		1020-1½ 546 (600-1½)	1100-2 626 (700-2)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

EC-2, 14 JAN 2010 to 11 FEB 2010

LOM JV	APP CRS	Rwy Idg	5500
331	182°	TDZE	474
		Apt Elev	474

NDB RWY 18

JEFFERSONVILLE / CLARK RGNL (JVY)

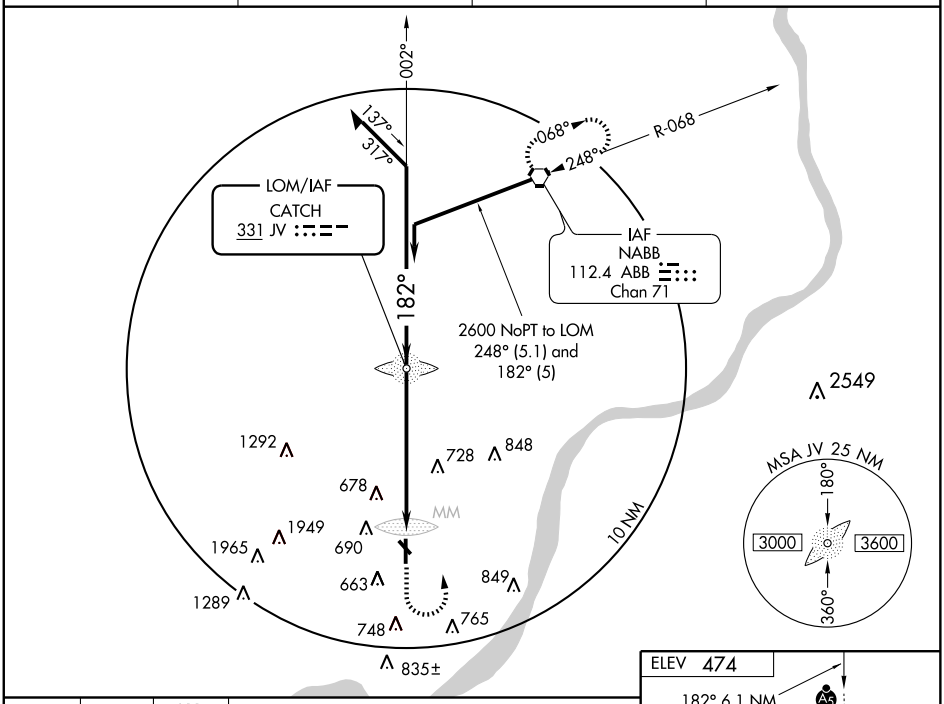
Obtain local altimeter on CTAF, when not received, use Louisville/Standiford altimeter setting.

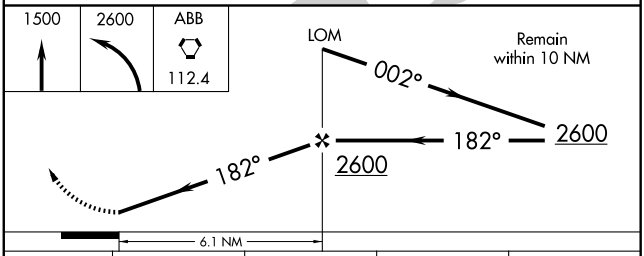
NA

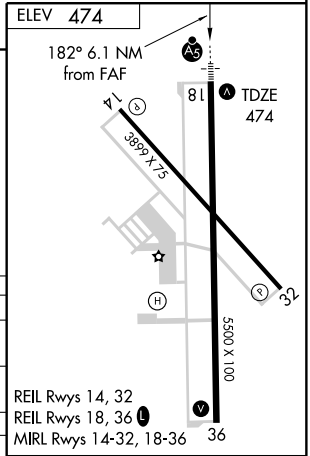
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct ABB VORTAC and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
118.575	132.075 327.0	118.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-18	1080-¾ 606 (700-¾)		1080-1¼ 606 (700-1¼)	1080-1¾ 606 (700-1¾)
CIRCLING	1080-1 606 (700-1)		1080-1¾ 606 (700-1¾)	1100-2 626 (700-2)
LOUISVILLE/STANDIFORD ALTIMETER SETTING MINIMUMS				
S-18	1100-¾ 626 (700-¾)		1100-1¼ 626 (700-1¼)	1100-1¾ 626 (700-1¾)
CIRCLING	1100-1 626 (700-1)		1100-1¾ 626 (700-1¾)	1140-2 666 (700-2)

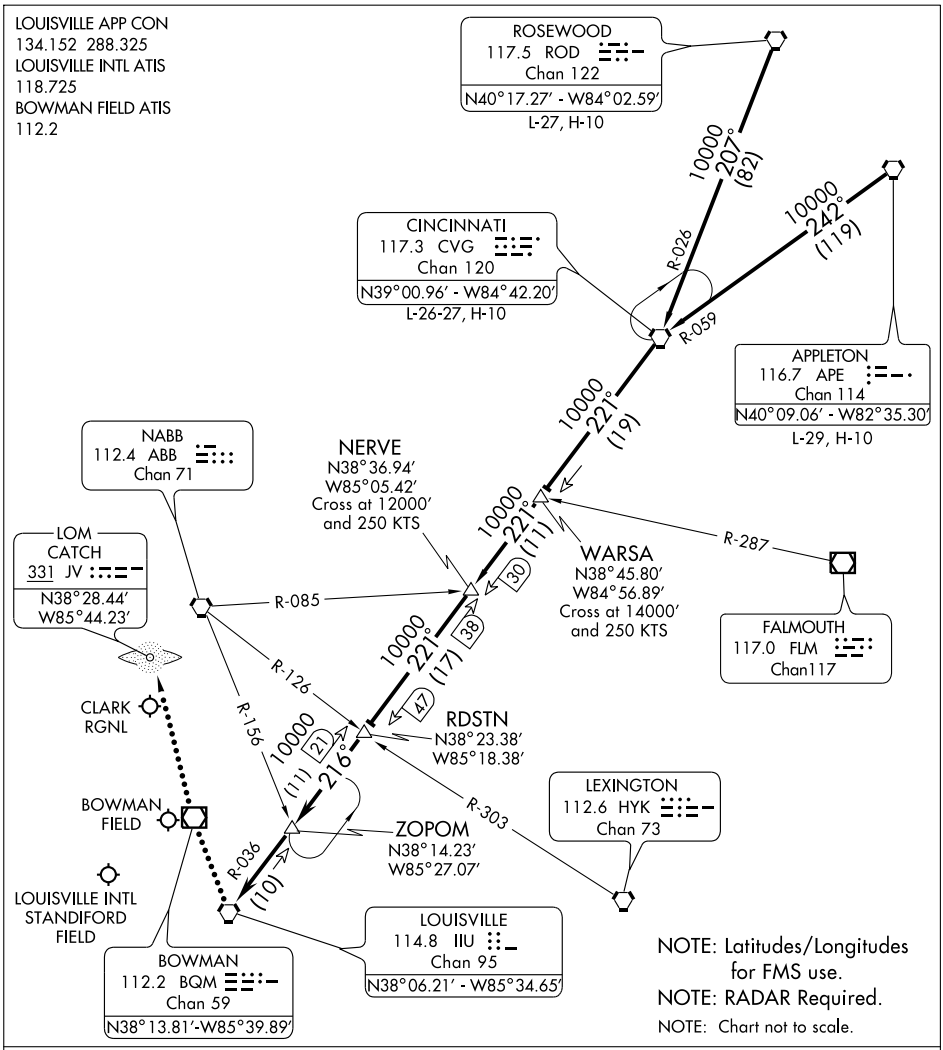
FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

EC-2, 14 JAN 2010 to 11 FEB 2010

REDSTONE ONE ARRIVAL (RDSTN.RDSTN1)

LOUISVILLE, KENTUCKY



APPLETON TRANSITION (APE.RDSTN1): From over APE VORTAC via APE R-242 and CVG R-059 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

CINCINNATI TRANSITION (CVG.RDSTN1): From over CVG VORTAC via CVG R-221 to RDSTN INT. Thence....

ROSEWOOD TRANSITION (ROD.RDSTN1): From over ROD VORTAC via ROD R-207 and CVG R-026 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

....From over RDSTN INT via IIU R-036 to ZOPOM INT (MEA 10000′), then via IIU R-036 to IIU VORTAC (MEA 10000′). Expect radar vectors to final approach after ZOPOM INT.

LOST COMMUNICATIONS: For JVY - at IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000′ until CATCH LOM.

SE-1, 14 JAN 2010 to 11 FEB 2010

VORTAC ABB	APP CRS	Rwy Idg	5500
112.4	199°	TDZE	474
Chan 71		Apt Elev	474

VOR or GPS RWY 18

JEFFERSONVILLE / CLARK RGNL (JVY)

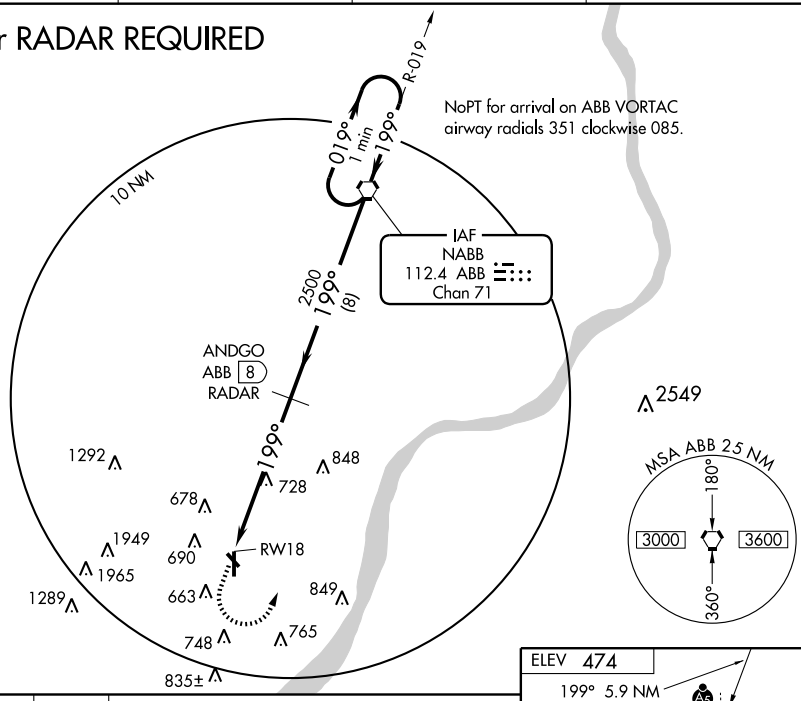
Obtain local altimeter on CTAF, when not received, use Louisville/Standiford altimeter setting. Inoperative table does not apply.

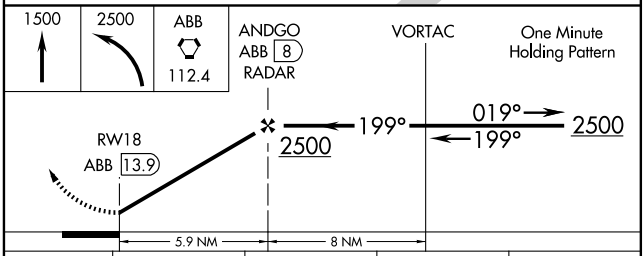
MALSR

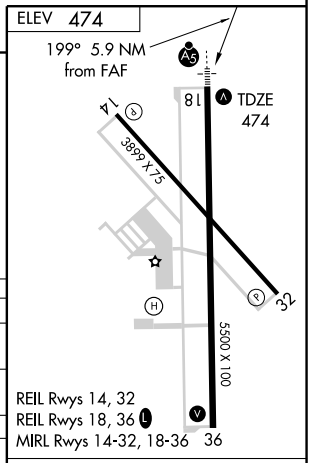
MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct ABB VORTAC and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
118.575	132.075 327.0	118.05	122.7 (CTAF) L

DME or RADAR REQUIRED







CATEGORY	A	B	C	D
S-18	1020-1	546 (600-1)	1020-1½ 546 (600-1½)	1020-1¾ 546 (600-1¾)
CIRCLING	1020-1	546 (600-1)	1020-1½ 546 (600-1½)	1100-2 626 (700-2)
LOUISVILLE/STANDIFORD ALTIMETER SETTING MINIMUMS				
S-18	1060-1	586 (600-1)	1060-1½ 586 (600-1½)	1060-1¾ 586 (600-1¾)
CIRCLING	1060-1	586 (600-1)	1060-1½ 586 (600-1½)	1140-2 666 (700-2)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4400
276°	TDZE	1005
	Apt Elev	1005

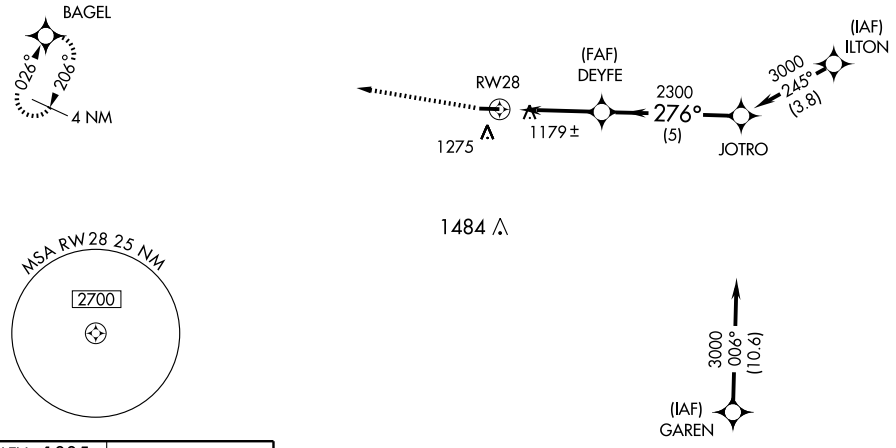
GPS RWY 28
KENDALLVILLE MUNI (C62)

NA

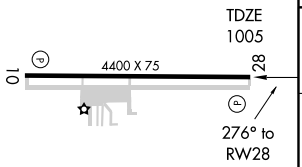
Obtain local altimeter setting on CTAF; when not received use Fort Wayne altimeter setting.

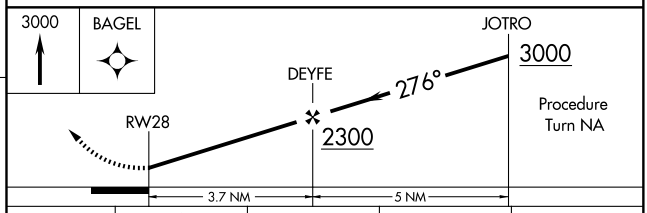
MISSED APPROACH: Climb to 3000 direct BAGEL WP and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
119.925	127.2 284.6	122.8 (CTAF) L



ELEV 1005





CATEGORY	A	B	C	D
S-28	1480-1 475 (500-1)		NA	
CIRCLING	1640-1 635 (700-1)		NA	
FORT WAYNE ALTIMETER SETTING MINIMUMS				
S-28	1580-1 575 (600-1)		NA	
CIRCLING	1720-1 715 (800-1)		NA	

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC FWA	APP CRS	Rwy Idg	N/A
117.8	354°	TDZE	N/A
Chan 125		Apt Elev	1005

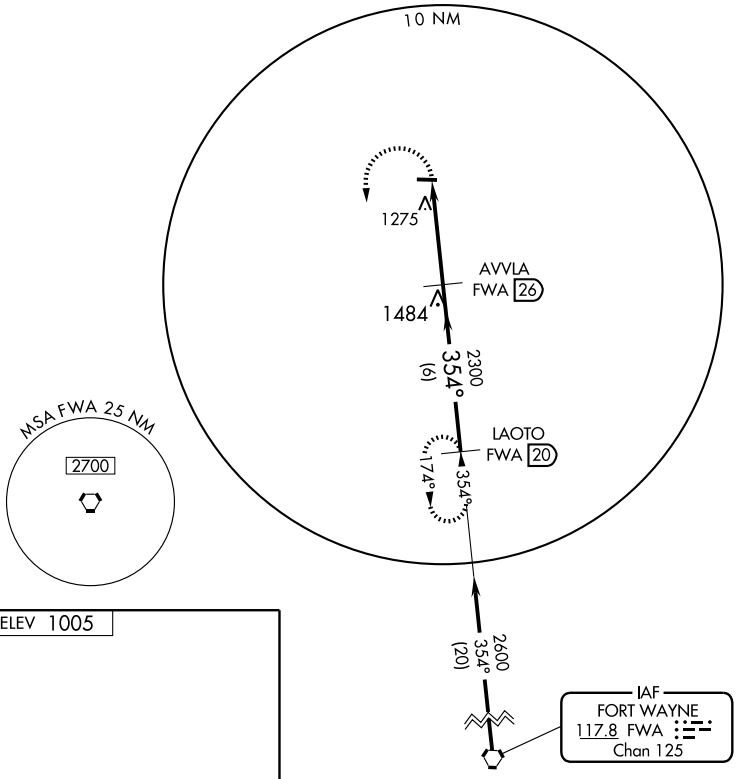
VOR/DME-A
KENDALLVILLE MUNI (C62)

Obtain local altimeter setting on CTAF; when not received use Fort Wayne altimeter setting.

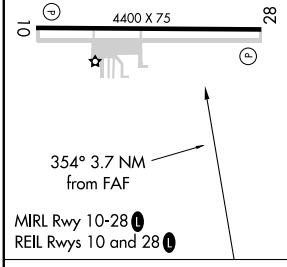
NA

MISSED APPROACH: Climbing left turn to 2600 via FWA R-354 to LAOTO/FWA 20 DME and hold.

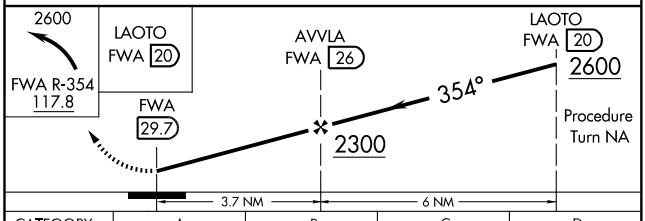
AWOS-3	FORT WAYNE APP CON	UNICOM
119.925	127.2 284.6	122.8 (CTAF) L



ELEV 1005



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L



CATEGORY	A	B	C	D
CIRCLING	1740-1 735 (800-1)	1740-1¼ 735 (800-1¼)	NA	
FORT WAYNE ALTIMETER SETTING MINIMUMS				
CIRCLING	1840-1 835 (900-1)	1840-1¼ 835 (900-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

EC-2, 14 JAN 2010 to 11 FEB 2010

KENTLAND, INDIANA

AL-6325 (FAA)

VORTAC BVT	APP CRS	Rwy Idg 3504
115.1	269°	TDZE 698
Chan 98		Apt Elev 698

VOR/DME RNAV or GPS RWY 27

KENTLAND MUNI (5ØI)

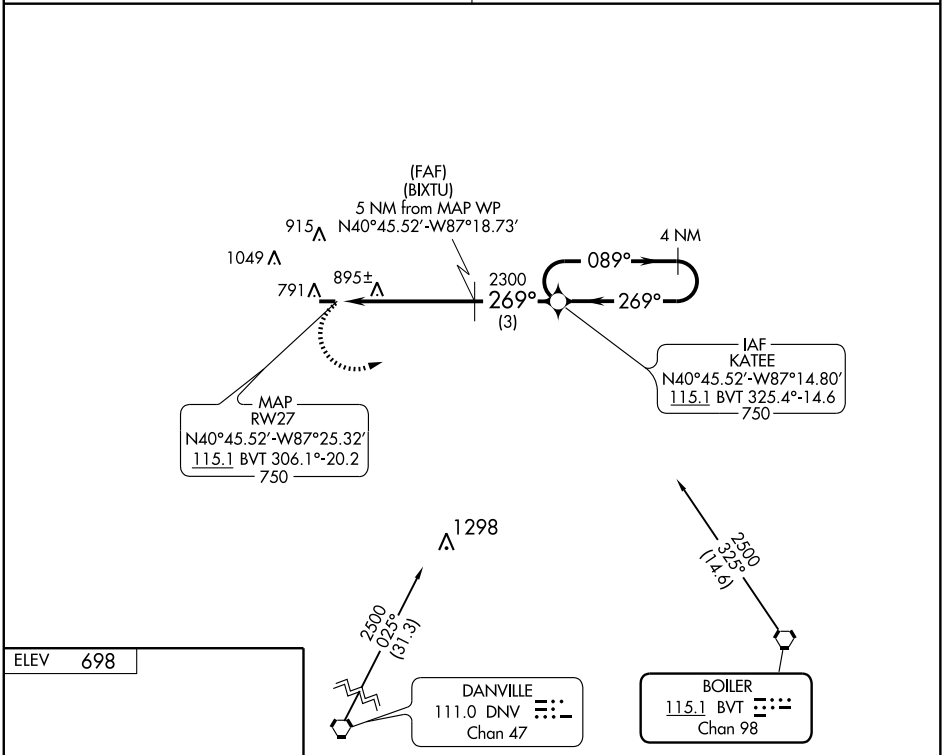
Use Lafayette altimeter setting.
ACTIVATE MIRL Rwy 9-27-CTAF.

NA

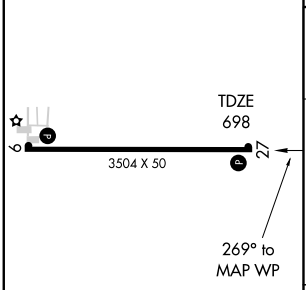
MISSED APPROACH: Climbing left turn to 2500 direct KATEE WP and hold.

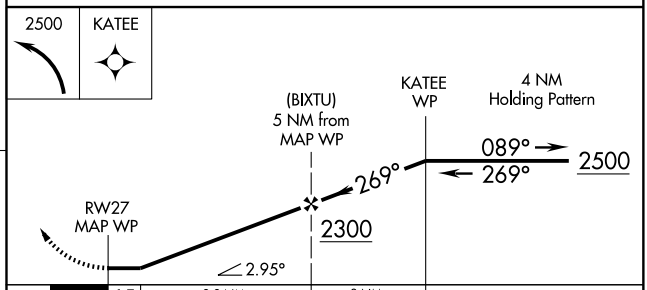
CHICAGO CENTER
132.5 258.1

UNICOM
122.8 (CTAF) L



ELEV 698





CATEGORY	A	B	C	D
S-27	1280-1	582 (600-1)	1280-1½ 582 (600-1½)	NA
CIRCLING	1280-1	582 (600-1)	1320-1¾ 622 (700-1¾)	NA

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

KENTLAND, INDIANA

AL-6325 (FAA)

VORTAC BVT	APP CRS	Rwy Idg	N/A
115.1	306°	TDZE	N/A
Chan 98		Apt Elev	698

VOR or GPS-A

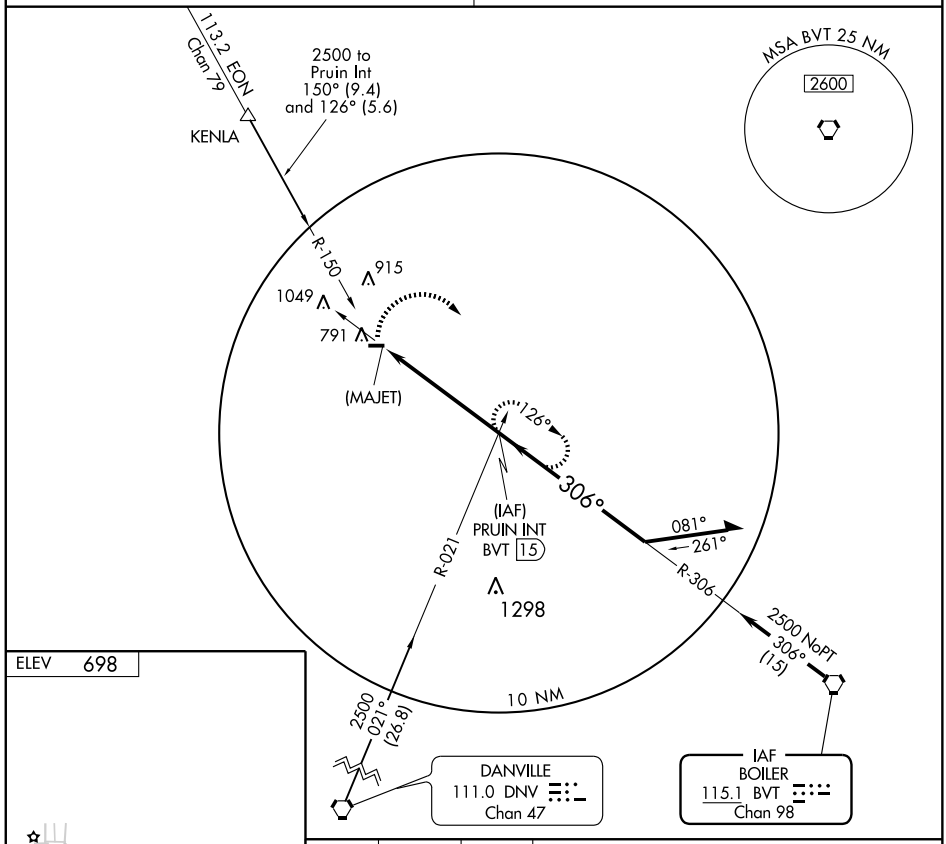
KENTLAND MUNI (5ØI)

Use Lafayette altimeter setting.
Activate MIRL Rwy 9-27 CTAF.

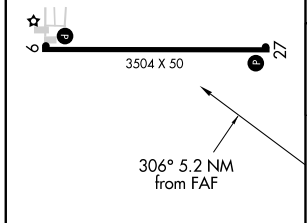
NA

MISSED APPROACH: Climbing right turn to 2300 via BVT R-306 to PRUIN Int/15 DME and hold.

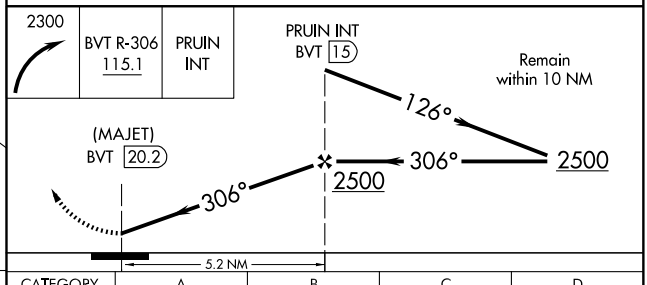
CHICAGO CENTER	UNICOM
132.5 258.1	122.8 (CTAF) L



ELEV 698



HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L



FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
CIRCLING	1300-1 602 (700-1)		1320-1¾ 622 (700-1¾)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS		
CH **87108**	**181°**	Rwy Idg	**4401**
W18A		TDZE	**685**
		Apt Elev	**685**

RNAV (GPS) RWY 18

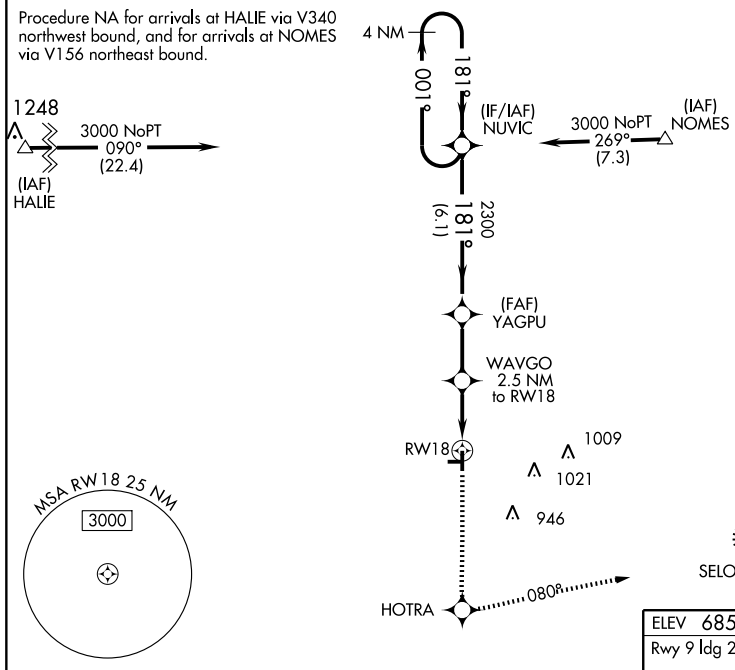
KNOX/ STARKE COUNTY (OXI)

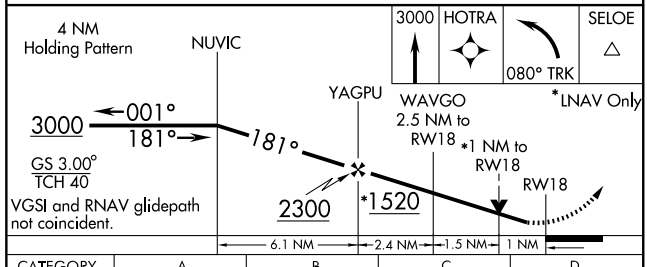
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using South Bend Rgnl altimeter setting. Obtain local altimeter setting on CTAF, when not received use South Bend Rgnl altimeter setting and increase all MDA/DA 80 feet, increase LPV and LNAV/VNAV visibilities ¼ mile all Cats, increase LNAV Cat C, D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct HOTRA and left turn via 080° track to SELOE and hold.

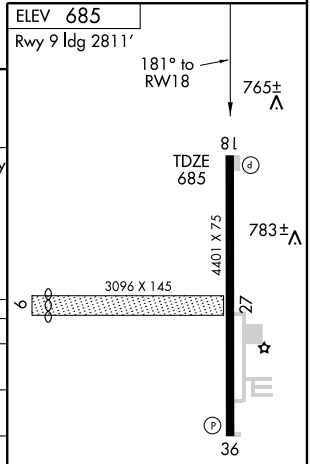
AWOS-3	SOUTH BEND APP CON*	UNICOM
135.775	**132.05 257.8**	**122.8** (CTAF)

Procedure NA for arrivals at HALIE via V340 northwest bound, and for arrivals at NOMES via V156 northeast bound.





CATEGORY	A	B	C	D
LPV DA	935-1 250 (300-1)			
LNAV/ VNAV DA	1035-1¼ 350 (400-1¼)			
LNAV MDA	1040-1 355 (400-1)			1040-1¼ 355 (400-1¼)
CIRCLING	1100-1 415 (500-1)	1140-1 455 (500-1)	1140-1½ 455 (500-1½)	1240-2 555 (500-2)



MIRL Rwy 18-36
REIL Rwys 18 and 36

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME OXI	APP CRS	Rwy Idg	4401
115.6	157°	TDZE	685
Chan 103		Apt Elev	685

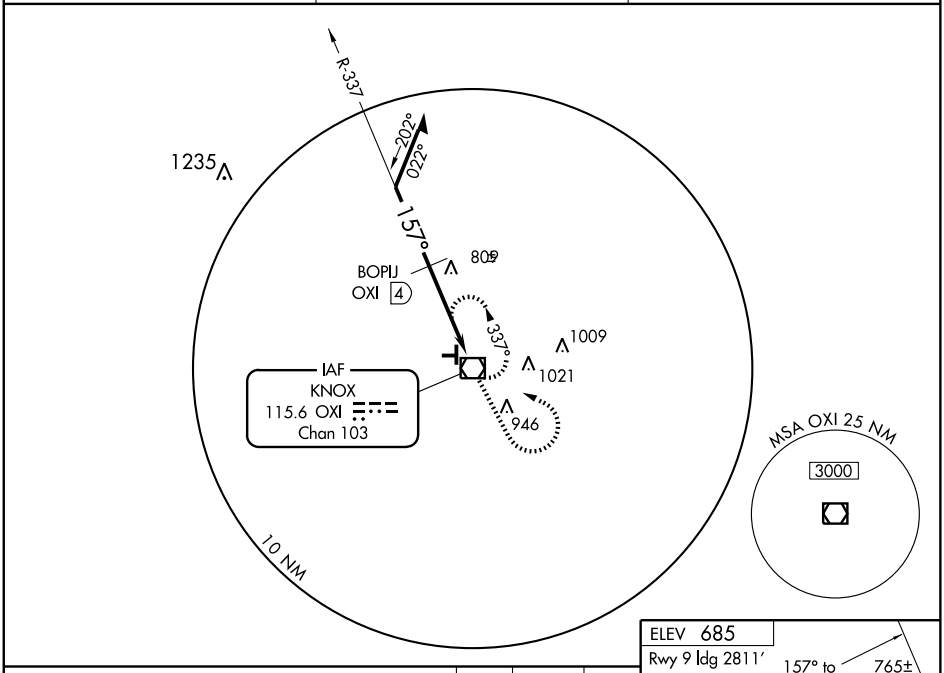
VOR RWY 18

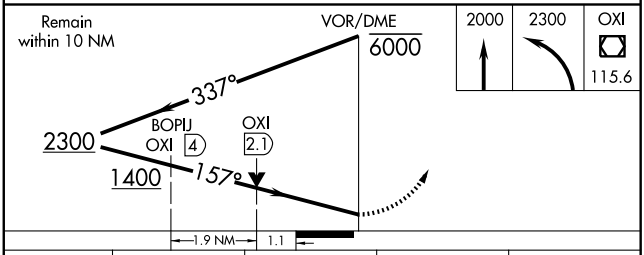
KNOX/STARKE COUNTY (OXI)

T A Visibility reduction by helicopters NA. VDP NA when using South Bend altimeter setting. Obtain local altimeter setting on CTAF, when not received, use South Bend altimeter setting and increase all MDA 80 ft. Increase S-18 and circling Cat B, C, D visibilities ¼ mile. BOPIJ fix minimums when using South Bend altimeter setting, increase S-18 Cat C, D visibilities ¼ mile.

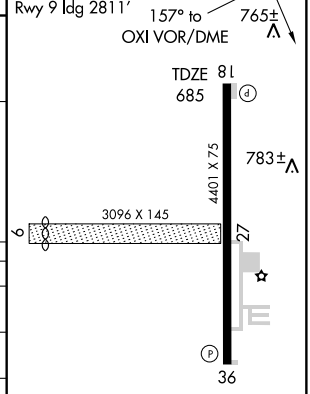
MISSED APPROACH: Climb to 2000, then climbing left turn to 2300 direct OXI VOR/DME and hold. Continue climb-in-hold to 2300.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
135.775	132.05 257.8	122.8 (CTAF)





CATEGORY	A	B	C	D
S-18	1400-1 715 (800-1)		1400-2 715 (800-2)	1400-2¼ 715 (800-2¼)
CIRCLING	1400-1 715 (800-1)		1400-2 715 (800-2)	1400-2¼ 715 (800-2¼)
BOPIJ FIX MINIMUMS				
S-18	1060-1 375 (400-1)			1060-1¼ 375 (400-1¼)
CIRCLING	1100-1 415 (500-1)	1140-1 455 (500-1)	1140-1½ 455 (500-1½)	1240-2 555 (600-2)



MIRL Rwy 18-36
REIL Rwys 18 and 36

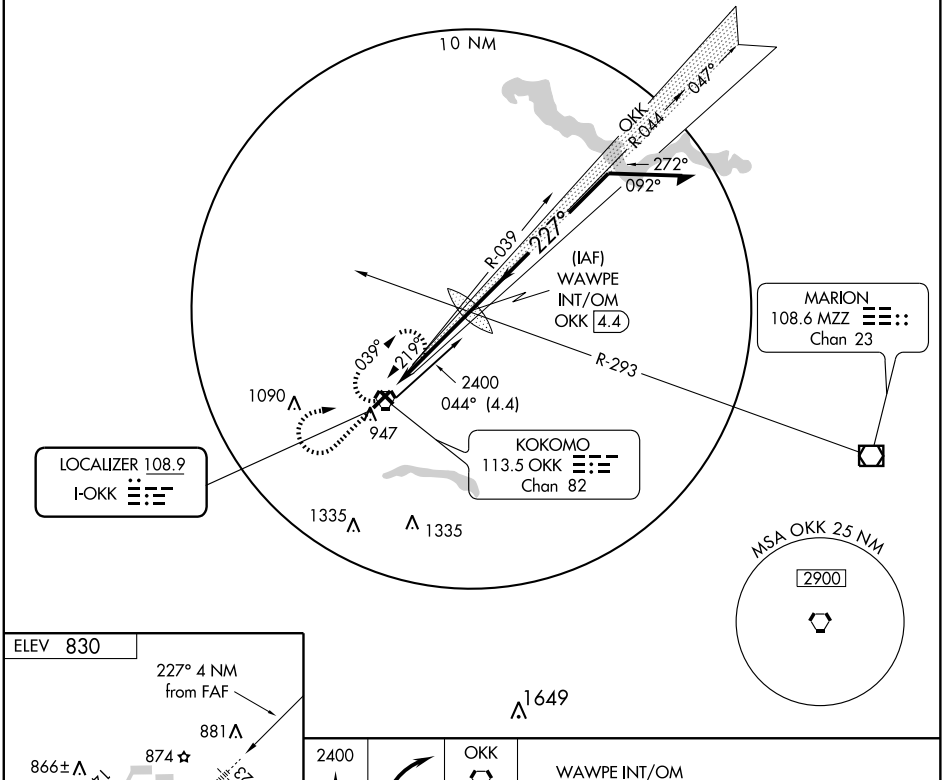
EC-2, 14 JAN 2010 to 11 FEB 2010

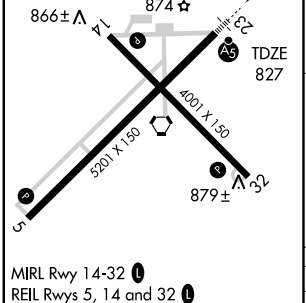
LOC I-OKK	APP CRS	Rwy Idg	5201
108.9	227°	TDZE	827
		Apt Elev	830

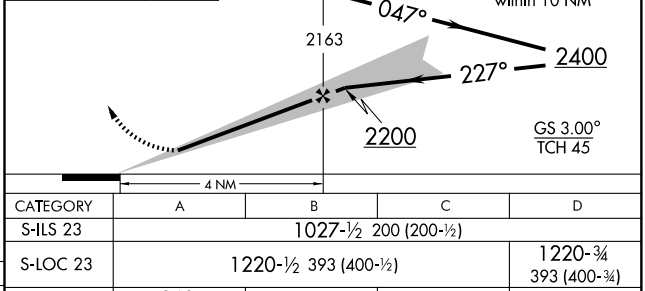
ILS RWY 23
KOKOMO MUNI (OKK)

NA	MALSR	MISSED APPROACH: Climb to 2400, then right turn direct OKK VORTAC and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
113.5	121.05 379.3	120.0	123.0 (CTAF) L







MIRL Rwy 14-32 L
REIL Rwys 5, 14 and 32 L
HIRL Rwy 5-23 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-ILS 23	1027-½ 200 (200-½)			
S-LOC 23	1220-½ 393 (400-½)			1220-¾ 393 (400-¾)
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

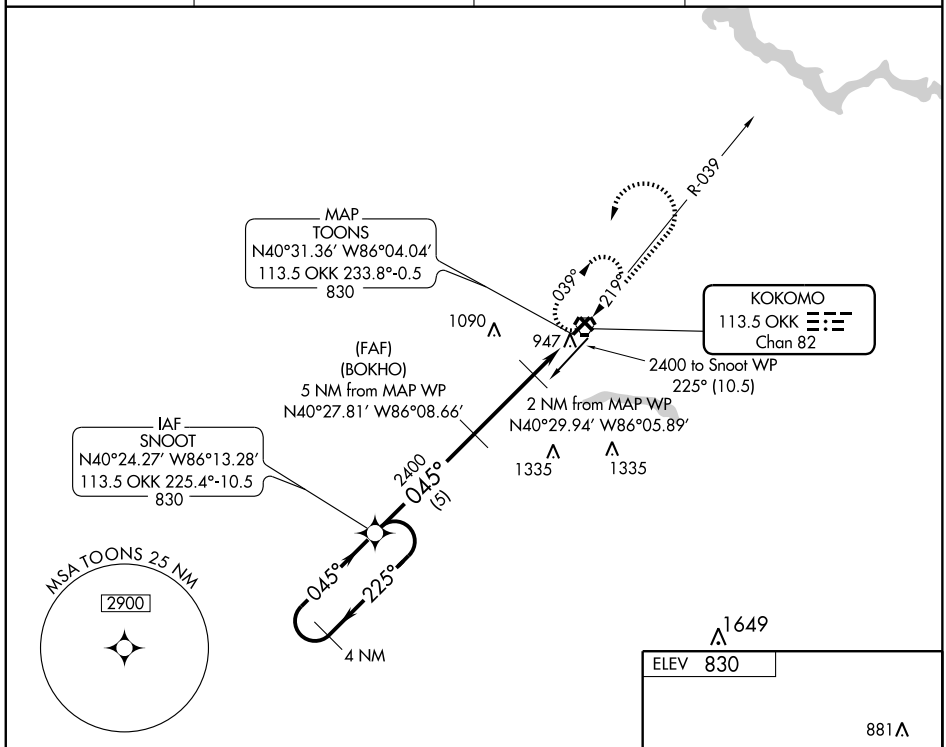
VORTAC OKK	APP CRS	Rwy Idg	5201
113.5	045°	TDZE	830
Chan 82		Apt Elev	830

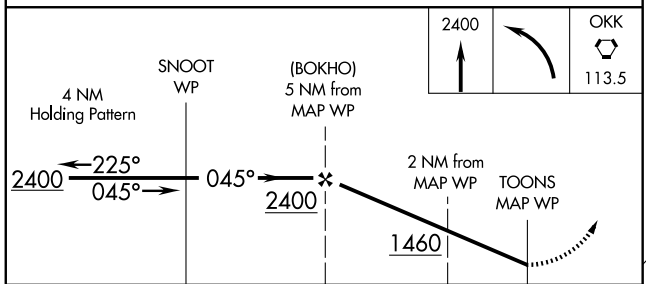
VOR/DME RNAV or GPS RWY 5

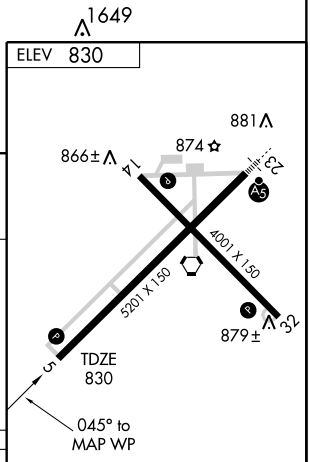
KOKOMO MUNI (OKK)

MISSED APPROACH: Climb to 2400, then left turn direct OKK VORTAC and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
113.5	121.05 379.3	120.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-5	1200-1 370 (400-1)			1200-1¼ 370 (400-1¼)
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)

MIRL Rwy 14-32 L
REIL Rwys 5, 14 and 32 L
HIRL Rwy 5-23 L

EC-2, 14 JAN 2010 to 11 FEB 2010

KOKOMO, INDIANA

AL-711 (FAA)

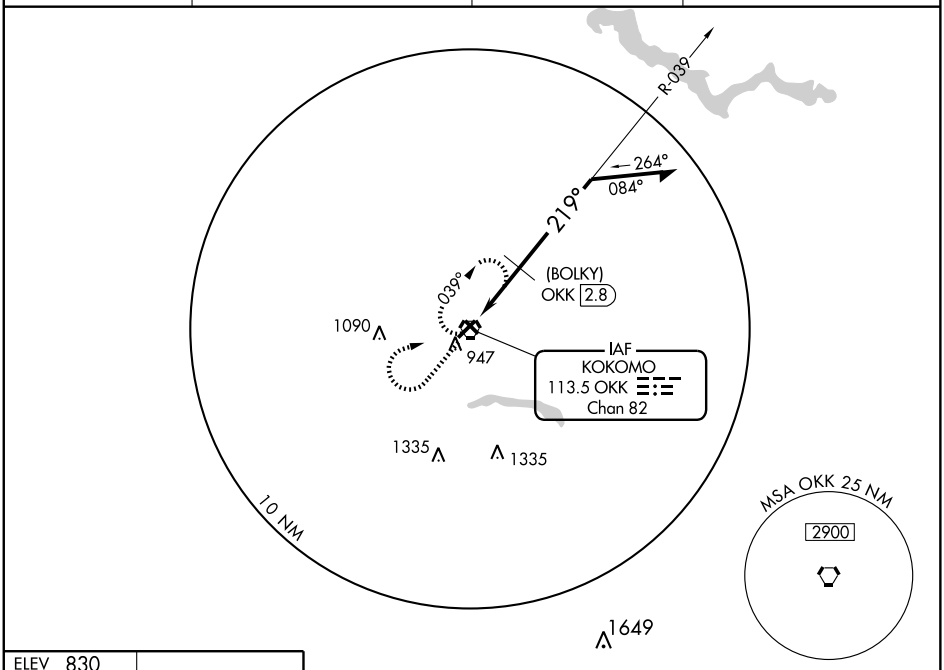
VORTAC OKK	APP CRS	Rwy Idg	5201
113.5	219°	TDZE	827
Chan 82		Apt Elev	830

VOR or GPS RWY 23

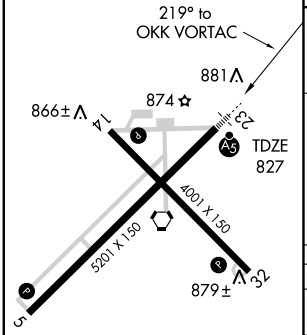
KOKOMO MUNI (OKK)

Inoperative table does not apply.	MALSR	MISSED APPROACH: Climb to 2400 then right turn direct OKK VORTAC and hold.

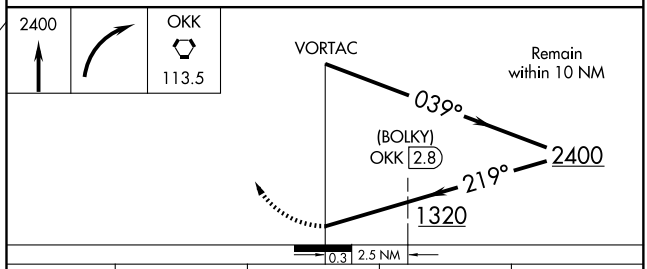
AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
113.5	121.05 379.3	120.0	123.0 (CTAF) L



ELEV 830



MIRL Rwy 14-32 L
REIL Rwys 5, 14 and 32 L
HIRL Rwy 5-23 L



CATEGORY	A	B	C	D
S-23	1320-1 493 (500-1)		1320-1¼ 493 (500-1¼)	1320-1½ 493 (500-1½)
CIRCLING	1320-1 490 (500-1)		1320-1½ 490 (500-1½)	1380-2 550 (600-2)
DME MINIMUMS				
S-23	1220-1 393 (400-1)			1220-1¼ 393 (400-1¼)
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

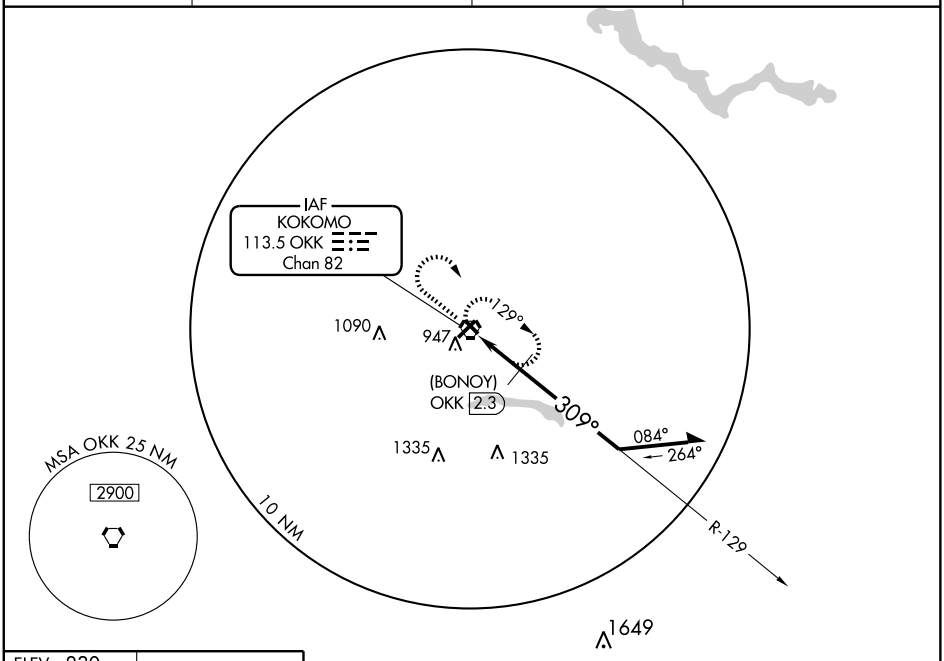
VORTAC OKK 113.5 Chan 82	APP CRS 309°	Rwy Idg 4001 TDZE 826 Apt Elev 830

VOR or GPS RWY 32

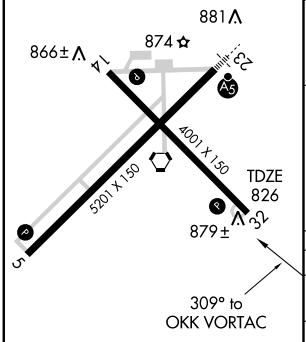
KOKOMO MUNI (OKK)

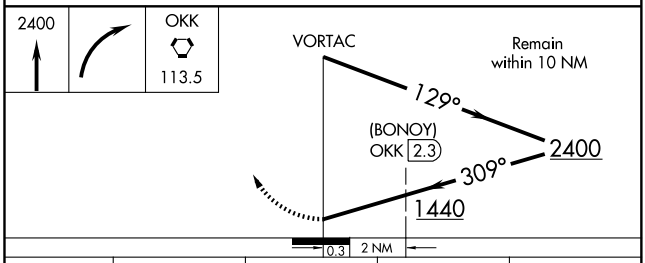
MISSED APPROACH: Climb to 2400 then right turn direct OKK VORTAC and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
113.5	121.05 379.3	120.0	123.0 (CTAF) L



ELEV 830





CATEGORY	A	B	C	D
S-32	1440-1 614 (700-1)		1440-1¾ 614 (700-1¾)	1440-2 614 (700-2)
CIRCLING	1440-1 610 (700-1)		1440-1¾ 610 (700-1¾)	1440-2 610 (700-2)
DME MINIMUMS				
S-32	1200-1 374 (400-1)			1200-1¼ 374 (400-1¼)
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)

MIRL Rwy 14-32 L
REIL Rwys 5, 14 and 32 L
HIRL Rwy 5-23 L

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-PPO	APP CRS	Rwy Idg	5000
110.95	023°	TDZE	805
		Apt Elev	812

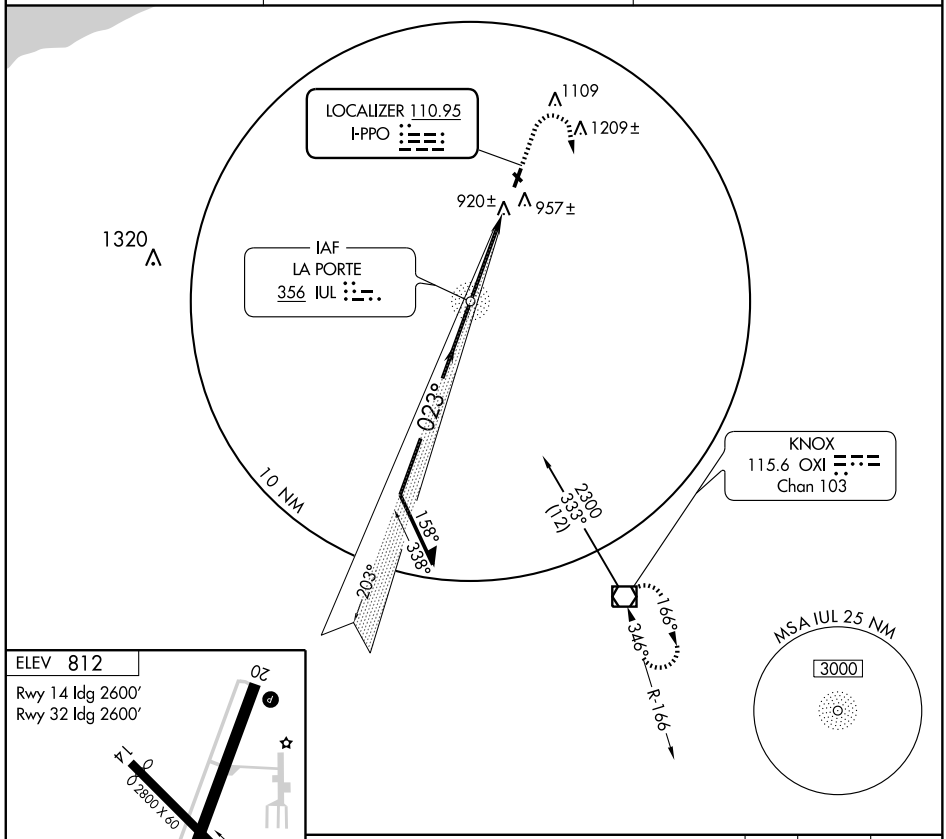
LOC/NDB RWY 2

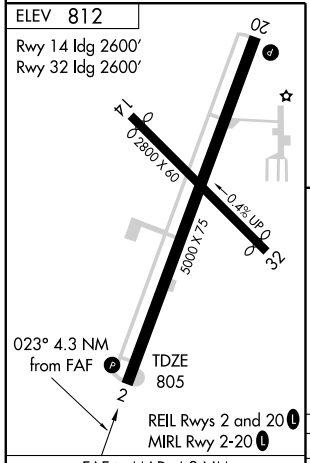
LA PORTE MUNI (PPO)

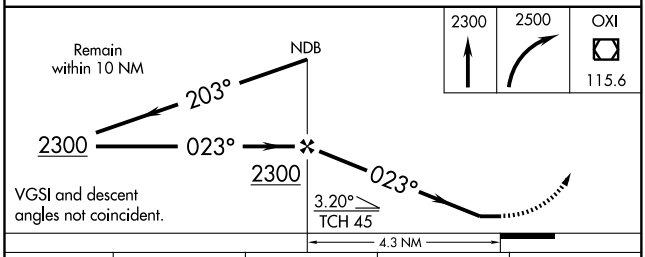
▼ ▲ NA — If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2300 then climbing right turn to 2500 direct OXI VOR/DME and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
119.825	132.05 257.8	123.0 (CTAF) Ⓛ







FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
S-2	1220-1	415 (500-1)	1220-1¼	415 (500-1¼)
CIRCLING	1320-1	508 (600-1)	1320-1½ 508 (600-1½)	1380-2 568 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 2

LA PORTE MUNI (PPO)

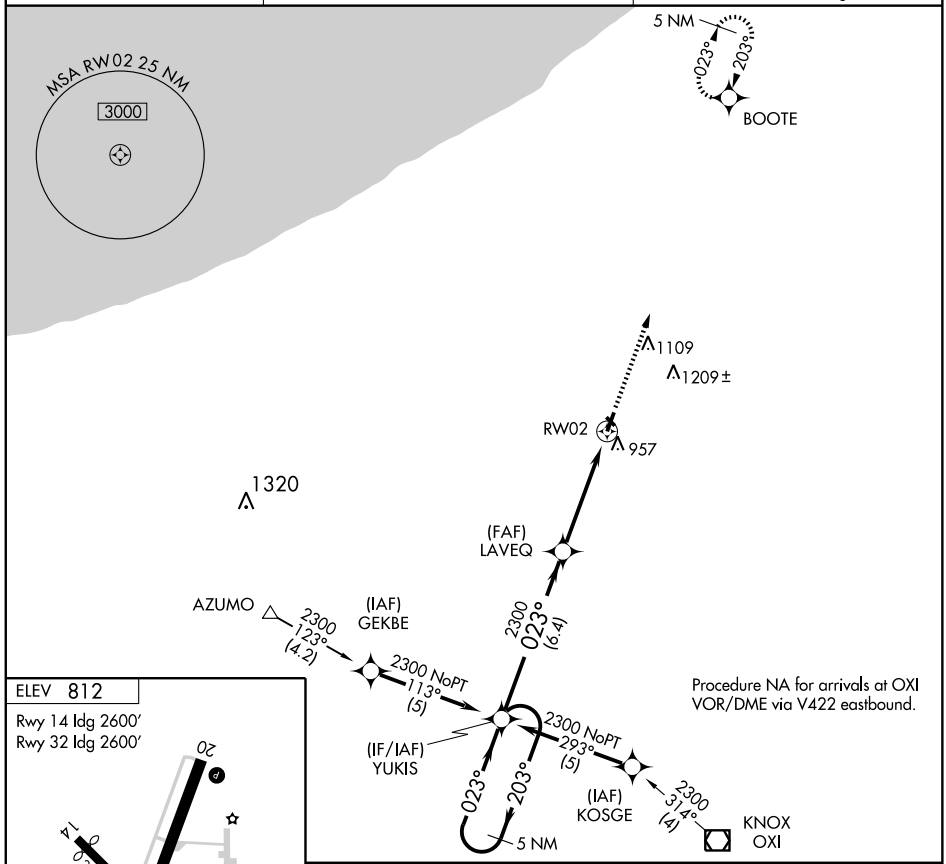
APP CRS	Rwy Idg	5000
023°	TDZE	805
	Apt Elev	812

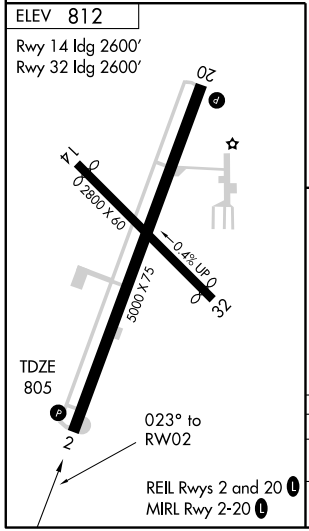
V
A NA

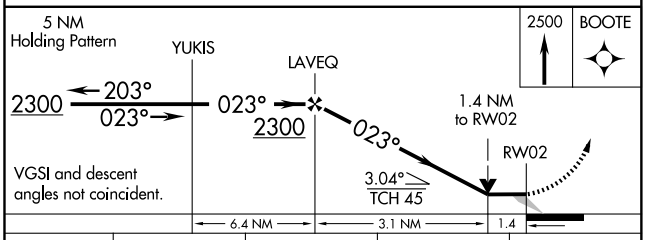
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. VDP NA with South Bend altimeter setting.

MISSED APPROACH: Climb to 2500 direct BOOTE and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
119.825	132.05 257.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1260-1	455 (500-1)	1260-1¼ 455 (500-1¼)	1260-1½ 455 (500-1½)
CIRCLING	1320-1	508 (600-1)	1320-1½ 508 (600-1½)	1380-2 568 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
203°	TDZE	812
	Apt Elev	812

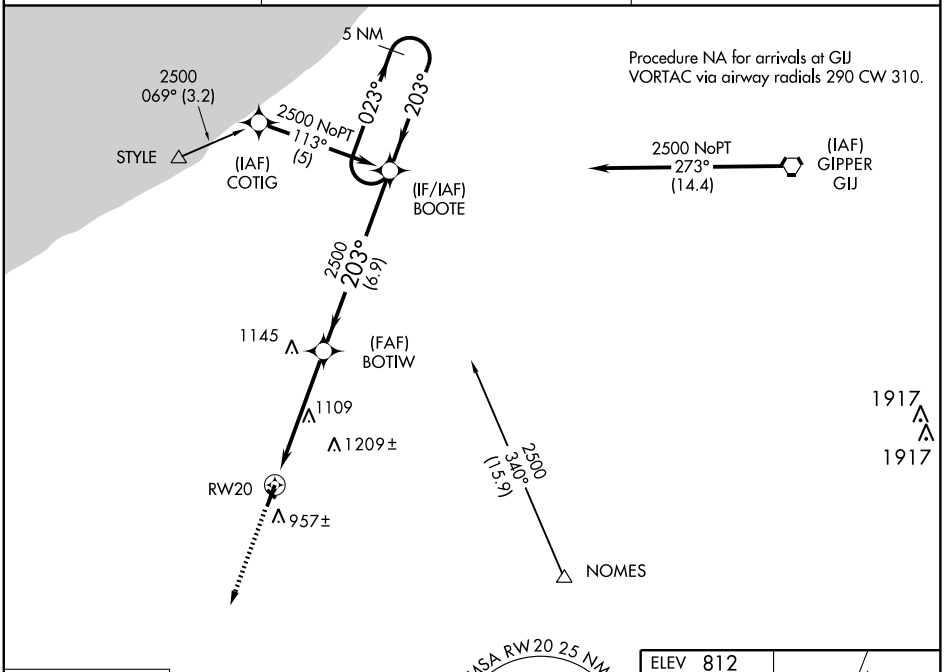
RNAV (GPS) RWY 20
LA PORTE MUNI (PPO)

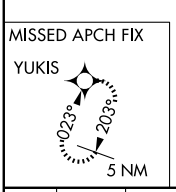
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. VDP NA with South Bend altimeter setting.

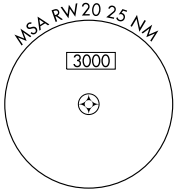
NA

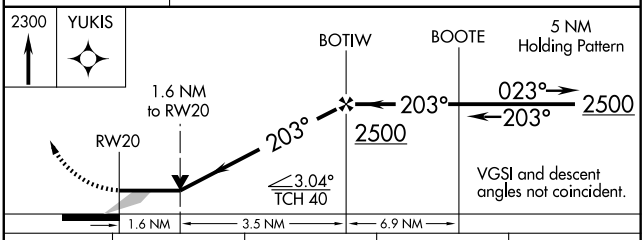
MISSED APPROACH: Climb to 2300 direct YUKIS and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
119.825	132.05 257.8	123.0 (CTAF) L

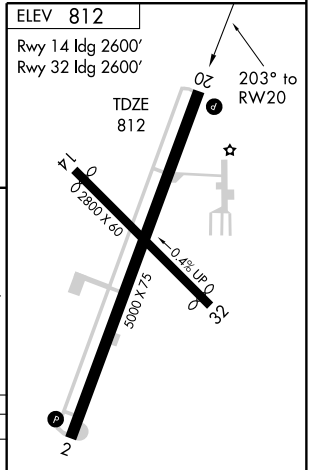








CATEGORY	A	B	C	D
LNAV MDA	1420-1	608 (700-1)	1420-1¾ 608 (700-1¾)	1420-2 608 (700-2)
CIRCLING	1420-1	608 (700-1)	1420-1¾ 608 (700-1¾)	1420-2 608 (700-2)



REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

VOR/DME OXI	APP CRS	Rwy Idg	N/A
115.6	346°	TDZE	N/A
Chan 103		Apt Elev	812

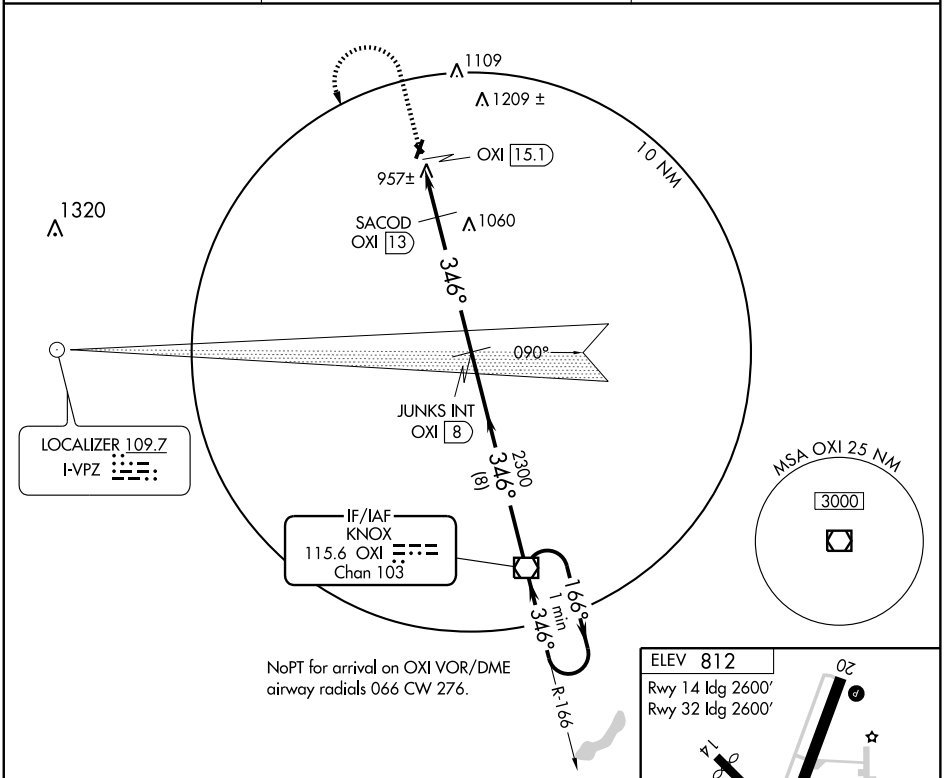
VOR-A

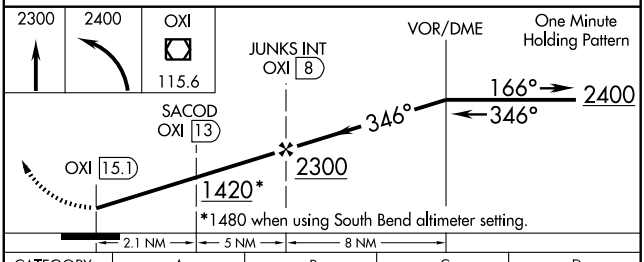
LA PORTE MUNI (PPO)

▼ NA — If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 60 feet.

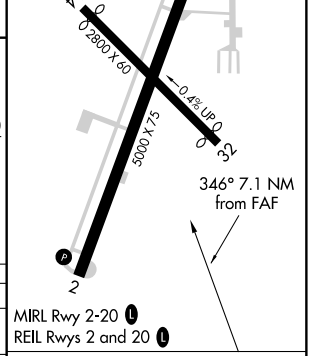
MISSED APPROACH: Climb to 2300 then climbing left turn to 2400 direct OXI VOR/DME and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
119.825	132.05 257.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1420-1 608 (700-1)		1420-1¾ 608 (700-1¾)	1420-2 608 (700-2)
SACOD FIX MINIMUMS				
CIRCLING	1320-1 508 (600-1)		1320-1½ 508 (600-1½)	1380-2 568 (600-2)



FAF to MAP 7.1 NM

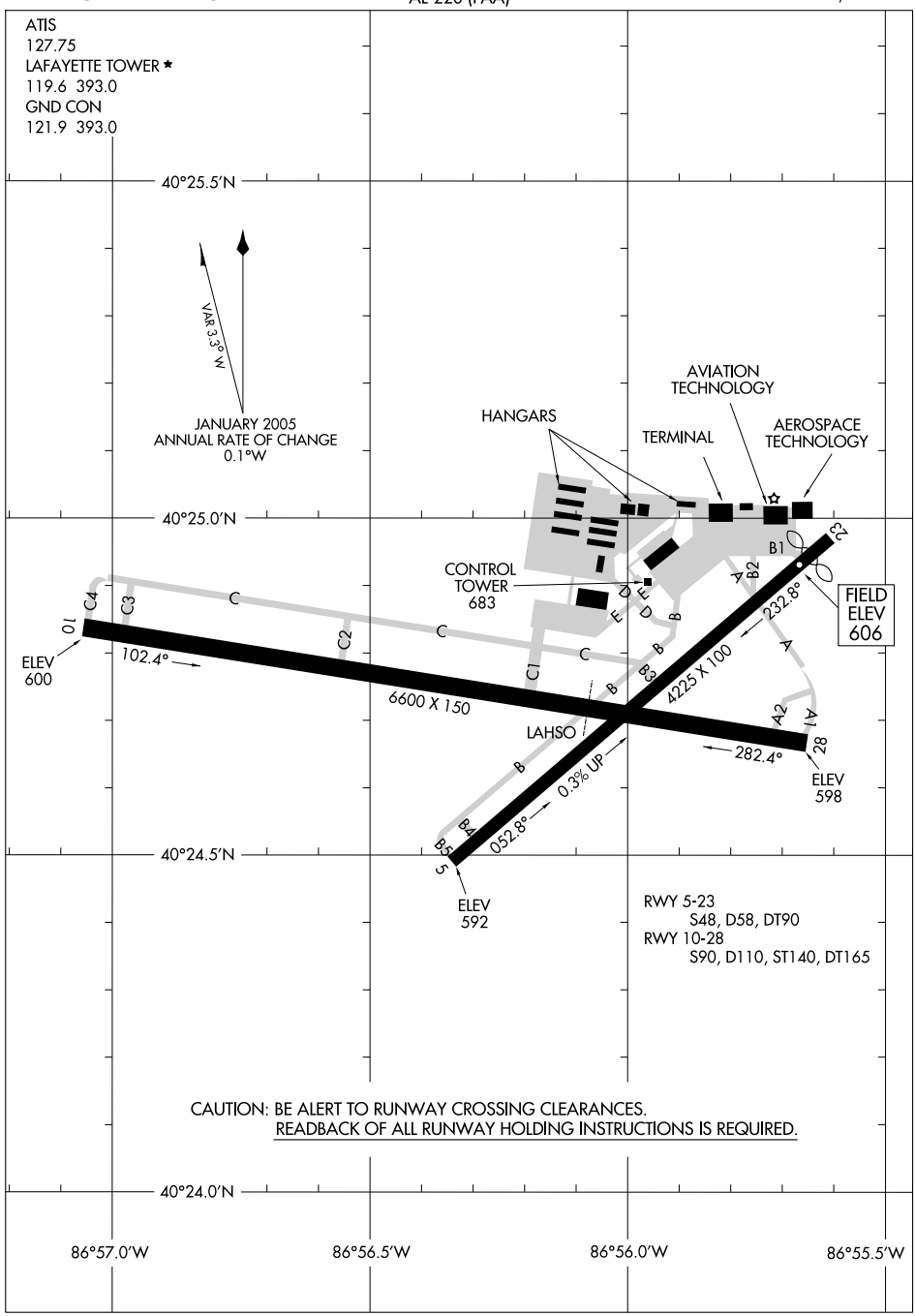
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

EC-2, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-220 (FAA)

LAFAYETTE/ PURDUE UNIVERSITY (LAF)
LAFAYETTE, INDIANA



EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-LAF	APP CRS	Rwy Idg	6600
110.3	100°	TDZE	601
		Apt Elev	606

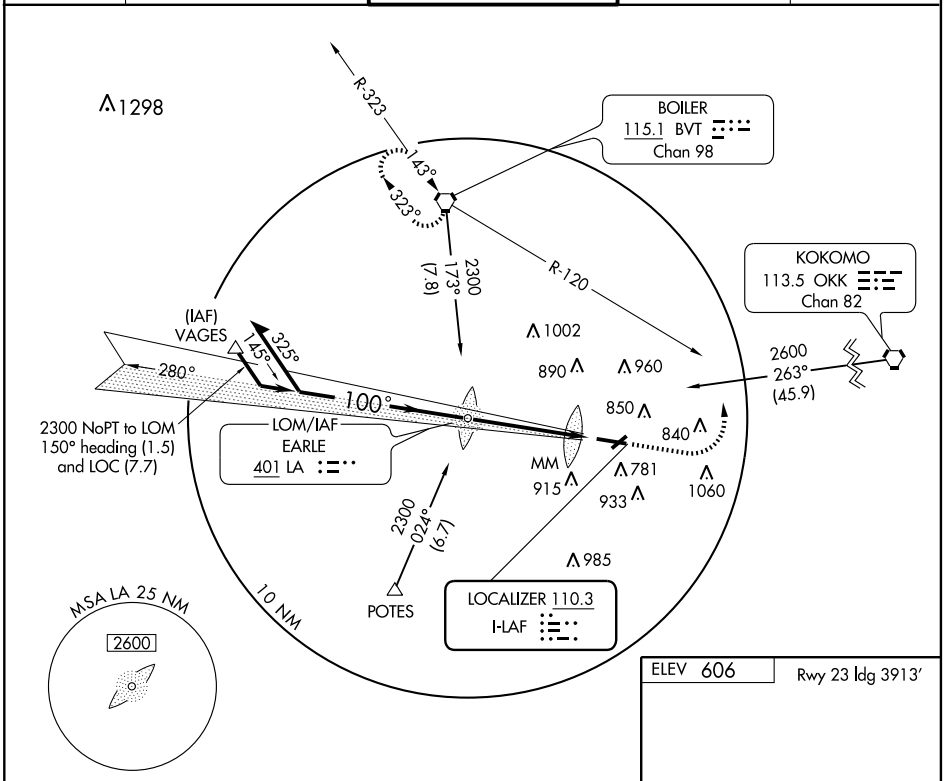
ILS RWY 10

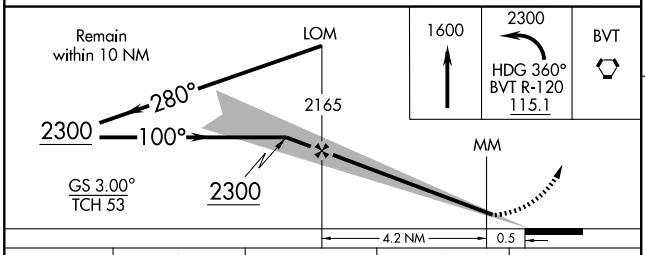
LAFAYETTE / PURDUE UNIVERSITY (LAF)

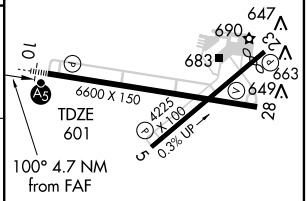
MALSR

MISSED APPROACH: Climb to 1600, then climbing left turn to 2300 via heading 360° and BVT R-120 to BVT VORTAC and hold.

ATIS	CHICAGO CENTER	LAFAYETTE TOWER ★	GND CON	UNICOM
127.75	123.85 343.95	119.6 (CTAF) L 393.0	121.9 393.0	122.95







CATEGORY	A	B	C	D
S-ILS 10	801-½ 200 (200-½)			
S-LOC 10	1060-½ 459 (500-½)		1060-¾ 459 (500-¾)	1060-1 459 (500-1)
CIRCLING	1160-1 554 (600-1)		1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)

HIRL Rwy 10-28 L
REIL Rwys 5, 23 and 28 L
MIRL Rwy 5-23

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS Ch 45902 W10A	APP CRS 100°	Rwy Idg 6600 TDZE 601 Apt Elev 606

RNAV (GPS) RWY 10

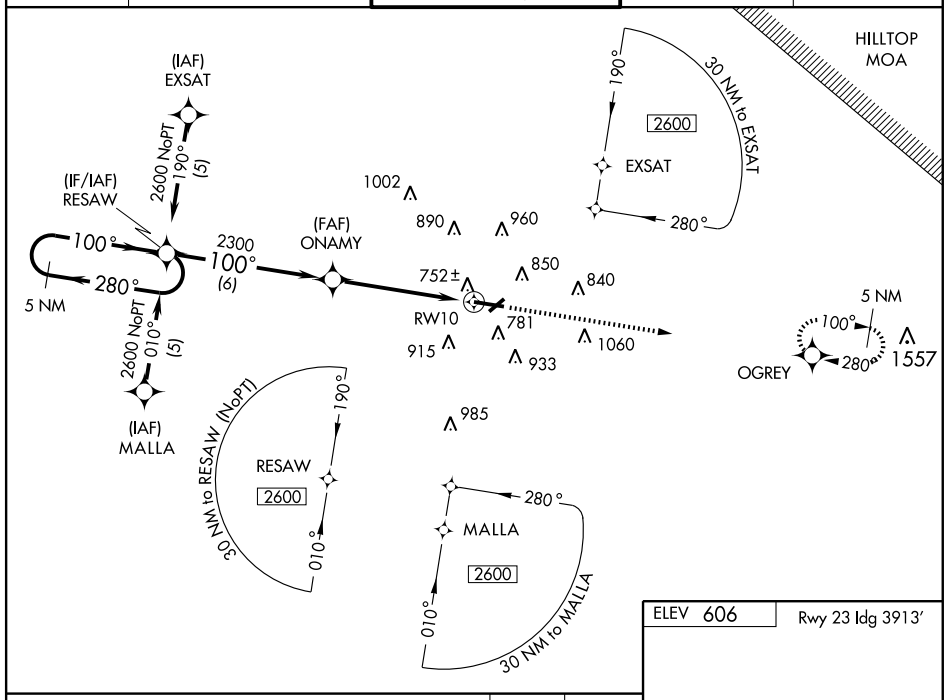
LAFAYETTE / PURDUE UNIVERSITY (LAF)

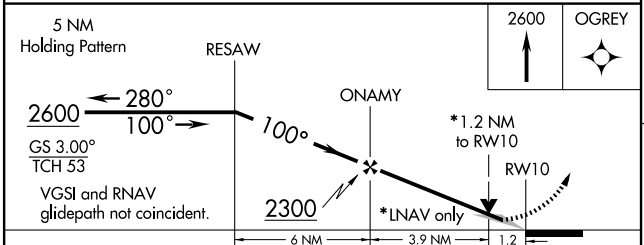
If local altimeter setting not received, use Vermilion Rgnl altimeter setting and increase all DAs 89 feet, all MDAs 100 feet. Baro-VNAV NA when using Vermilion Rgnl altimeter setting. VDP NA when using Vermilion Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV all Cats visibility to 1 mile. DME/DME RNP-0.3 NA.

MALSR

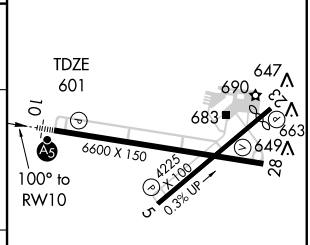
MISSED APPROACH: Climb to 2600 direct OGREY and hold.

ATIS	CHICAGO CENTER	LAFAYETTE TOWER ★	GND CON	UNICOM
127.75	123.85 343.95	119.6 (CTAF) L 393.0	121.9 393.0	122.95





CATEGORY	A	B	C	D
LPV DA	877-½ 276 (300-½)			
LNAV/ VNAV DA	1083-1¼ 482 (500-1¼)			
LNAV MDA	1040-½ 439 (500-½)		1040-¾ 439 (500-¾)	1040-1 439 (500-1)
CIRCLING	1160-1 554 (600-1)		1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)



HIRL Rwy 10-28 L
REIL Rwys 5, 23 and 28 L
MIRL Rwy 5-23

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6600
CH 82103	280°	TDZE	598
W28A		Apt Elev	606

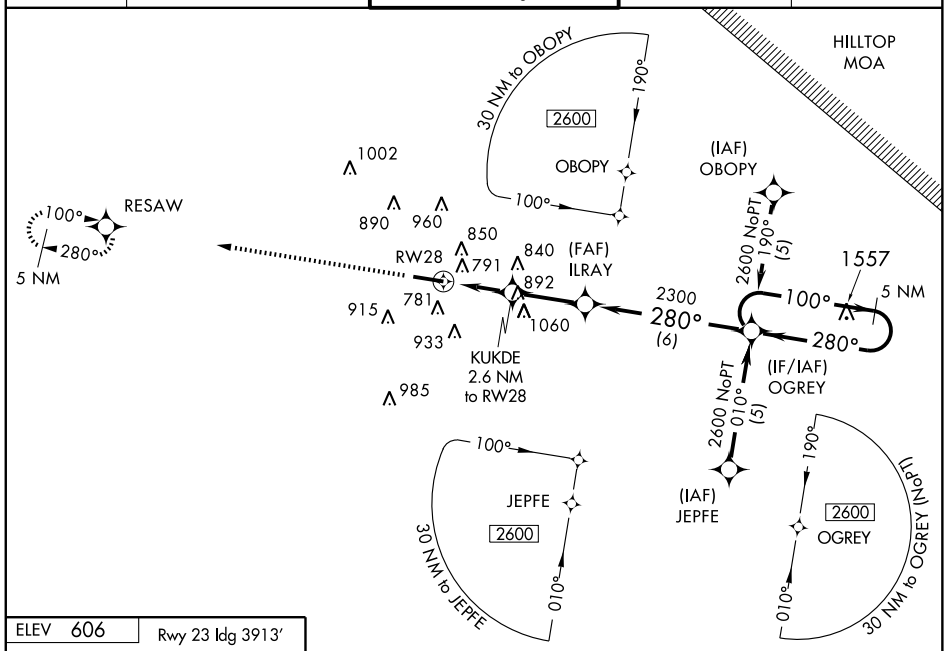
RNAV (GPS) RWY 28

LAFAYETTE / PURDUE UNIVERSITY (LAF)

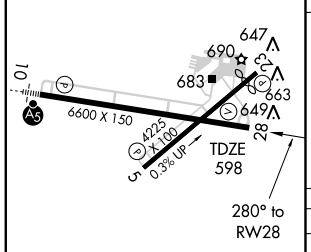
T A If local altimeter setting not received, use Vermilion Rgnl altimeter setting and increase all DAs 89 feet, all MDAs 100 feet. Baro-VNAV NA when using Vermilion Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct RESAW and hold.

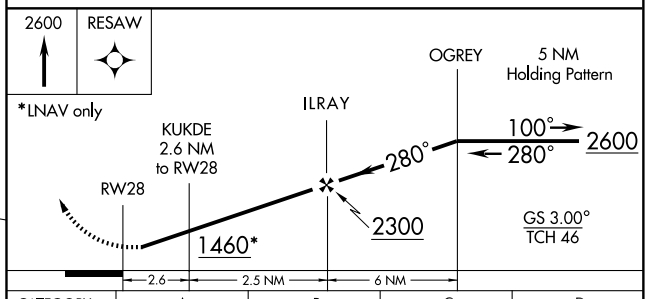
ATIS	CHICAGO CENTER	LAFAYETTE TOWER ★	GND CON	UNICOM
127.75	123.85 343.95	119.6 (CTAF) L 393.0	121.9 393.0	122.95



ELEV 606 Rwy 23 ldg 3913′



HIRL Rwy 10-28 L
REIL Rwys 5, 23 and 28 L
MIRL Rwy 5-23



CATEGORY	A	B	C	D
LPV DA	856-1 258 (300-1)			
LNAV/VNAV DA	1125-1¾ 527 (600-1¾)			
LNAV MDA	1060-1 462 (500-1)		1060-1¼ 462 (500-1¼)	1060-1½ 462 (500-1½)
CIRCLING	1160-1 554 (600-1)		1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC BVT 115.1 Chan 98	APP CRS 143°	Rwy Idg N/A TDZE N/A Apt Elev 606

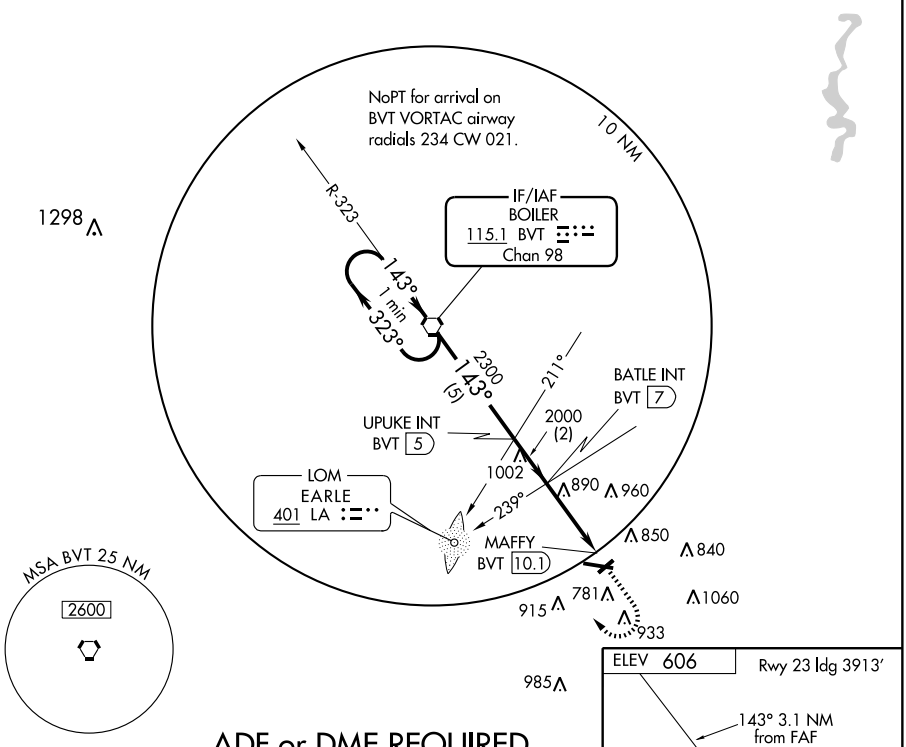
VOR-A

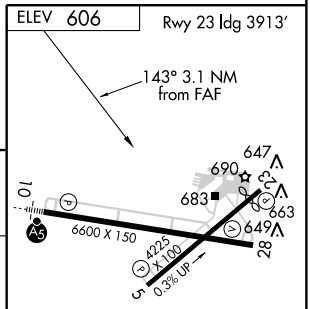
LAFAYETTE / PURDUE UNIVERSITY (LAF)

When local altimeter setting not received, use Danville altimeter setting and increase all MDAs 100 feet and visibility Cats C and D ½ mile.

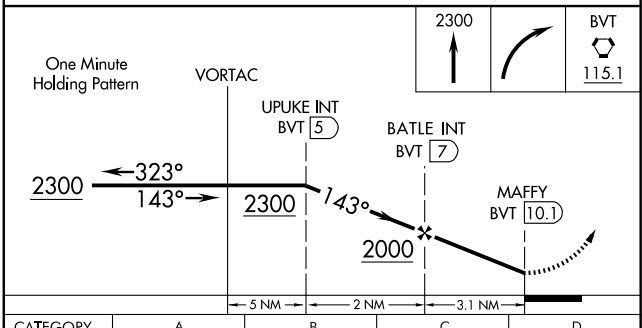
MISSED APPROACH: Climb to 2300 then right turn direct BVT VORTAC and hold.

ATIS	CHICAGO CENTER	LAFAYETTE TOWER ★	GND CON	UNICOM
127.75	123.85 343.95	119.6 (CTAF) L 393.0	121.9 393.0	122.95





HIRL Rwy 10-28 L
REIL Rwys 5, 23 and 28 L
MIRL Rwy 5-23



CATEGORY	A	B	C	D
CIRCLING	1160-1 554 (600-1)		1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4262
090°	TDZE	736
	Apt Elev	738

RNAV (GPS) RWY 9
LOGANSPORT/CASS COUNTY (GGP)

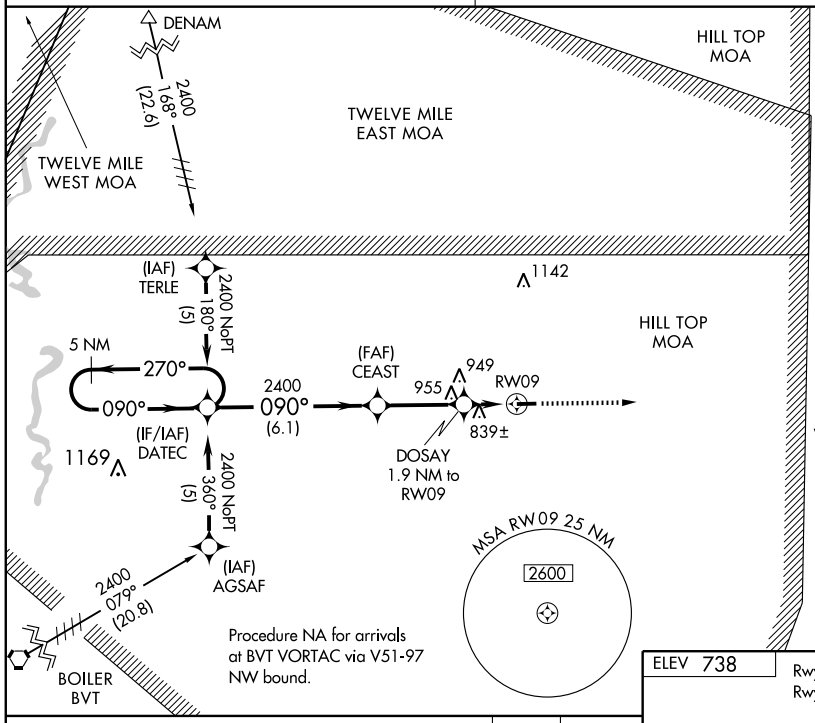
Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting. VDP NA when using Lafayette altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

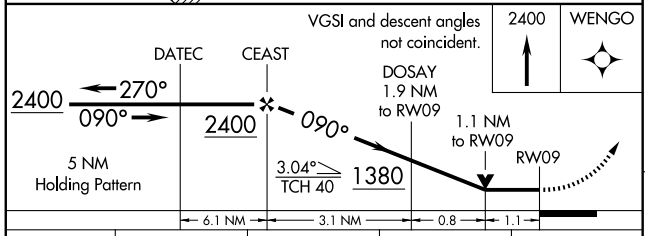
NA

MISSED APPROACH: Climb to 2400 direct WENGO and hold.

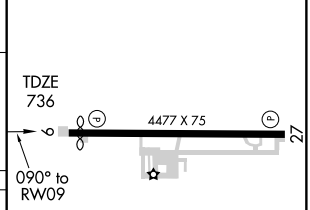
GRISSOM APP CON★ 121.05 379.3

UNICOM 122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1100-1 364 (400-1)			1100-1¼ 364 (400-1¼)
CIRCLING	1140-1 402 (500-1)	1200-1 462 (500-1)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)
	LAFAYETTE ALTIMETER SETTING MINIMUMS			
LNAV MDA	1180-1 444 (500-1)		1180-1¼ 444 (500-1¼)	1180-1½ 444 (500-1½)
CIRCLING	1240-1 502 (600-1)		1240-1½ 502 (600-1½)	1400-2 662 (700-2)



MIRL Rwy 9-27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS		
CH **70703**	**270°**	Rwy Idg	**4262**
W27A		TDZE	**738**
		Apt Elev	**738**

RNAV (GPS) RWY 27
LOGANSPORT/CASS COUNTY (GGP)

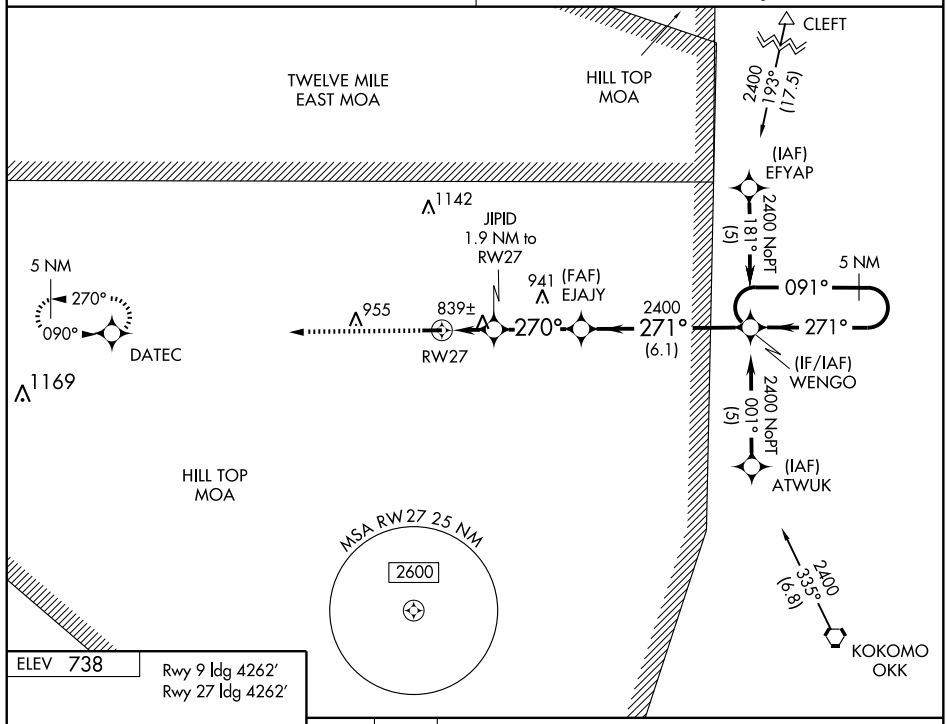
T
A NA

Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting and increase DA 91 feet and visibility all Cats ¼ mile; increase all MDAs 100 feet and LNAV visibility Cats C and D ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct DATEC and hold.

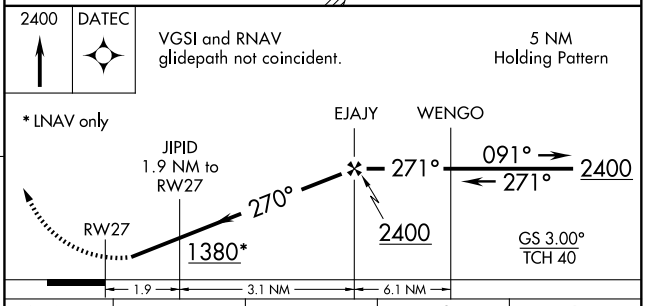
GRISSOM APP CON * **121.05 379.3**

UNICOM **122.8** (CTAF) L



ELEV 738

Rwy 9 ldg 4262′
Rwy 27 ldg 4262′



CATEGORY	A	B	C	D
LPV DA	988-1 250 (300-1)			
LNAV MDA	1100-1 362 (400-1)			1100-1¼ 362 (400-1¼)
CIRCLING	1140-1 402 (500-1)	1200-1 462 (500-1)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)

MIRL Rwy 9-27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

LOGANSPORT, INDIANA

AL-5435 (FAA)

VORTAC OKK	APP CRS	Rwy Idg	N/A
113.5	307°	TDZE	N/A
Chan 82		Apt Elev	738

VOR-A

LOGANSPORT/CASS COUNTY (GGP)

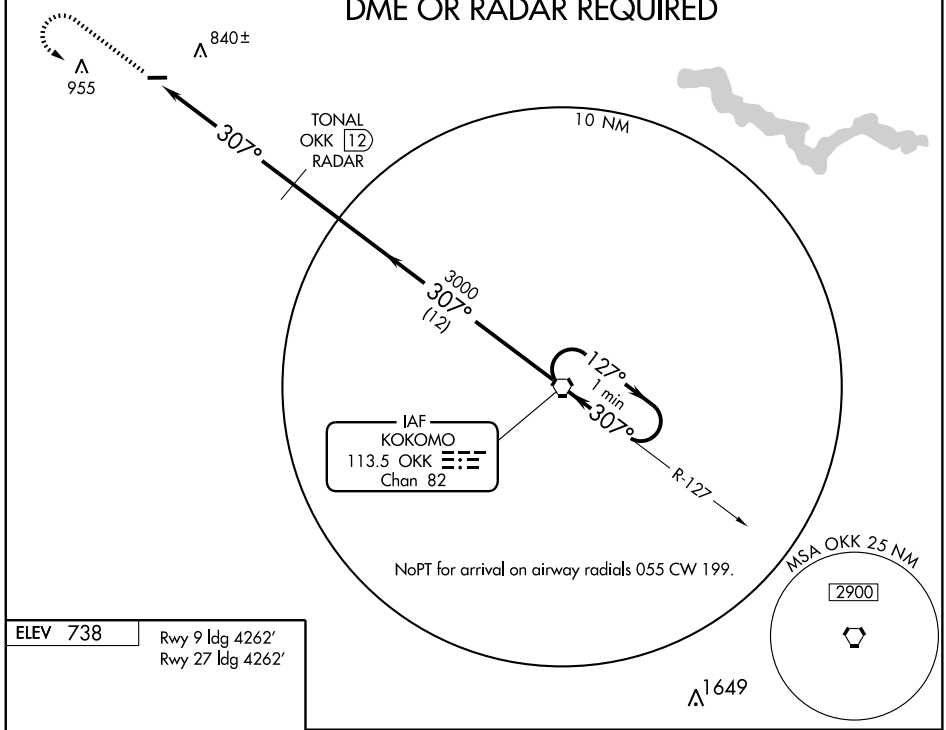
Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting.

MISSED APPROACH: Climb to 3000, then left turn via OKK R-307 to OKK VORTAC and hold.

GRISSOM APP CON ★
121.05 379.3

UNICOM
122.8 (CTAF) L

DME OR RADAR REQUIRED



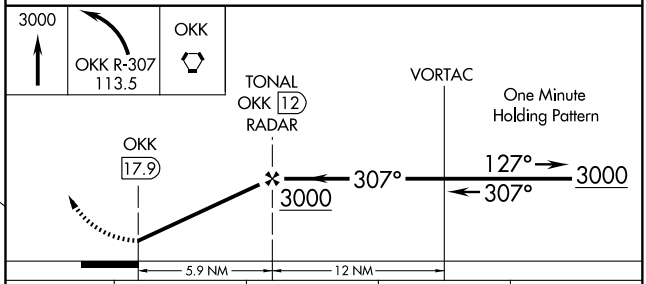
ELEV 738

Rwy 9 ldg 4262′
Rwy 27 ldg 4262′

307° 5.9 NM from FAF

MIRL Rwy 9-27 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
CIRCLING	1140-1 402 (500-1)	1200-1 426 (500-1)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)
	LAFAYETTE ALTIMETER SETTING MINIMUMS			
CIRCLING	1240-1 502 (600-1)		1240-1½ 502 (600-1½)	1400-2 662 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

LOGANSPORT, INDIANA

AL-5435 (FAA)

VORTAC OKK	APP CRS	Rwy Idg 4262
113.5	270°	TDZE 738
Chan 82		Apt Elev 738

VOR/DME RNAV RWY 27

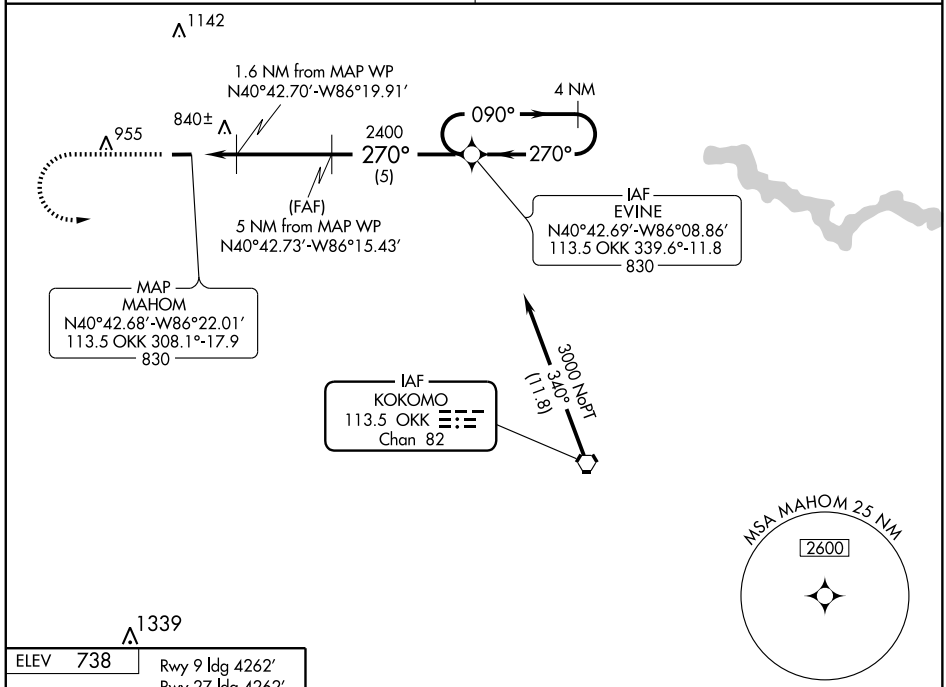
LOGANSPORT/CASS COUNTY (GGP)

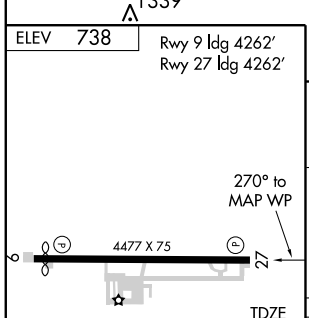
Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting.

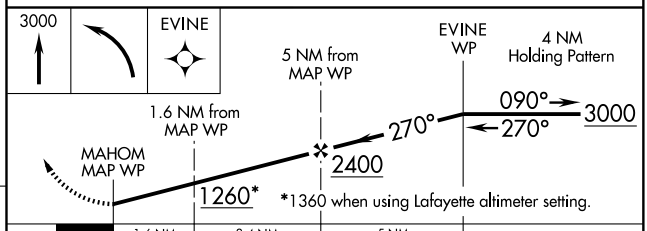
MISSED APPROACH: Climb to 3000, then left turn direct EVINE WP and hold.

GRISSOM APP CON ★
121.05 379.3

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-27	1100-1 362 (400-1)	1100-1¼ 362 (400-1¼)	1100-1½ 362 (400-1½)	1100-1¾ 362 (400-1¾)
CIRCLING	1140-1 402 (500-1)	1200-1¼ 462 (500-1¼)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)
LAFAYETTE ALTIMETER SETTINGS MINIMUMS				
S-27	1200-1 462 (500-1)	1200-1¼ 462 (500-1¼)	1200-1½ 462 (500-1½)	1200-1¾ 462 (500-1¾)
CIRCLING	1240-1 502 (600-1)	1240-1¼ 502 (600-1¼)	1240-1½ 502 (600-1½)	1400-2 662 (700-2)

MIRL Rwy 9-27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC EON	APP CRS	Rwy Idg	N/A
113.2	278°	TDZE	N/A
Chan 79		Apt Elev	675

VOR or GPS-A
LOWELL (C97)

Use Chicago Midway Intl Airport altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.

NA

MISSED APPROACH: Climb to 3000 direct EON VORTAC and hold.

CHICAGO CENTER	CTAF
132.95 272.7	122.9

CHICAGO HEIGHTS
114.2 CGT
Chan 89

MSA EON 25 NM
2800

R-154
1719
1025
815±
(IAF)
ATIGE INT
EON 18
(MAHVO)
278°
053°
233°
R-098
10 NM

R-001
181°
100°
2300
098°
(18)
R-098

PEOTONE
113.2 EON
Chan 79

ELEV 675
Rwy 18 ldg 2486'

18
3041 X 100
0.7 % UP
36
278° 5 NM from FAF

LIRL Rwy 18-36

3000	EON
	113.2

ATIGE INT
EON 18
Remain within 10 NM
098°
278°
2300
2300
(MAHVO)
EON 13
5 NM

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1280-1 605 (700-1)		1280-1¾ 605 (700-1¾)	NA

WAAS	APP CRS	Rwy Idg	4742
CH 45708	035°	TDZE	812
W03A		Apt Elev	819

RNAV (GPS) RWY 3
MADISON MUNI (IMS)

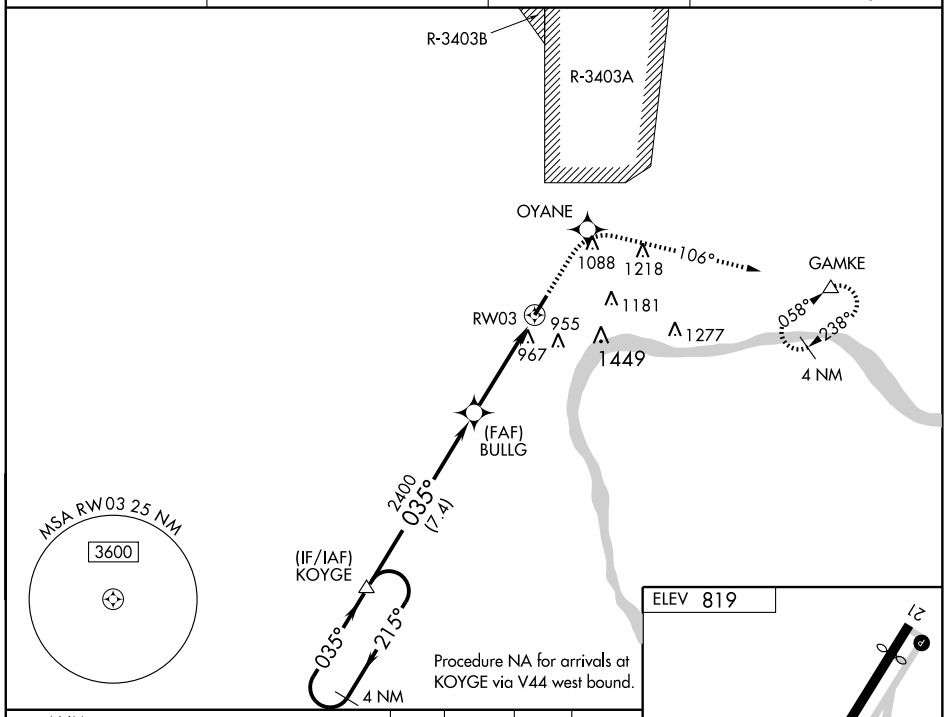
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Bowman Field altimeter setting. When local altimeter setting not received, use Bowman Field altimeter setting and increase all DA 115 feet, all MDA 120 feet, and increase LPV Cats A/B/C visibility ¼ mile, LNAV/VNAV Cats A/B/C visibility ½ mile, LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile.

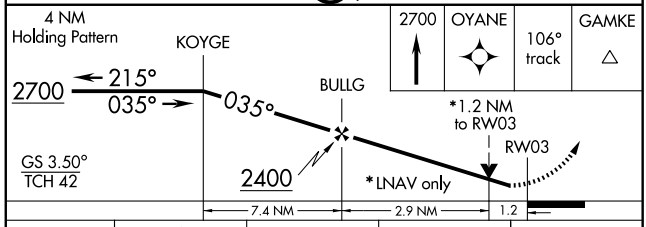
NA

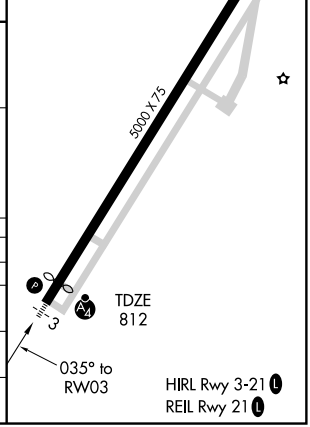
MALSF

MISSED APPROACH: Climb to 2700 direct OYANE and via 106° track to GAMKE and hold.

AWOS-3	LOUISVILLE APP CON	GCO	UNICOM
119.175	132.075 327.0	121.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1203-1¼ 391 (400-1¼)			NA
LNAV/VNAV DA	1321-1½ 509 (600-1½)			NA
LNAV MDA	1300-1 488 (500-1)		1300-1¼ 488 (500-1¼)	NA
CIRCLING	1340-1 521 (600-1)		1340-1½ 521 (600-1½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC ABB	APP CRS	Rwy Idg	4742
112.4	037°	TDZE	812
Chan 71		Apt Elev	819

VOR/DME RWY 3

MADISON MUNI (IMS)

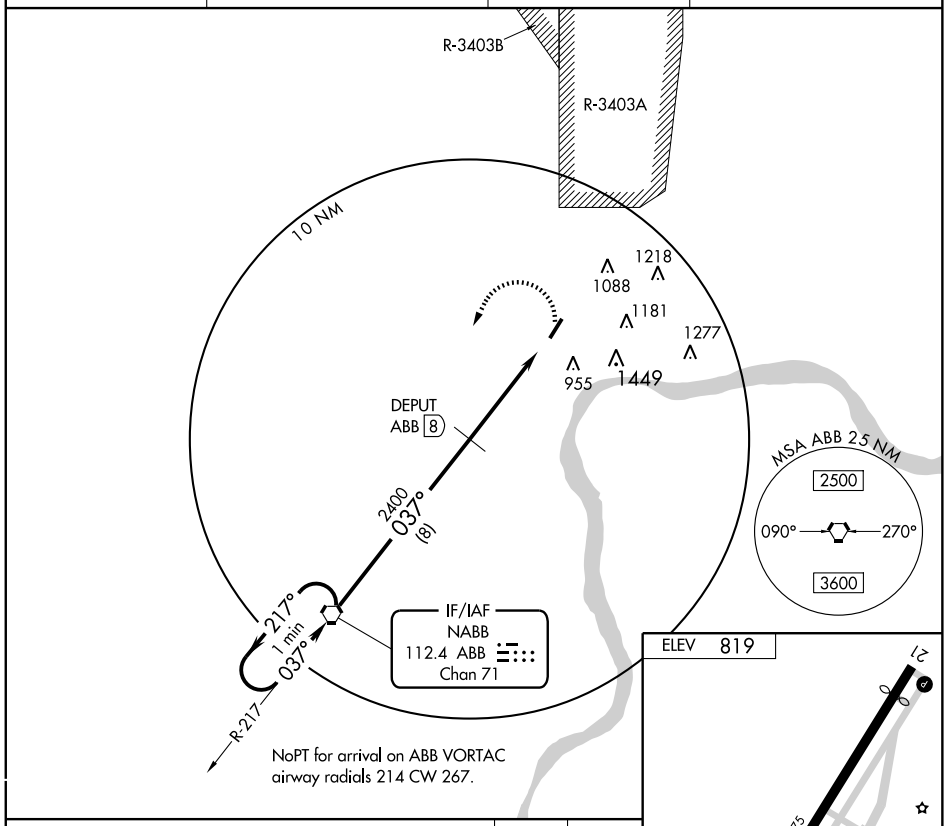
Visibility reduction by helicopters NA. VDP NA when using Bowman Field altimeter setting. When local altimeter setting not received, use Bowman Field altimeter setting and increase all MDA 120 feet and S-3 Cat C visibility ½ mile, Circling Cat C visibility ¼ mile.

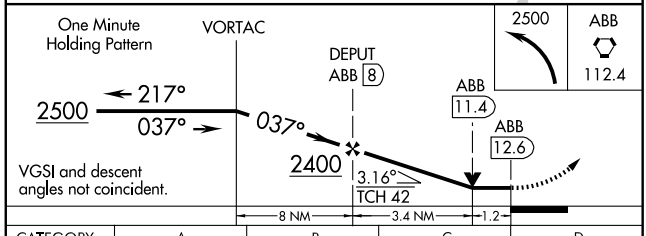
NA

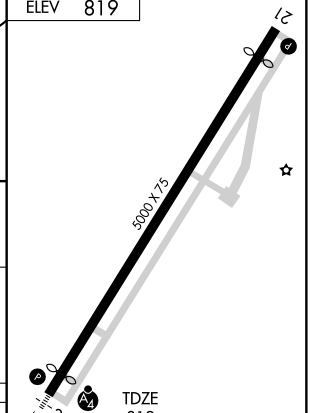
MALSF

MISSED APPROACH: Climbing left turn to 2500 direct ABB VORTAC and hold.

AWOS-3	LOUISVILLE APP CON	GCO	UNICOM
119.175	132.075 327.0	121.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-3	1300-1	488 (500-1)	1300-1¼ 488 (500-1¼)	NA
CIRCLING	1340-1	521 (600-1)	1340-1½ 521 (600-1½)	NA

EC-2. 14 JAN 2010 to 11 FEB 2010

LOC I-MZZ	APP CRS	Rwy Idg	6000
111.7	041°	TDZE	859
		Apt Elev	859

ILS or LOC RWY 4

MARION MUNI (MZZ)

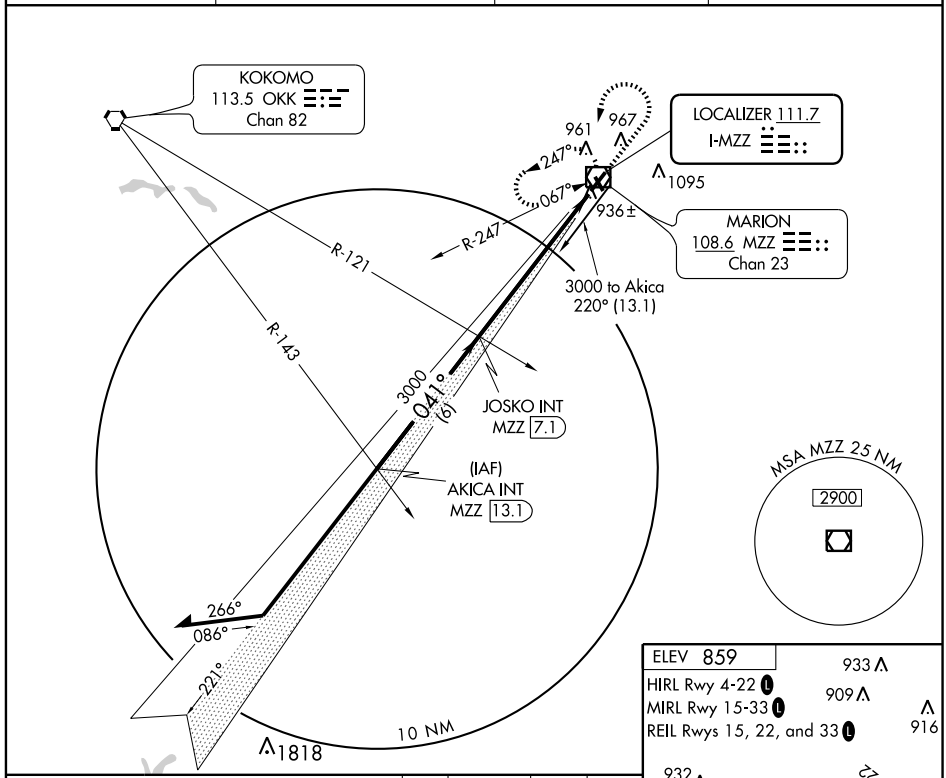
If local altimeter setting not received, use Fort Wayne Intl altimeter setting, and increase all DH/MDAs 100 feet. For inoperative MALSR increase S-LOC 4 Cat D visibility to 1.

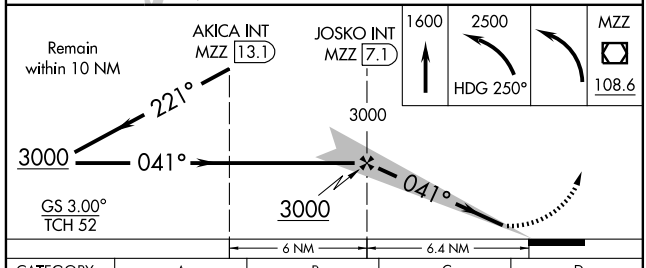
NA

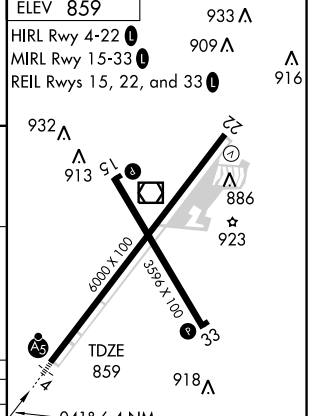
MALSR

MISSED APPROACH: Climb to 1600, then climbing left turn to 2500 via heading 250°, then left turn direct MZZ VOR/DME and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 4	1063-½ 204 (300-½)			
S-LOC 4	1200-½ 341 (400-½)			1200-¾ 341 (400-¾)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6000
CH 60906	041°	TDZE	859
W04A		Apt Elev	859

RNAV (GPS) RWY 4

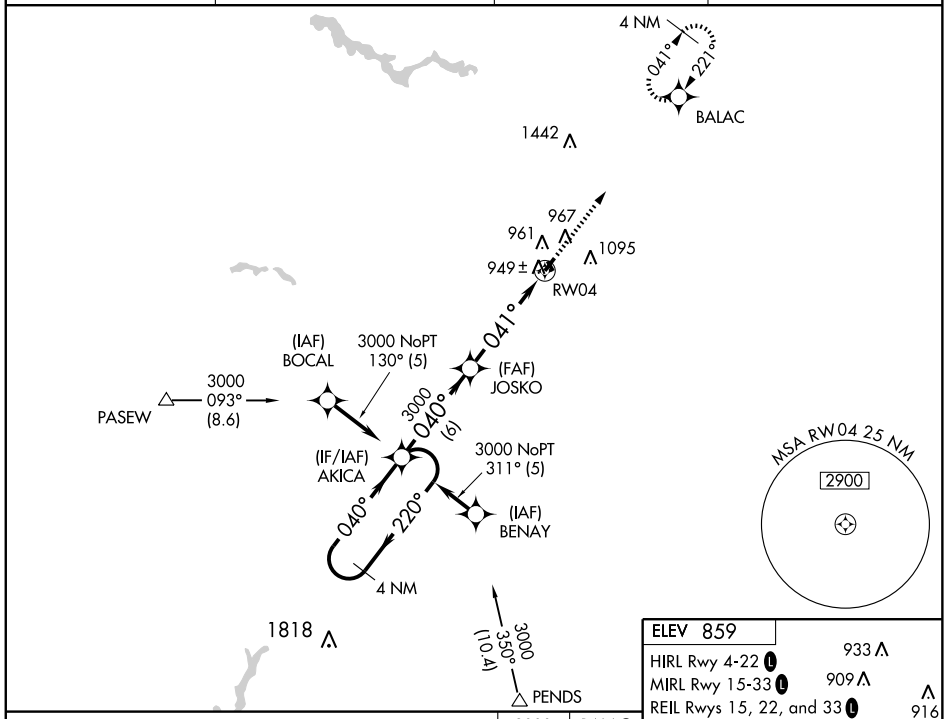
MARION MUNI (MZZ)

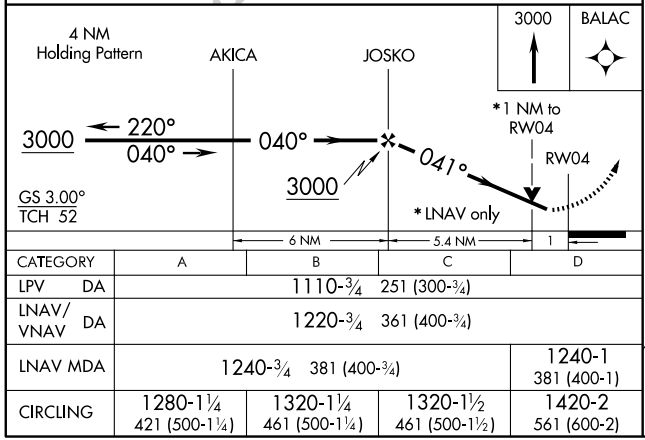
T ANA — If local altimeter setting not received, use Fort Wayne Intl altimeter setting, and increase all DA/MDAs 100 feet. Inoperative table does not apply to LPV. For inoperative MALSR increase LNAV Cat A/B/C visibilities to 1 and Cat D to 1¼. DME/DME RNP-0.3 NA. Baro VNAV NA below -16°C (4°F). VDP and Baro VNAV NA when using Fort Wayne Intl altimeter setting. When VGSI inop circling Rwy 15, 33 NA at night.

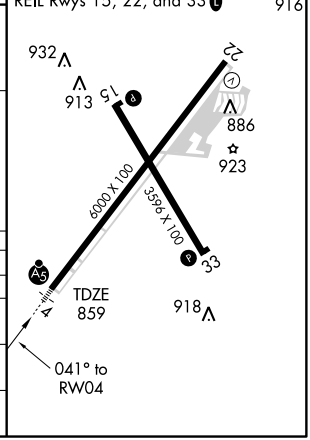
MALSR

MISSED APPROACH: Climb to 3000 direct BALAC and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1110-¾ 251 (300-¾)			
LNAV/VNAV DA	1220-¾ 361 (400-¾)			
LNAV MDA	1240-¾ 381 (400-¾)			1240-1 381 (400-1)
CIRCLING	1280-1¼ 421 (500-1¼)	1320-1¼ 461 (500-1¼)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

EC-2. 14 JAN 2010 to 11 FEB 2010

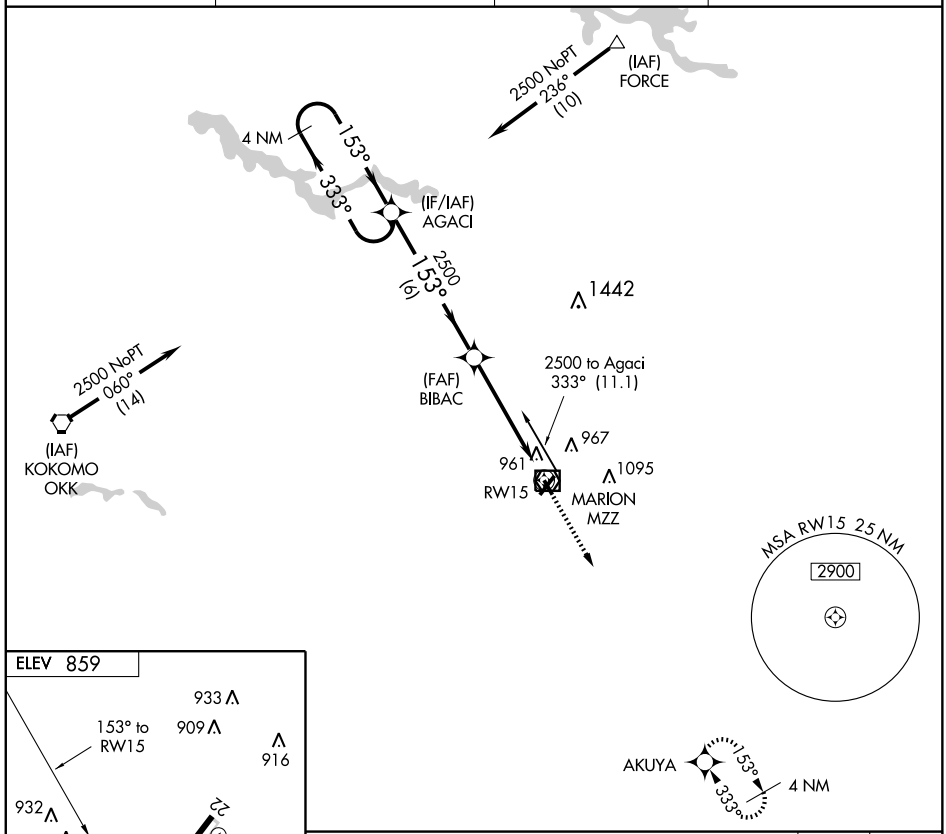
APP CRS	Rwy Idg	3596
153°	TDZE	858
	Apt Elev	859

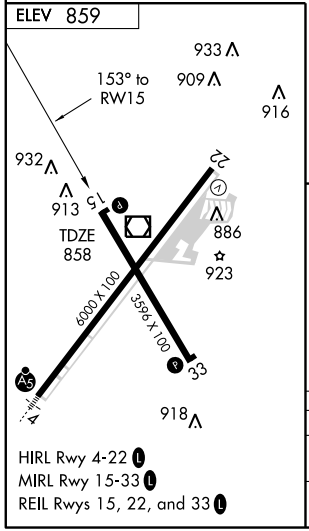
RNAV (GPS) RWY 15
MARION MUNI (MZZ)

If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Circling to Rwy 33 NA at night. When VGSI inop, straight-in/circling Rwy 15 procedure NA at night.

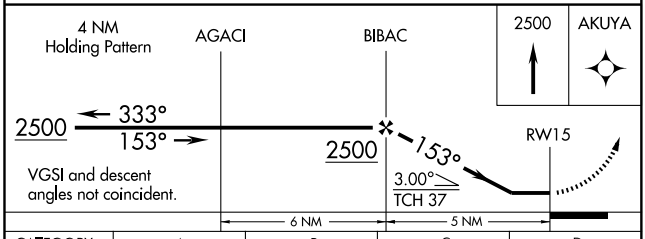
MISSED APPROACH: Climb to 2500 direct AKUYA and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L





HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 15, 22, and 33 L



CATEGORY	A	B	C	D
LNAV MDA	1220-1 362 (400-1)			1220-1¼ 362 (400-1¼)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6000
221°	TDZE	859
	Apt Elev	859

RNAV (GPS) RWY 22
MARION MUNI (MZZ)

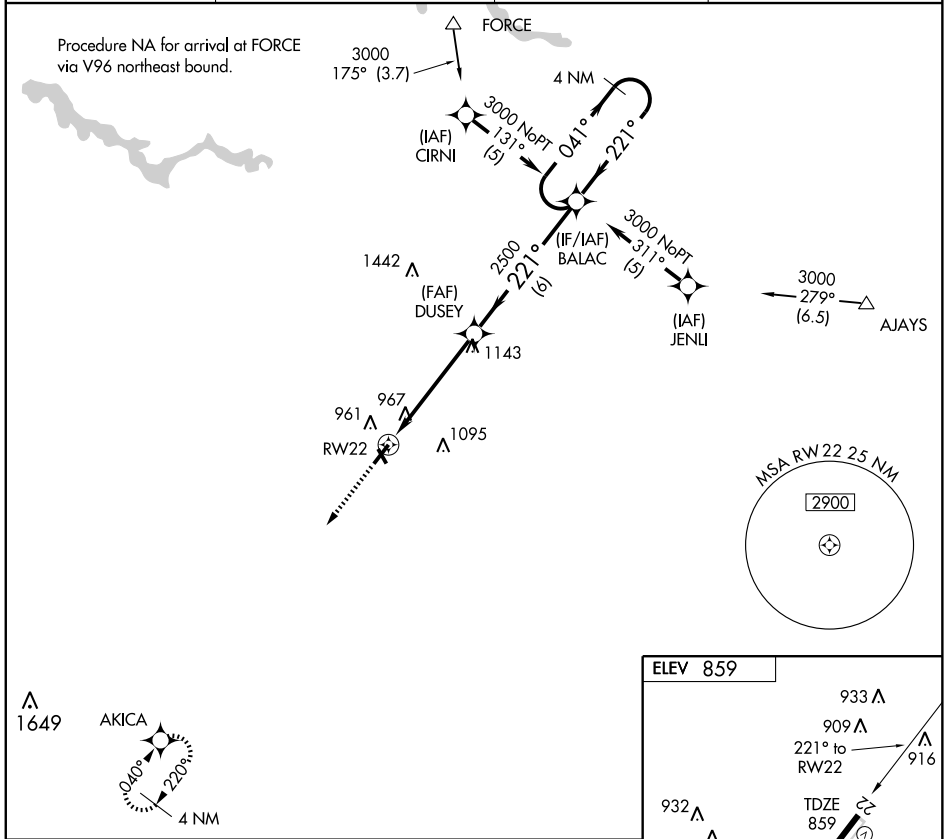
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDAs 100 feet.
When VGSI inop, circling Rwy 15 NA at night. Circling to Rwy 33 NA at night.

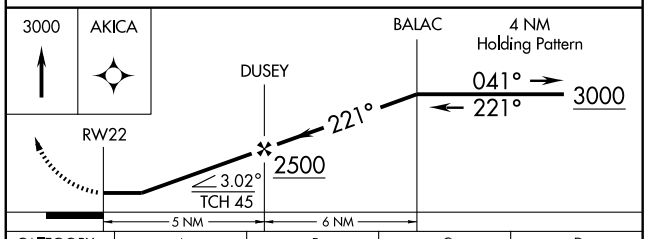
NA

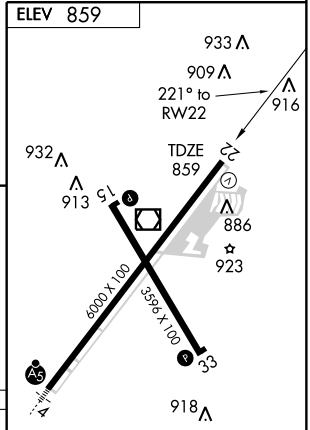
MISSED APPROACH: Climb to 3000 direct AKICA and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L

Procedure NA for arrival at FORCE via V96 northeast bound.







CATEGORY	A	B	C	D
LNAV MDA	1380-1	521 (600-1)	1380-1½ 521 (600-1½)	1380-1¾ 521 (600-1¾)
CIRCLING	1380-1	521 (600-1)	1380-1½ 521 (600-1½)	1420-2 561 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 15, 22, and 33 L

EC-2, 14 JAN 2010 to 11 FEB 2010

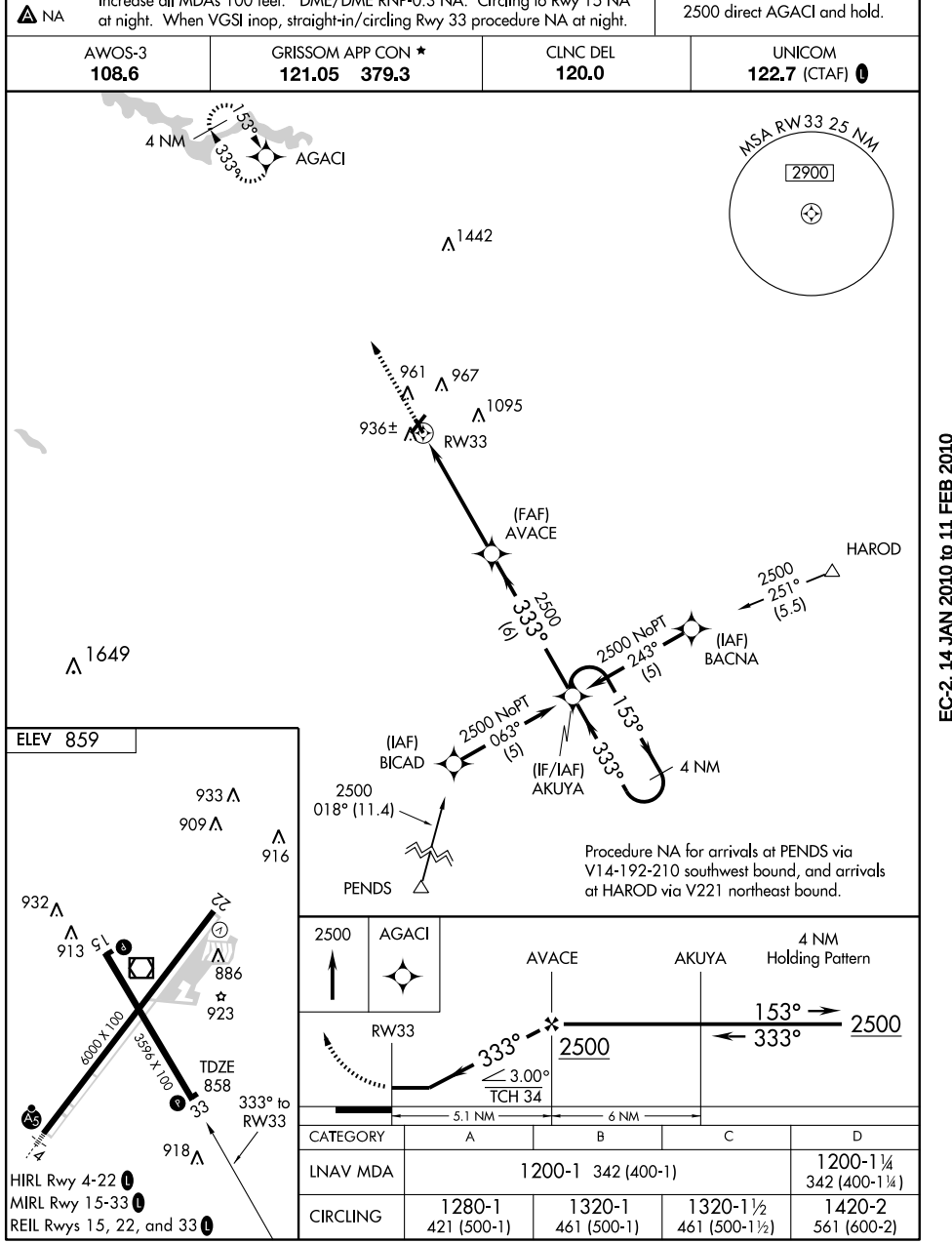
APP CRS	Rwy Idg	3596
333°	TDZE	858
	Apt Elev	859

RNAV (GPS) RWY 33
MARION MUNI (MZZ)

If local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Circling to Rwy 15 NA at night. When VGSI inop, straight-in/circling Rwy 33 procedure NA at night.

MISSED APPROACH: Climb to 2500 direct AGACI and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1200-1 342 (400-1)			1200-1¼ 342 (400-1¼)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME MZZ	APP CRS	Rwy Idg	6000
108.6	034°	TDZE	859
Chan 23		Apt Elev	859

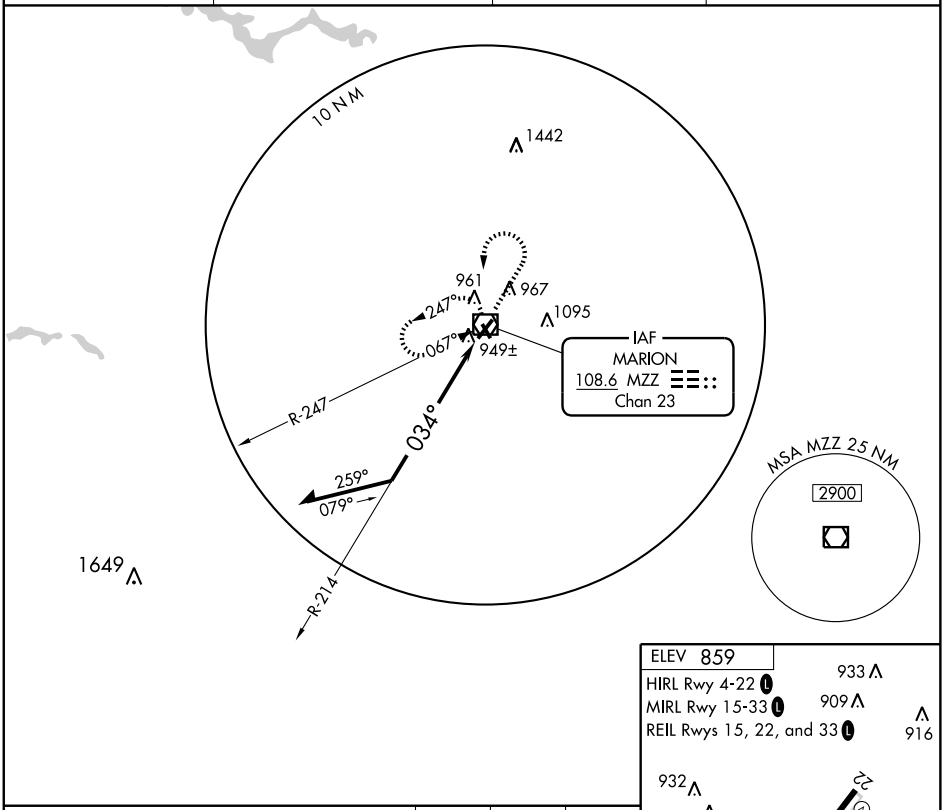
VOR RWY 4
MARION MUNI (MZZ)

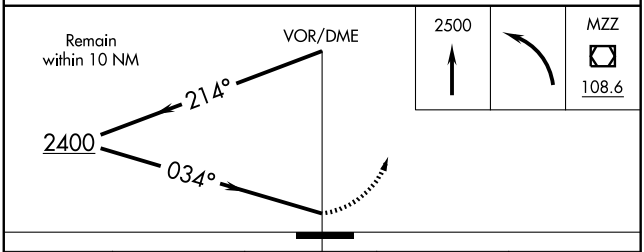
If local altimeter setting not received, use Fort Wayne Intl altimeter setting, and increase all MDAs 100 feet.
NA
For inoperative MALSR, increase Cat D visibility to 1¼.

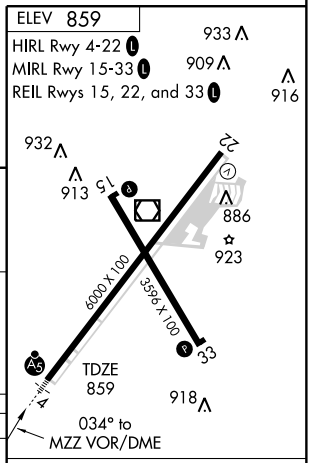
MALSR

MISSED APPROACH: Climb to 2500 then left turn direct MZZ VOR/DME and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-4	1260-½ 401 (500-½)		1260-¾ 401 (500-¾)	1260-1 401 (500-1)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME MZZ	APP CRS	Rwy Idg	3596
108.6	143°	TDZE	858
Chan 23		Apt Elev	859

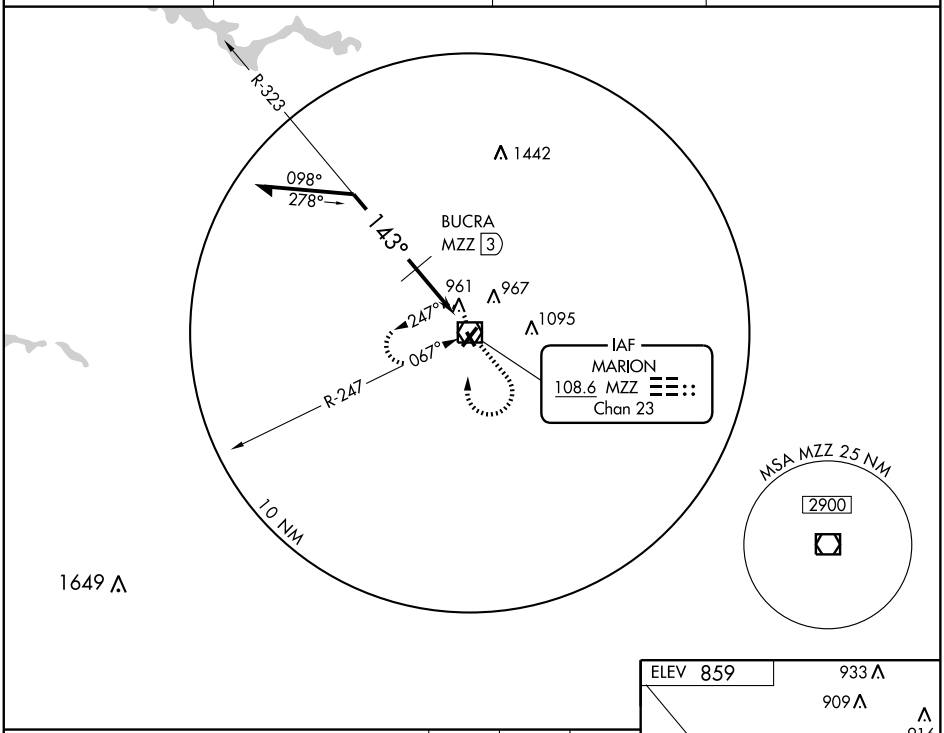
VOR RWY 15
MARION MUNI (MZZ)

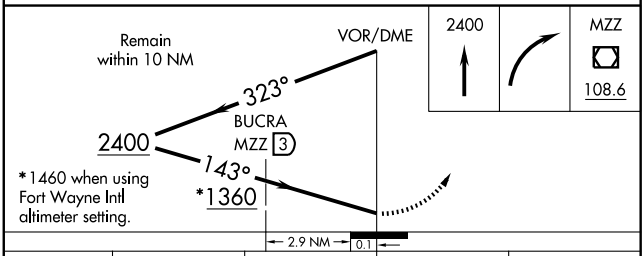
T
NA

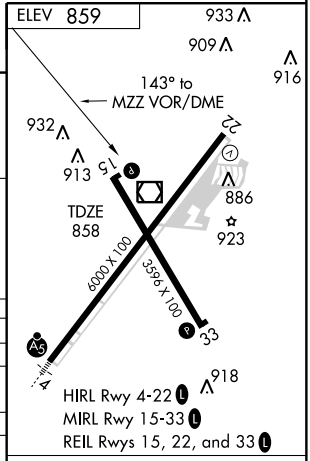
If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2400 then right turn direct MZZ VOR/DME and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-15	1360-1	502 (600-1)	1360-1½	502 (600-1½)
CIRCLING	1360-1	501 (600-1)	1360-1½ 501 (600-1½)	1420-2 561 (600-2)
BUCRA FIX MINIMUMS				
S-15	1220-1	362 (400-1)		1220-1¼ 362 (400-1¼)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME MZZ	APP CRS	Rwy Idg	6000
108.6	227°	TDZE	859
Chan 23		Apt Elev	859

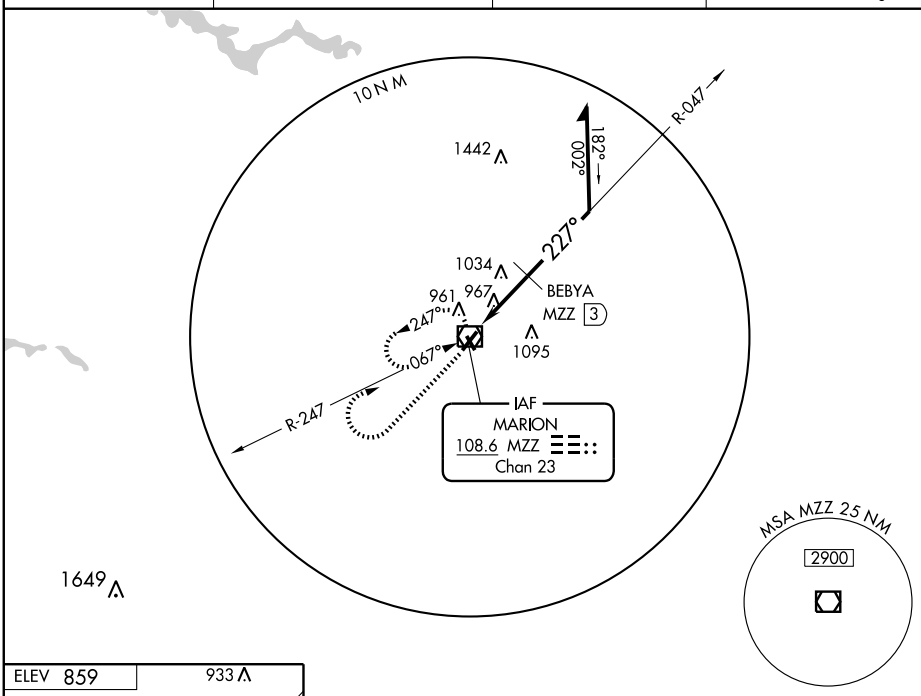
VOR RWY 22
MARION MUNI (MZZ)

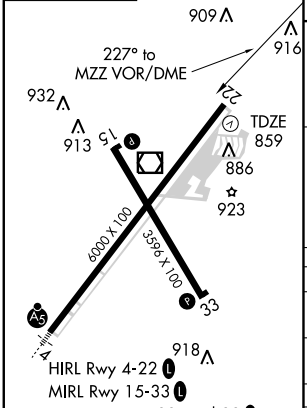
NA

If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 100 feet.

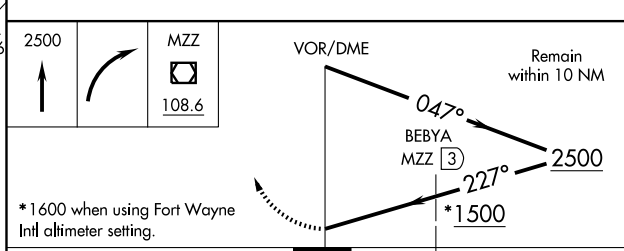
MISSED APPROACH: Climb to 2500 then right turn direct MZZ VOR/DME and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-22	1500-1	641 (700-1)	1500-1¾ 641 (700-1¾)	1500-2 641 (700-2)
CIRCLING	1500-1	641 (700-1)	1500-1¾ 641 (700-1¾)	1500-2 641 (700-2)
BEBYA FIX MINIMUMS				
S-22	1340-1	481 (500-1)	1340-1¼ 481 (500-1¼)	1340-1½ 481 (500-1½)
CIRCLING	1340-1	481 (500-1)	1340-1½ 481 (500-1½)	1420-2 561 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4100
218°	TDZE	655
	Apt Elev	655

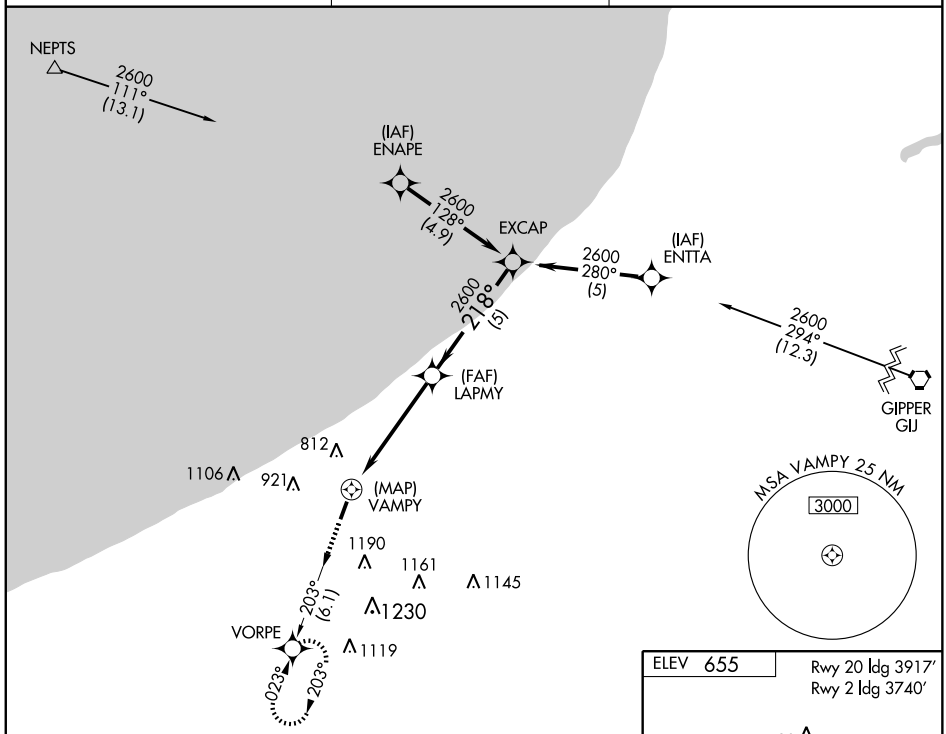
GPS RWY 20
MICHIGAN CITY MUNI (MGC)

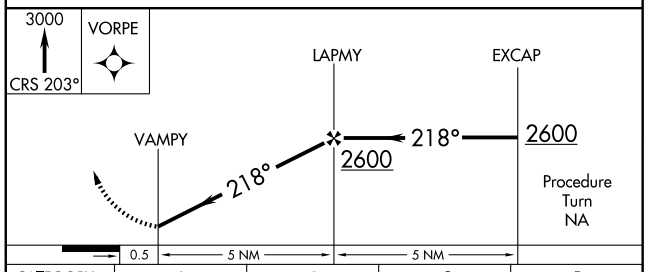
Use South Bend altimeter setting.

NA

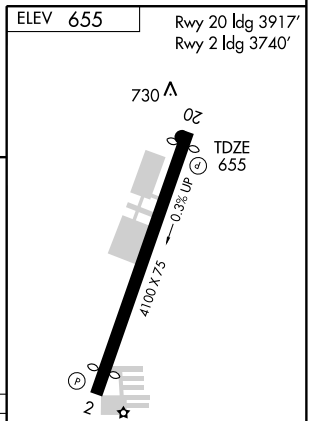
MISSED APPROACH: Climb to 3000 via 203° course to VORPE WP and hold.

SOUTH BEND APP CON ★	CLNC DEL	UNICOM
118.55	134.8	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-20	1240-1	585 (600-1)	1240-1½ 585 (600-1½)	NA
CIRCLING	1240-1 585 (600-1)	1280-1 625 (700-1)	1280-1¾ 625 (700-1¾)	NA



EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC GIJ 115.4 Chan 101	APP CRS 260°	Rwy Idg N/A TDZE N/A Apt Elev 655

VOR or GPS-A

MICHIGAN CITY MUNI (MGC)

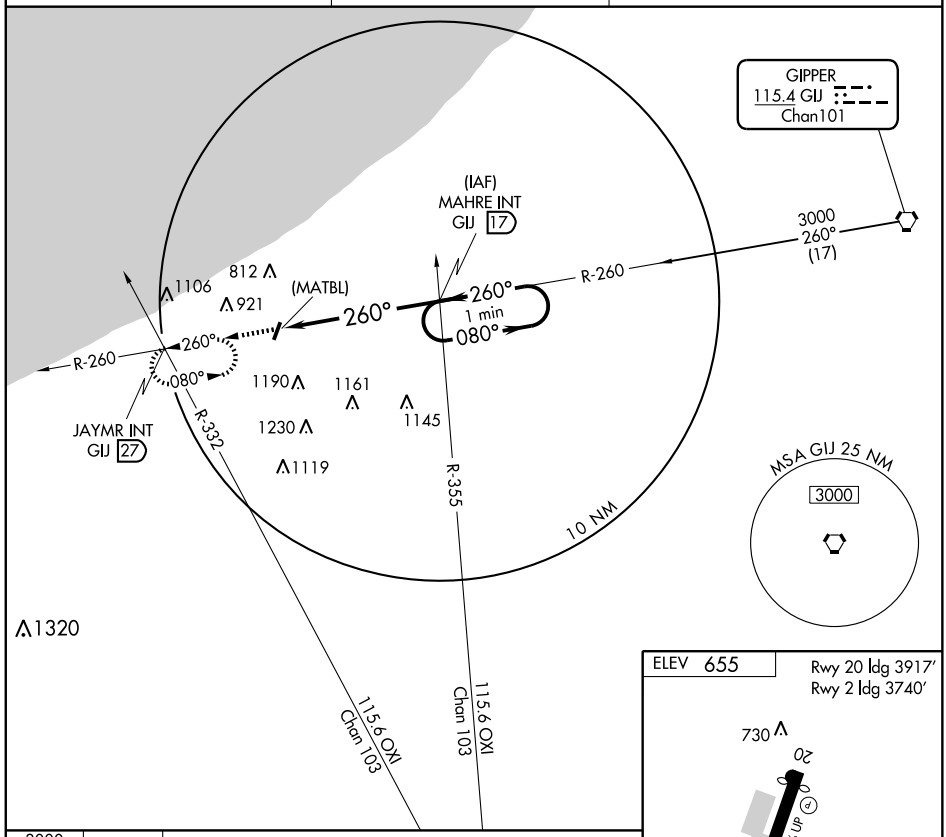
T

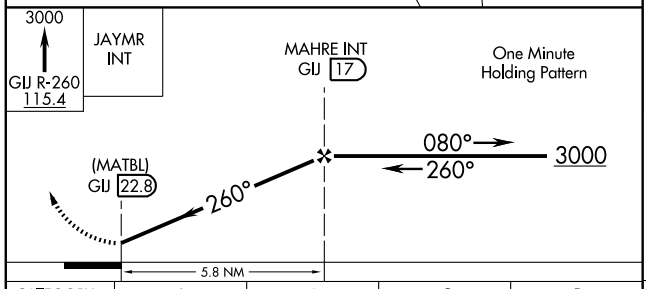
A NA

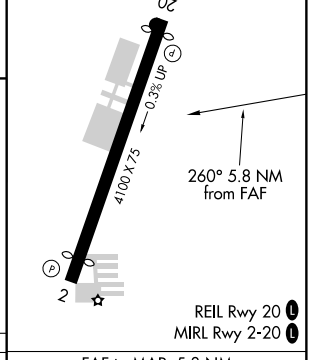
Use South Bend altimeter setting.

MISSED APPROACH: Climb to 3000 via GIJ R-260 to JAYMR Int/27 DME and hold.

SOUTH BEND APP CON ★	CLNC DEL	UNICOM
118.55	134.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1540-1¼	885 (900-1¼)	1540-2¾ 885 (900-2¾)	NA

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

EC-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4002
182°	TDZE	676
	Apt Elev	676

GPS RWY 18

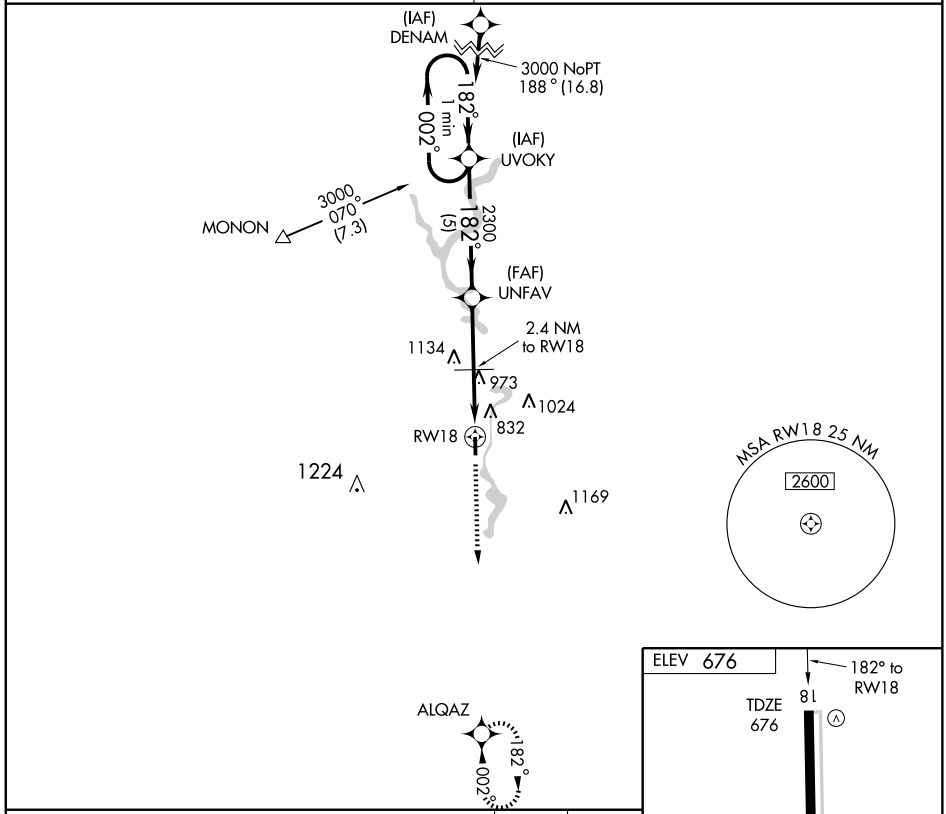
MONTICELLO/ WHITE COUNTY (MCX)

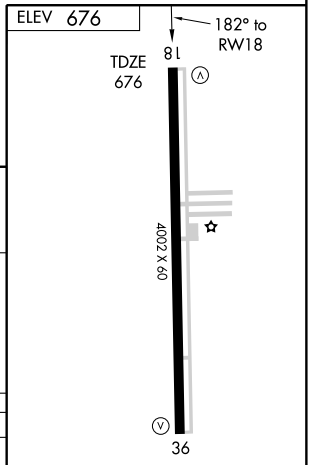
NA

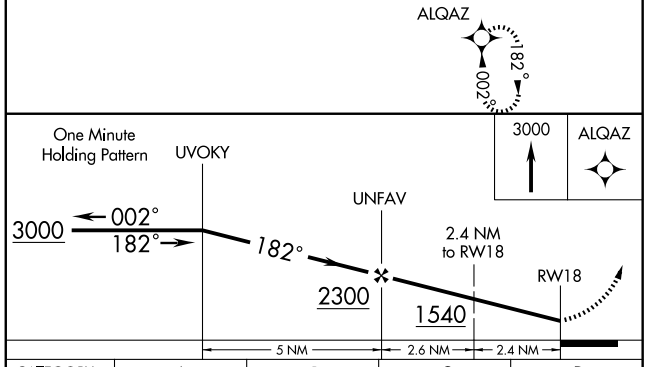
Use Lafayette altimeter setting.

MISSED APPROACH: Climb to 3000 direct ALQAZ WP and hold.

CHICAGO CENTER	UNICOM
123.85 343.95	**122.8** (CTAF)







CATEGORY	A	B	C	D
S-18	1340-1	664 (700-1)	1340-1¾ 664 (700-1¾)	NA
CIRCLING	1340-1	664 (700-1)	1340-1¾ 664 (700-1¾)	NA

REIL Rwys 18 and 36
MIRL Rwy 18-36

EC-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4002
002°	TDZE	673
	Apt Elev	676

GPS RWY 36

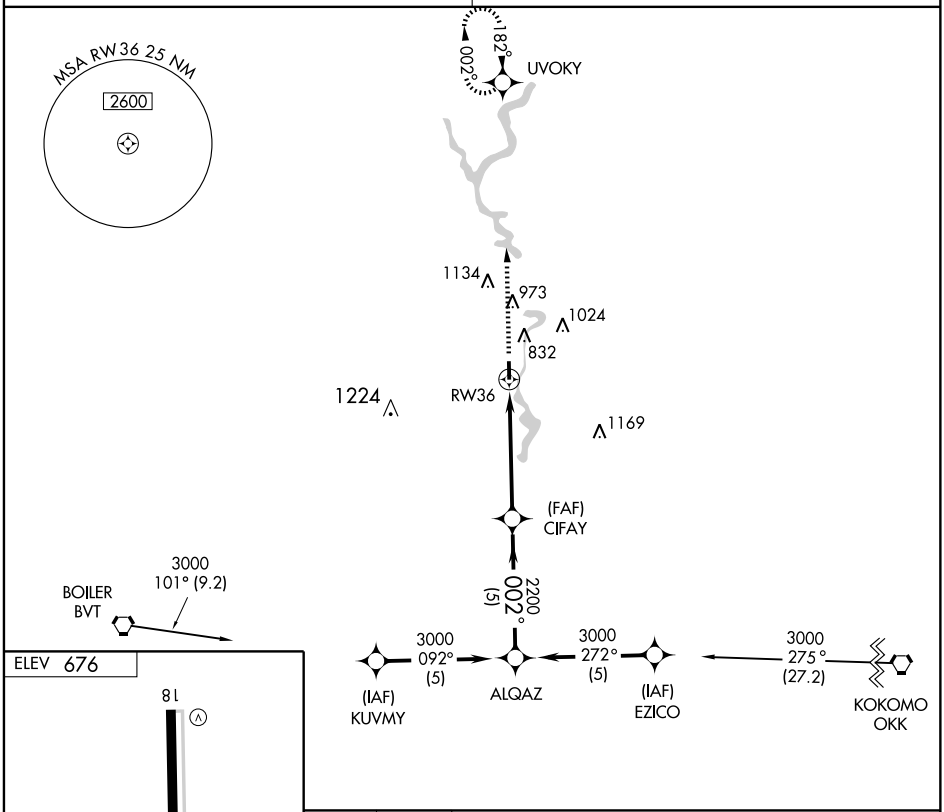
MONTICELLO/ WHITE COUNTY (MCX)

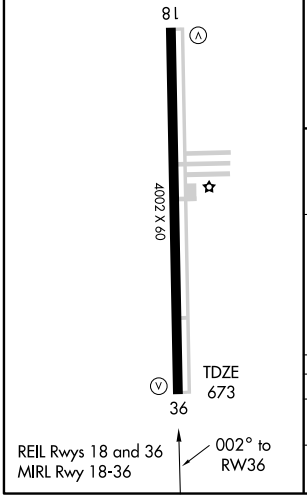
NA

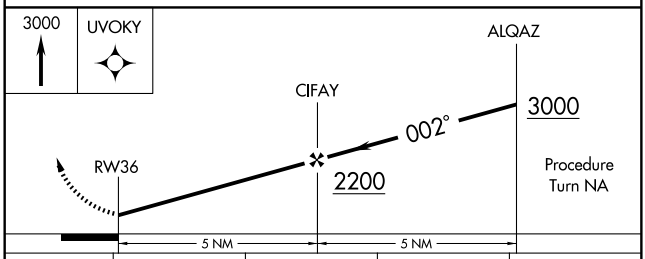
Use Lafayette altimeter setting.

MISSED APPROACH: Climb to 3000 direct UVOKY WP and hold.

CHICAGO CENTER	UNICOM
123.85 343.95	122.8 (CTAF)







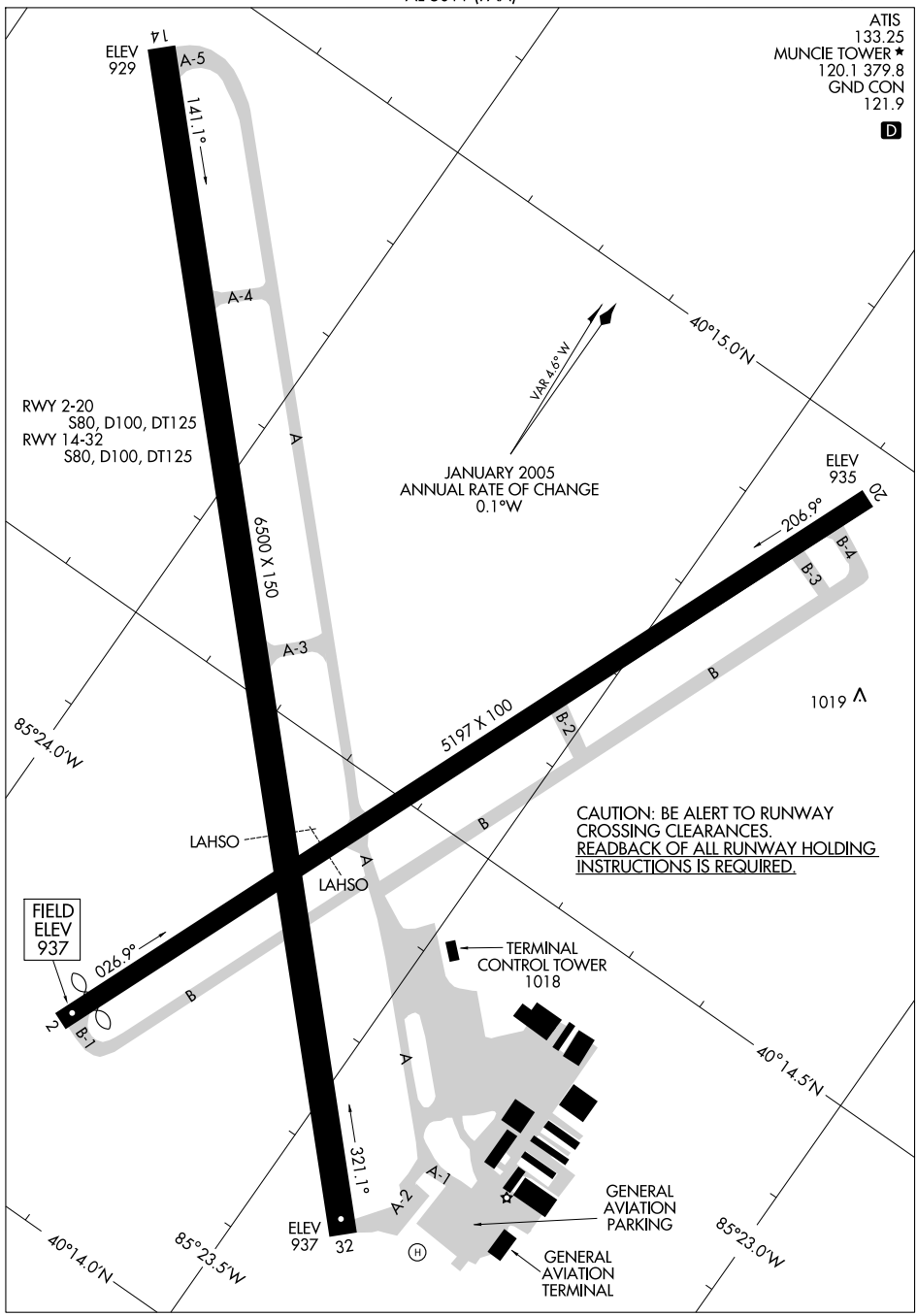
CATEGORY	A	B	C	D
S-36	1100-1	427 (500-1)	1100-1¼ 427 (500-1¼)	NA
CIRCLING	1240-1	564 (600-1)	1240-1½ 564 (600-1½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

09295

AIRPORT DIAGRAM

MUNCIE/DELAWARE COUNTY-JOHNSON FIELD (MIE)
MUNCIE, INDIANA
AL-5011 (FAA)



EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-JNK	APP CRS	Rwy Idg	6500
109.1	319°	TDZE	937
		Apt Elev	937

ILS RWY 32

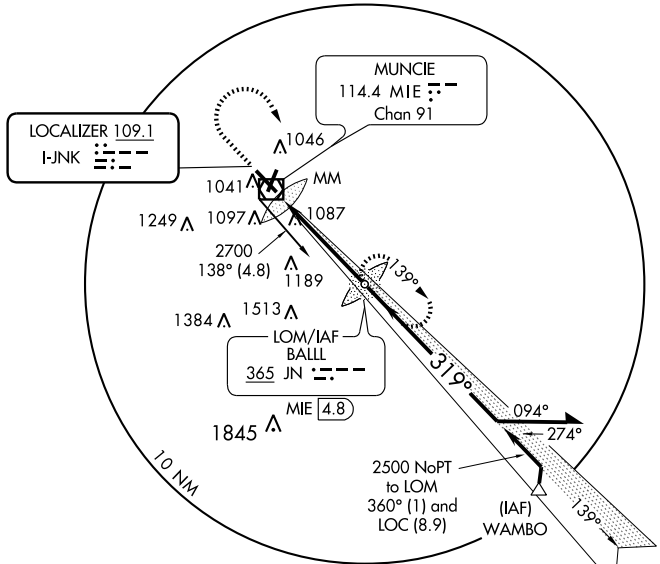
MUNCIE / DELAWARE COUNTY-JOHNSON FIELD (MIE)

When control tower closed, except for operators with approved weather reporting service, use Fort Wayne altimeter setting.

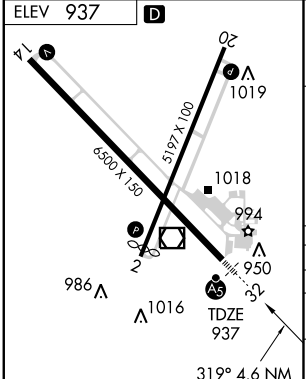
MALSR

MISSED APPROACH: Climb to 1400, then climbing right turn to 2700 direct BALLL and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF) L 379.8	121.9	122.95

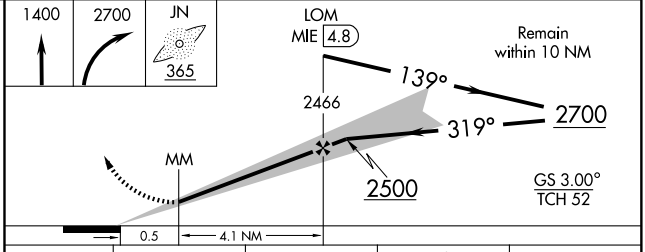


ADF or DME REQUIRED



HIRL Rwy 14-32 L
MIRL Rwy 2-20 L
REIL Rwys 2, 14 and 20 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 32	1137-½ 200 (200-½)			
S-LOC 32	1380-½ 443 (500-½)		1380-¾ 443 (500-¾)	1380-1 443 (500-1)
CIRCLING	1400-1 463 (500-1)		1400-1½ 463 (500-1½)	1500-2 563 (600-2)
FORT WAYNE ALTIMETER SETTING MINIMUMS				
S-ILS 32	1258-½ 321 (400-½)			
S-LOC 32	1500-½ 563 (600-½)		1500-1 563 (600-1)	1500-1¼ 563 (600-1¼)
CIRCLING	1520-1 583 (600-1)		1520-1½ 583 (600-1½)	1520-2 583 (600-2)

EC-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6500
CH 56401	139°	TDZE	933
W14A		Apt Elev	937

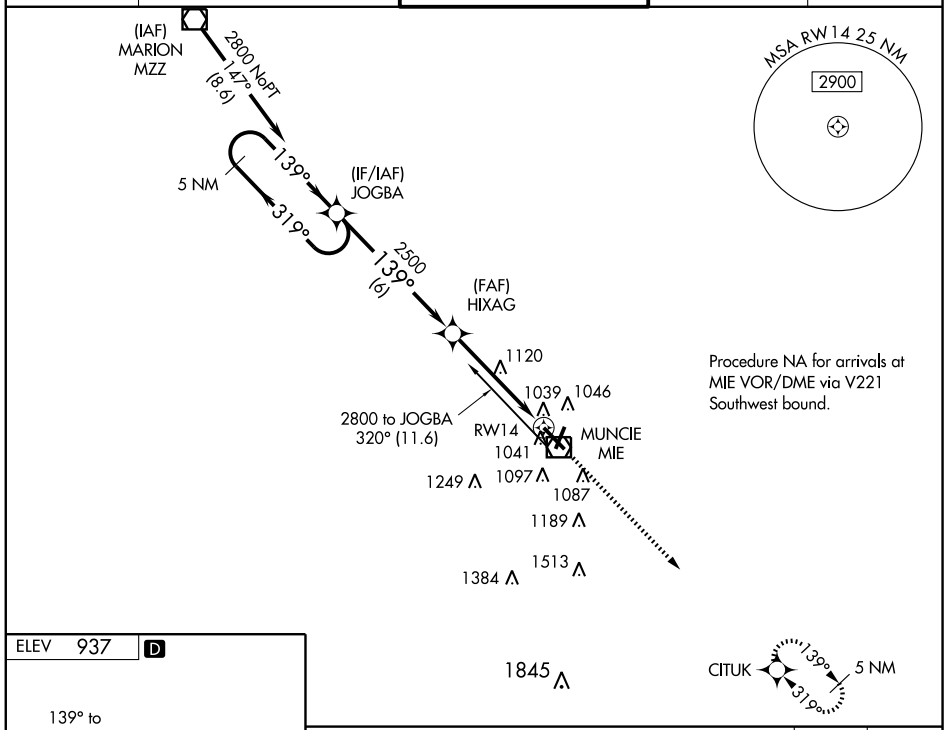
RNAV (GPS) RWY 14

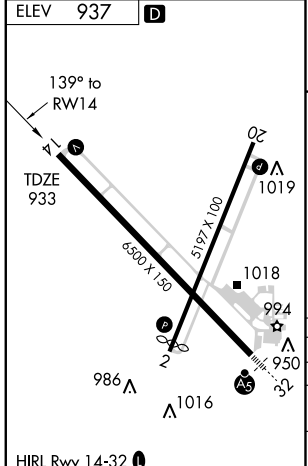
MUNCIE / DELAWARE COUNTY-JOHNSON FIELD (MIE)

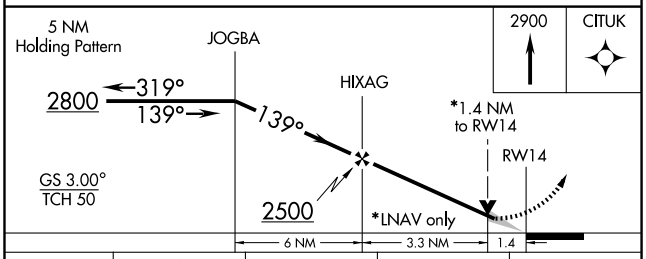
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using Fort Wayne Intl altimeter setting. If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DAs/MDAs 140 feet.

MISSED APPROACH: Climb to 2900 direct CITUK and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF)(L) 379.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1202-1 269 (300-1)			
LNAV/VNAV DA	1289-1¼ 356 (400-1¼)			
LNAV MDA	1420-1 487 (500-1)		1420-1¼ 487 (500-1¼)	1420-1½ 487 (500-1½)
CIRCLING	1420-1¼ 483 (500-1¼)		1420-1½ 483 (500-1½)	1500-2 563 (600-2)

HIRL Rwy 14-32 (L)
MIRL Rwy 20 (L)
REIL Rwys 2, 14 and 20 (L)

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6500
CH 72601	319°	TDZE	937
W32A		Apt Elev	937

RNAV (GPS) RWY 32

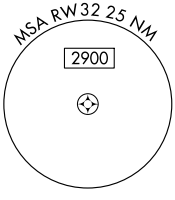
MUNCIE / DELAWARE COUNTY-JOHNSON FIELD (MIE)

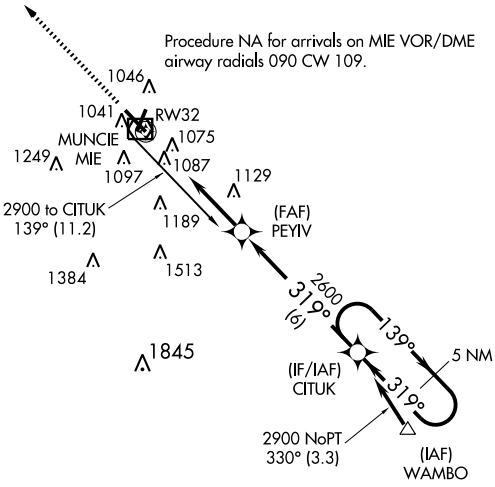
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°C). Baro-VNAV and VDP NA when using Fort Wayne Intl altimeter setting. If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DAs/MDAs 140 feet. For inoperative MALSR, increase LPV all Cats visibility to 1 mile.

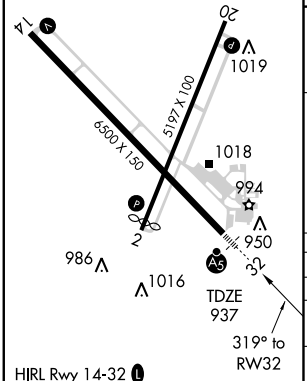
MALSR

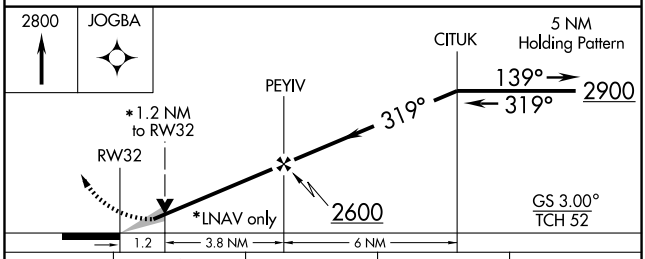
MISSED APPROACH: Climb to 2800 direct JOGBA and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF) L 379.8	121.9	122.95









CATEGORY	A	B	C	D
LPV DA	1241-½ 304 (400-½)			
LNAV/VNAV DA	1396-1 459 (500-1)			
LNAV MDA	1380-½ 443 (500-½)		1380-¾ 443 (500-¾)	1380-1 443 (500-1)
CIRCLING	1380-1½ 443 (500-1½)	1400-1½ 463 (500-1½)		1500-2 563 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME MIE	APP CRS	Rwy Idg	4998
114.4	197°	TDZE	936
Chan 91		Apt Elev	937

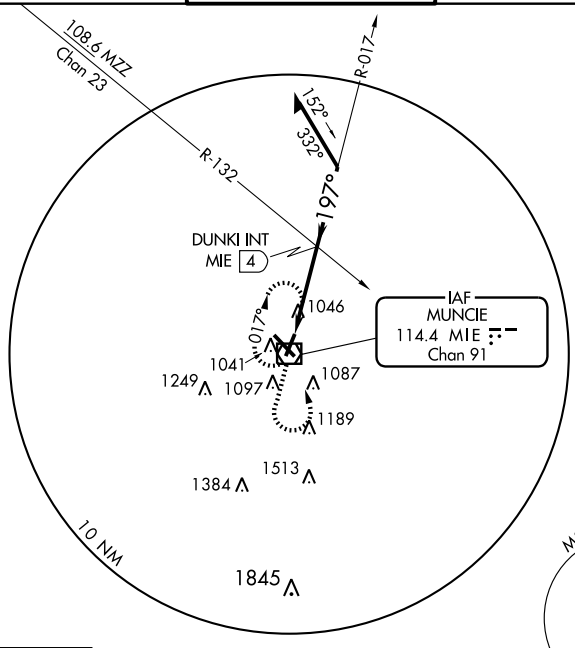
VOR or GPS RWY 20

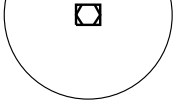
MUNCIE / DELAWARE COUNTY-JOHNSON FIELD (MIE)

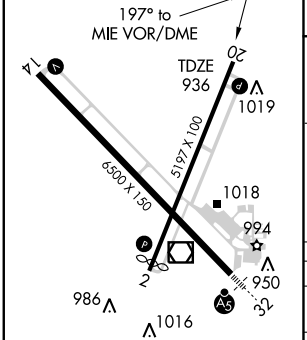
When control tower closed, except for operators with approved weather reporting service, use Fort Wayne altimeter setting and increase all MDAs 120 feet and CATs C and D visibilities ½ mile.

MISSED APPROACH: Climb to 2500 then left turn direct MIE VOR/DME and hold.

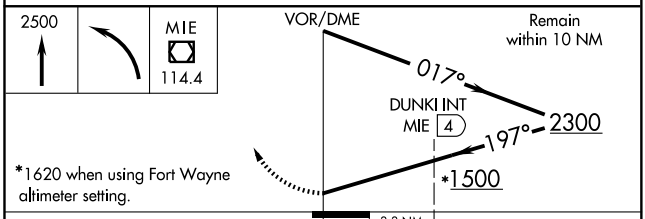
ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF) L 379.8	121.9	122.95







HIRL Rwy 14-32 L
MIRL Rwy 2-20 L
REIL Rwys 2, 14 and 20 L



*1620 when using Fort Wayne altimeter setting.

CATEGORY	A	B	C	D
S-20	1500-1 564 (600-1)		1500-1½ 564 (600-1½)	1500-1¾ 564 (600-1¾)
CIRCLING	1500-1 563 (600-1)		1500-1½ 563 (600-1½)	1520-2 583 (600-2)
DUNKI INT/4 DME MINIMUMS				
S-20	1440-1 504 (600-1)		1440-1½ 504 (600-1½)	
CIRCLING	1440-1 503 (600-1)		1440-1½ 503 (600-1½)	1520-2 583 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME MIE	APP CRS	Rwy Idg	6500
114.4	143°	TDZE	933
Chan 91		Apt Elev	937

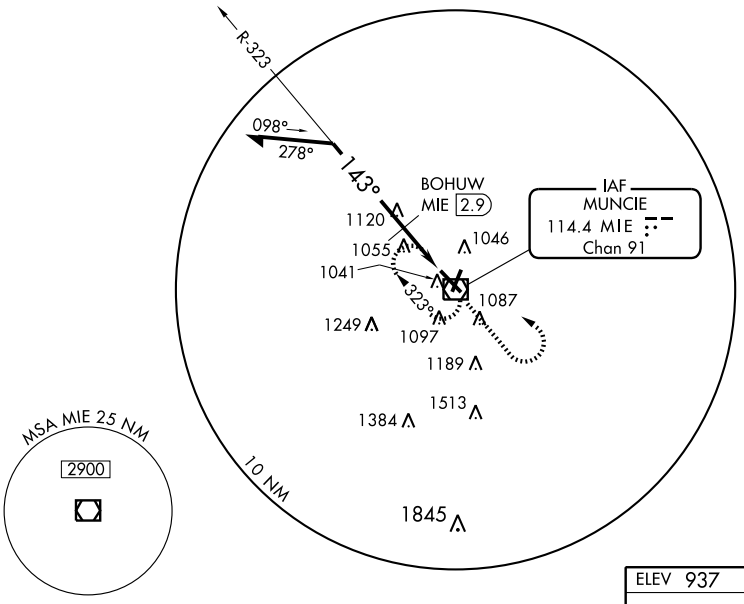
VOR RWY 14

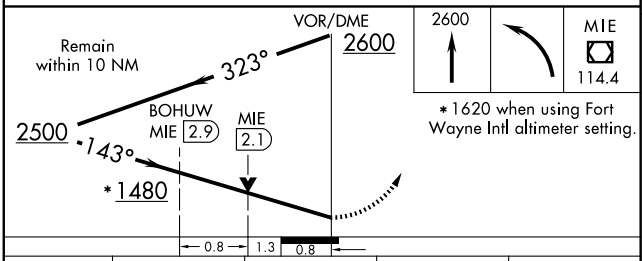
MUNCIE / DELAWARE COUNTY-JOHNSON FIELD (MIE)

If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climb to 2600 then left turn direct MIE VOR/DME and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF) L 379.8	121.9	122.95





CATEGORY	A	B	C	D
S-14	1480-1 547 (600-1)		1480-1½ 547 (600-1½)	1480-1¾ 547 (600-1¾)
CIRCLING	1480-1 543 (600-1)		1480-1½ 543 (600-1½)	1520-2 563 (600-2)
BOHUW FIX MINIMUMS				
S-14	1380-1 447 (500-1)		1380-1¼ 447 (500-1¼)	1380-1½ 447 (500-1½)
CIRCLING	1400-1 463 (500-1)		1400-1½ 463 (500-1½)	1520-2 563 (600-2)

HIRL Rwy 14-32 L
MIRL Rwy 2-20 L
REIL Rwys 2, 14 and 20 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME MIE	APP CRS	Rwy Idg	6500
114.4	307°	TDZE	937
Chan 91		Apt Elev	937

VOR RWY 32

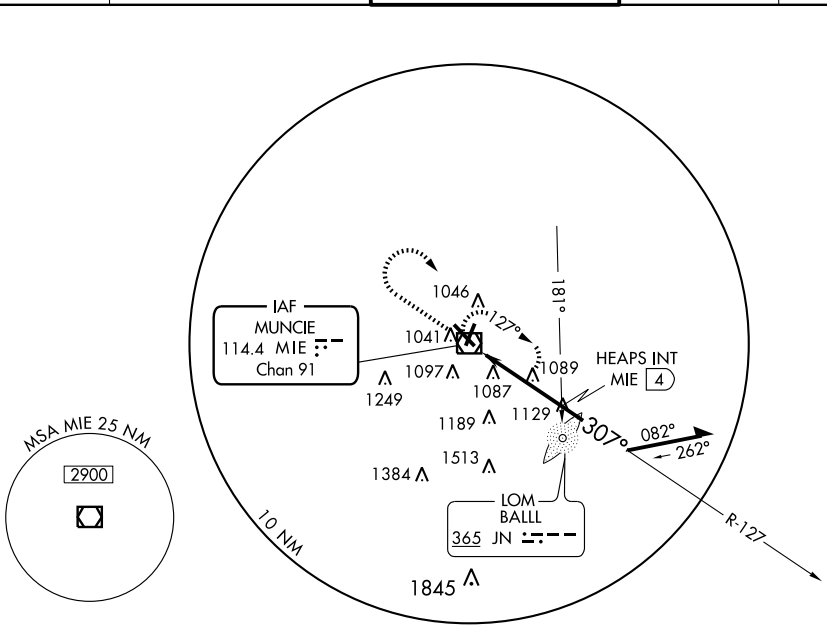
MUNCIE / DELAWARE COUNTY-JOHNSON FIELD (MIE)

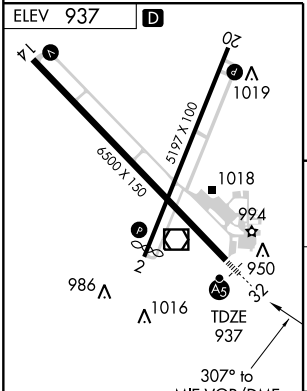
If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 140 feet. Inoperative table does not apply to Cats C and D. For inoperative MALSR, increase S-32 Cats A and B visibility to 1 mile. DME or ADF REQUIRED.

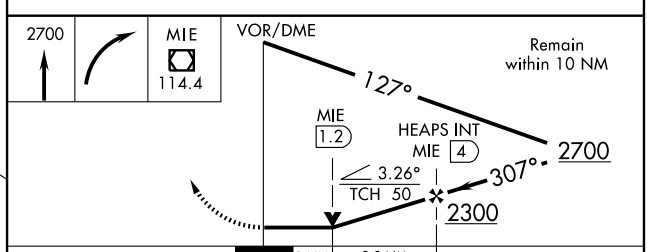
MALSR

MISSED APPROACH: Climb to 2700 then right turn direct MIE VOR/DME and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF) L 379.8	121.9	122.95







CATEGORY	A	B	C	D
S-32	1340-¾ 403 (500-¾)		1340-1¼ 403 (500-1¼)	
CIRCLING	1400-1 463 (500-1)		1400-1½ 463 (500-1½)	1500-2 563 (600-2)

HIRL Rwy 14-32 L
MIRL Rwy 20 L
REIL Rwys 2, 14 and 20 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC GSH	APP CRS	Rwy Idg	N/A
113.7	318°	TDZE	N/A
Chan 84		Apt Elev	860

VOR/DME or GPS-A

NAPPANEE MUNI (C03)

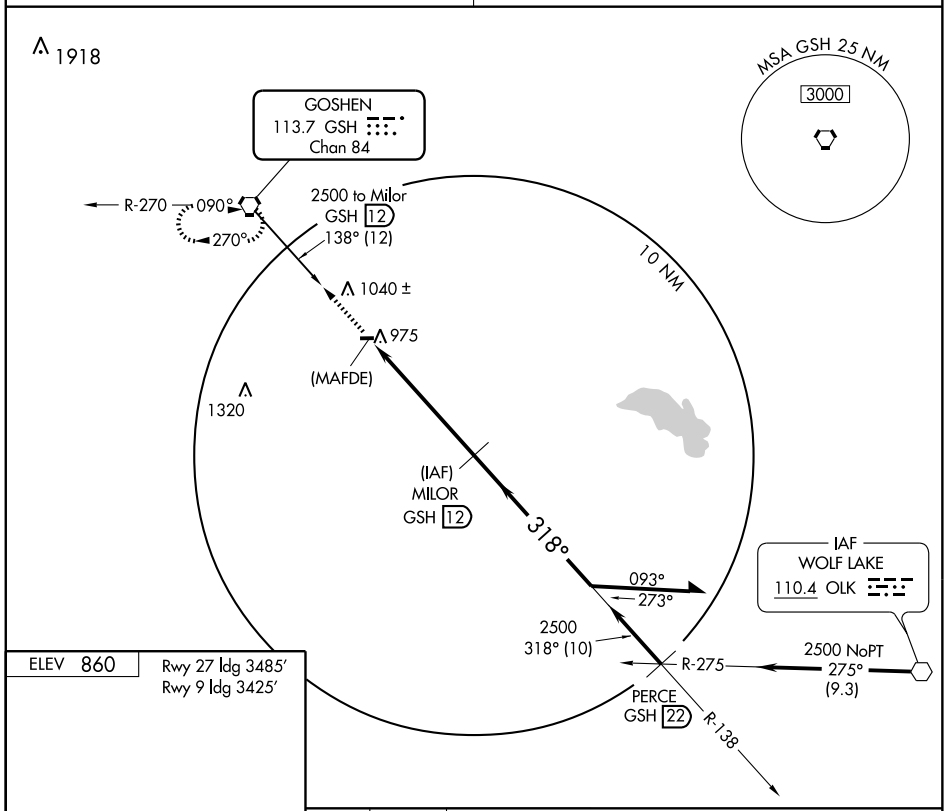
NA

Use South Bend altimeter setting.

MISSED APPROACH: Climb to 2500 direct GSH VORTAC and hold.

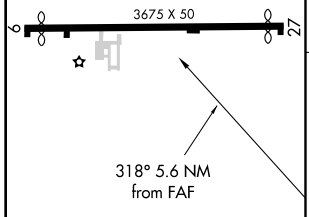
SOUTH BEND APP CON ★
132.05 257.8

UNICOM
122.8 (CTAF)

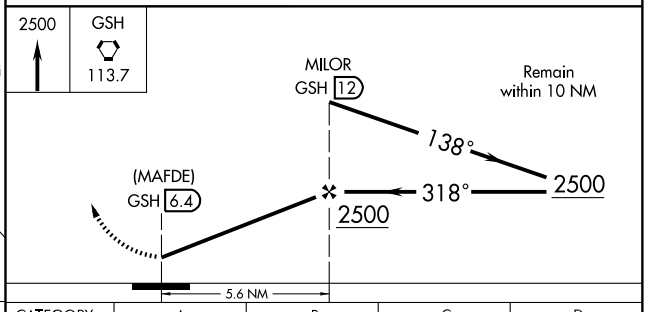


ELEV 860

Rwy 27 ldg 3485′
Rwy 9 ldg 3425′



MIRL Rwy 9-27 L



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1400-1 540 (600-1)	1420-1 560 (600-1)	NA	

EC-2. 14 JAN 2010 to 11 FEB 2010

VORTAC GSH 113.7 Chan 84	APP CRS 138°	Rwy Idg N/A TDZE N/A Apt Elev 860

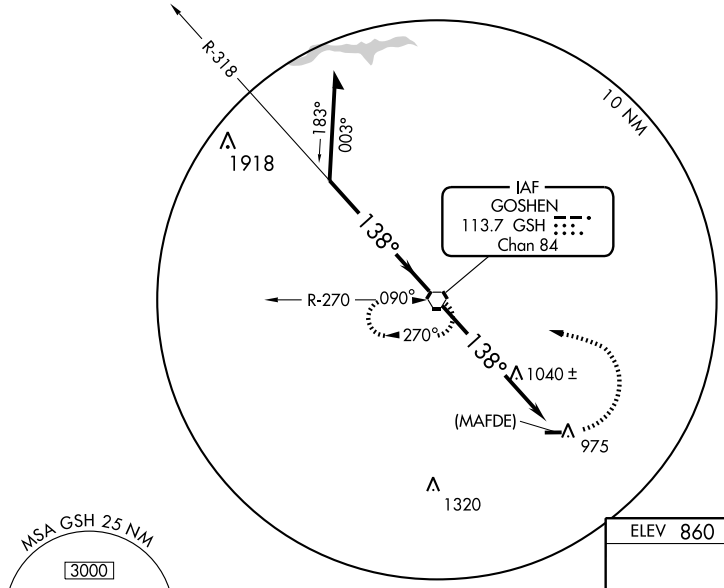
VOR or GPS-B

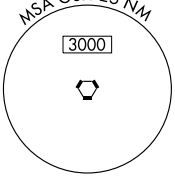
NAPPANEE MUNI (C03)

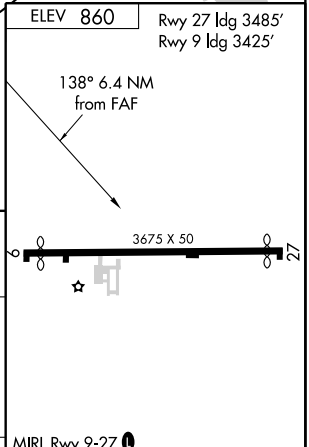
Use South Bend altimeter setting.

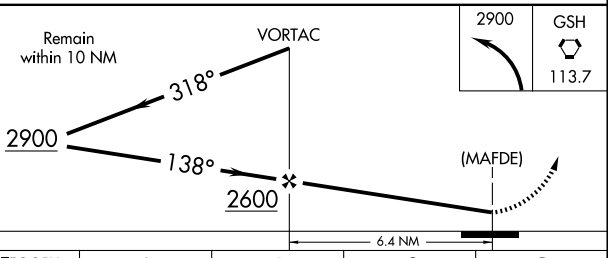
MISSED APPROACH: Climbing left turn to 2900 direct to GSH VORTAC and hold.

SOUTH BEND APP CON ★	UNICOM
132.05 257.8	122.8 (CTAF)









CATEGORY	A	B	C	D
CIRCLING	1400-1 540 (600-1)	1420-1 560 (600-1)	NA	

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB UWL 385	APP CRS 082°	Rwy Idg 3913 TDZE 1086 Apt Elev 1088

NDB or GPS RWY 9

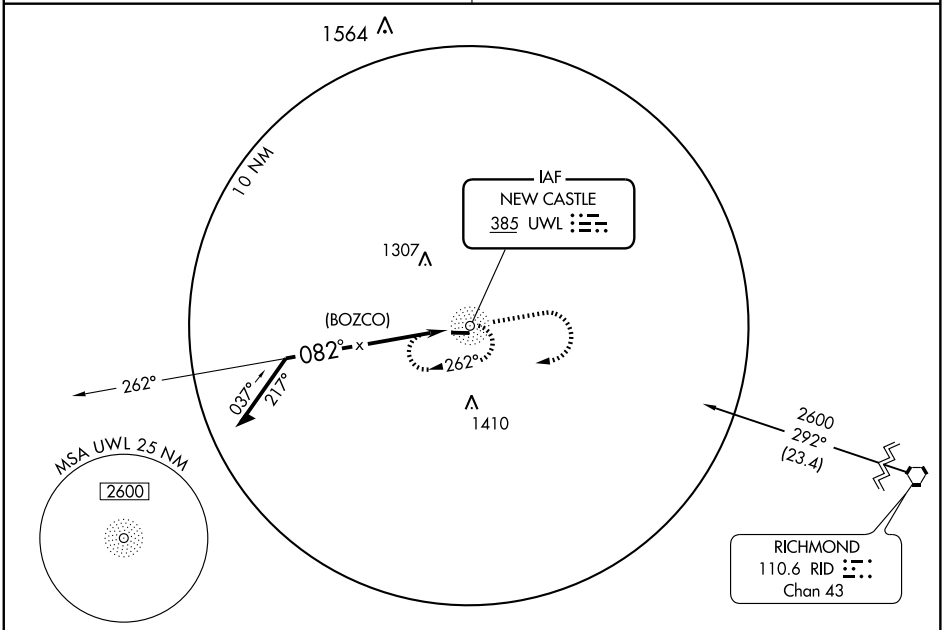
NEW CASTLE-HENRY COUNTY MUNI (UWL)

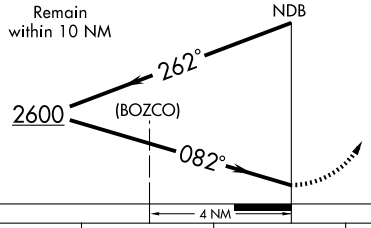
NA Obtain local altimeter setting on CTAF; when not received, use Indianapolis altimeter setting.

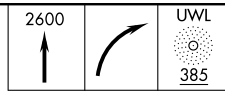
MISSED APPROACH: Climb to 2600 then right turn direct UWL NDB and hold.

INDIANAPOLIS APP CON
135.45 317.8

UNICOM
123.05 (CTAF) L

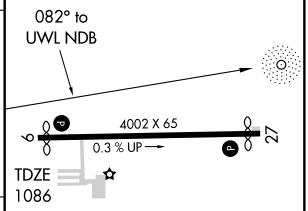






ELEV 1088

Rwy 9 ldg 3913′
Rwy 27 ldg 3680′



CATEGORY	A	B	C	D
S-9	1620-1	534 (600-1)	1620-1½ 534 (600-1½)	1620-1¾ 534 (600-1¾)
CIRCLING	1620-1	532 (600-1)	1620-1½ 532 (600-1½)	1640-2 552 (600-2)
INDIANAPOLIS ALTIMETER SETTING MINIMUMS				
S-9	1760-1	674 (700-1)	1760-2 674 (700-2)	1760-2¼ 674 (700-2¼)
CIRCLING	1760-1	672 (700-1)	1760-2 672 (700-2)	1760-2¼ 672 (700-2¼)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

Knots	60	90	120	150	180
Min:Sec					

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB UWL 385	APP CRS 292°	Rwy Idg 3680 TDZE 1087 Apt Elev 1088

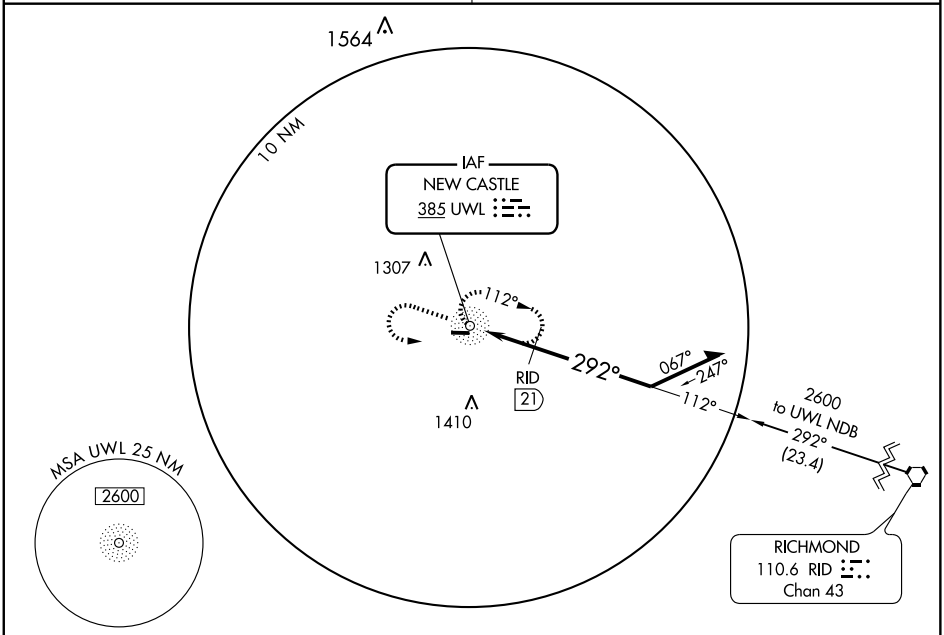
NDB RWY 27

NEW CASTLE-HENRY COUNTY MUNI (UWL)

⚠ NA — Obtain local altimeter setting on CTAF; when not received, use Indianapolis altimeter setting, increase all MDAs 160 feet and Cat C and D visibilities ½ mile.

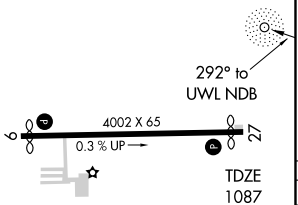
MISSED APPROACH: Climb to 2600 then left turn direct UWL NDB and hold.

INDIANAPOLIS APP CON	UNICOM
135.45 317.8	123.05 (CTAF) L



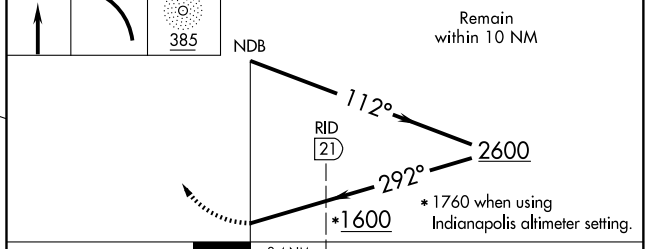
ELEV 1088

Rwy 9 ldg 3913′
Rwy 27 ldg 3680′



MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-27	1600-1	513 (600-1)	1600-1½ 513 (600-1½)	1600-1¾ 513 (600-1¾)
CIRCLING	1600-1	512 (600-1)	1600-1½ 512 (600-1½)	1640-2 552 (600-2)
DME MINIMUMS				
S-27	1540-1	453 (500-1)	1540-1¼ 453 (500-1¼)	1540-1½ 453 (500-1½)
CIRCLING	1540-1	452 (500-1)	1540-1½ 452 (500-1½)	1640-2 552 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC RID	APP CRS	Rwy Idg	3680
110.6	291°	TDZE	1087
Chan 43		Apt Elev	1088

VOR or GPS RWY 27

NEW CASTLE-HENRY COUNTY MUNI (UWL)

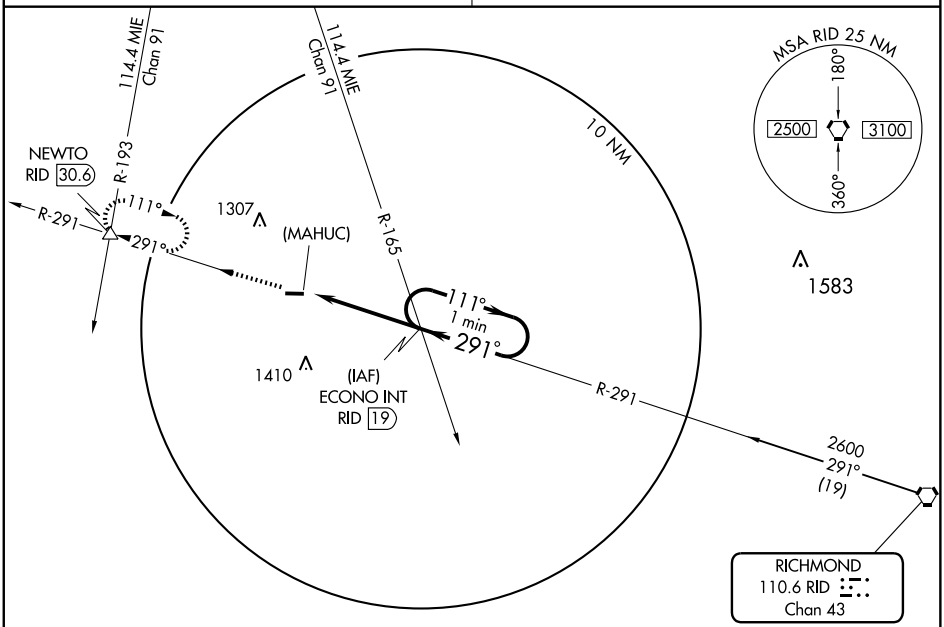
NA

Obtain local altimeter setting on CTAF; when not received, use Indianapolis altimeter setting.

MISSED APPROACH: Climb to 3000 via RID R-291 to NEWTO Int and hold.

INDIANAPOLIS APP CON
135.45 317.8

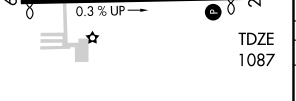
UNICOM
123.05 (CTAF) L



ELEV 1088

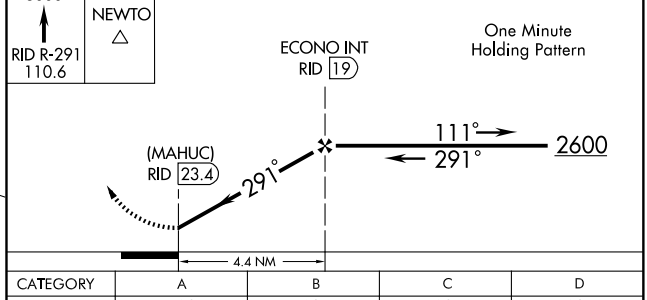
Rwy 9 ldg 3913′
Rwy 27 ldg 3680′

291° 4.4 NM
from FAF



MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-27	1560-1 473 (500-1)	1560-1¼ 473 (500-1¼)	1560-1½ 473 (500-1½)	1560-1¾ 473 (500-1¾)
CIRCLING	1560-1 472 (500-1)	1560-1¼ 472 (500-1¼)	1560-1½ 472 (500-1½)	1640-2 552 (600-2)
INDIANAPOLIS ALTIMETER SETTING				
S-27	1700-1 613 (700-1)	1700-1¼ 613 (700-1¼)	1700-1½ 613 (700-1½)	1700-1¾ 613 (700-1¾)
CIRCLING	1700-1 612 (700-1)	1700-1¼ 612 (700-1¼)	1700-1½ 612 (700-1½)	1700-2 612 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

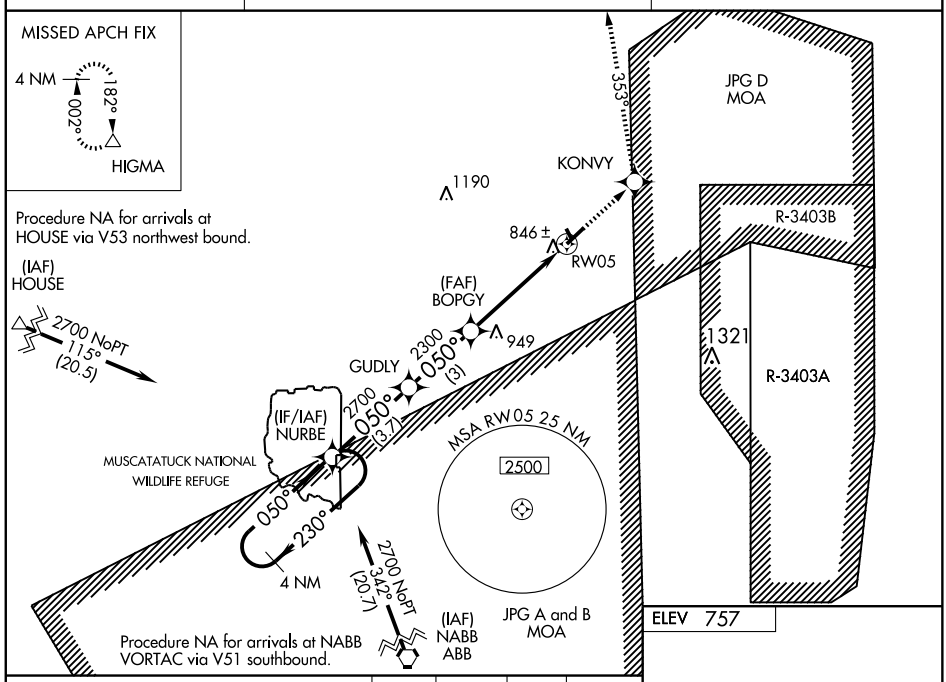
WAAS CH 70713 W05A	APP CRS 050°	Rwy Idg 5002 TDZE 757 Apt Elev 757

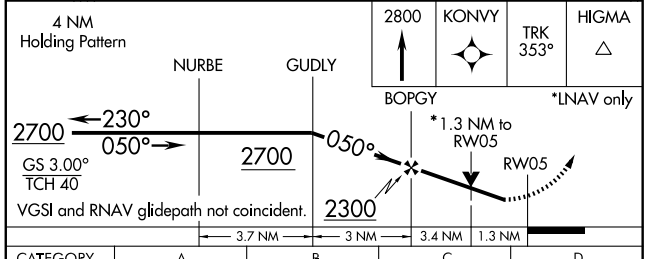
RNAV (GPS) RWY 5
NORTH VERNON (OVO)

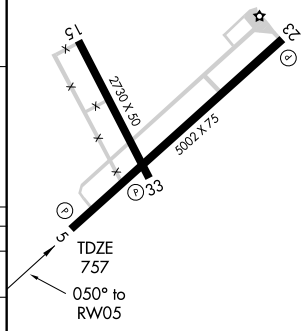
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Shelbyville altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.
VDP and Baro-VNAV NA when using Shelbyville altimeter setting.

MISSED APPROACH: Climb to 2800 direct KONVY and via track 353° to HIGMA and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.625	124.775 269.45	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1091-1¼ 334 (400-1¼)			NA
LNAV/VNAV DA	1116-1¼ 359 (400-1¼)			NA
LNAV MDA	1200-1 443 (500-1)		1200-1¼ 443 (500-1¼)	NA
CIRCLING	1200-1 443 (500-1)	1220-1 463 (500-1)	1220-1½ 463 (500-1½)	NA

MIRL Rwy 5-23 L

EC-2, 14 JAN 2010 to 11 FEB 2010

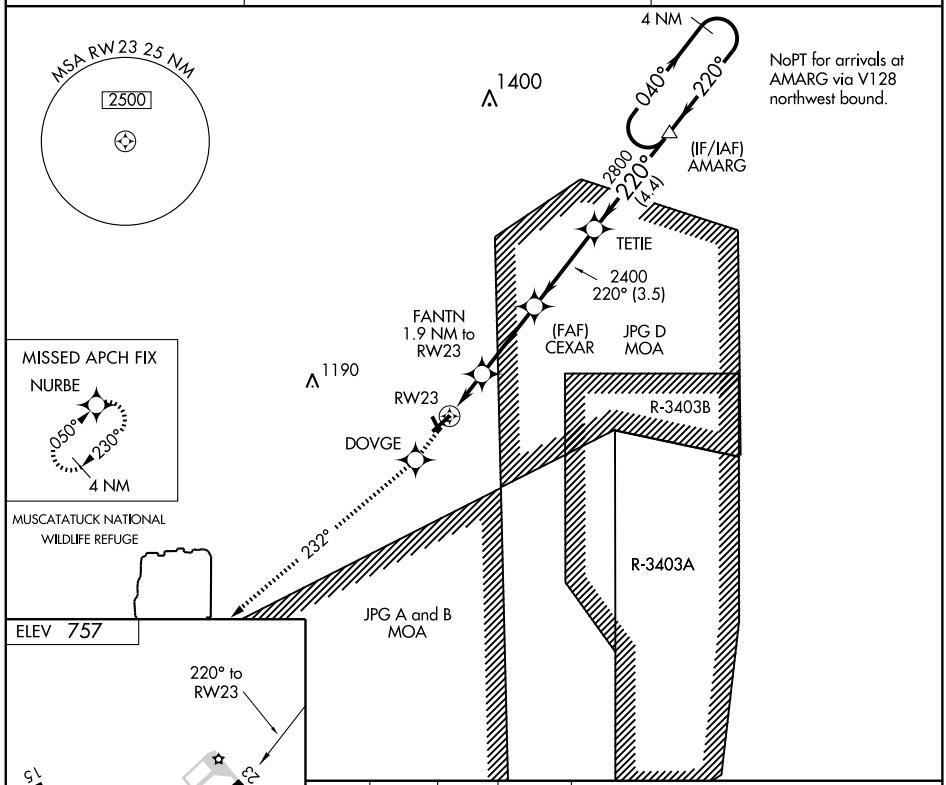
APP CRS	Rwy Idg	5002
220°	TDZE	755
	Apt Elev	757

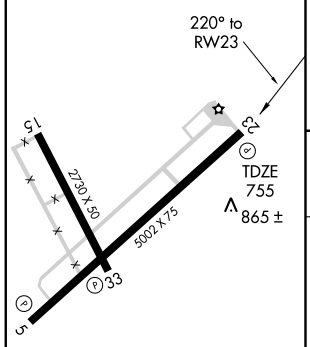
RNAV (GPS) Y RWY 23
NORTH VERNON (OVO)

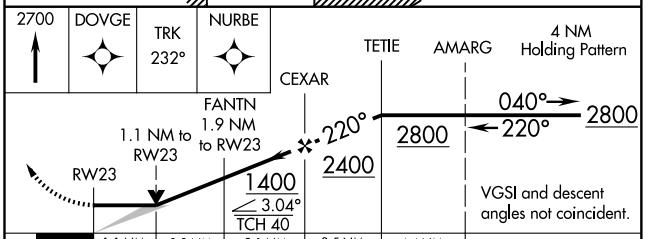
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Shelbyville altimeter setting and increase all MDA 100 feet, increase LNAV Cat C visibility ¼ mile.
VDP NA when using Shelbyville altimeter setting.

MISSED APPROACH: Climb to 2700 direct DOVGE and via track 232° to NURBE and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.625	124.775 269.45	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1120-1 365 (400-1)			NA
CIRCLING	1180-1 423 (500-1)	1220-1 463 (500-1)	1220-1½ 463 (500-1½)	NA

MIRL Rwy 5-23 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5002
CH 63113	230°	TDZE	755
W23A		Apt Elev	757

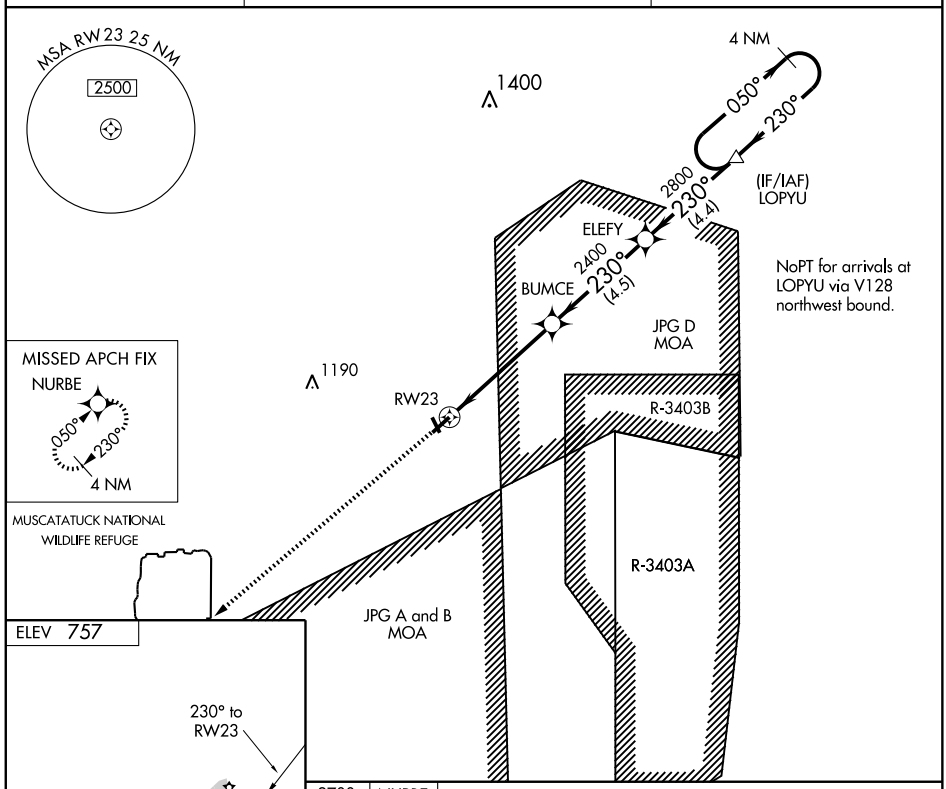
RNAV (GPS) Z RWY 23
NORTH VERNON (OVO)

DME/DME RNP-0.3 NA. Circling requires descent on GP to MDA. When local altimeter setting not received, use Shelbyville altimeter setting and increase all DA 84 feet, all MDA 100 feet, increase LPV all Cats and Circling Cat A/B visibility ¼ mile.

NA

MISSED APPROACH: Climb to 2700 direct NURBE and hold.

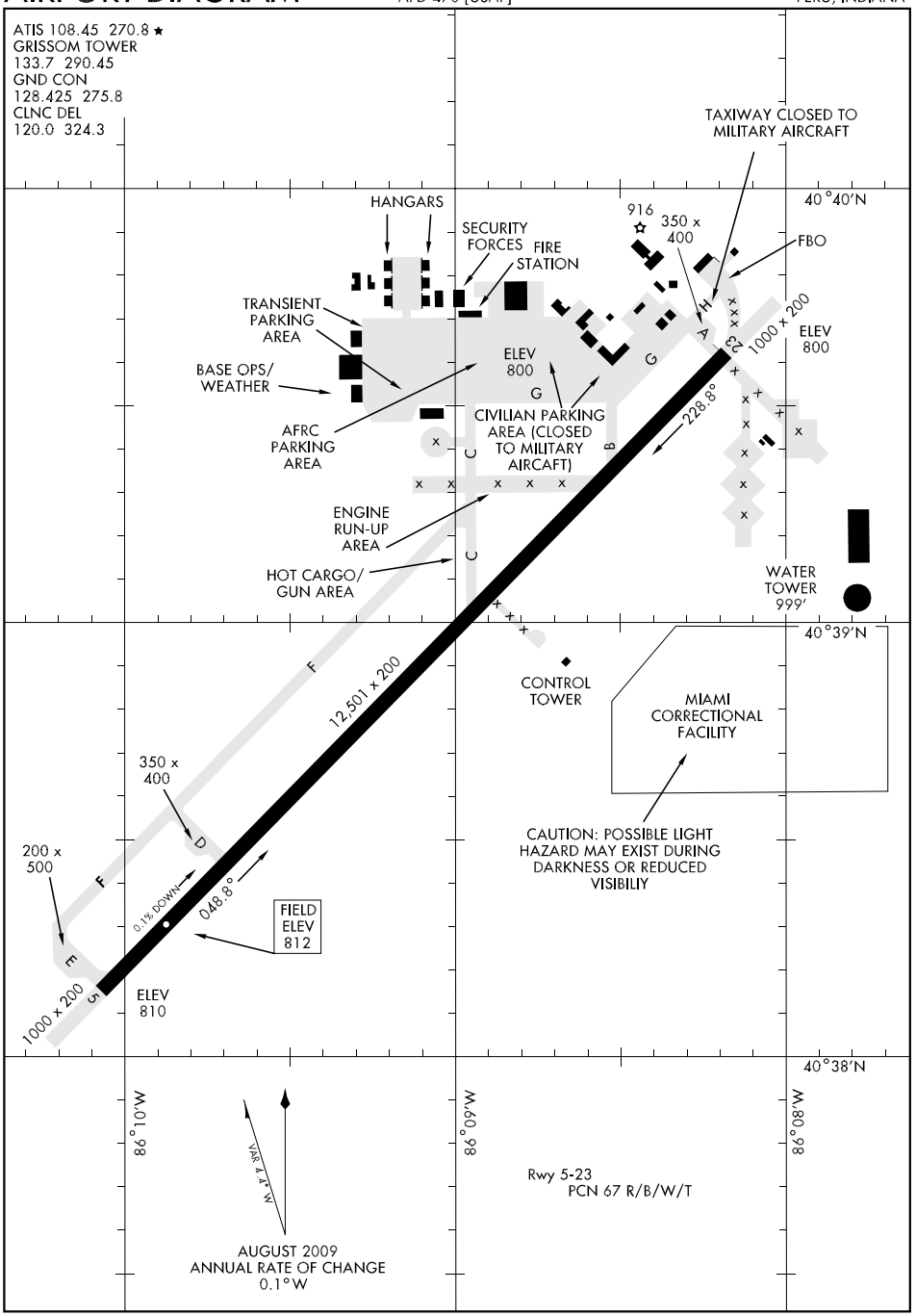
AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.625	124.775 269.45	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1005-1 250 (300-1)			NA
CIRCLING	1180-1 423 (500-1)	1220-1 463 (500-1)	1220-1½ 463 (500-1½)	NA

MIRL Rwy 5-23 L

EC-2, 14 JAN 2010 to 11 FEB 2010


ATIS 108.45 270.8 ★
GRISSOM TOWER
133.7 290.45
GND CON
128.425 275.8
CLNC DEL
120.0 324.3
TAXIWAY CLOSED TO MILITARY AIRCRAFT
HANGARS
SECURITY FORCES
FIRE STATION
916
350 x 400
FBO
40°40'N
TRANSIENT PARKING AREA
BASE OPS/ WEATHER
AFRC PARKING AREA
ELEV 800
CIVILIAN PARKING AREA (CLOSED TO MILITARY AIRCRAFT)
1000 x 200
ELEV 800
228.8°
ENGINE RUN-UP AREA
HOT CARGO/ GUN AREA
WATER TOWER 999'
40°39'N
CONTROL TOWER
MIAMI CORRECTIONAL FACILITY
12,501 x 200
350 x 400
200 x 500
0.1% DOWN
048.8°
FIELD ELEV 812
CAUTION: POSSIBLE LIGHT HAZARD MAY EXIST DURING DARKNESS OR REDUCED VISIBILIY
1000 x 200
ELEV 810
40°38'N
86°10'W
86°09'W
86°08'W
VAR 4.4°W
AUGUST 2009
ANNUAL RATE OF CHANGE
0.1°W
Rwy 5-23
PCN 67 R/B/W/T

ILS or LOC/DME RWY 5

LOC I-GUS	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.5	046°	12,501 / 812 / 812

AL-470 [USAF]

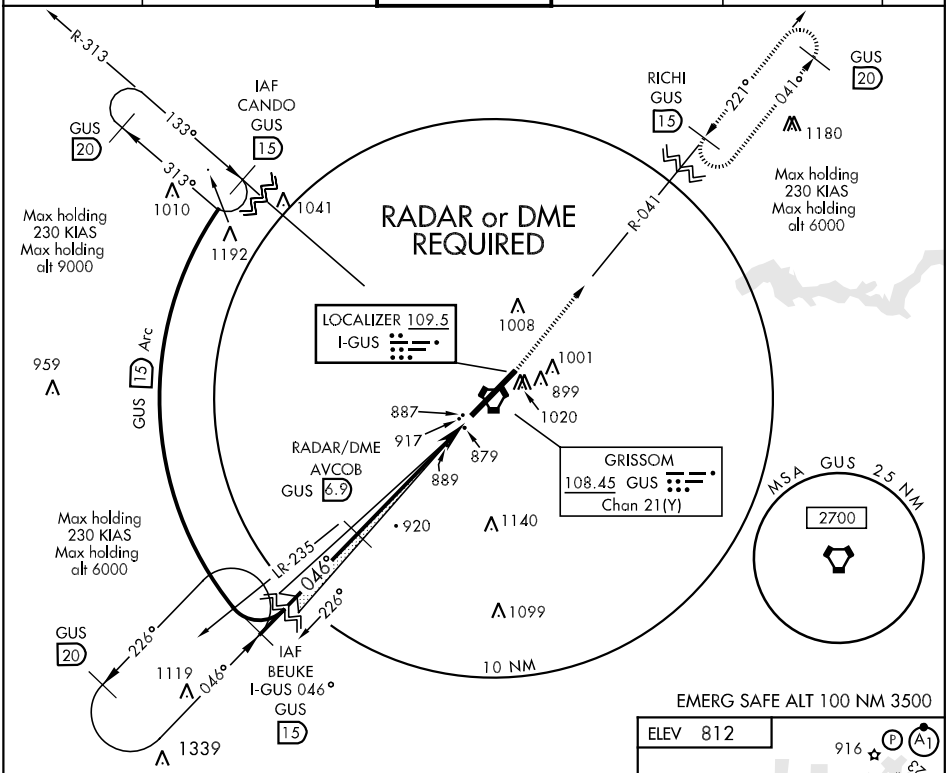
GRISSOM ARB (KGUS)

*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

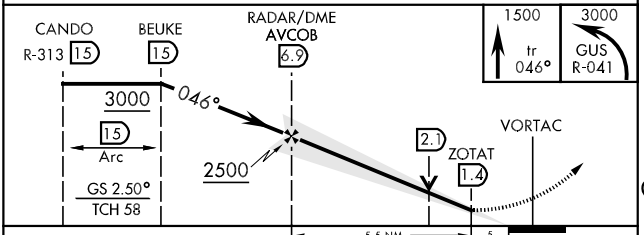
ALSF-1

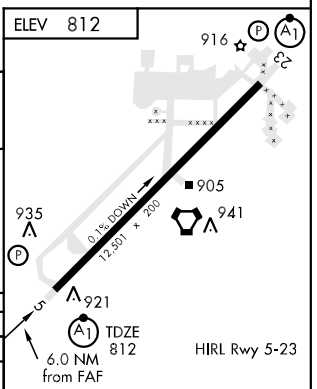
MISSED APPROACH: Climb to 3000, on track 046°, passing 1500 turn left intercept GUS R-041 to RICHI and hold.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	



EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
S-ILS 5 *	1012/24		200	(200-½)	
S-LOC 5 **	1180/24	368 (400-½)	1180/40	368	(400-¾)
CIRCLING	1340-1	528 (600-1)	1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)
S-ASR 5 **	1180/24	368 (400-½)	1180/40	368	(400-¾)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

PERU, INDIANA

ILS or LOC/DME RWY 23

LOC I-RSM	APCH CRS	Rwy ldg 12,501 / TDZE 800 / Arpt Elev 812
109.5	226°	

AL-470 [USAF]

GRISSOM ARB (KGUS)

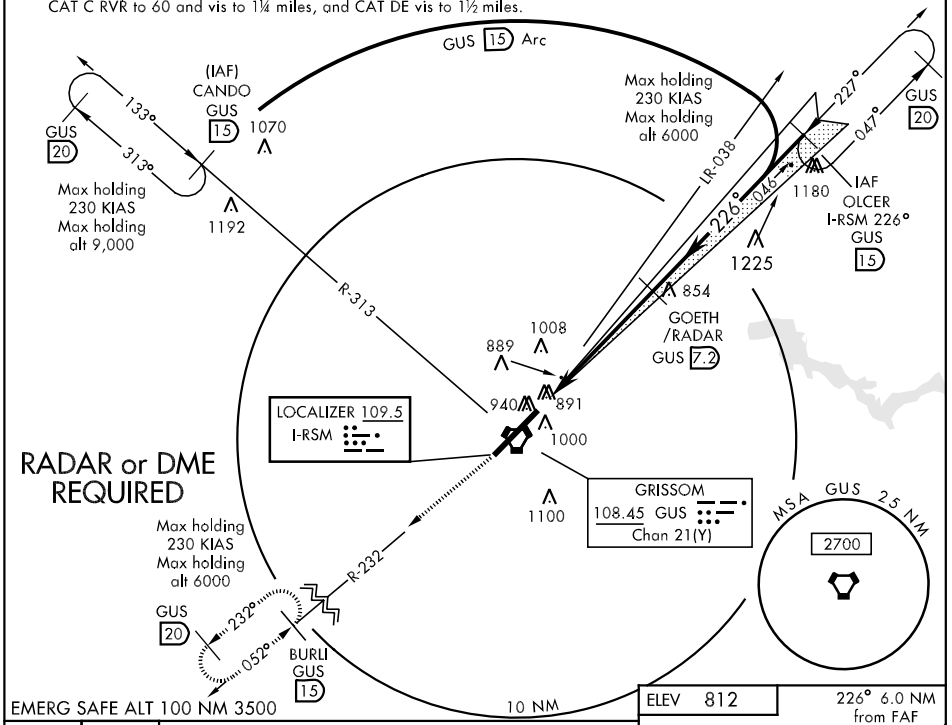
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

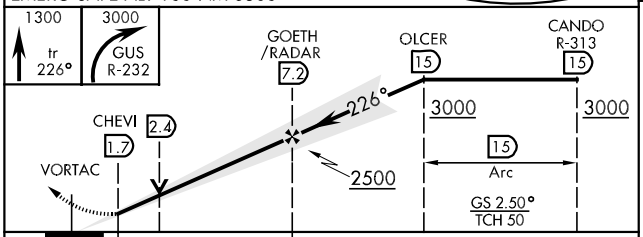
ALSF-1

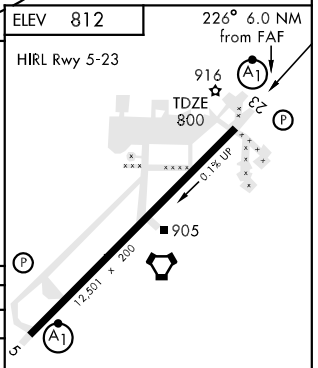
MISSED APPROACH: Climb to 3000 on track 226°, passing 1300 turn right to intercept GUS R-232 to BURLI (GUS R-232/15 DME) and hold.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	

*** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, and CAT DE vis to 1½ miles.







CATEGORY	A	B	C	D	E
S-ILS 23 *	1000/24		200 (200-½)		
S-LOC 23 **	1180/24 380 (400-½)		1180/40	380 (400-¾)	
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)
S-ASR 23 ***	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

EC-2, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 5

APCH CRS	Rwy ldg	12,501
046°	TDZE	812
	Arpt Elev	812

AL-470 [USAF]

GRISSOM ARB (KGUS)

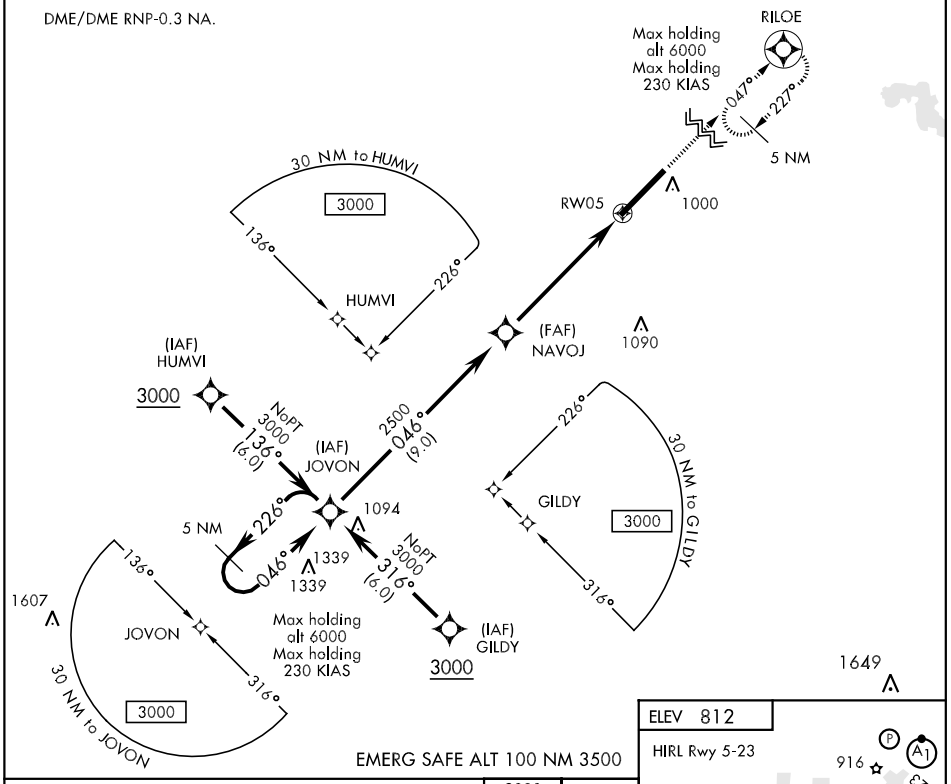
* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 direct RILOE and hold.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	

DME/DME RNP-0.3 NA.



CATEGORY	A	B	C	D	E
LNAV MDA *	1200/24 388 (400-½)		1200/40 388 (400-¾)		
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)
S-ASR 5 *	1180/24 368 (400-½)		1180/40 368 (400-¾)		

RNAV (GPS) RWY 23

APCH CRS	Rwy ldg	12,501
226°	TDZE	800
	Arpt Elev	812

AL-470 [USAF]

GRISSOM ARB (KGUS)

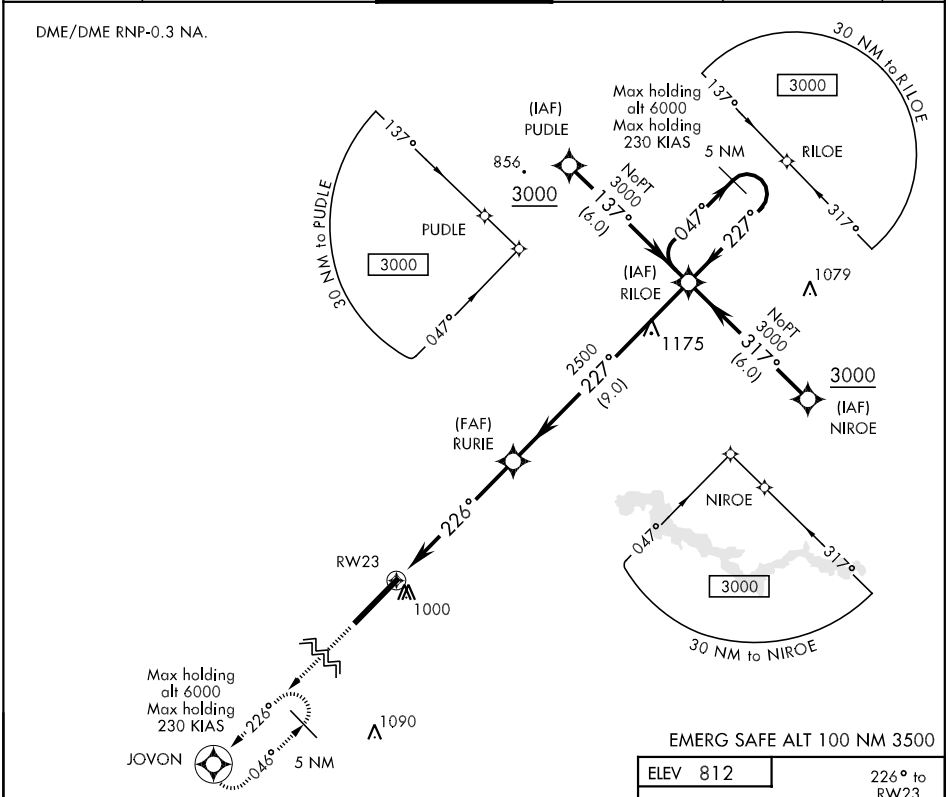
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

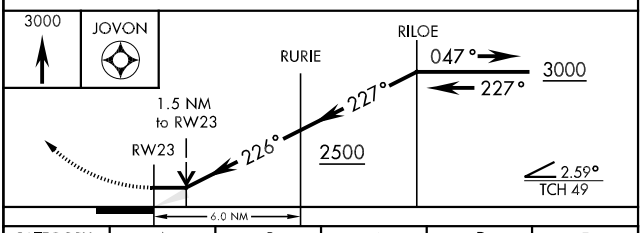
ALSF-1

MISSED APPROACH: Climb to 3000 direct JOVON and hold.

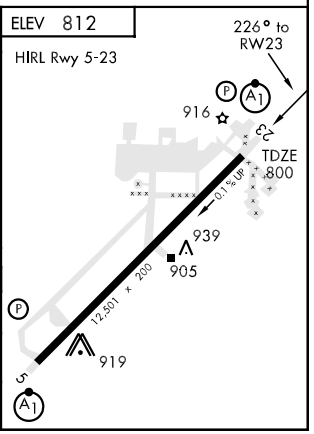
ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	

DME/DME RNP-0.3 NA.





EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
LNAV MDA *	1240/24	440 (500-½)	1240/40 440 (500-¾)	1240/50	440 (500-1)
CIRCLING	1340-1	528 (600-1)	1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)
S-ASR 23 *	1260/24	460 (500-½)	1260/40 460 (500-¾)	1260/50	460 (500-1)

PERU, INDIANA

TACAN or VOR RWY 5

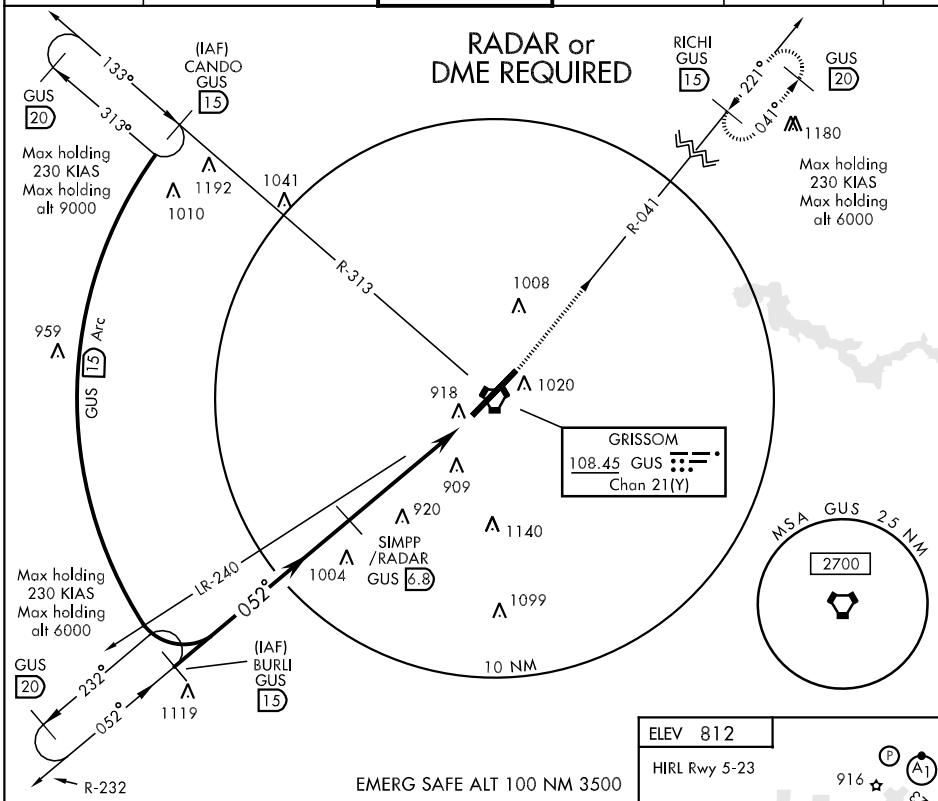
VORTAC GUS 108.45 Chan 21 (Y)	APCH CRS 052°	Rwy ldg 12,501 TDZE 812 Arpt Elev 812	AL-470 [USAF]	GRISSOM ARB (KGUS)

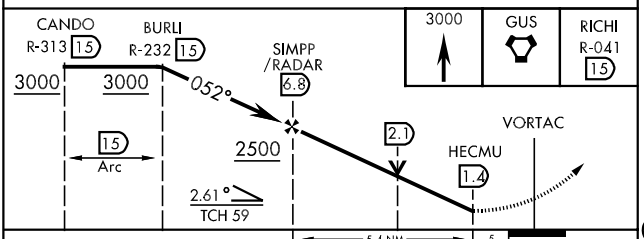
* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

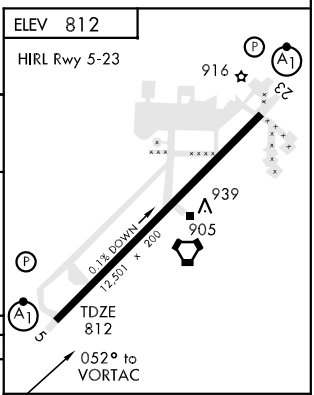
ALSF-1

MISSED APPROACH: Climb to 3000 direct GUS VORTAC, out R-041 to RICHI and hold.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	







CATEGORY	A	B	C	D	E
S-TAC/ VOR 5*	1180/24 368 (400-½)		1180/40 368 (400-¾)		
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)
S-ASR 5*	1180/24 368 (400-½)		1180/40 368 (400-¾)		

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

TACAN or VOR RWY 23

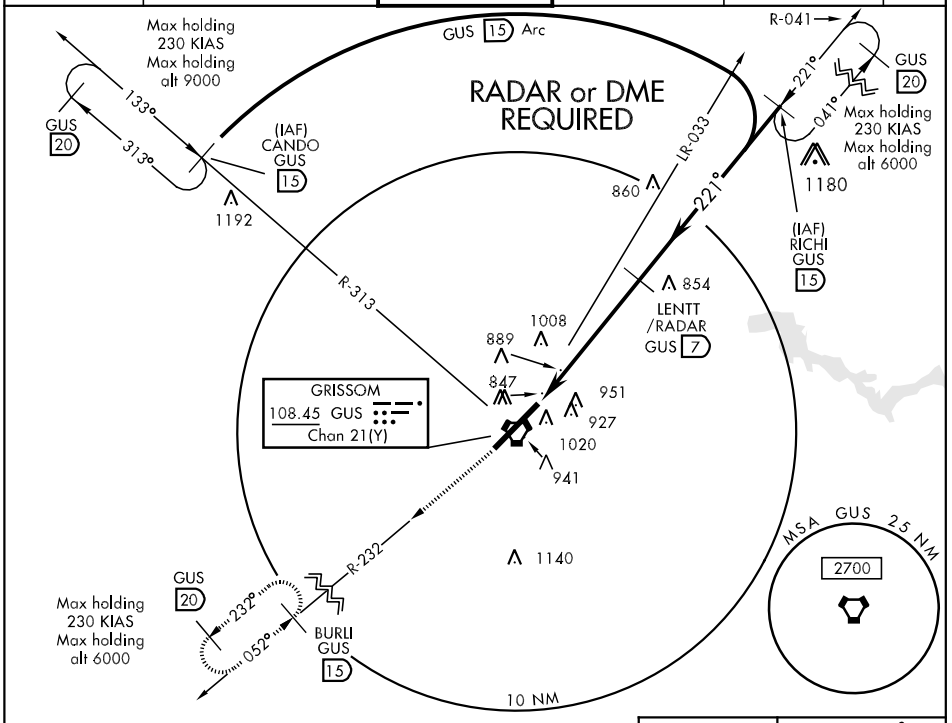
VORTAC GUS 108.45 Chan 21 (Y)	APCH CRS 221°	Rwy ldg 12,501 TDZE 800 Arpt Elev 812	AL-470 [USAF]	GRISSOM ARB (KGUS)

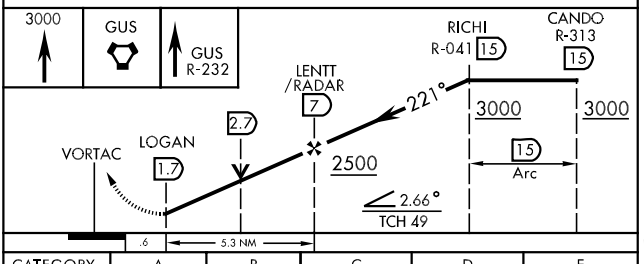
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

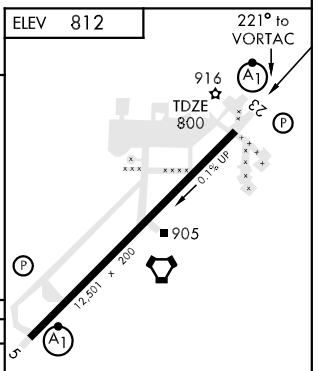
ALSF-1

MISSED APPROACH: Climb to 3000 direct GUS VORTAC, out R-232 to BURLI and hold.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	







CATEGORY	A	B	C	D	E
S-TAC/ VOR 23 *	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)
S-ASR 23 *	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

VOR Z RWY 5

VORTAC GUS	APCH CRS	Rwy ldg 12,501
108.45	052°	TDZE 812
Chan 21(Y)		Arpt Elev 812

AL-470 [USAF]

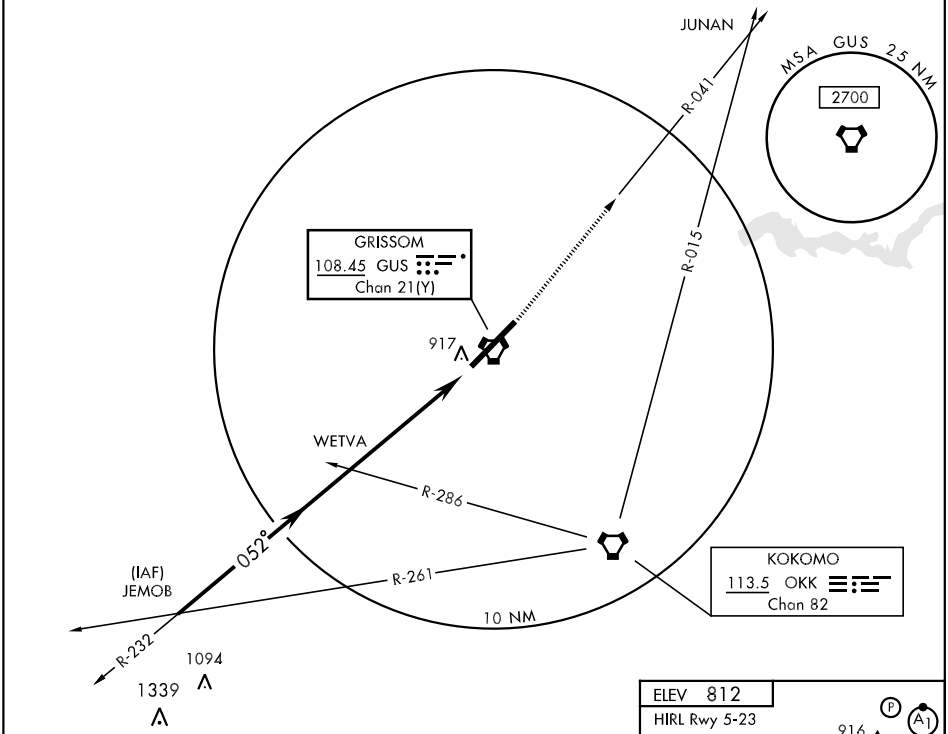
GRISSOM ARB (KGUS)

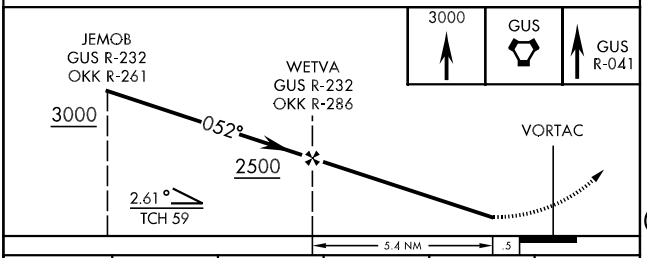
*When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

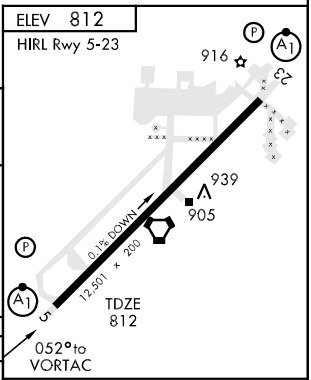
ALSF-1

MISSED APPROACH: Climb to 3000 direct GUS VORTAC, out R-041 to JUNAN.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	







CATEGORY	A	B	C	D	E
S-5 *	1180/24	368 (400-½)	1180/40	368	(400-¾)
CIRCLING	1340-1	528 (600-1)	1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)
S-ASR 5 *	1180/24	368 (400-½)	1180/40	368	(400-¾)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

PERU, INDIANA

VOR Z RWY 23

VORTAC GUS 108.45 Chan 21(Y)	APCH CRS 221°	Rwy ldg 12,501 TDZE 800 Arpt Elev 812

AL-470 [USAF]

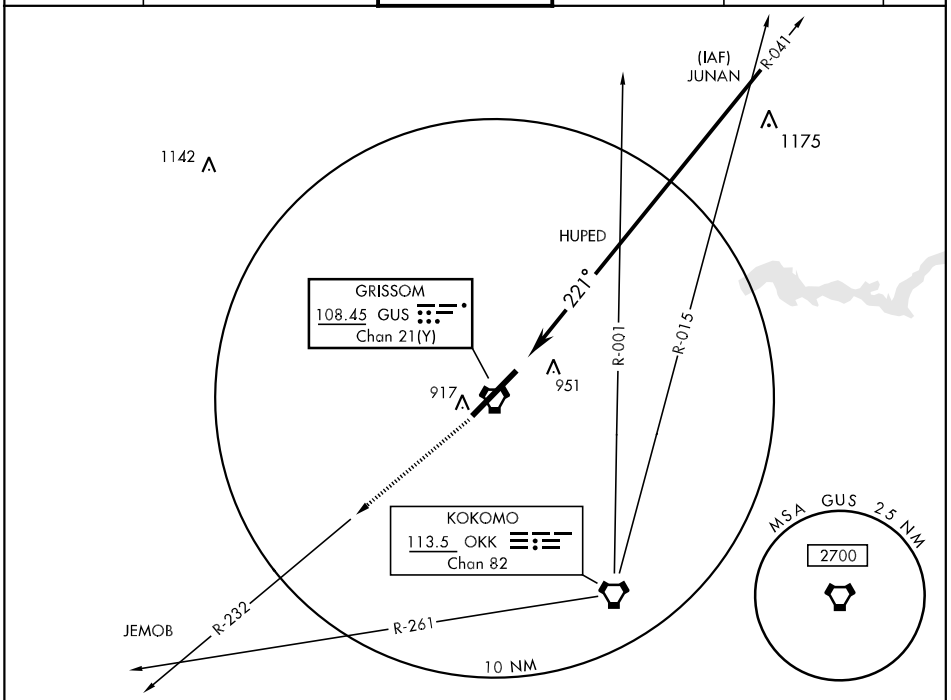
GRISSOM ARB (KGUS)

*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

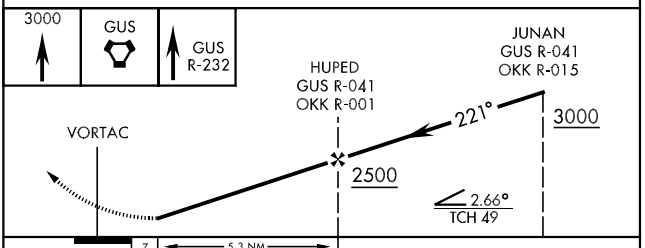
ALSF-1

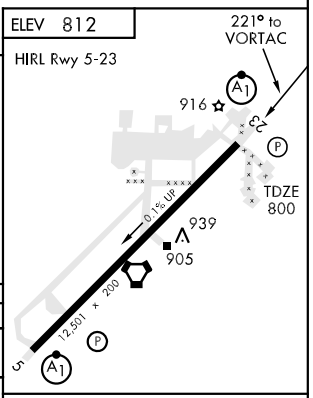
MISSED APPROACH: Climb to 3000 direct GUS VORTAC, out GUS R-232 to JEMOB.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	



EMERG SAFE ALT 100 NM 3500





Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D	E
S-23*	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)
S-ASR 23*	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	

EC-2, 14 JAN 2010 to 11 FEB 2010

PERU, INDIANA

40°39′N-86°09′W

GRISSOM ARB (KGUS)

Orig 08297

VOR Z RWY 23

APP CRS	Rwy Idg	4400
009°	TDZE	777
	Apt Elev	779

RNAV (GPS) RWY 1

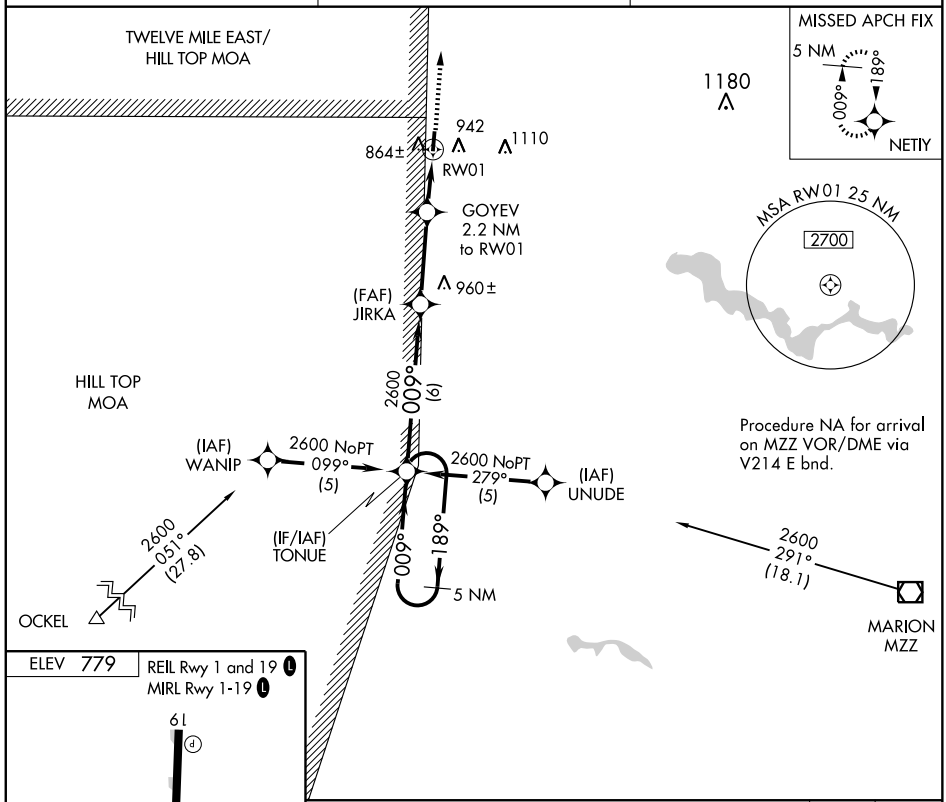
PERU MUNI (I76)

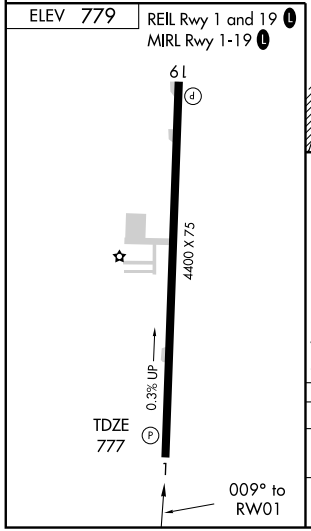
DME/DME RNP-0.3 NA.
Use Kokomo altimeter setting; if not received use Warsaw altimeter setting and increase all MDAs 60 feet.

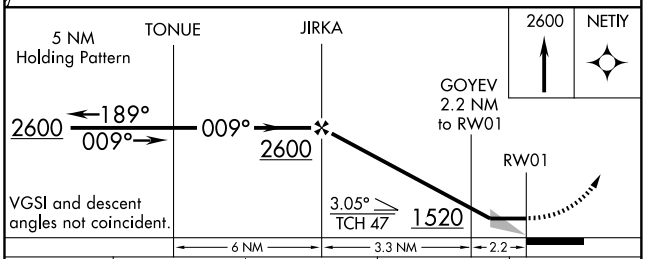
NA

MISSED APPROACH: Climb to 2600 direct NETIY and hold.

KOKOMO AWOS-3	GRISSOM APP CON *	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1240-1	463 (500-1)	1240-1¼ 463 (500-1¼)	1240-1½ 463 (500-1½)
CIRCLING	1300-1	521 (600-1)	1300-1½ 521 (600-1½)	1340-2 561 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4400
189°	TDZE	779
	Apt Elev	779

RNAV (GPS) RWY 19

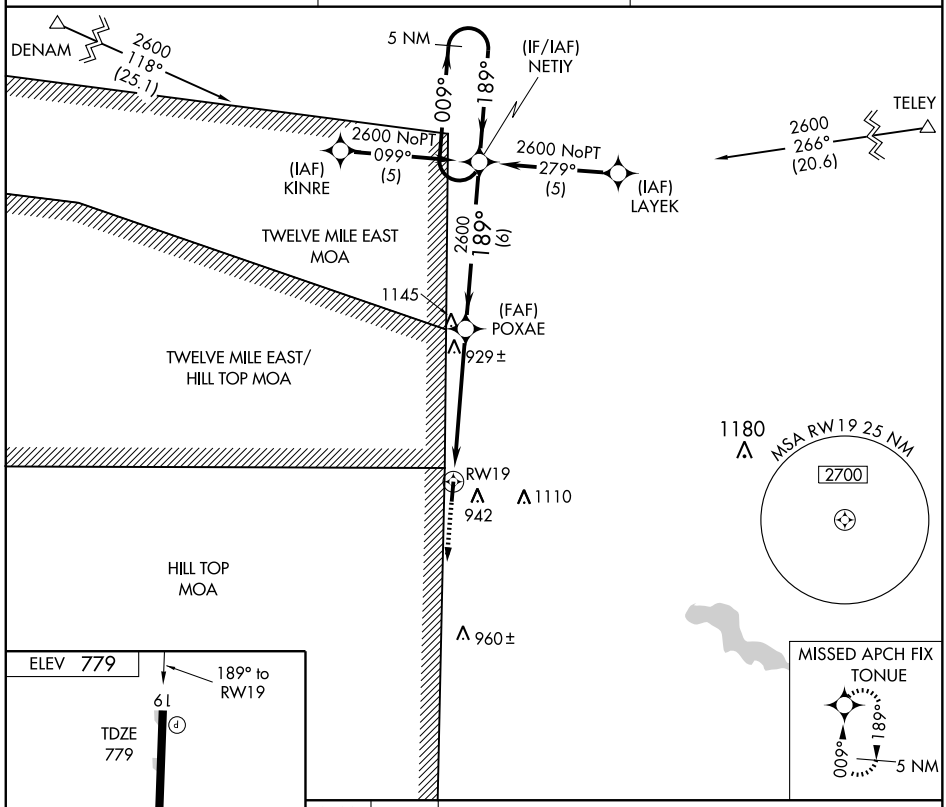
PERU MUNI (I76)

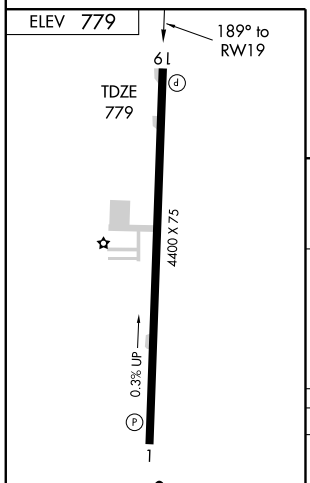
DME/DME RNP-0.3 NA. Procedure NA at night.
Use Kokomo altimeter setting; if not received use Warsaw altimeter setting and increase all MDAs 60 feet.

NA

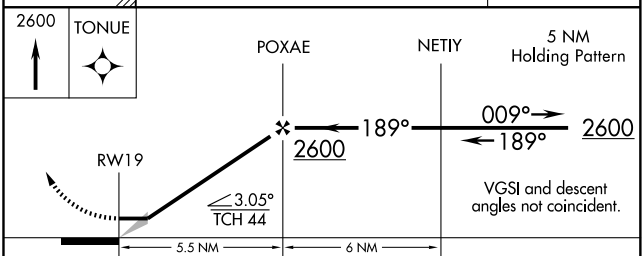
MISSED APPROACH: Climb to 2600 direct TONUE and hold.

KOKOMO AWOS-3	GRISSOM APP CON *	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L





REIL Rwy 1 and 19 L
MIRL Rwy 1-19 L



CATEGORY	A	B	C	D
LNAV MDA	1240-1	461 (500-1)	1240-1¼ 461 (500-1¼)	1240-1½ 461 (500-1½)
CIRCLING	1300-1	521 (600-1)	1300-1½ 521 (600-1½)	1340-2 561 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC OKK	APP CRS	Rwy Idg	4400
113.5	345°	TDZE	777
Chan 82		Apt Elev	779

VOR RWY 1

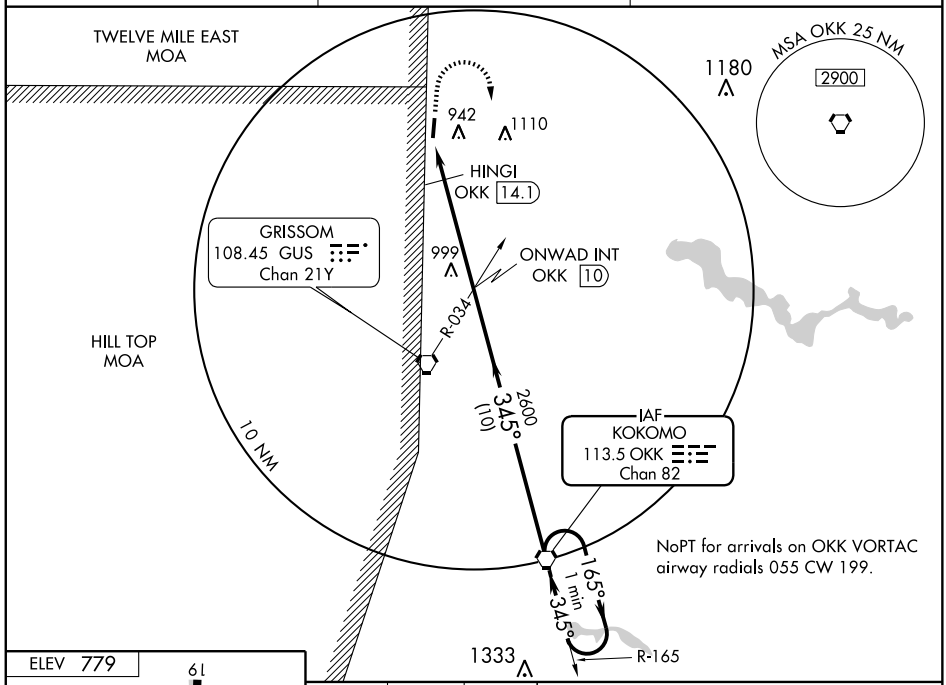
PERU MUNI (I76)

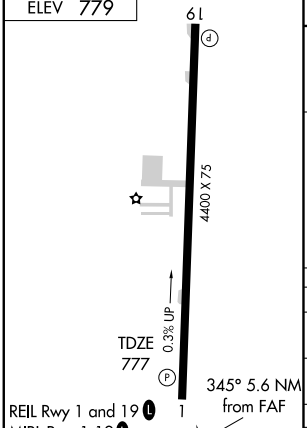
Use Kokomo altimeter setting; if not received use Warsaw altimeter setting and increase all MDA's 60 feet.

NA

MISSED APPROACH: Climb to 1500, then climbing right turn to 2600 direct OKK VORTAC and hold.

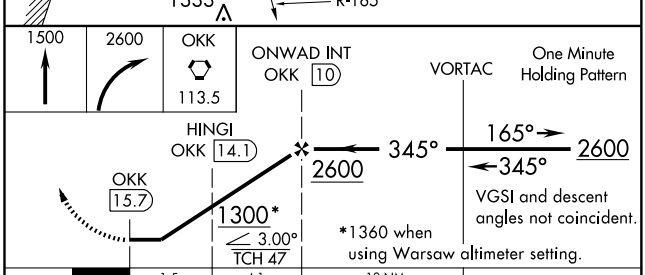
KOKOMO AWOS-3	GRISSOM APP CON *	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L





FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-1	1300-1 523 (600-1)		1300-1½ 523 (600-1½)	1300-1¾ 523 (600-1¾)
CIRCLING	1300-1 521 (600-1)		1300-1½ 521 (600-1½)	1340-2 561 (600-2)
HINGI DME FIX MINIMUMS				
S-1	1240-1 463 (500-1)		1240-1¼ 463 (500-1¼)	1240-1½ 463 (500-1½)
CIRCLING	1300-1 521 (600-1)		1300-1½ 521 (600-1½)	1340-2 561 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME OXI	APP CRS	Rwy Idg	4400
115.6	080°	TDZE	796
Chan 103		Apt Elev	800

VOR or GPS RWY 10

PLYMOUTH MUNI (C65)

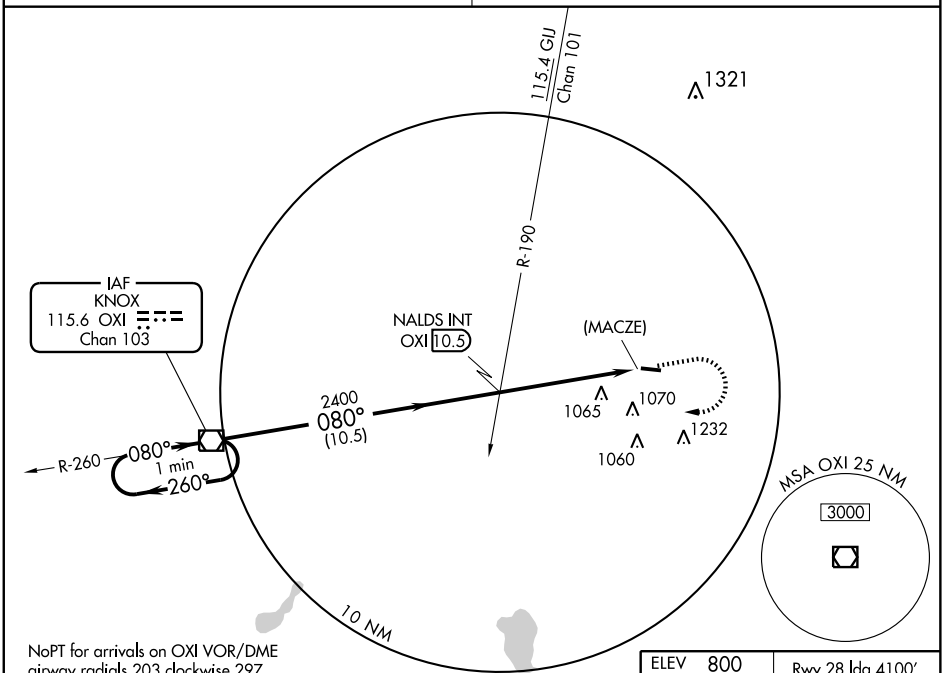
Obtain local altimeter setting on CTAF; when not received, use South Bend altimeter setting.

NA

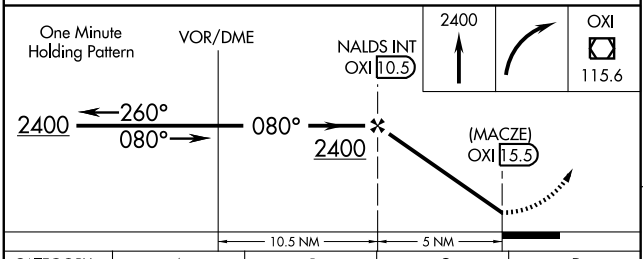
MISSED APPROACH: Climb to 2400 then right turn direct OXI VOR/DME and hold.

SOUTH BEND APP CON ★
132.05 257.8

UNICOM
122.8 (CTAF) L

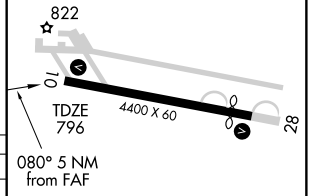


NoPT for arrivals on OXI VOR/DME airway radials 203 clockwise 297.



CATEGORY	A	B	C	D
S-10	1340-1	544 (600-1)	1340-1½ 544 (600-1½)	NA
CIRCLING	1340-1	544 (600-1)	1380-1½ 584 (600-1½)	NA
SOUTH BEND ALTIMETER SETTING MINIMUMS				
S-10	1380-1	584 (600-1)	1380-1½ 584 (600-1½)	NA
CIRCLING	1380-1	584 (600-1)	1440-1¾ 644 (700-1¾)	NA

ELEV 800 Rwy 28 ldg 4100′



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME OXI	APP CRS	Rwy Idg	4100
115.6	261°	TDZE	796
Chan 103		Apt Elev	800

VOR or GPS RWY 28

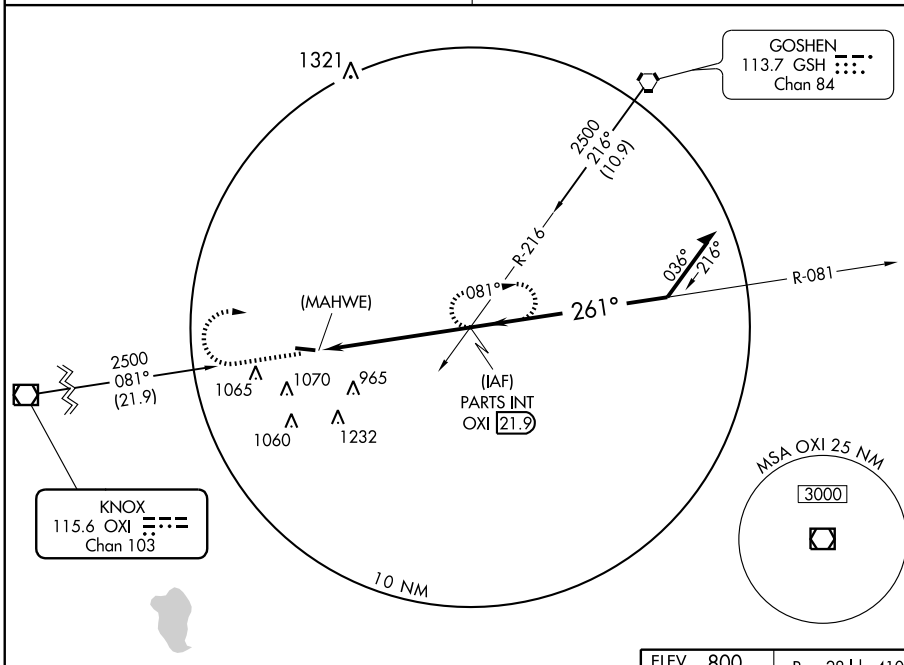
PLYMOUTH MUNI (C65)

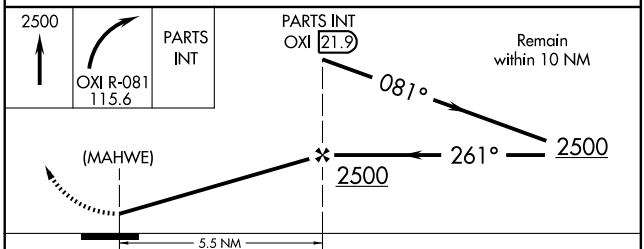
▼ NA — Obtain local altimeter setting on CTAF; when not received, use South Bend altimeter setting.

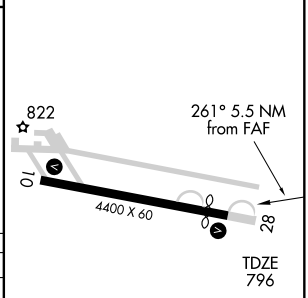
MISSED APPROACH: Climb to 2500 then right turn via OXI R-081 to PARTS and hold.

SOUTH BEND APP CON ★ 132.05 257.8

UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
S-28	1280-1	484 (500-1)	1280-1¼ 484 (500-1¼)	NA
CIRCLING	1340-1	544 (600-1)	1380-1½ 584 (600-1½)	NA
SOUTH BEND ALTIMETER SETTING MINIMUMS				
S-28	1320-1	524 (600-1)	1320-1½ 524 (600-1½)	NA
CIRCLING	1380-1	584 (600-1)	1440-1¾ 644 (700-1¾)	NA

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4002
092°	TDZE	923
	Apt Elev	926

RNAV (GPS) RWY 9
PORTLAND MUNI (PLD)

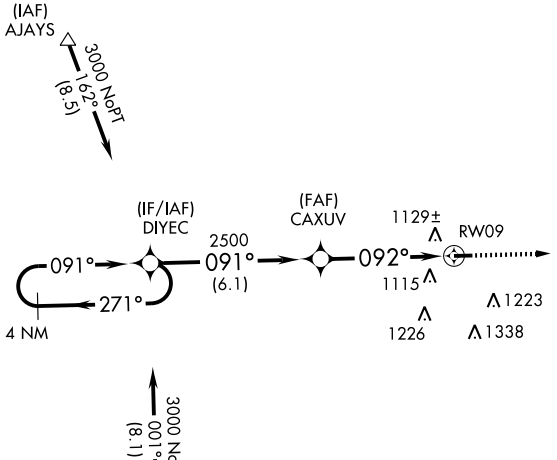
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 100 ft, increase LNAV Cat C and D visibility ¼ mile, Circling Cat C ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.

NA

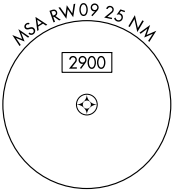
MISSED APPROACH: Climb to 3000 direct MAPOL and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
118.45	132.15 (SE/NE) 284.6 127.2 (SW/NW) 284.6	122.8 (CTAF) L

Procedure NA for arrivals at AJAYS via V221 northbound.

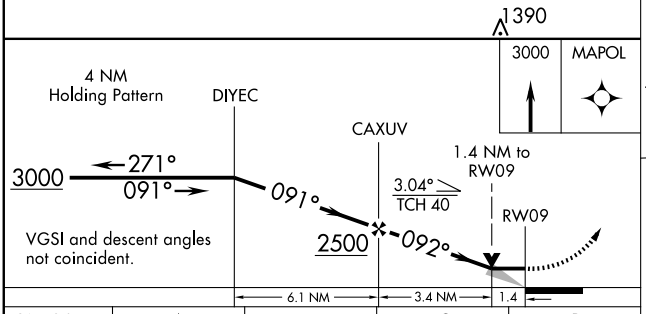


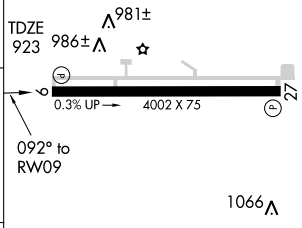
Procedure NA for arrivals at FAXIG via V14 southwest bound.



ELEV 926

Rwy 18 ldg 1675'
Rwy 36 ldg 1475'





CATEGORY	A	B	C	D
LNAV MDA	1400-1	477 (500-1)	1400-1¼ 477 (500-1¼)	1400-1½ 477 (500-1½)
CIRCLING	1440-1	514 (600-1)	1440-1½ 514 (600-1½)	1480-2 554 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 27

PORTLAND MUNI (PLD)

APP CRS	Rwy Idg	4002
272°	TDZE	926
	Apt Elev	926

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 100 ft, increase LNAV Cat C and D visibility ¼ mile, Circling Cat C ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct DIYEC and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
118.45	132.15 (SE/NE) 284.6 127.2 (SW/NW) 284.6	122.8 (CTAF) L

MISSED APCH FIX

DIYEC

091°

271°

4 NM

Procedure NA for arrivals at NADIR via V14 northeast bound.

(IAF) NADIR

3000 NoPT 226° (12.2)

(IF/IAF) MAPOL

4 NM

092°

272°

272°

2500

(6.1)

RW27

1169±

1115

1226

1223

1338

(FAF) DANCR

3000 NoPT 335° (5)

(IAF) HIGLA

Procedure NA for arrivals at HIGLA via V55 southeast bound.

MSA RW27 25 NM

2900

ELEV 926

1483

981±

986±

272° to RW27

0.3% UP

4002 X 75

27

TDZE 926

1066

3000

DIYEC

4 NM Holding Pattern

MAPOL

DANCR

1.5 NM to RW27

RW27

272°

092°

272°

3000

2500

3.04°

TCH 40

VGSI and descent angles not coincident.

1.5 | 3.3 NM | 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1420-1	494 (500-1)	1420-1¼ 494 (500-1¼)	1420-1½ 494 (500-1½)
CIRCLING	1440-1	514 (600-1)	1440-1½ 514 (600-1½)	1480-2 554 (600-2)

MIRL Rwy 9-27 L

REIL Rwys 9 and 27 L

APP CRS	Rwy Idg	4001
172°	TDZE	698
	Apt Elev	698

GPS RWY 18

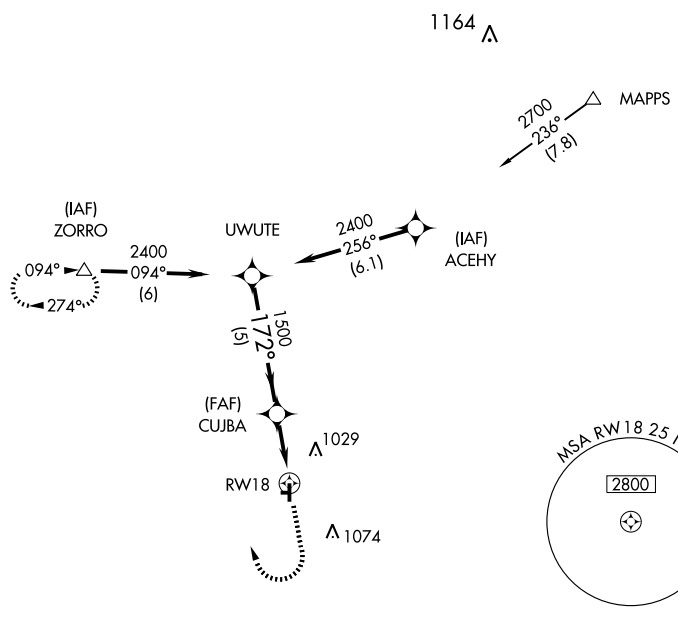
RENSSELAER/ JASPER COUNTY (RZL)

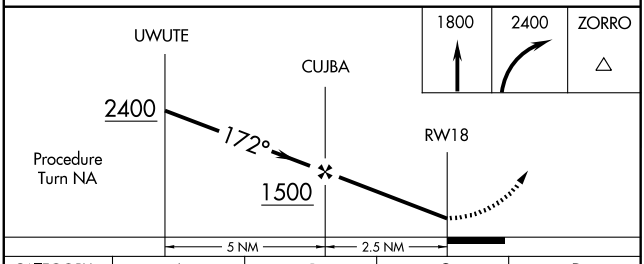
When local altimeter setting not received, use Lafayette, IN altimeter setting.

NA

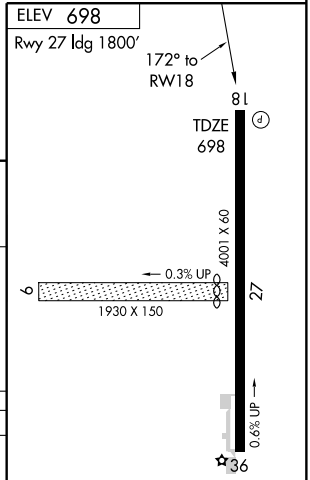
MISSED APPROACH: Climb to 1800, then climbing right turn to 2400 direct ZORRO and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.175	132.95 272.7	122.8 (CTAF)





CATEGORY	A	B	C	D
S-18	1260-1 562 (600-1)		1260-1½ 562 (600-1½)	NA
CIRCLING	1260-1 562 (600-1)	1440-1¼ 742 (800-1¼)	1440-2 ¼ 742 (800-2¼)	NA



EC-2, 14 JAN 2010 to 11 FEB 2010

NDB RZL	APP CRS	Rwy Idg	4001
362	187°	TDZE	685
		Apt Elev	698

NDB RWY 18

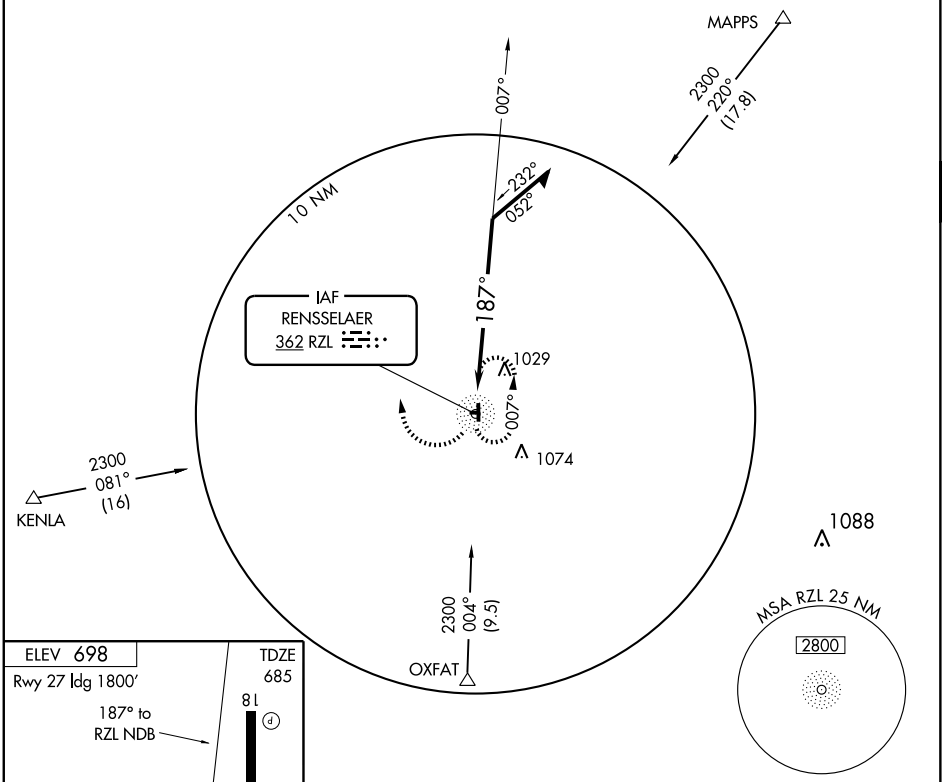
RENSSELAER/JASPER COUNTY (RZL)

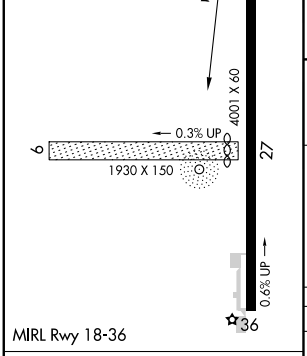
NA

Use Lafayette, IN altimeter setting.

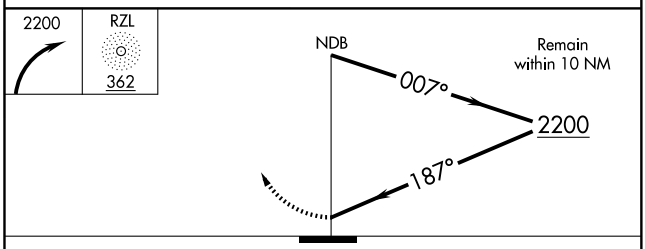
MISSED APPROACH: Climbing right turn to 2200 direct to RZL NDB and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.175	132.95 272.7	122.8 (CTAF)





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-18	1500-1 815 (900-1)	1500-1¼ 815 (900-1¼)	1500-2½ 815 (900-2½)	NA
CIRCLING	1500-1 815 (900-1)	1500-1¼ 815 (900-1¼)	1520-2½ 835 (900-2½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-RID	APP CRS	Rwy Idg	5500
111.35	238°	TDZE	1139
		Apt Elev	1140

ILS or LOC RWY 24

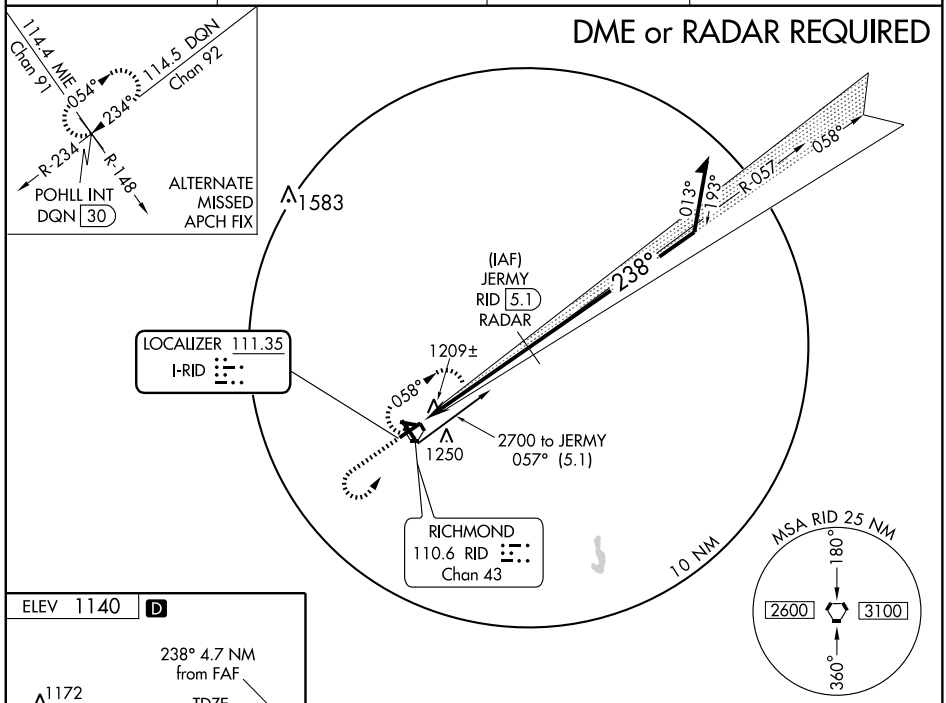
RICHMOND MUNI (RID)

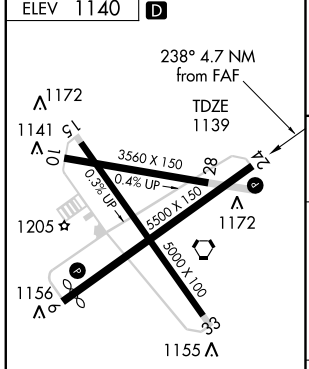
T
A NA

DME or Radar Required. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase DA 88 feet and all MDA 100 feet. Increase S-ILS 24 visibility ¼ mile all Cats and S-LOC 24 visibility Cat C ½ mile and Cat D ¼ mile. When using James M Cox Dayton altimeter setting, inoperative table does not apply to S-LOC 24 Cat C. DME from RID VORTAC. Simultaneous reception of I-RID and RID DME required.

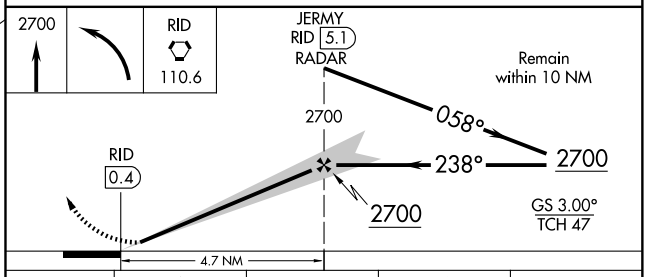
MISSED APPROACH: Climb to 2700 then left turn direct RID VORTAC and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L





LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L



FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-ILS 24	1339-¾ 200 (200-¾)			
S-LOC 24	1460-¾ 321 (400-¾)			1460-1 321 (400-1)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5200
058°	TDZE	1137
	Apt Elev	1140

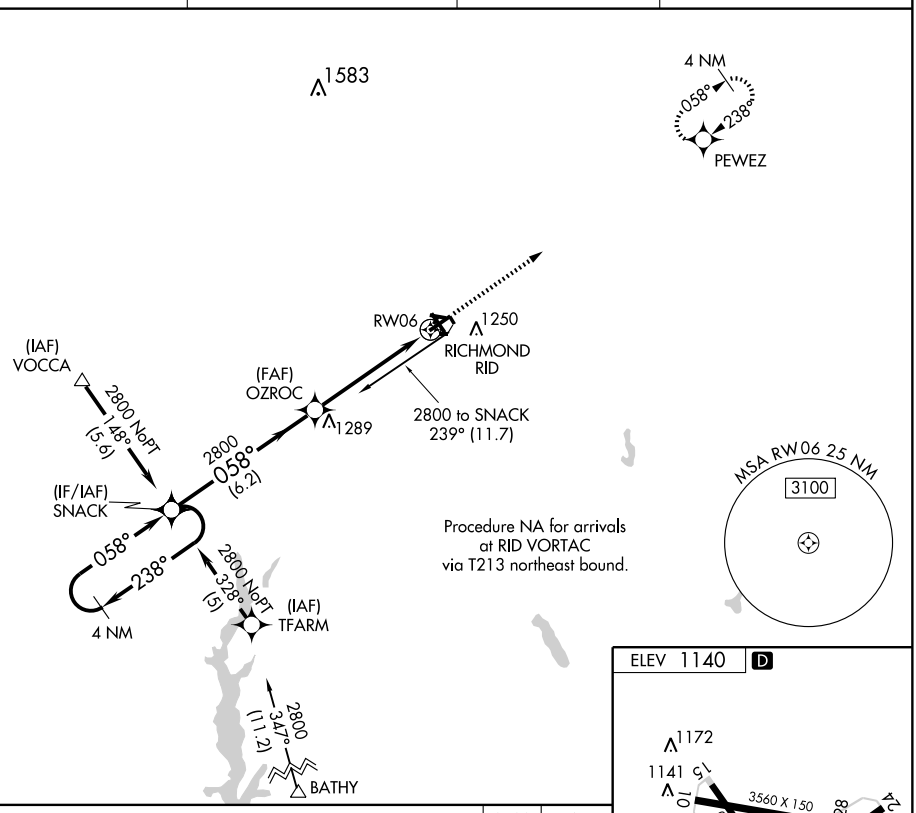
RNAV (GPS) RWY 6
RICHMOND MUNI (RID)

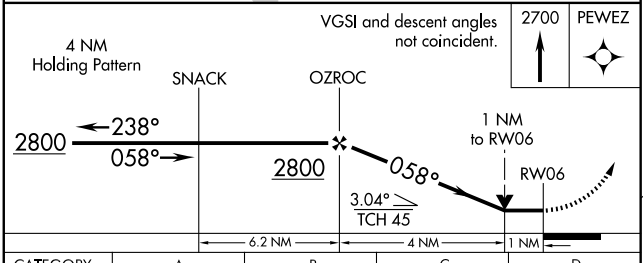
DME/DME RNP-0.3 NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet and LNAV visibility Cat C, D ¼ mile. VDP NA when using James M Cox Dayton Intl altimeter setting.

NA

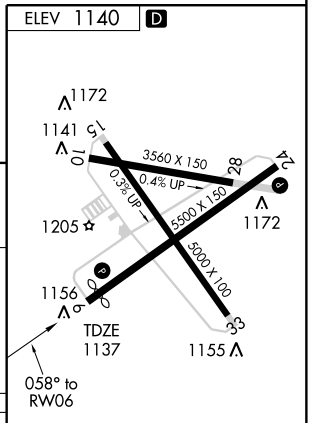
MISSED APPROACH: Climb to 2700 direct PEWEZ and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1480-1 343 (400-1)			1480-1¼ 343 (400-1¼)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)



LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

EC-2, 14 JAN 2010 to 11 FEB 2010

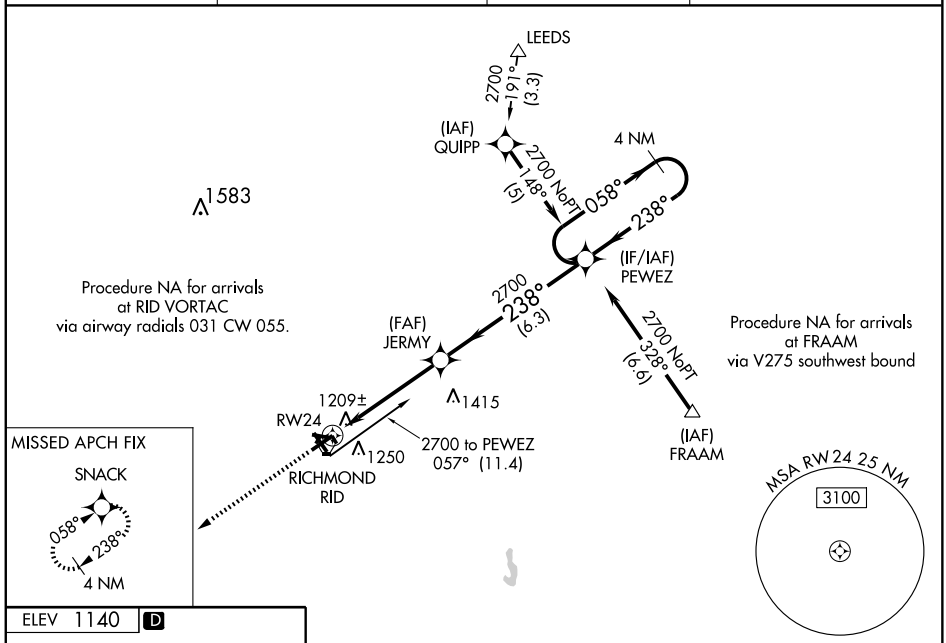
WAAS	APP CRS	Rwy Idg	5500
CH 82112	238°	TDZE	1139
W24A		Apt Elev	1140

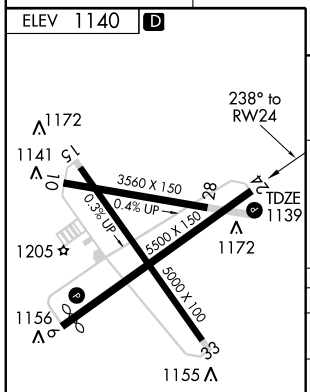
RNAV (GPS) RWY 24
RICHMOND MUNI (RID)

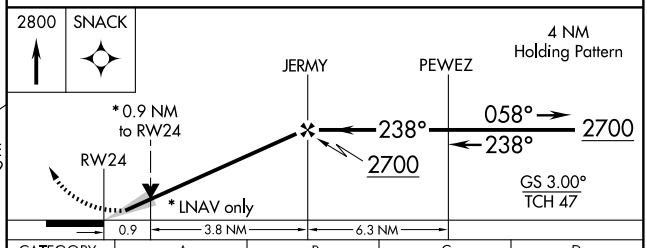
T NA — Inoperative table does not apply to LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all DA 88 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV visibility Cat C ½ mile and Cat D ¼ mile. When using James M Cox Dayton Intl altimeter setting inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. VDP and Baro-VNAV NA when using James M Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 2800 direct SNACK and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1339-¾ 200 (200-¾)			
LNAV/VNAV DA	1549-1½ 410 (500-1½)			
LNAV MDA	1460-¾ 321 (400-¾)			1460-1 321 (400-1)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)

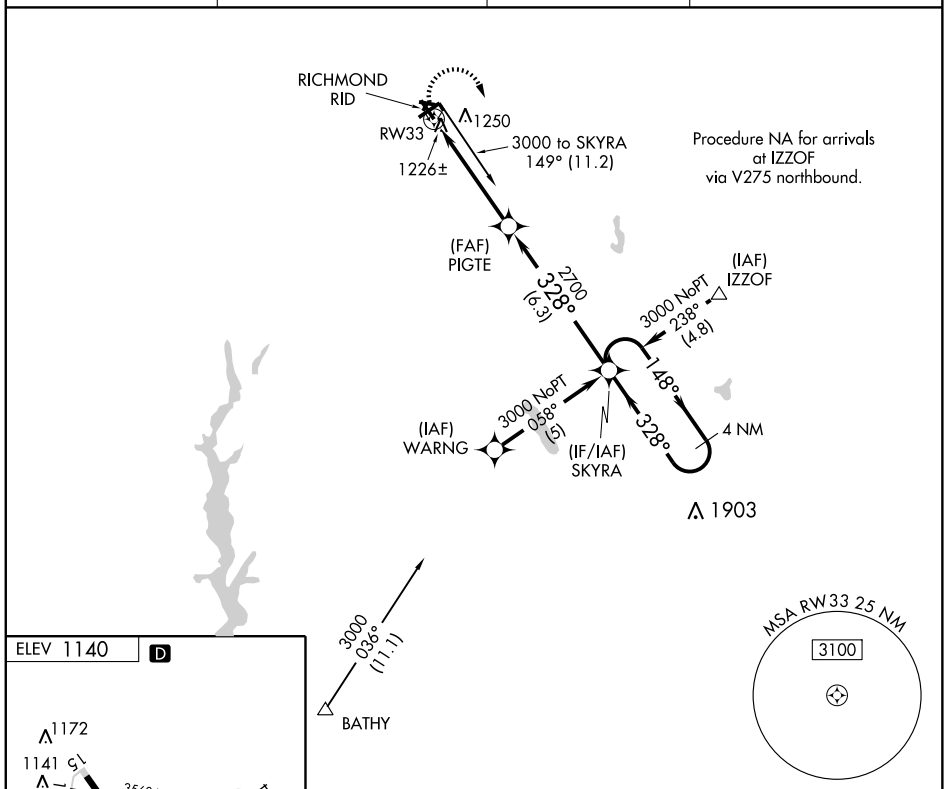
EC-2, 14 JAN 2010 to 11 FEB 2010

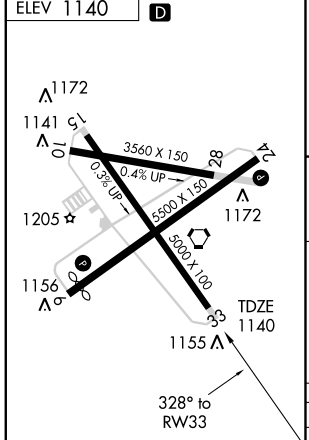
APP CRS	Rwy Idg	5000
328°	TDZE	1140
	Apt Elev	1140

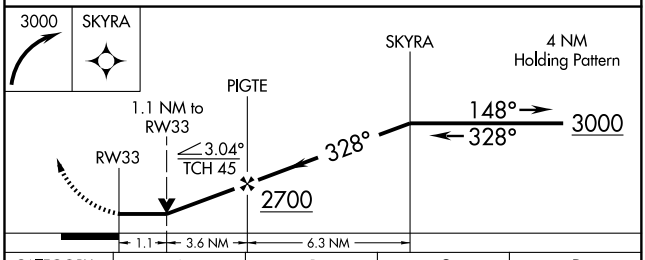
RNAV (GPS) RWY 33
RICHMOND MUNI (RID)

T NA	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet and increase visibility Cat C, D ¼ mile. VDP NA when using James M Cox Dayton Intl altimeter setting.	MISSED APPROACH: Climbing right turn to 3000 direct SKYRA and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1540-1 400 (400-1)			1540-1¼ 400 (400-1¼)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)

LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

EC-2, 14 JAN 2010 to 11 FEB 2010

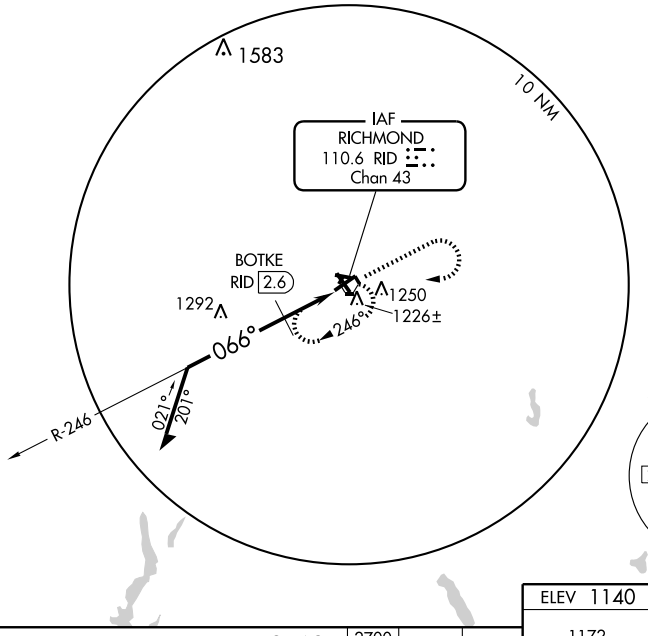
VORTAC RID	APP CRS	Rwy Idg	5200
110.6	066°	TDZE	1137
Chan 43		Apt Elev	1140

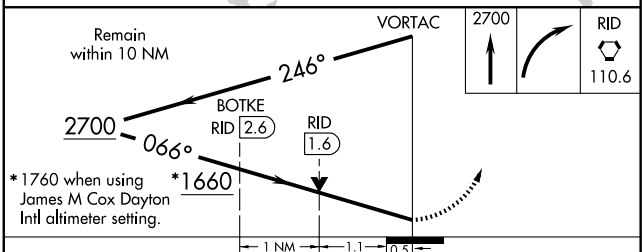
VOR RWY 6
RICHMOND MUNI (RID)

When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-6 Cat C, D and Circling Cat C visibility ¼ mile. Increase BOTKE fix minimums S-6 Cat C, D visibility ¼ mile. VDP NA when using James M Cox Dayton Intl altimeter setting.

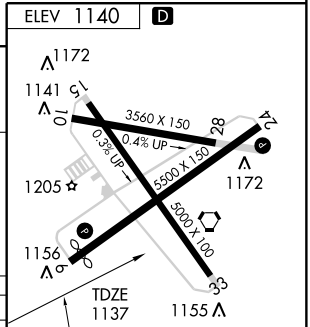
MISSED APPROACH: Climb to 2700 then right turn direct RID VORTAC and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-6	1660-1 523 (600-1)		1660-1½ 523 (600-1½)	1660-1¾ 523 (600-1¾)
CIRCLING	1660-1 520 (600-1)		1660-1½ 520 (600-1½)	1700-2 560 (600-2)
BOTKE FIX MINIMUMS				
S-6	1500-1 363 (400-1)			1500-1¼ 363 (400-1¼)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)



LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

EC-2, 14 JAN 2010 to 11 FEB 2010

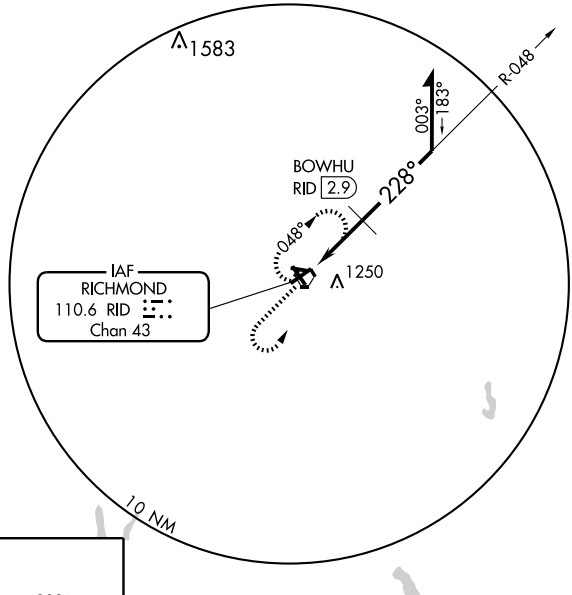
VORTAC RID	APP CRS	Rwy Idg	5500
110.6	228°	TDZE	1139
Chan 43		Apt Elev	1140

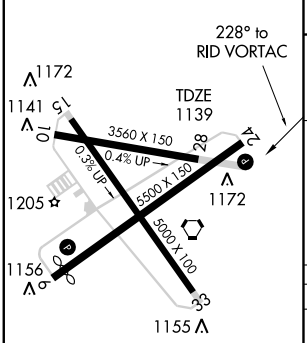
VOR RWY 24
RICHMOND MUNI (RID)

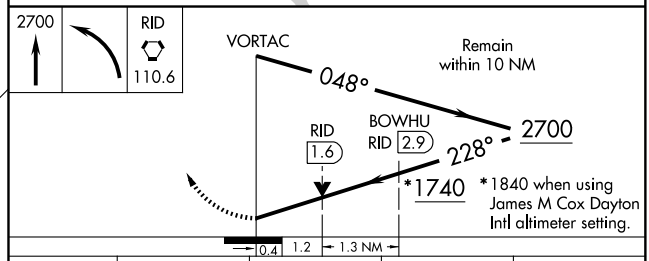
▼ ▲NA Inoperative table does not apply to S-24/BOWHU FIX minimums S-24 Cat C. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-24 Cat C/D and Circling Cat C/D visibility ¼ mile. Increase BOWHU FIX minimums S-24 Cat C ¼ mile and Cat D ½ mile. When using James M Cox Dayton Intl altimeter setting inoperative table does not apply to S-24/BOWHU FIX minimums S-24 Cat C. VDP NA when using James M Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 2700 then left turn direct RID VORTAC and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-24	1740-¾ 601 (600-¾)		1740-1¾ 601 (600-1¾)	1740-2 601 (600-2)
CIRCLING	1740-1 600 (600-1)		1740-1¾ 600 (600-1¾)	1740-2 600 (600-2)
BOWHU FIX MINIMUMS				
S-24	1560-¾ 421 (500-¾)		1560-1¼ 421 (500-1¼)	
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)

LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

EC-2, 14 JAN 2010 to 11 FEB 2010

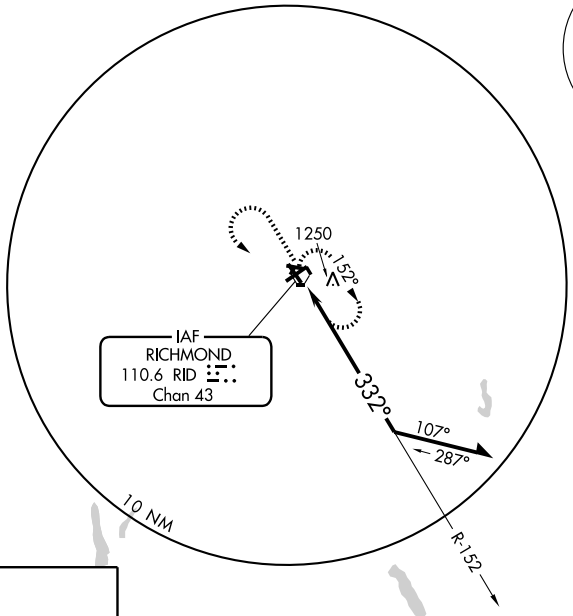
VORTAC RID	APP CRS	Rwy Idg	5000
110.6	332°	TDZE	1140
Chan 43		Apt Elev	1140

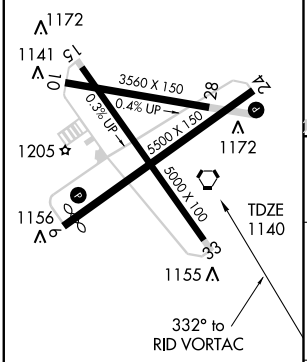
VOR RWY 33
RICHMOND MUNI (RID)

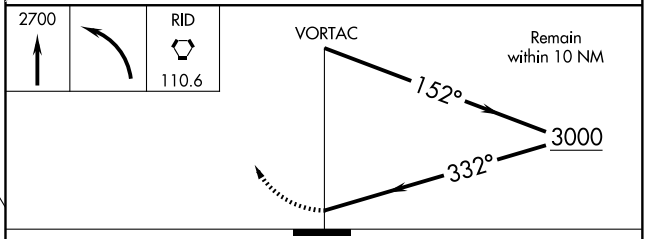
T NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-33 Cat C, D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 then left turn direct RID VORTAC and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-33	1640-1	500 (500-1)	1640-1¼ 500 (500-1¼)	1640-1½ 500 (500-1½)
CIRCLING	1640-1	500 (500-1)	1640-1½ 500 (500-1½)	1700-2 560 (600-2)

LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5001
108°	TDZE	790
	Apt Elev	790

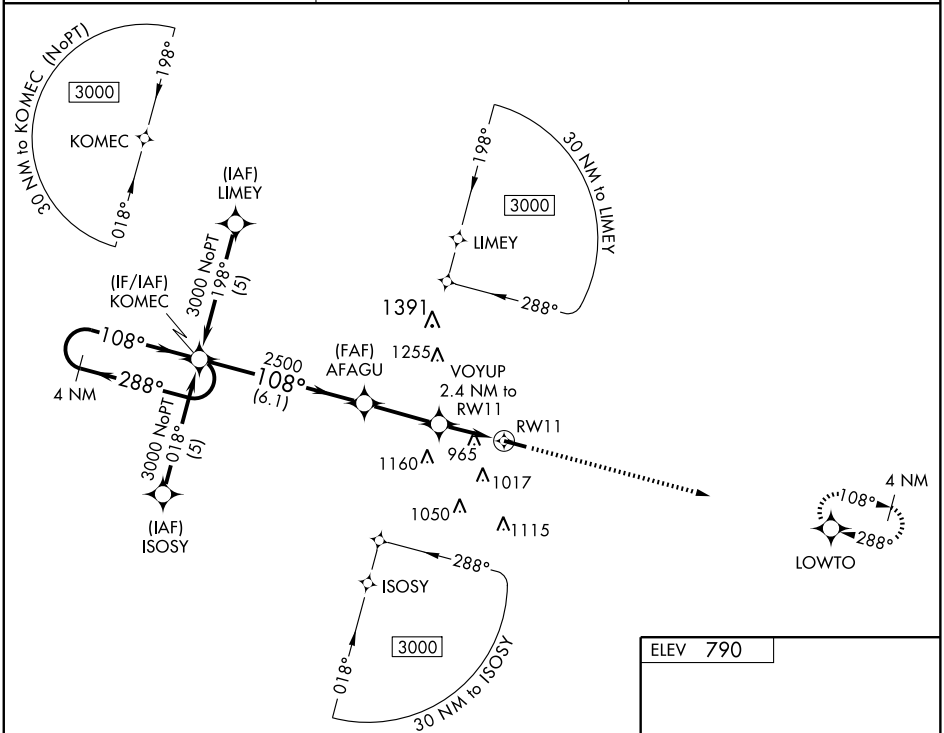
RNAV (GPS) RWY 11

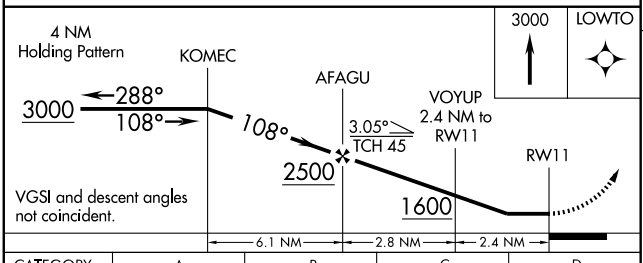
ROCHESTER/ FULTON COUNTY (RCR)

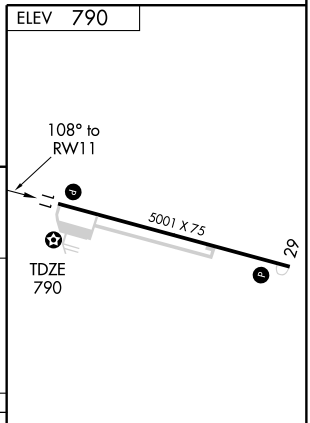
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Goshen altimeter setting and increase all MDA 100 feet, increase LNAV Cats C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct LOWTO and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
118.775	132.05 257.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220-1 430 (500-1)		1220-1¼ 430 (500-1¼)	1220-1½ 430 (500-1½)
CIRCLING	1280-1 490 (500-1)	1360-1 570 (600-1)	1360-1½ 570 (600-1½)	1360-2 570 (600-2)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 48809 W29A	APP CRS 288°	Rwy Idg 5001 TDZE 790 Apt Elev 790

RNAV (GPS) RWY 29

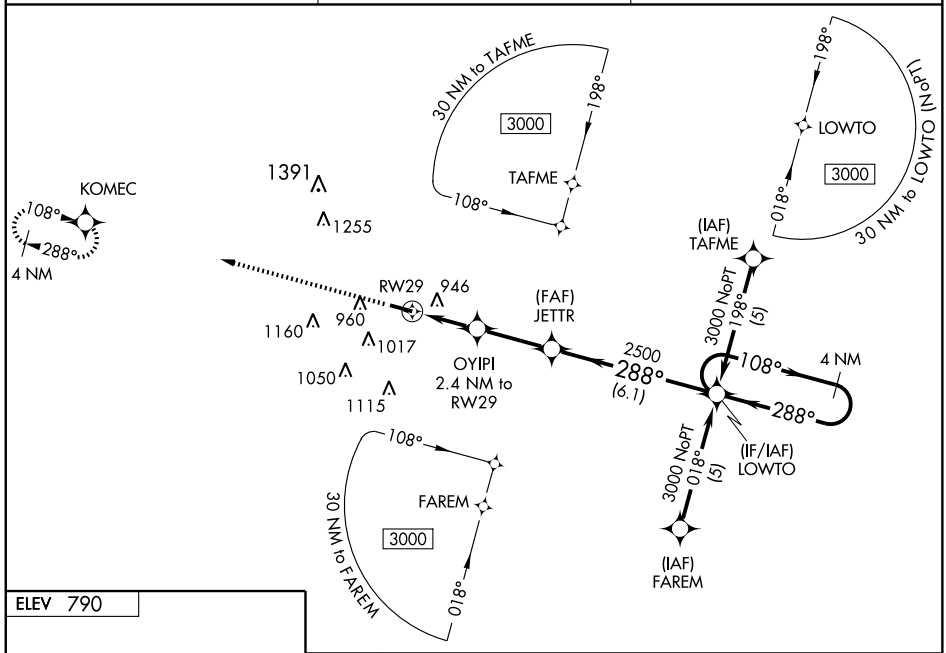
ROCHESTER/FULTON COUNTY (RCR)

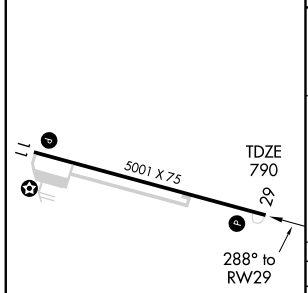
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47° (116°F). When local altimeter setting not received, use Goshen altimeter setting and increase all DA 81 feet and all MDA 100 feet, increase LPV all Cats, LNAV Cats C and D, Circling Cat C visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Goshen altimeter setting.

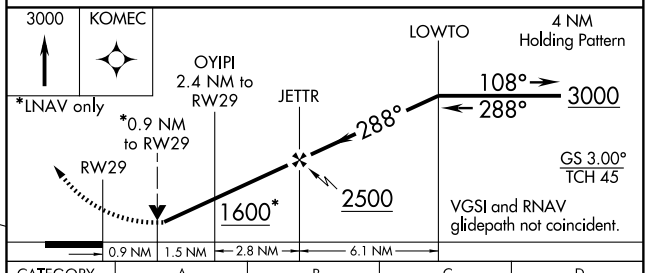
NA

MISSED APPROACH: Climb to 3000 direct KOMEC and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
118.775	132.05 257.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1127-1¼ 337 (400- 1¼)			
LNAV/VNAV DA	1244-1½ 454 (500- 1½)			
LNAV MDA	1200-1 410 (500-1)		1200-1¼ 410 (500-1¼)	
CIRCLING	1280-1 490 (500-1)	1360-1 570 (600-1)	1360-1½ 570 (500-1½)	1360-2 570 (600-2)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-SER	APP CRS	Rwy Idg	5500
108.5	046°	TDZE	575
		Apt Elev	583

LOC/NDB RWY 5

SEYMOUR/ FREEMAN MUNI (SER)

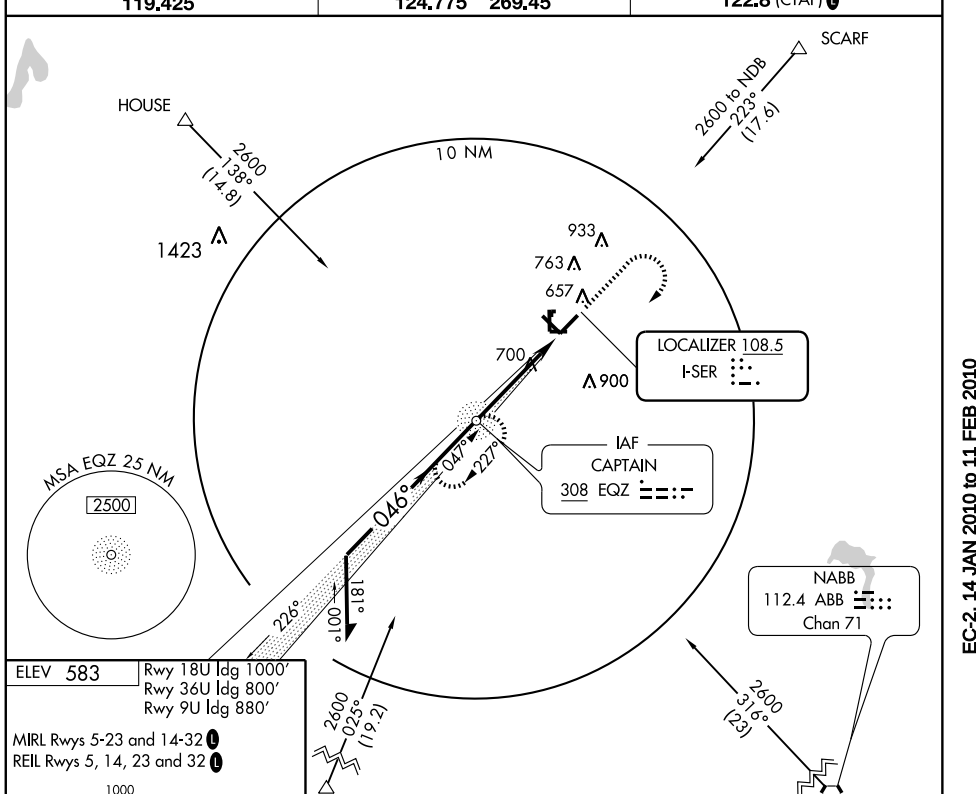
If local altimeter setting not received, use Louisville Intl -Standiford Field altimeter setting and increase all MDAs 120 feet. Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA.

NA

ODALS

MISSED APPROACH: Climb to 2600, then right turn direct EQZ NDB and hold.

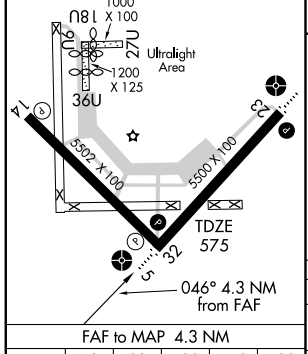
AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L

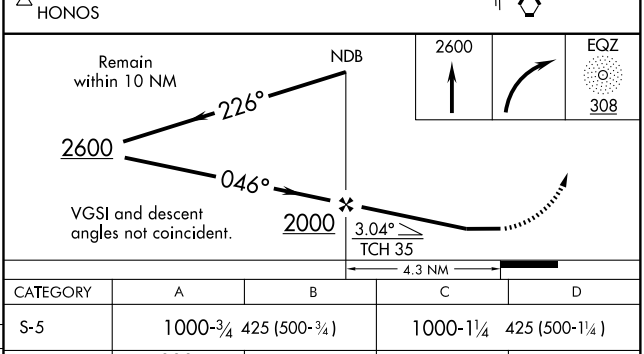


ELEV 583

Rwy 18U ldg 1000′
Rwy 36U ldg 800′
Rwy 9U ldg 880′

MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L





CATEGORY	A	B	C	D
S-5	1000-¾ 425 (500-¾)		1000-1¼ 425 (500-1¼)	
CIRCLING	1000-1 417 (500-1)	1040-1 457 (500-1)	1120-1½ 537 (600-1½)	1280-2¼ 697 (700-2¼)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB EQZ	APP CRS	Rwy Idg	5500
308	047°	TDZE	575
		Apt Elev	583

NDB RWY 5

SEYMOUR/ FREEMAN MUNI (SER)

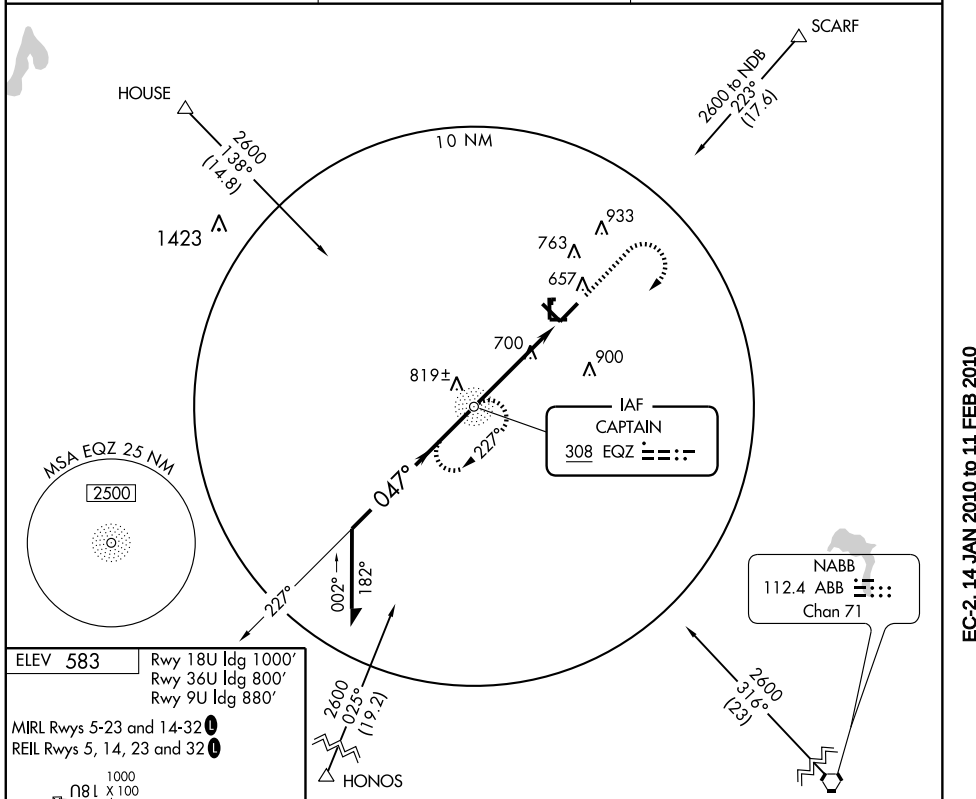
NA

If local altimeter setting not received, use Louisville Intl-Standiford Fld altimeter setting and increase all MDAs 120 feet. Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA.

ODALS

MISSED APPROACH: Climb to 2600, thenright turn direct EQZ NDB and hold.

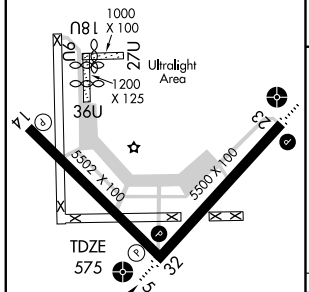
AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L



ELEV 583

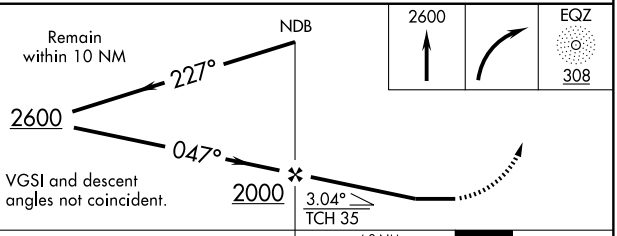
Rwy 18U ldg 1000′
Rwy 36U ldg 800′
Rwy 9U ldg 880′

MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L



047° 4.3 NM from FAF

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-5	1060-¾ 485 (500-¾)		1060-1¼ 485 (500-1¼)	1060-1½ 485 (500-1½)
CIRCLING	1060-1 477 (500-1)		1120-1½ 537 (600-1½)	1280-2¼ 697 (700-2¼)

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5500
CH 53704	046°	TDZE	575
W05A		Apt Elev	583

RNAV (GPS) RWY 5

SEYMOUR/ FREEMAN MUNI (SER)

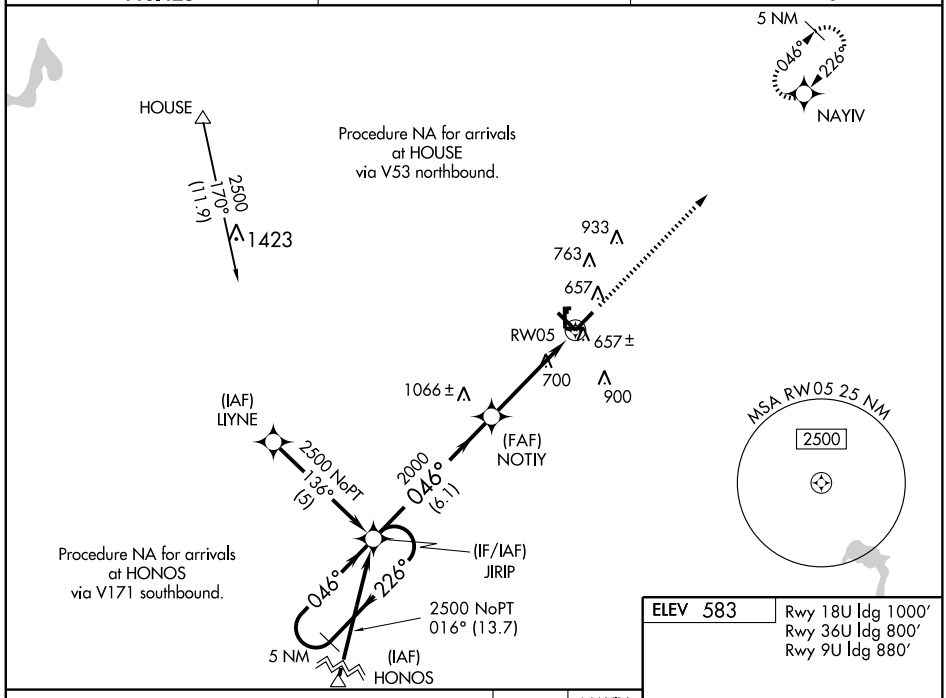
If local altimeter setting not received, use Louisville Intl - Standiford Field altimeter setting and increase all DAs/MDAs 120 feet. Baro-VNAV and VDP NA when using Louisville Intl - Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

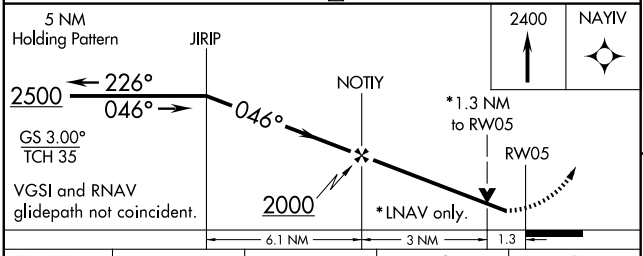
NA

ODALS

MISSED APPROACH: Climb to 2400 direct NAYIV and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L

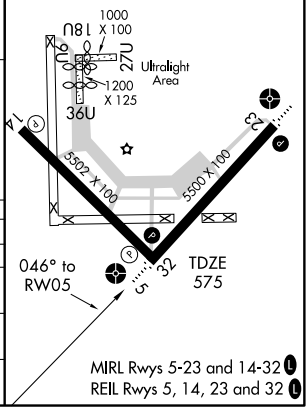




CATEGORY	A	B	C	D
LPV DA	825-1 250 (300-1)			
LNAV/VNAV DA	927-1¼ 352 (400-1¼)			
LNAV MDA	1000-¾ 425 (500-¾)		1000-1¼ 425 (500-1¼)	
CIRCLING	1000-1 417 (500-1)	1040-1 457 (500-1)	1120-1½ 537 (600-1½)	1280-2¼ 697 (700-2¼)

ELEV 583

Rwy 18U ldg 1000′
Rwy 36U ldg 800′
Rwy 9U ldg 880′



EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5502
CH 58003	136°	TDZE	583
W14A		Apt Elev	583

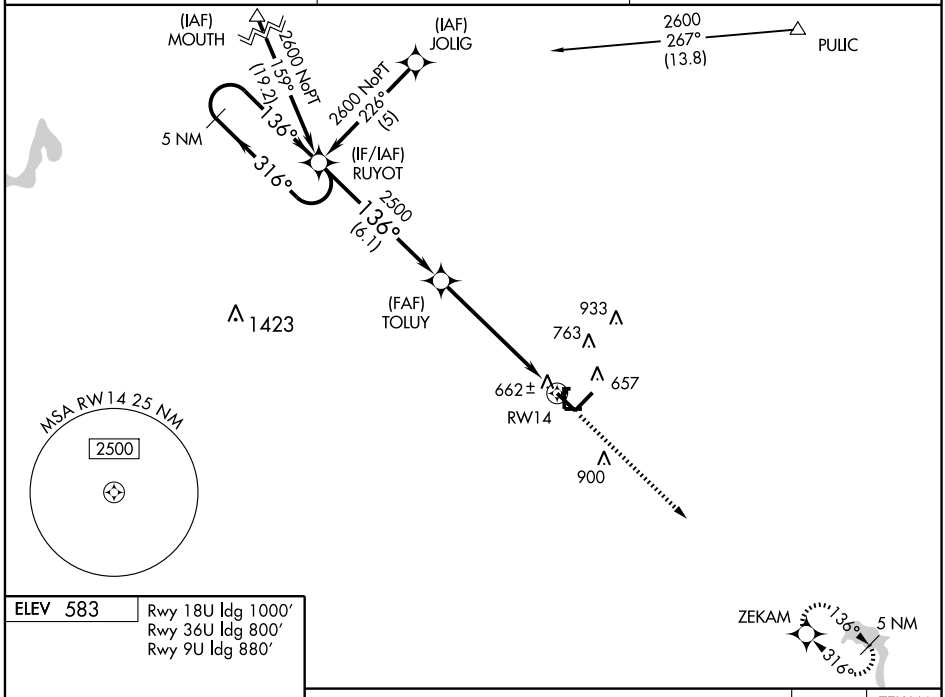
RNAV (GPS) RWY 14

SEYMOUR/ FREEMAN MUNI (SER)

If local altimeter setting not received, use Louisville Intl - Standiford Field altimeter setting and increase all DAs/MDAs 120 feet. VDP NA when using Louisville Intl - Standiford Field altimeter setting. Baro-VNAV NA when using Louisville Intl - Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

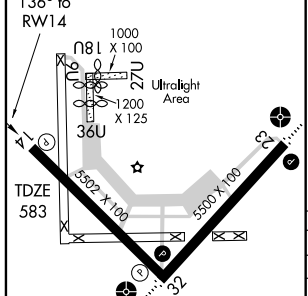
MISSED APPROACH: Climb to 2400 direct ZEKAM and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L

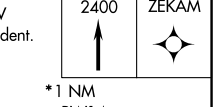


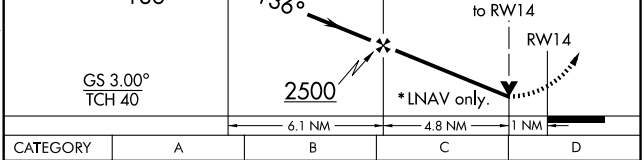
ELEV 583

Rwy 18U ldg 1000'
Rwy 36U ldg 800'
Rwy 9U ldg 880'



MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L





CATEGORY	A	B	C	D
LPV DA	909-1¼ 326 (400-1¼)			
LNAV/ VNAV DA	934-1¼ 351 (400-1¼)			
LNAV MDA	920-1 337 (400-1)			
CIRCLING	980-1 397 (400-1)	1040-1 457 (500-1)	1120-1½ 537 (600-1½)	1280-2¼ 697 (700-2¼)

EC-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5500
CH 48903	226°	TDZE	580
W23A		Apt Elev	583

RNAV (GPS) RWY 23

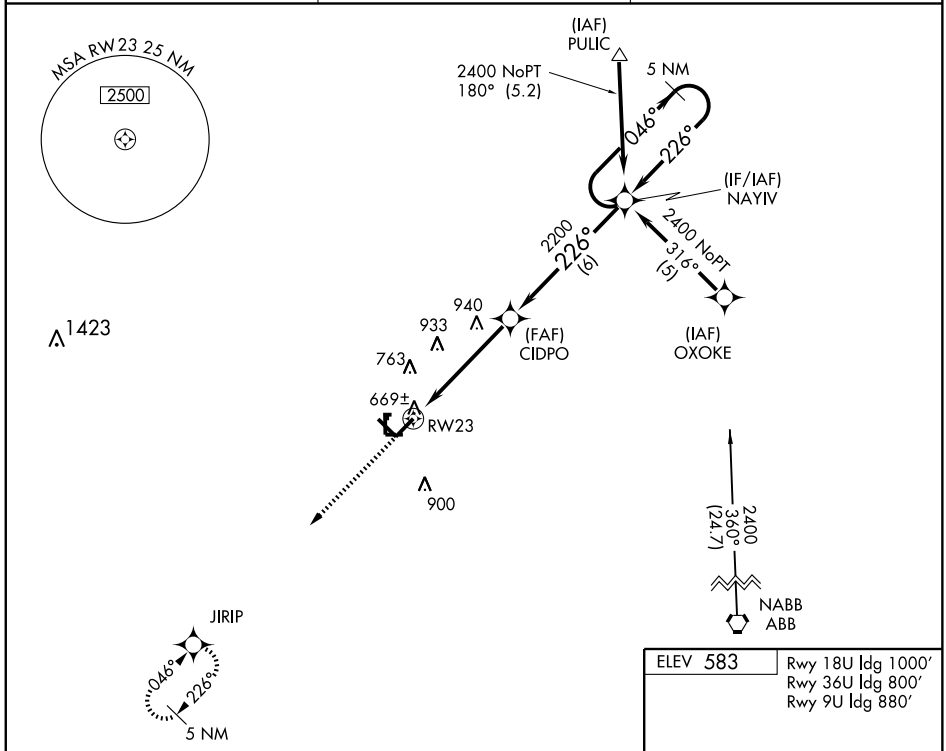
SEYMOUR/ FREEMAN MUNI (SER)

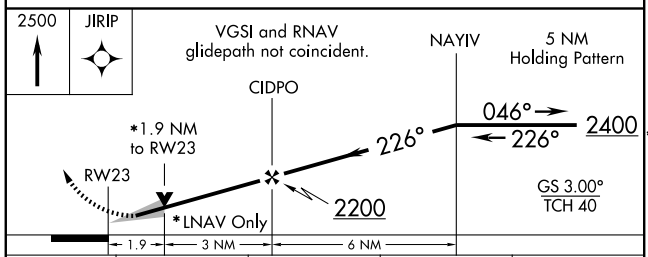
If local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting, and increase all DAs/MDAs 120 feet.
VDP NA when using Louisville Intl-Standiford Field altimeter setting.
Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA.

ODALS

MISSED APPROACH: Climb to 2500 direct JIRIP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L

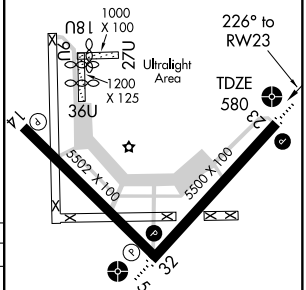




CATEGORY	A	B	C	D
LPV DA	886-1 306 (400-1)			
LNAV MDA	1200-¾ 620 (700-¾)		1200-1¾ 620 (700-1¾)	1200-2 620 (700-2)
CIRCLING	1200-1 617 (700-1)		1200-1¾ 617 (700-1¾)	1280-2¼ 697 (700-2¼)

ELEV 583

Rwy 18U ldg 1000′
Rwy 36U ldg 800′
Rwy 9U ldg 880′



MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L

EC-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5502
CH 99403	316°	TDZE	574
W32A		Apt Elev	583

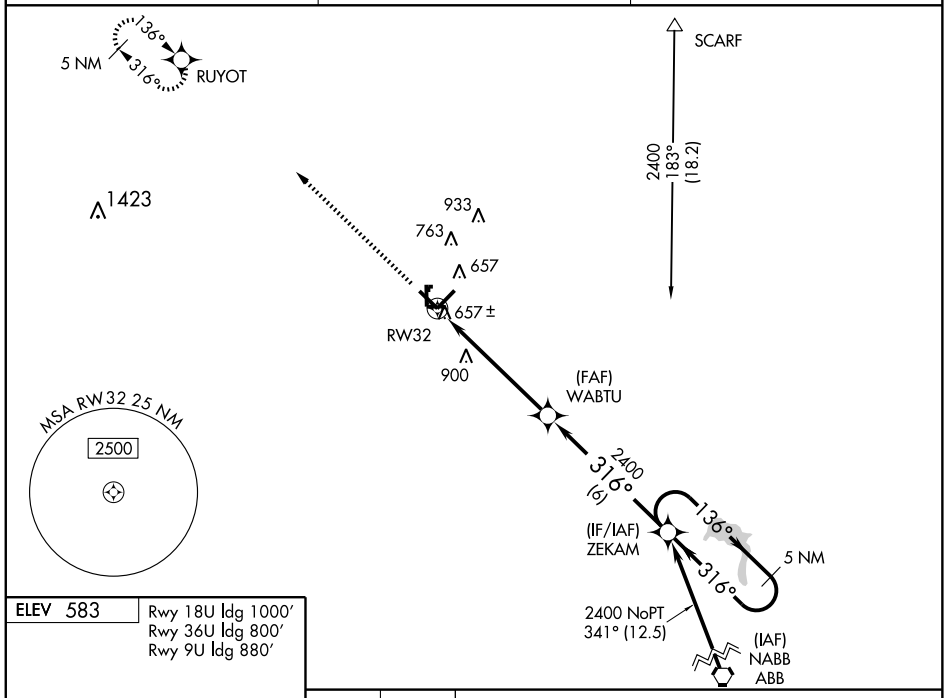
RNAV (GPS) RWY 32

SEYMOUR/ FREEMAN MUNI (SER)

If local altimeter setting not received, use Louisville Intl - Standiford Field altimeter setting and increase all DAs/MDAs 120 feet. VDP NA when using Louisville Intl - Standiford Field altimeter setting. Baro-VNAV NA when using Louisville Intl - Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

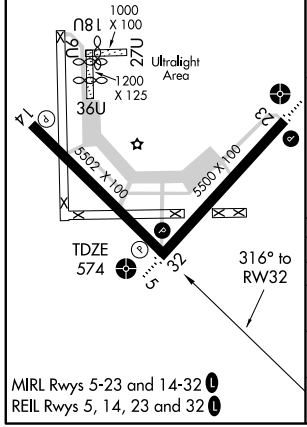
MISSED APPROACH: Climb to 2600 direct RUYOT and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L

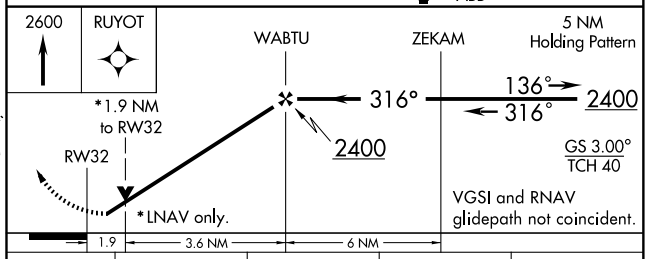


ELEV 583

Rwy 18U ldg 1000'
Rwy 36U ldg 800'
Rwy 9U ldg 880'



MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L



CATEGORY	A	B	C	D
LPV DA	907-1¼ 333 (400-1¼)			
LNAV/ VNAV DA	931-1¼ 357 (400-1¼)			
LNAV MDA	1200-1 626 (700-1)		1200-1¾ 626 (700-1¾)	1200-2 626 (700-2)
CIRCLING	1200-1 617 (700-1)		1200-1¾ 617 (700-1¾)	1280-2¼ 697 (700-2¼)

EC-2. 14 JAN 2010 to 11 FEB 2010

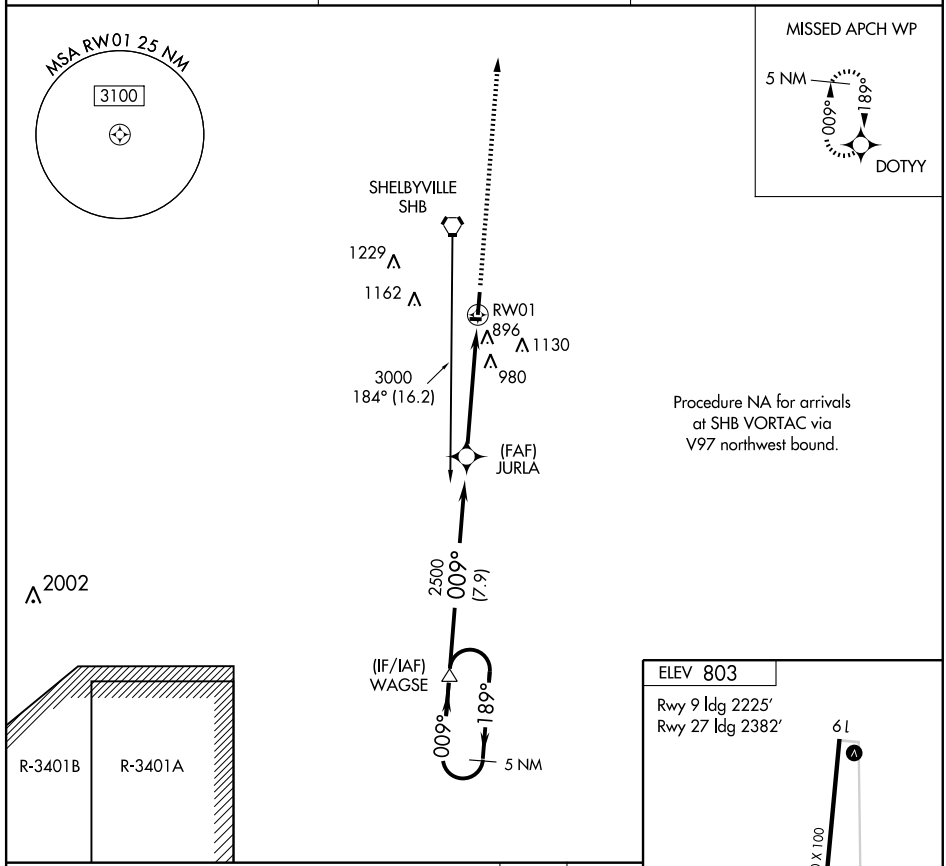
APP CRS	Rwy Idg	5000
009°	TDZE	802
	Apt Elev	803

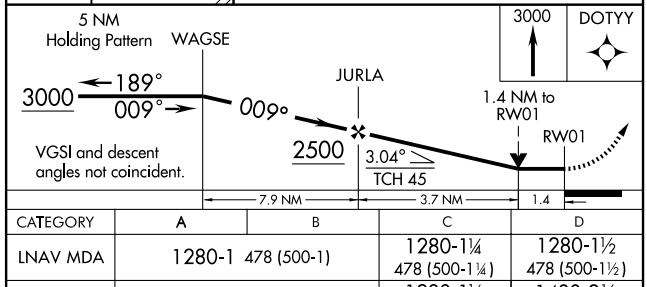
RNAV (GPS) RWY 1
SHELBYVILLE MUNI (GEZ)

If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 60 feet. VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

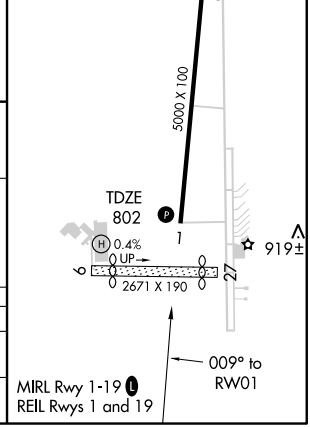
MISSED APPROACH: Climb to 3000 direct DOTYY and hold.

ASOS	INDIANAPOLIS APP CON	UNICOM
121.55	127.15 317.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1280-1 478 (500-1)		1280-1¼ 478 (500-1¼)	1280-1½ 478 (500-1½)
CIRCLING	1280-1 477 (500-1)		1280-1½ 477 (500-1½)	1480-2¼ 677 (700-2¼)



EC-2, 14 JAN 2010 to 11 FEB 2010

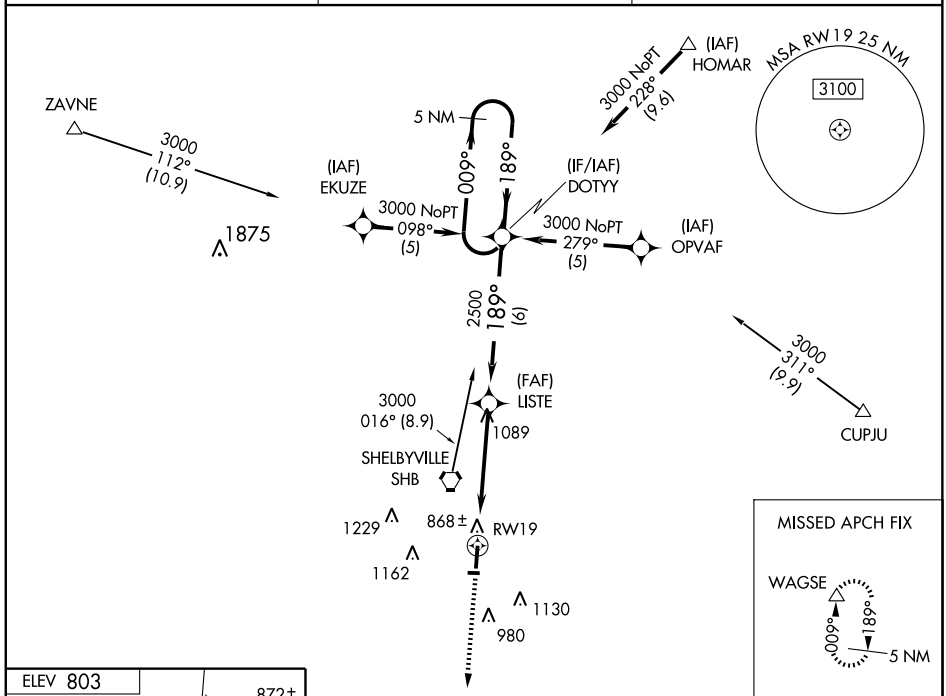
WAAS CH 53603 W19A	APP CRS 189°	Rwy Idg 5000 TDZE 803 Apt Elev 803

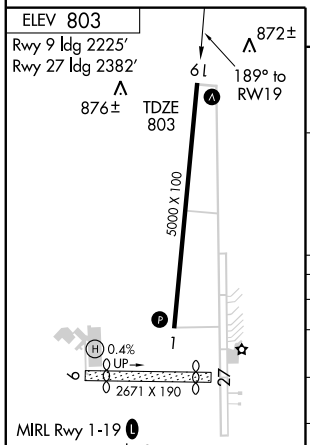
RNAV (GPS) RWY 19
SHELBYVILLE MUNI (GEZ)

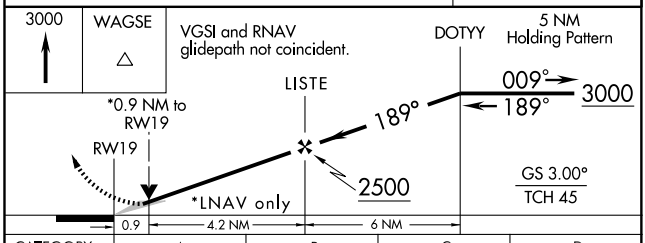
If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct WAGSE and hold.

ASOS	INDIANAPOLIS APP CON	UNICOM
121.55	127.15 317.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1095-1 292 (300-1)			
LNAV/VNAV DA	1142-1¼ 339 (400-1¼)			
LNAV MDA	1140-1 337 (400-1)			
CIRCLING	1200-1 397 (400-1)	1260-1 457 (500-1)	1260-1½ 457 (500-1½)	1480-2¼ 677 (700-2¼)

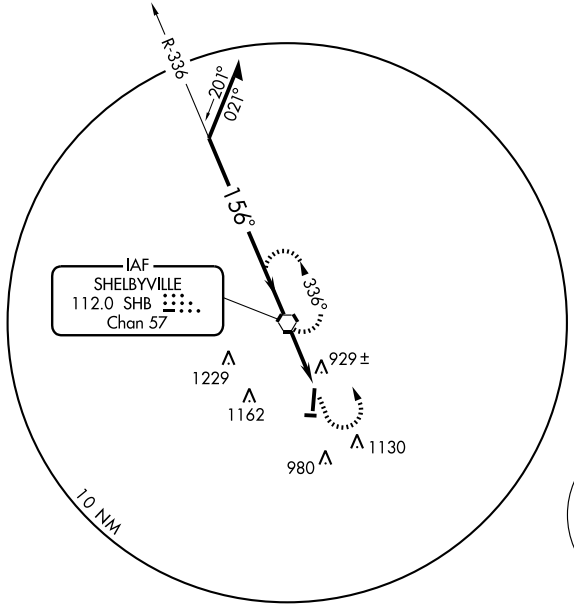
EC-2, 14 JAN 2010 to 11 FEB 2010

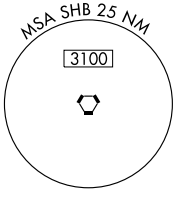
VORTAC SHB	APP CRS	Rwy Idg	5000
112.0	156°	TDZE	803
Chan 57		Apt Elev	804

VOR RWY 19
SHELBYVILLE MUNI (GEZ)

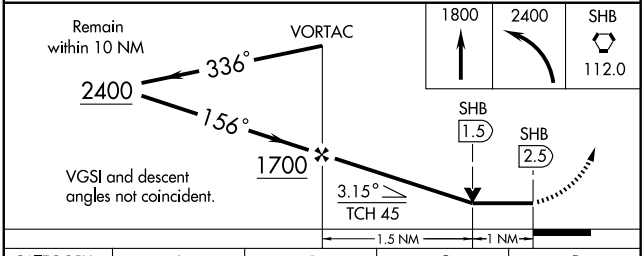
MISSED APPROACH: Climb to 1800, then climbing left turn to 2400 direct SHB VORTAC and hold.

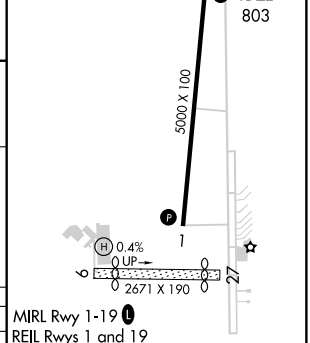
ASOS	INDIANAPOLIS APP CON	UNICOM
121.55	127.15 317.8	122.8 (CTAF) L





2002





MIRL Rwy 1-19 L
REIL Rwys 1 and 19

CATEGORY	A	B	C	D
S-19	1180-1 377 (400-1)			1180-1¼ 377 (400-1¼)
CIRCLING	1240-1 436 (500-1)	1260-1 456 (500-1)	1260-1½ 456 (500-1½)	1480-2¼ 676 (700-2¼)

FAF to MAP 2.5 NM

Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

EC-2. 14 JAN 2010 to 11 FEB 2010

GPS RWY 5
SHERIDAN (5I4)

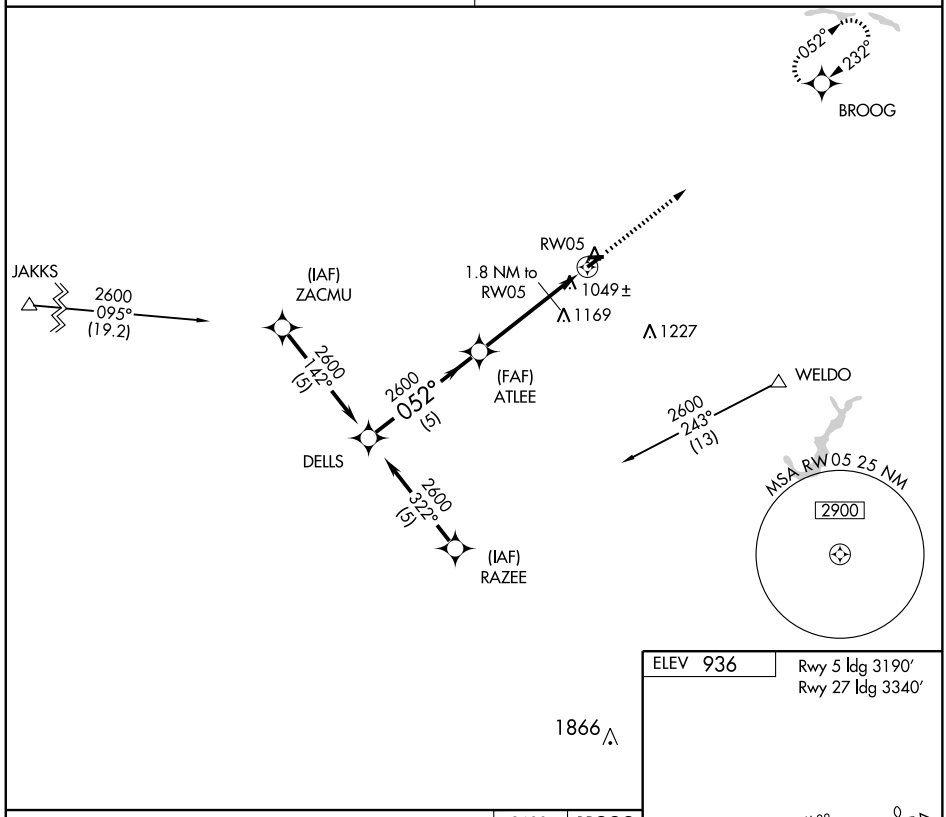
APP CRS		
052°	Rwy Idg	3190
	TDZE	932
	Apt Elev	936

NA — Use Indianapolis Intl altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.

MISSED APPROACH: Climb to 2600 direct BROOG WP and hold.

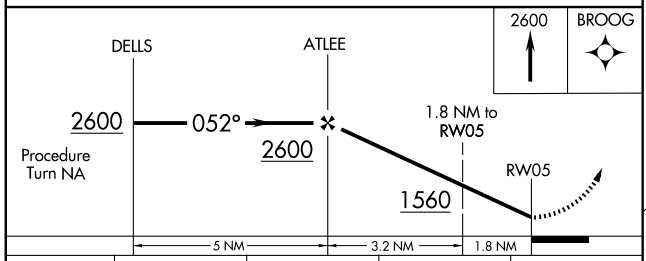
INDIANAPOLIS APP CON
124.65 317.8

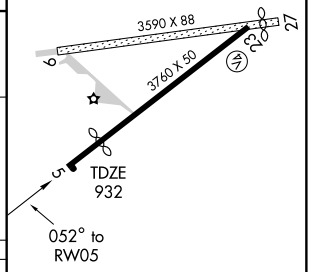
UNICOM
123.075 (CTAF) L



ELEV 936
Rwy 5 ldg 3190′
Rwy 27 ldg 3340′

1866





CATEGORY	A	B	C	D
S-5	1400-1 468 (500-1)		1400-1¼ 468 (500-1¼)	NA
CIRCLING	1460-1 524 (600-1)	1480-1 544 (600-1)	1480-1½ 544 (600-1½)	NA

LIRL Rwy 5-23 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3760
232°	TDZE	932
	Apt Elev	936

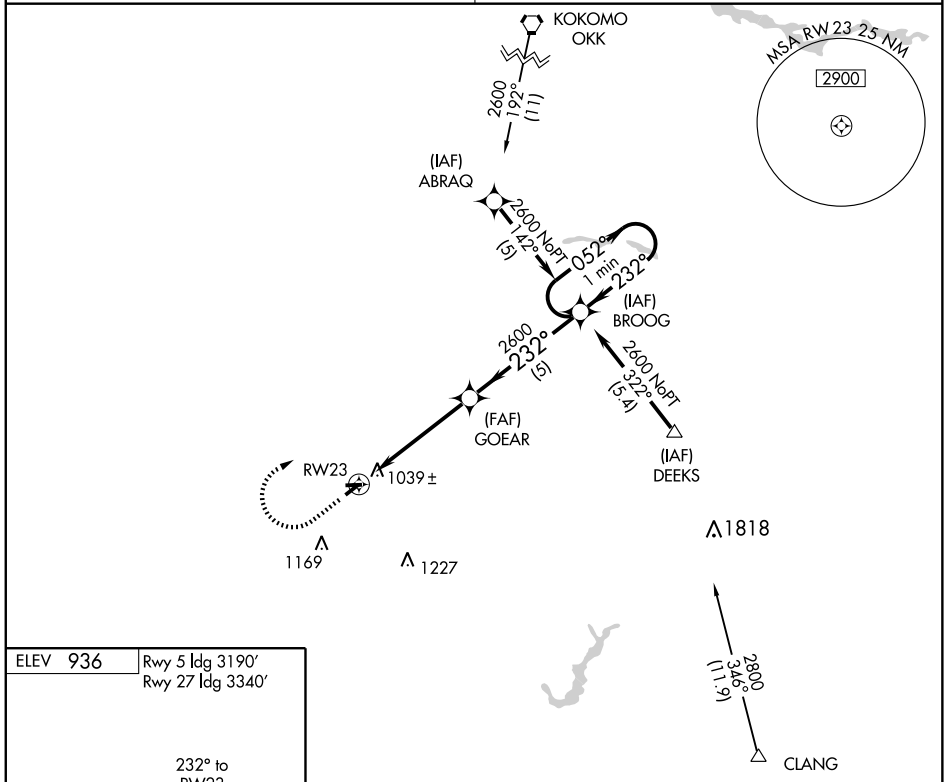
GPS RWY 23
SHERIDAN (5I4)

⚠ NA

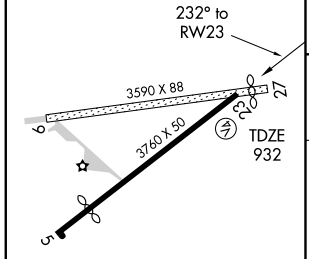
Use Indianapolis Intl altimeter setting.
Procedure not authorized at night except by prior arrangement for runway lights.

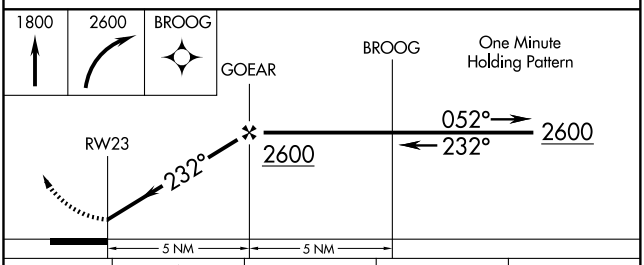
MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct BROOG WP and hold.

INDIANAPOLIS APP CON	UNICOM
124.65 317.8	123.075 (CTAF) L



ELEV 936
Rwy 5 ldg 3190′
Rwy 27 ldg 3340′





CATEGORY	A	B	C	D
S-23	1380-1 448 (500-1)		1380-1¼ 448 (500-1¼)	NA
CIRCLING	1460-1 524 (600-1)	1480-1 544 (600-1)	1480-1½ 544 (600-1½)	NA

LIRL Rwy 5-23 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC OKK	APP CRS	Rwy Idg	N/A
113.5	199°	TDZE	N/A
Chan 82		Apt Elev	936

VOR/DME-A
SHERIDAN (5I4)

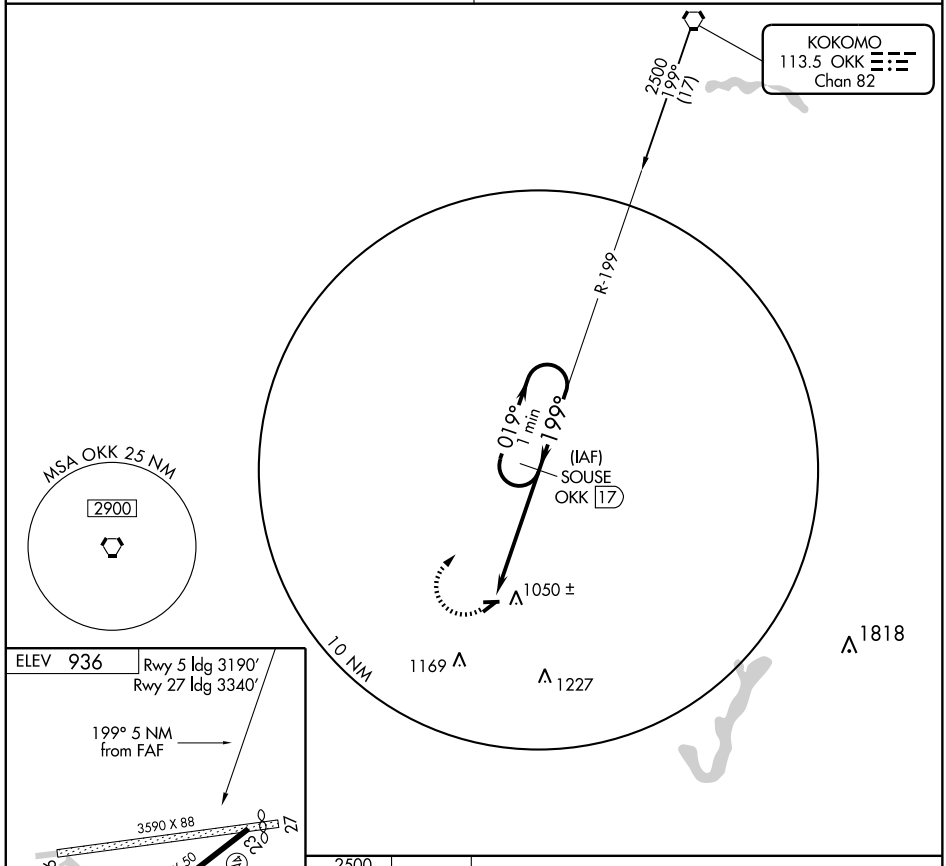
NA

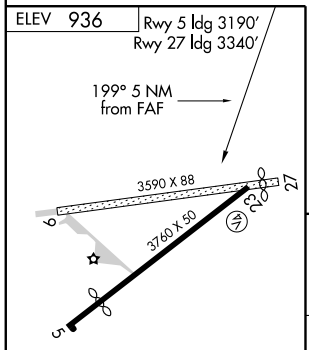
Use Indianapolis Intl altimeter setting.
Procedure not authorized at night except by prior arrangement for runway lights.

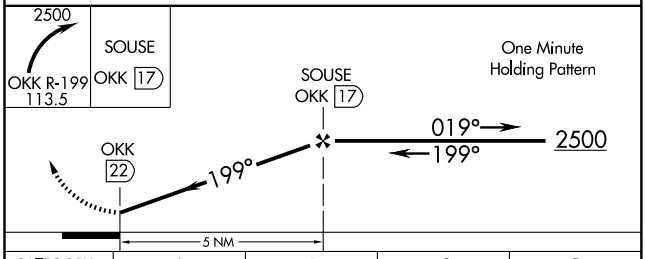
MISSED APPROACH: Climbing right turn to 2500 via OKK R-199 to SOUSE and hold.

INDIANAPOLIS APP CON
124.65 317.8

UNICOM
123.075 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1460-1 524 (600-1)	1480-1¼ 544 (600-1¼)	1480-1½ 544 (600-1½)	NA

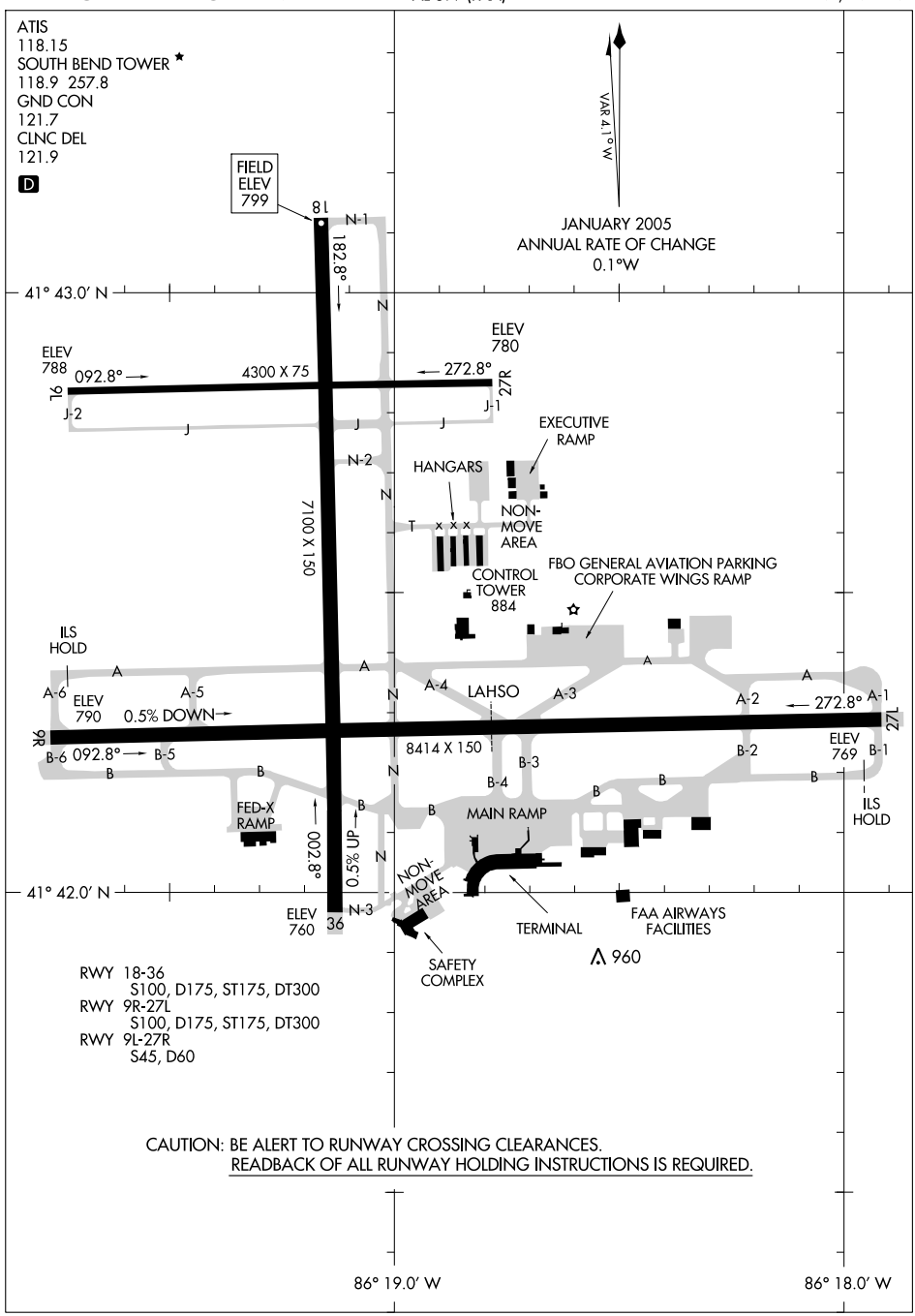
LIRL Rwy 5-23 L

EC-2, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-399 (FAA)

SOUTH BEND RGNL (SBN)
SOUTH BEND, INDIANA



EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-UXW	APP CRS	Rwy Idg	8414
109.3	092°	TDZE	790
		Apt Elev	799

ILS or LOC RWY 9R

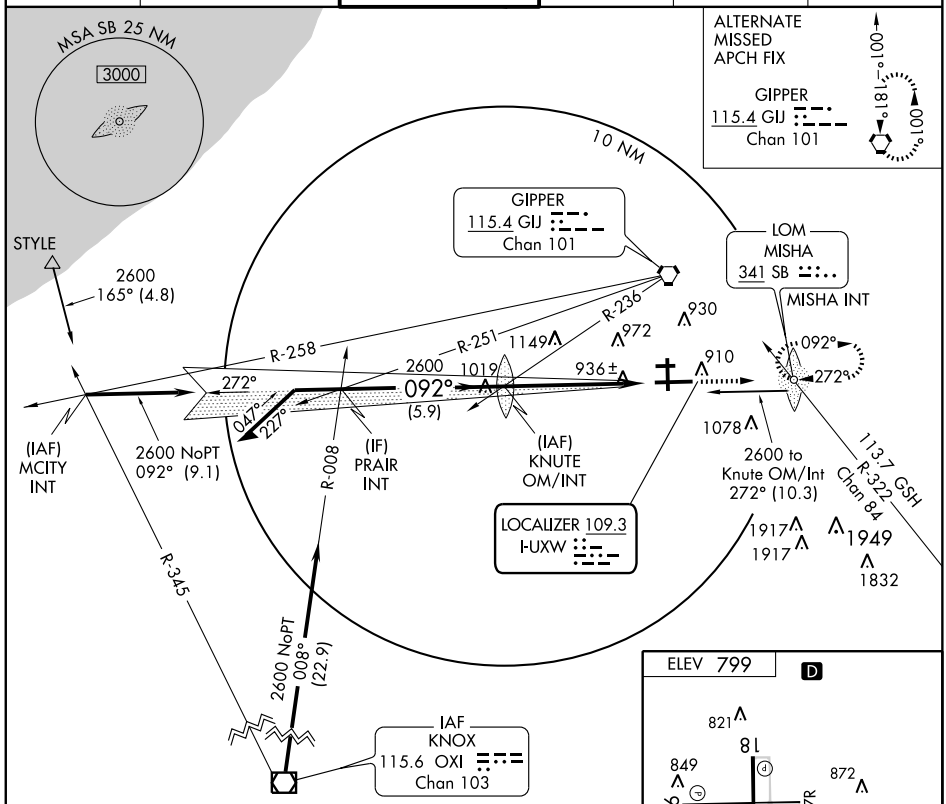
SOUTH BEND RGNL (SBN)

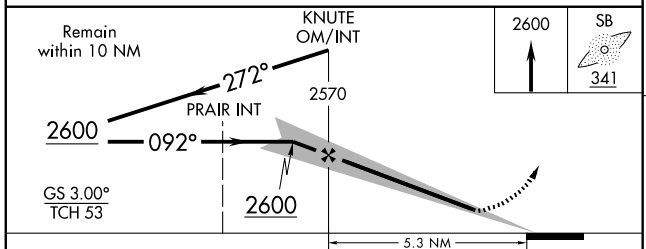
Inoperative table does not apply to S-LOC 9R Cat C. Autopilot coupled approach NA below 900. Visibility reduction by helicopters NA. ADF REQUIRED.

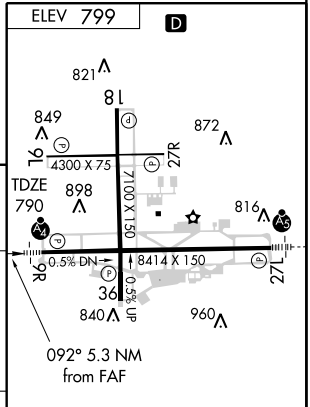
MALS

MISSED APPROACH: Climb to 2600 direct MISHA LOM/Int and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 9R	1040-¾ 250 (300-¾)			
S-LOC 9R	1200-¾ 410 (500-¾)		1200-1¼ 410 (500-1¼)	
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-SBN	APP CRS	Rwy Idg	8414
109.3	272°	TDZE	774
		Apt Elev	799

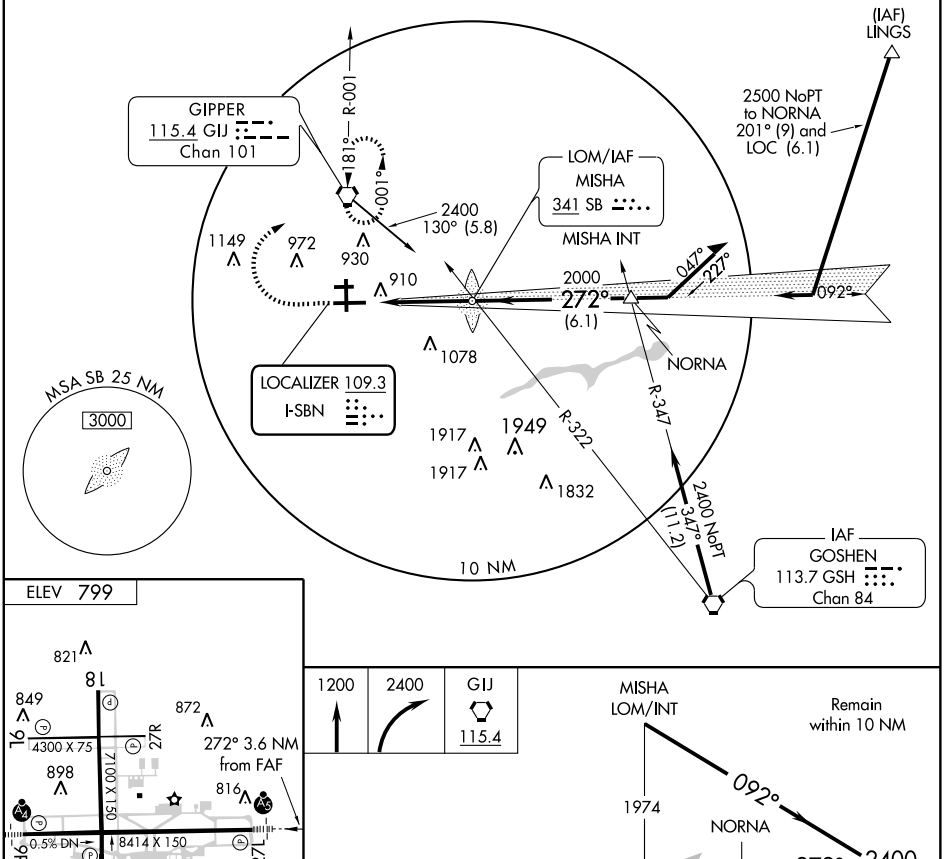
ILS or LOC RWY 27L
SOUTH BEND RGNL (SBN)

▼ ▲ * RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct GIJ VORTAC and hold.

ATIS	SOUTH BEND APP CON*	SOUTH BEND TOWER*	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95



HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

CATEGORY	A	B	C	D
S-ILS 27L	* 974/24	200 (200-½)		
S-LOC 27L	1200/24	426 (500-½)	1200/40 426 (500-¾)	1200/50 426 (500-1)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

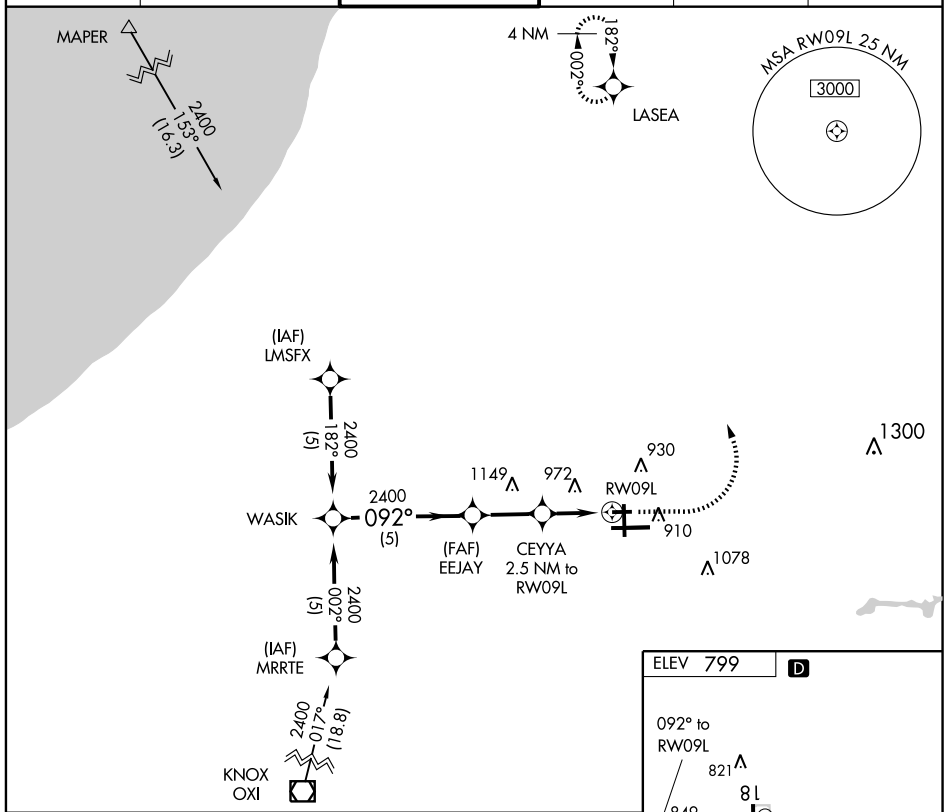
APP CRS	Rwy Idg	4300
092°	TDZE	788
	Apt Elev	799

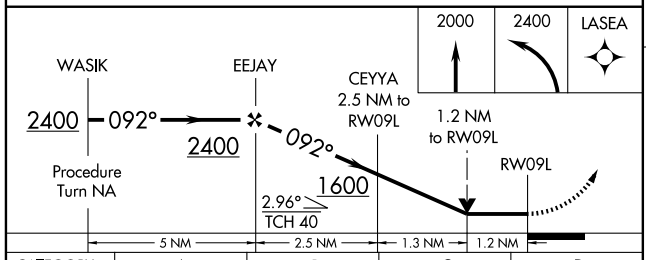
RNAV (GPS) RWY 9L
SOUTH BEND RGNL (SBN)

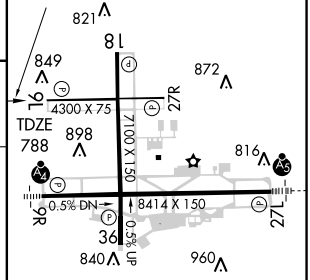
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Straight-in mimimums NA at night.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2400 direct LASEA WP and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1220-1 432 (500-1)		1220-1¼ 432 (500-1¼)	1220-1½ 432 (500-1½)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8414
CH 60908	092°	TDZE	790
W09A		Apt Elev	799

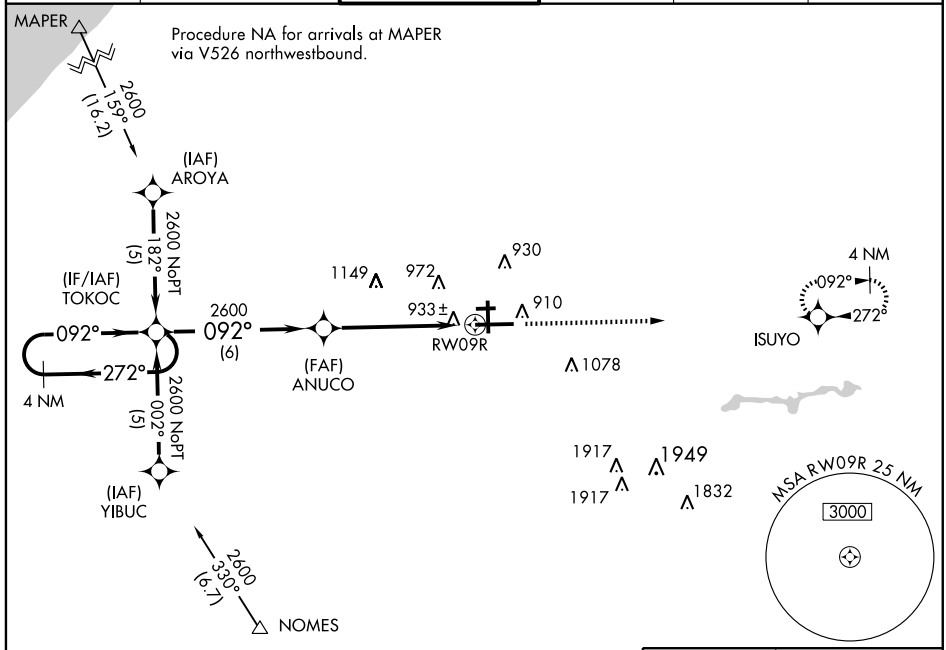
RNAV (GPS) RWY 9R
SOUTH BEND RGNL (SBN)

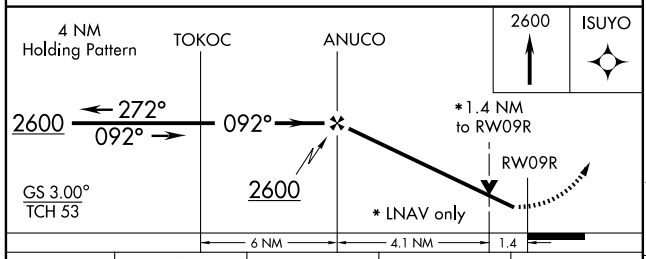
Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. When VGSI inoperative, circling Rwy 27R NA at night. Inoperative table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cat C.

MALSF

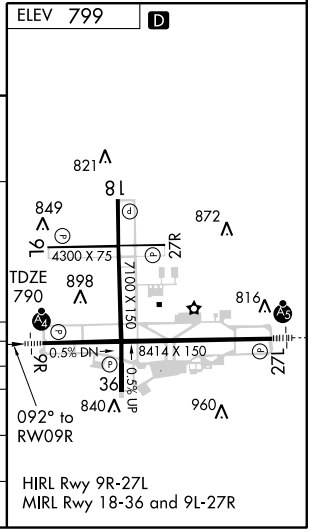
MISSED APPROACH: Climb to 2600 direct ISUYO WP and hold.

ATIS	SOUTH BEND APP CON ★	SOUTH BEND TOWER ★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	1190-1½ 400 (400-1½)			
LNAV/ VNAV DA	1280-1¾ 490 (500-1¾)			
LNAV MDA	1280-¾ 490 (500-¾)		1280-1¼ 490 (500-1¼)	1280-1½ 490 (500-1½)
CIRCLING	1280-1¾ 481 (500-1¾)			1360-2 561 (600-2)



HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

SOUTH BEND, INDIANA

AL-399 (FAA)

APP CRS	Rwy Idg	7100
182°	TDZE	799
	Apt Elev	799

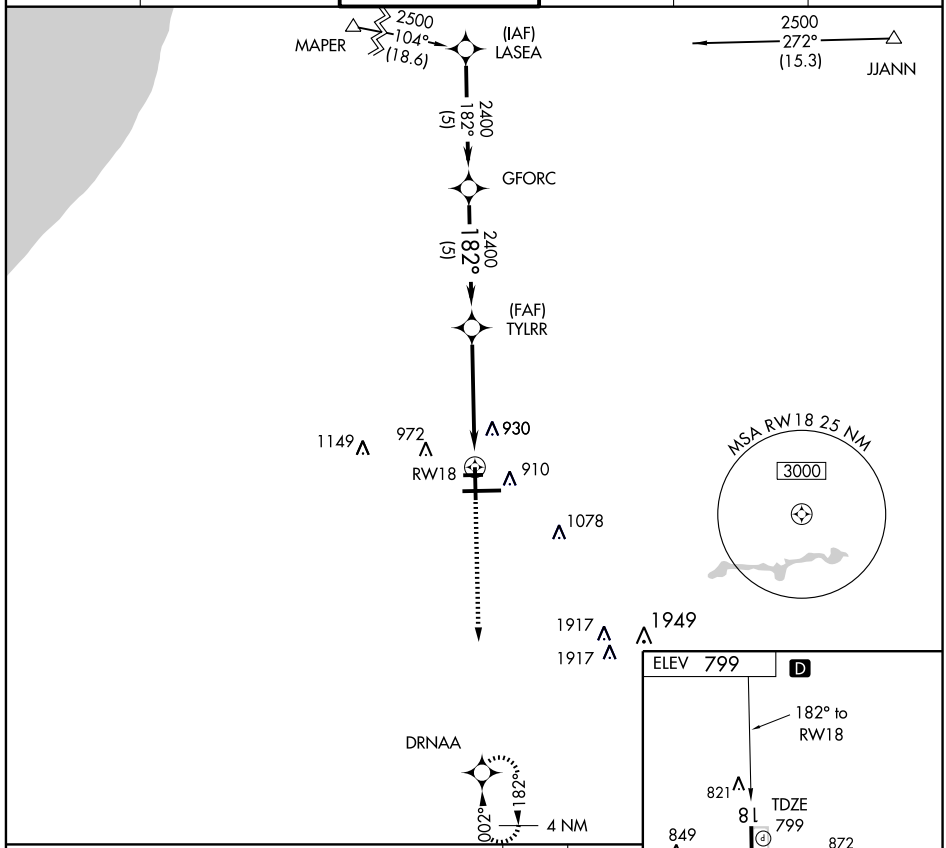
RNAV (GPS) RWY 18

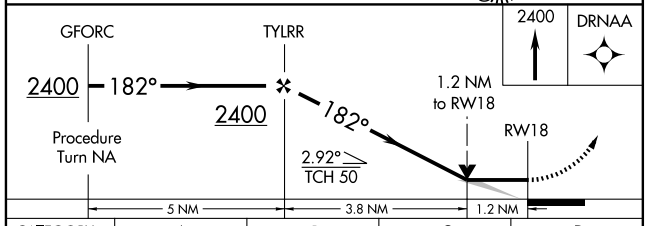
SOUTH BEND RGNL (SBN)

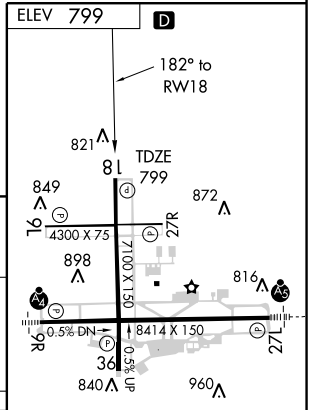
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct DRNAA WP and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1240-1 441 (500-1)		1240-1¼ 441 (500-1¼)	1240-1½ 441 (500-1½)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 50108 W27A	APP CRS 272°	Rwy Idg 8414 TDZE 774 Apt Elev 799

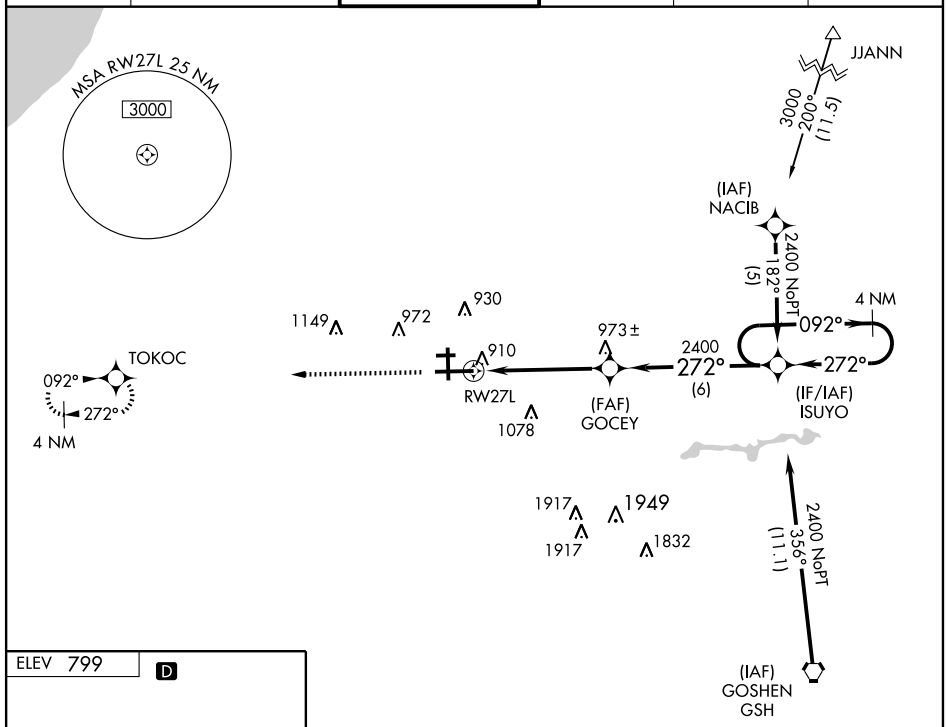
RNAV (GPS) RWY 27L
SOUTH BEND RGNL (SBN)

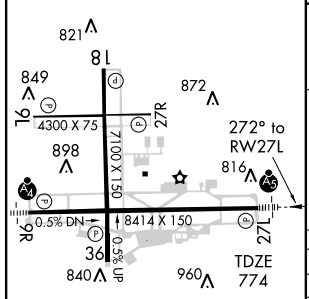
Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.
When VGSI inoperative, circling Rwy 27R NA at night.
For inoperative MALSR, increase LPV all cats visibility to RVR 4000.

MALSR

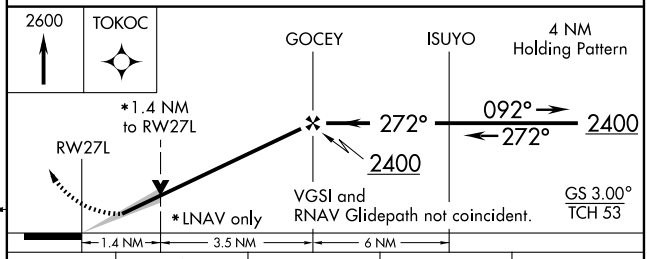
MISSED APPROACH: Climb to 2600 direct TOKOC WP and hold.

ATIS	SOUTH BEND APP CON ★	SOUTH BEND TOWER ★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95





HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R



CATEGORY	A	B	C	D
LPV DA	1030/24	256 (300-½)		
LNAV/VNAV DA	1160/40	386 (400-¾)		
LNAV MDA	1260/24	486 (500-½)	1260/40 486 (500-¾)	1260/50 486 (500-1)
CIRCLING	1260-1¼ 461 (500-1¼)	1280-1¼ 481 (500-1¼)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 27R

SOUTH BEND RGNL (SBN)

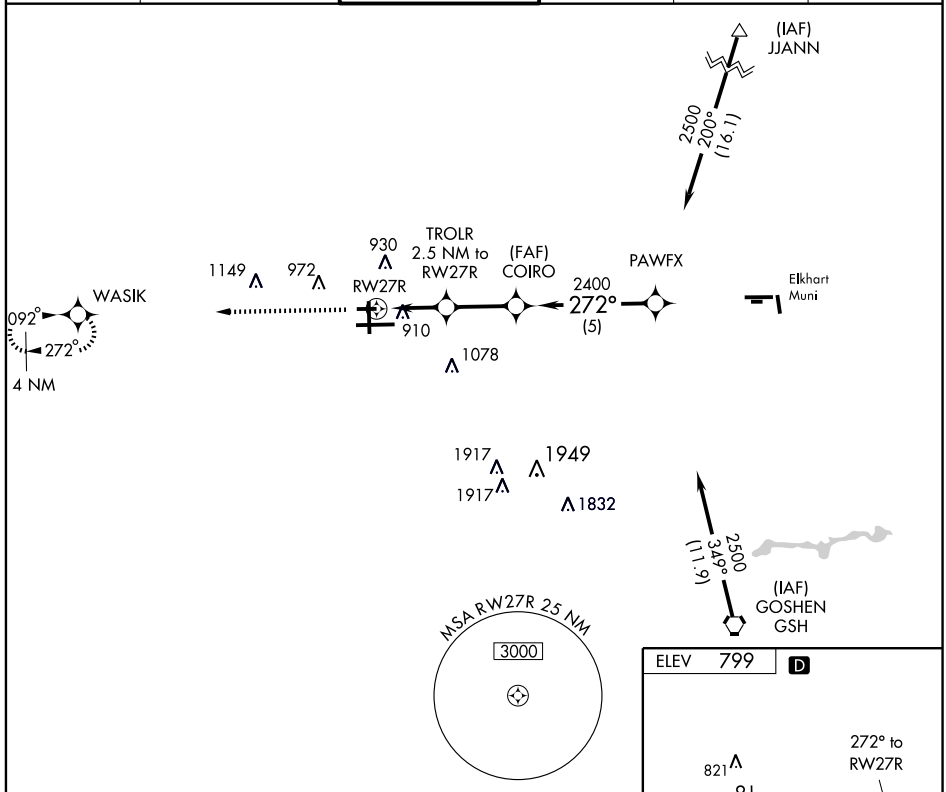
APP CRS	Rwy Idg	4300
272°	TDZE	788
	Apt Elev	799

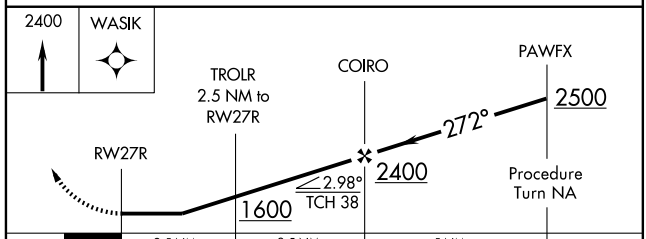
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Straight-in mimimums NA at night.

NA

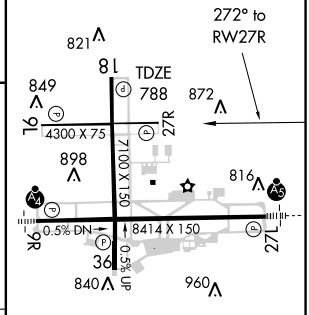
MISSED APPROACH: Climb to 2400 direct WASIK WP and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95





CATEGORY	A	B	C	D
LNAV MDA	1160-1 372 (400-1)			1160-1¼ 372 (400-1¼)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)



HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

EC-2, 14 JAN 2010 to 11 FEB 2010

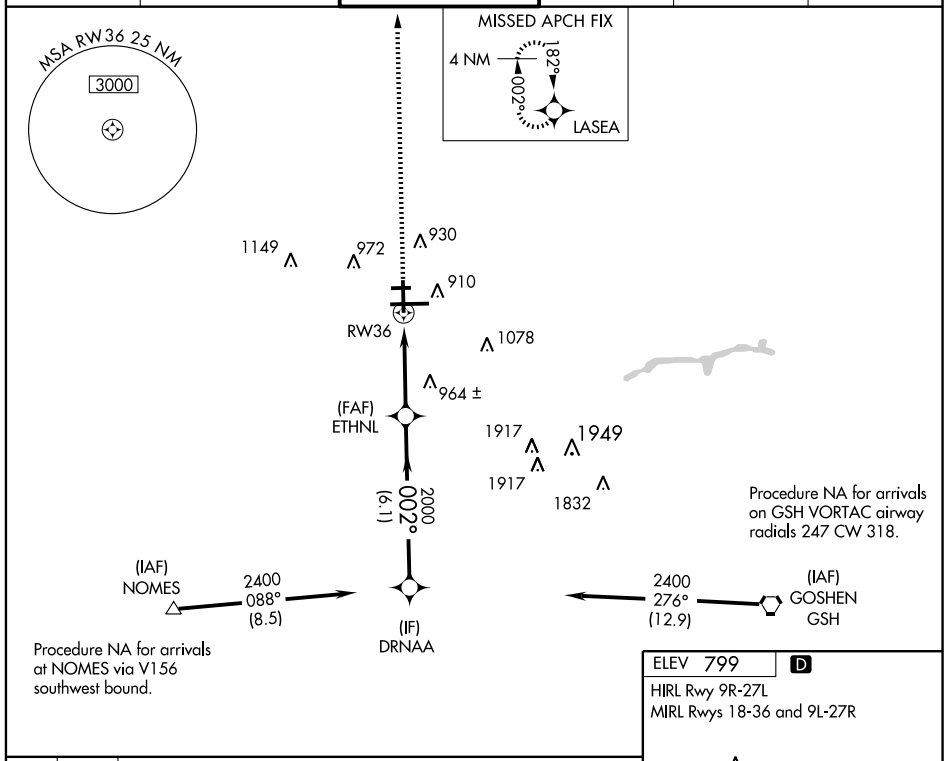
WAAS CH 69514 W36A	APP CRS 002°	Rwy Idg 7100 TDZE 778 Apt Elev 799

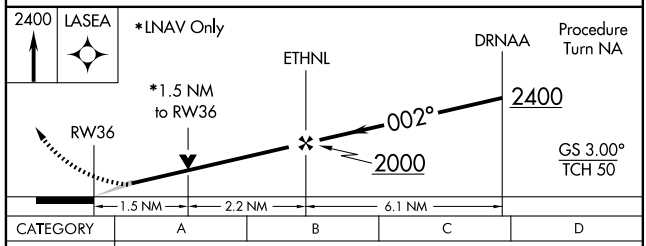
RNAV (GPS) RWY 36
SOUTH BEND RGNL (SBN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct LASEA and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95

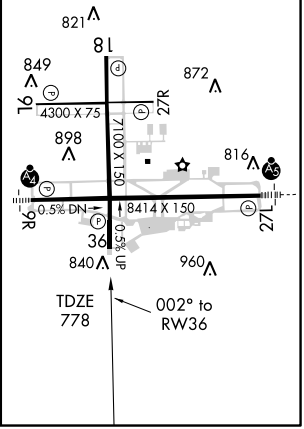




CATEGORY	A	B	C	D
LPV DA	1028-1 250 (300-1)			
LNAV/VNAV DA	1230-1¾ 452 (500-1¾)			
LNAV MDA	1280-1 502 (500-1)		1280-1½ 502 (500-1½)	
CIRCLING	1280-1 481 (500-1)		1280-1½ 481 (500-1½)	1360-2 561 (600-2)

ELEV 799 D

HIRL Rwy 9R-27L
MIRL Rwys 18-36 and 9L-27R



EC-2, 14 JAN 2010 to 11 FEB 2010

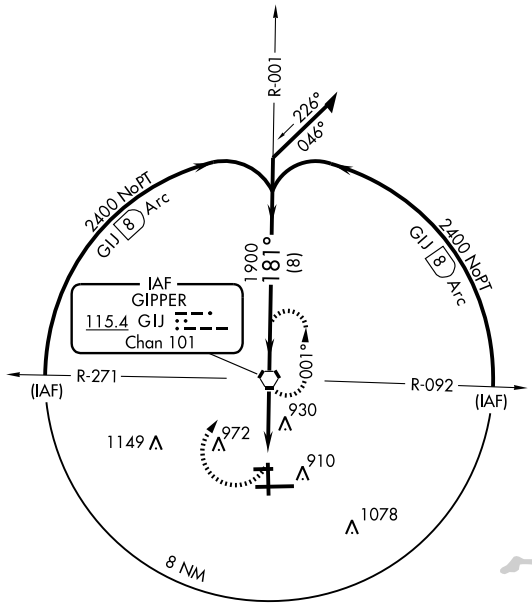
VORTAC GIJ 115.4 Chan 101	APP CRS 181°	Rwy Idg 7100 TDZE 799 Apt Elev 799

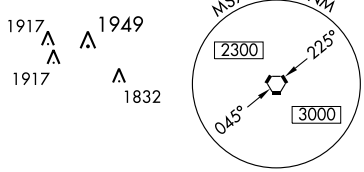
VOR RWY 18

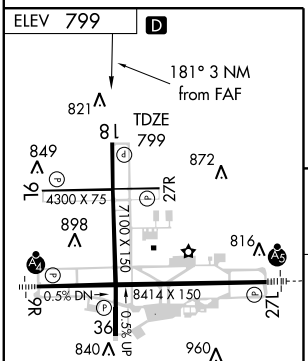
SOUTH BEND RGNL (SBN)

MISSED APPROACH: Climbing right turn to 2300 direct GIJ VORTAC and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95

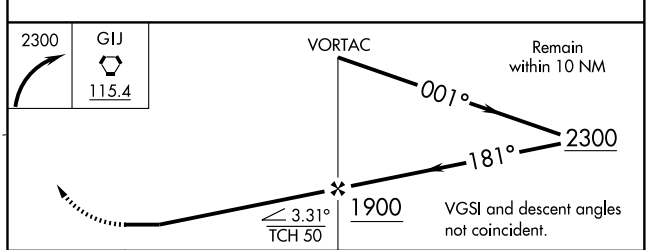






HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00



CATEGORY	A	B	C	D
S-18	1240-1 441 (500-1)		1240-1¼ 441 (500-1¼)	1240-1½ 441 (500-1½)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4360
183°	TDZE	540
	Apt Elev	540

GPS RWY 18
SULLIVAN COUNTY (SIV)

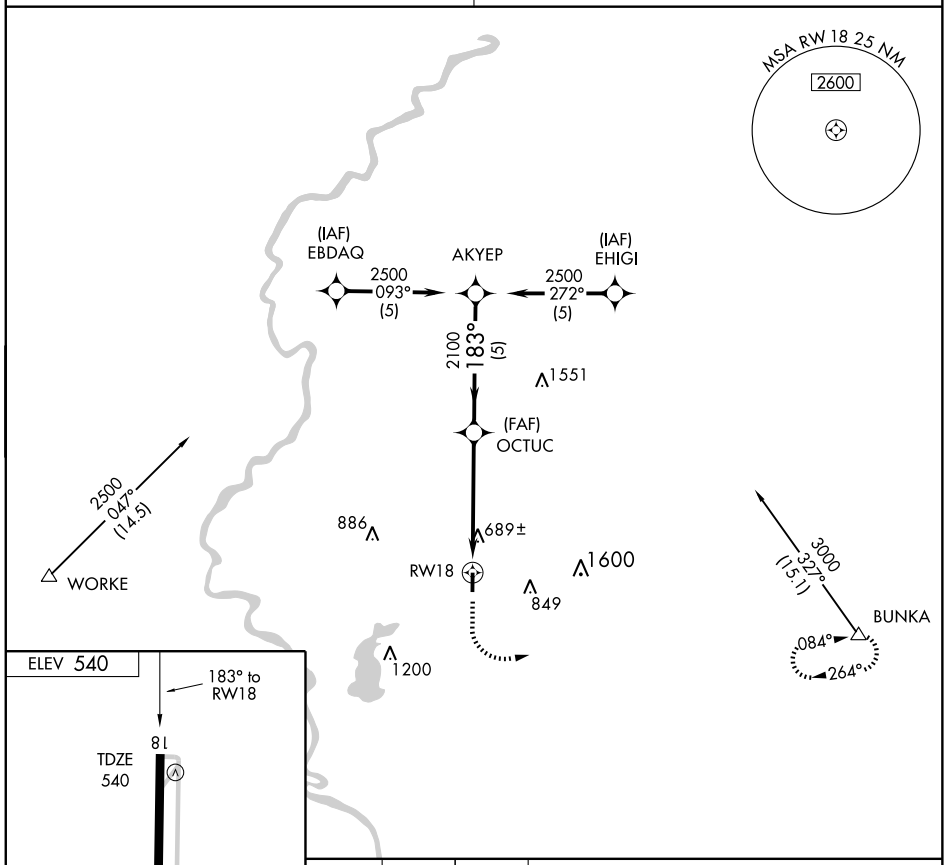
NA

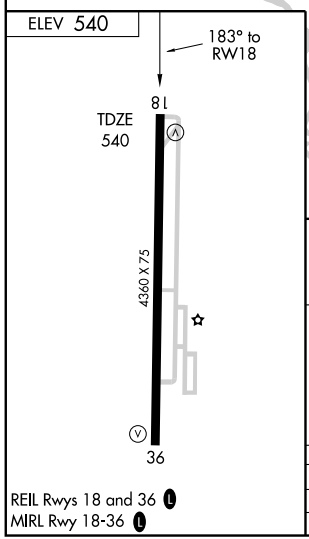
Use Terre Haute altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 direct BUNKA WP and hold.

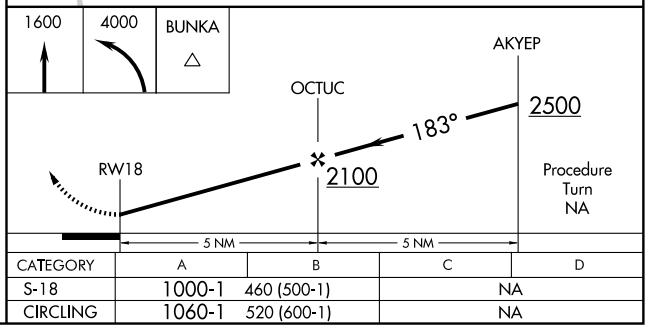
HULMAN APP CON ★ 119.25 339.8

UNICOM 122.8 (CTAF) L





REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
S-18	1000-1	460 (500-1)	NA	
CIRCLING	1060-1	520 (600-1)	NA	

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4360
003°	TDZE	540
	Apt Elev	540

GPS RWY 36
SULLIVAN COUNTY (SIV)

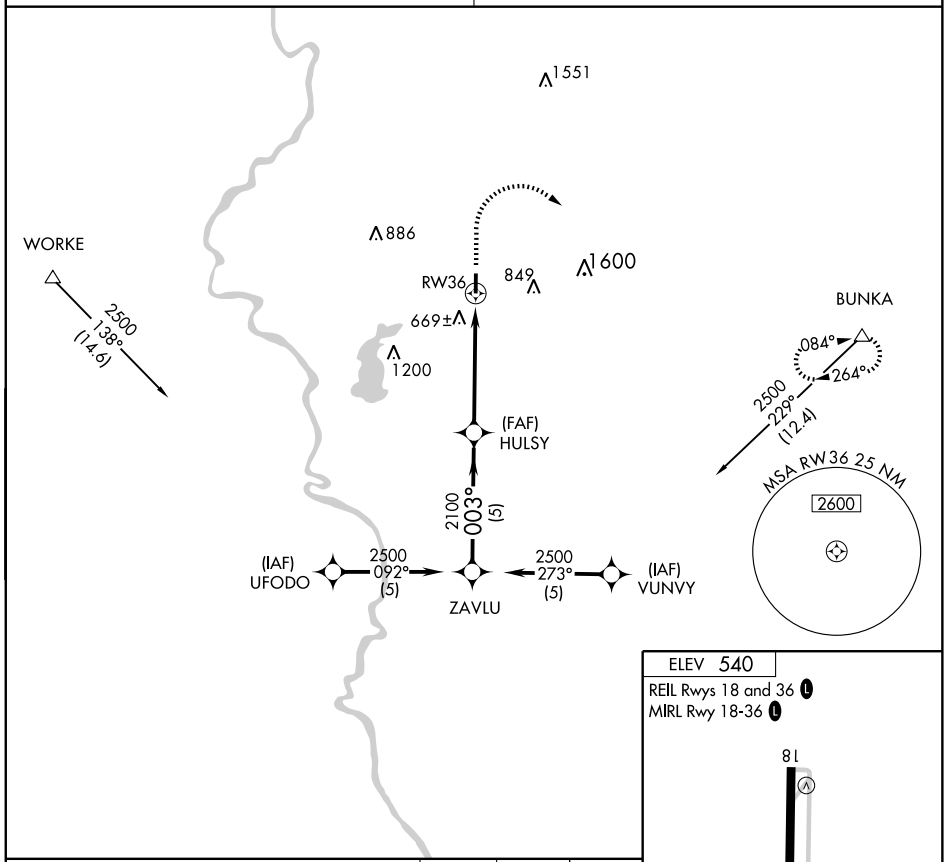
NA

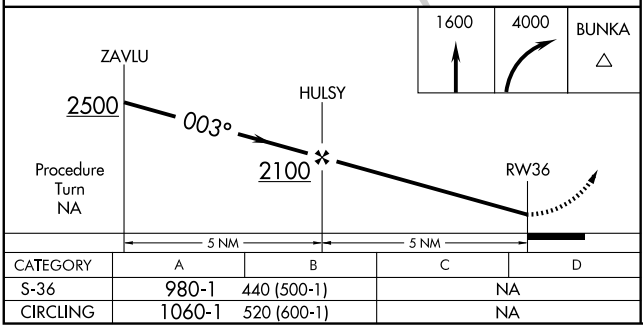
Use Terre Haute altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct BUNKA WP and hold.

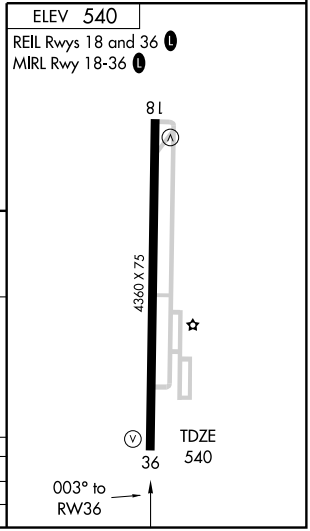
HULMAN APP CON ★ **119.25 339.8**

UNICOM **122.8** (CTAF) L





CATEGORY	A	B	C	D
S-36	980-1	440 (500-1)	NA	
CIRCLING	1060-1	520 (600-1)	NA	



EC-2, 14 JAN 2010 to 11 FEB 2010

NDB SIV 326	APP CRS 003°	Rwy Idg 4360 TDZE 540 Apt Elev 540

NDB RWY 36
SULLIVAN COUNTY (SIV)

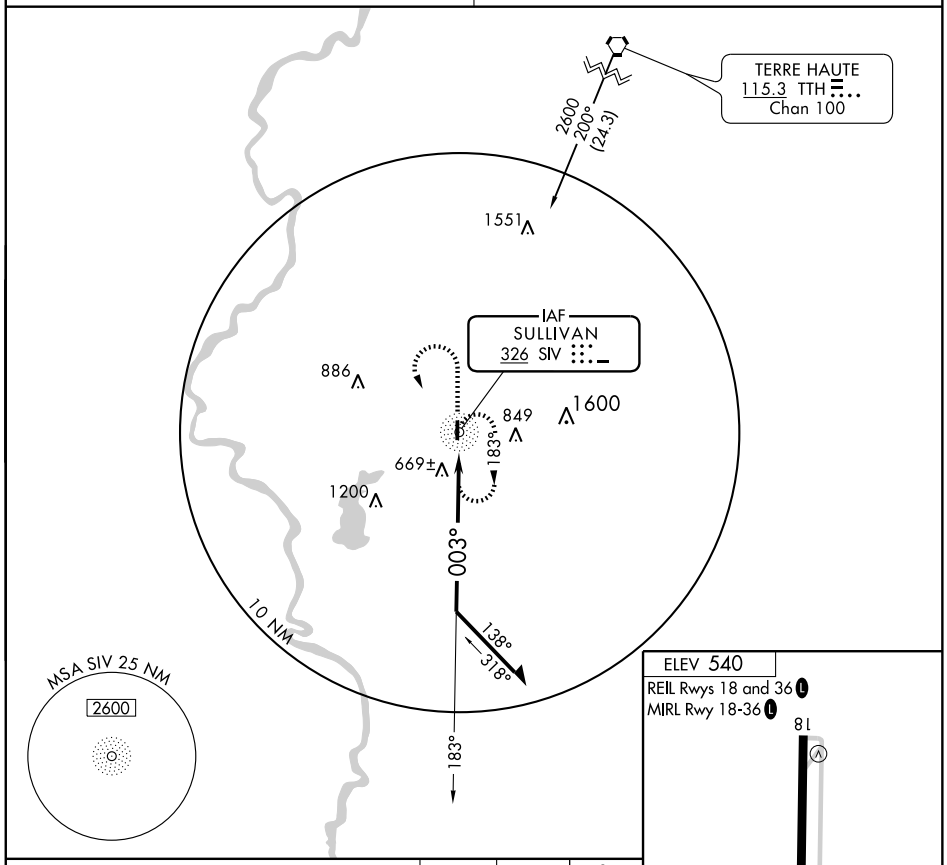
NA

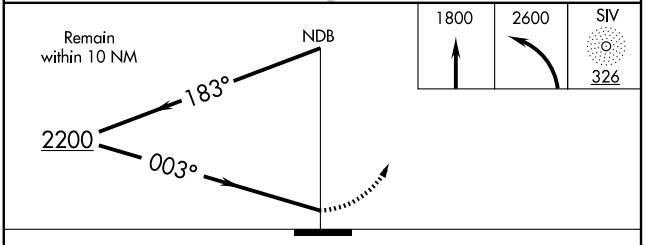
Use Terre Haute altimeter setting.

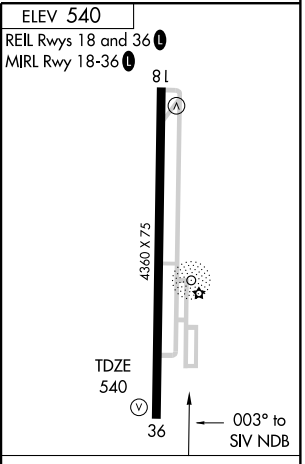
MISSED APPROACH: Climb to 1800 then climbing left turn to 2600 direct SIV NDB and hold.

HULMAN APP CON ★
119.25 339.8

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1080-1	540 (600-1)	NA	
CIRCLING	1080-1	540 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME RSV	APP CRS	Rwy Idg	N/A
108.4	056°	TDZE	N/A
Chan 21		Apt Elev	540

VOR/DME-A
SULLIVAN COUNTY (SIV)

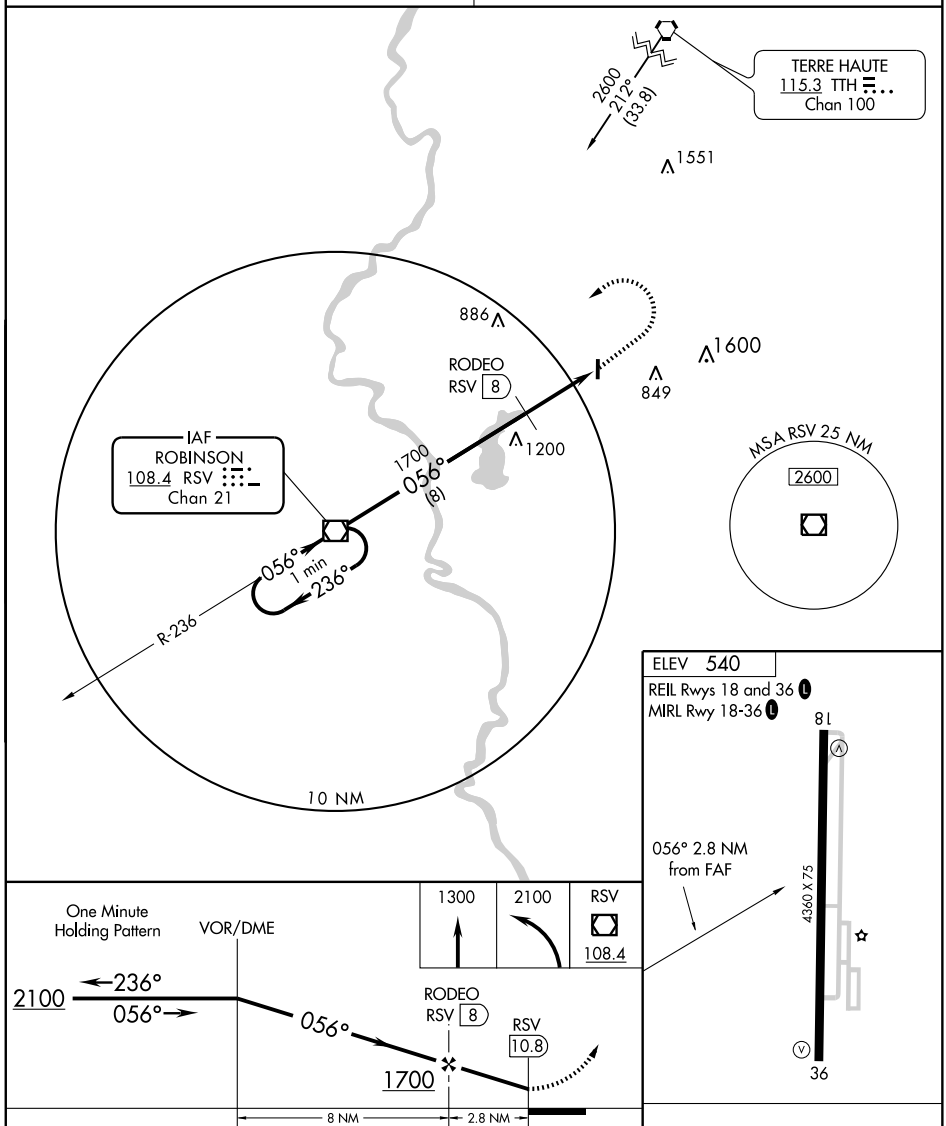
▼ NA

Use Terre Haute altimeter setting.

MISSED APPROACH: Climb to 1300 then climbing left turn to 2100 direct RSV VOR/DME and hold.

HULMAN APP CON ★ 119.25 339.8

UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1060-1	520 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB TEL	APP CRS		
206	150°	Rwy Idg	4400
		TDZE	659
		Apt Elev	659

NDB or GPS RWY 13

TELL CITY / PERRY COUNTY MUNI (TEL)

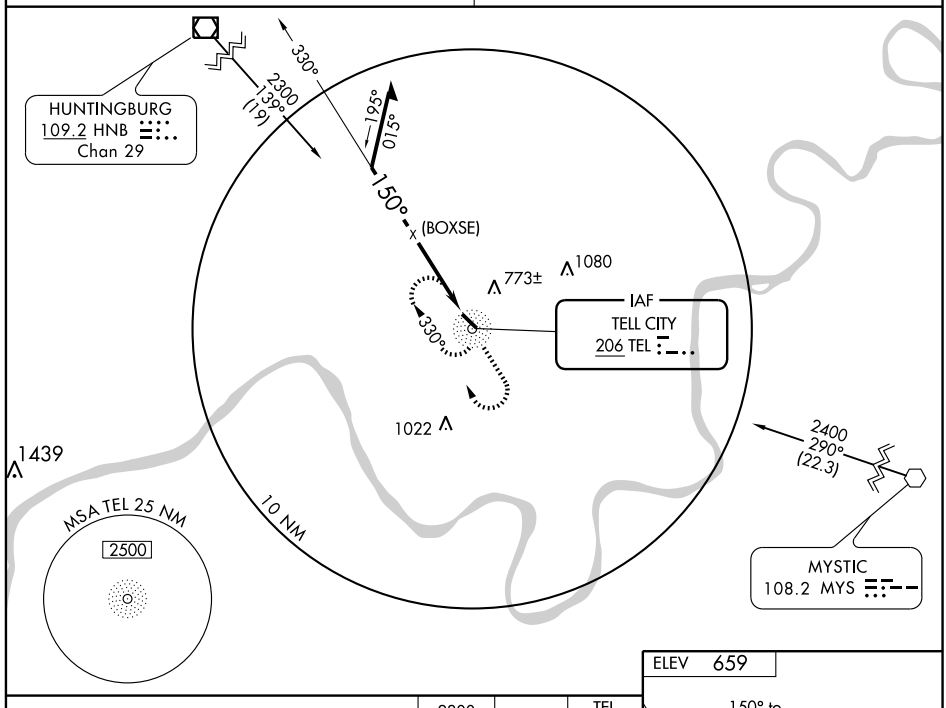
T
NA

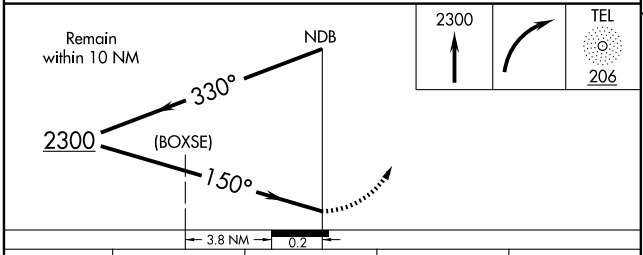
Obtain local altimeter setting on CTAF; when not received, use Evansville altimeter setting.

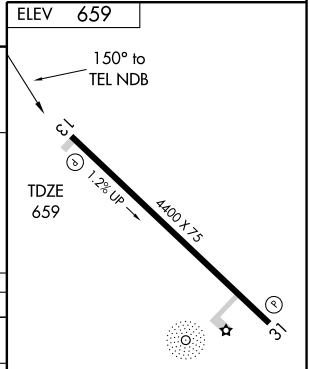
MISSED APPROACH: Climb to 2300 then right turn direct TEL NDB and hold.

EVANSVILLE APP CON ★
126.4 226.4

UNICOM
122.7 (CTAF) L







CATEGORY	A	B	C	D
S-13	1140-1	481 (500-1)	1140-1¼ 481 (500-1¼)	NA
CIRCLING	1140-1	481 (500-1)	1140-1½ 481 (500-1½)	NA
EVANSVILLE ALTIMETER SETTING MINIMUMS				
S-13	1260-1	601 (700-1)	1260-1¾ 601 (700-1¾)	NA
CIRCLING	1260-1 601 (700-1)	1280-1 621 (700-1)	1280-1¾ 621 (700-1¾)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME HNB	APP CRS	Rwy Idg	4400
109.2	318°	TDZE	659
Chan 29		Apt Elev	659

VOR or GPS RWY 31

TELL CITY / PERRY COUNTY MUNI (TEL)

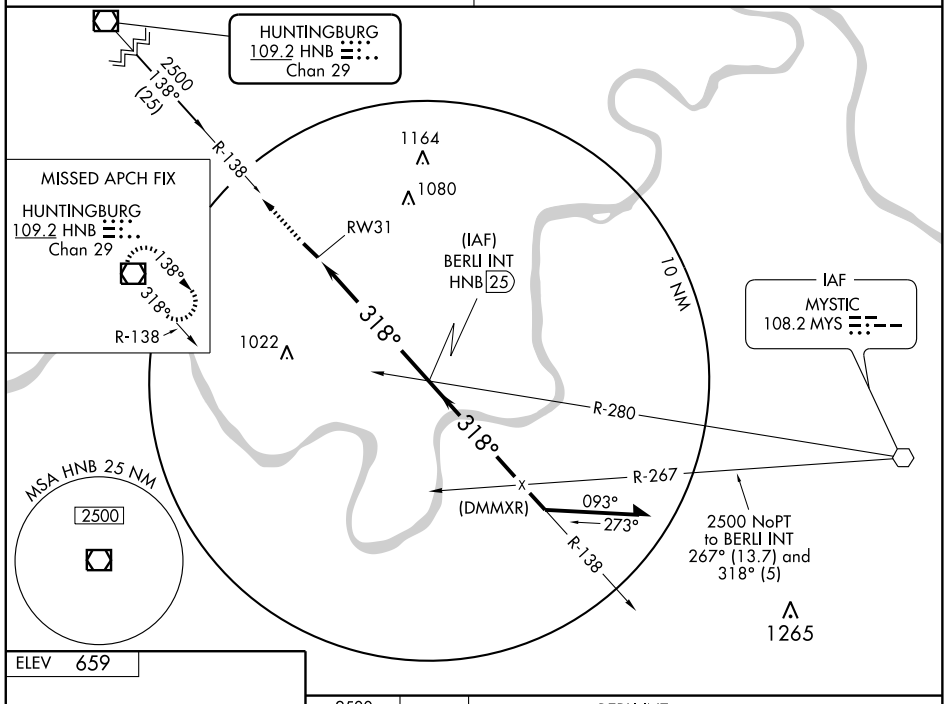
Obtain local altimeter setting on CTAF; when not received, use Evansville altimeter setting.

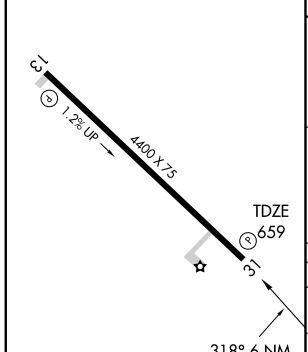
NA

MISSED APPROACH: Climb to 2500 via HNB R-138 to HNB VOR/DME and hold.

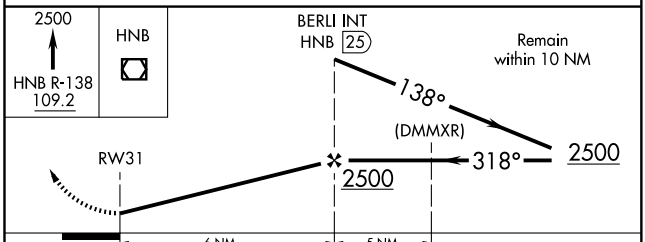
EVANSVILLE APP CON ★
126.4 226.4

UNICOM
122.7 (CTAF) L





FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-31	1240-1	581 (600-1)	1240-1½ 581 (600-1½)	NA
CIRCLING	1240-1	581 (600-1)	1240-1½ 581 (600-1½)	NA
EVANSVILLE ALTIMETER SETTING MINIMUMS				
S-31	1360-1	701 (800-1)	1360-2 701 (800-2)	NA
CIRCLING	1360-1	701 (800-1)	1360-2 701 (800-2)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC TTH	APP CRS	Rwy Idg	N/A
115.3	120°	TDZE	N/A
Chan 100		Apt Elev	496

VOR-B

TERRE HAUTE/SKY KING (3I3)

Use Terre Haute Intl altimeter setting.
Procdure NA at night.

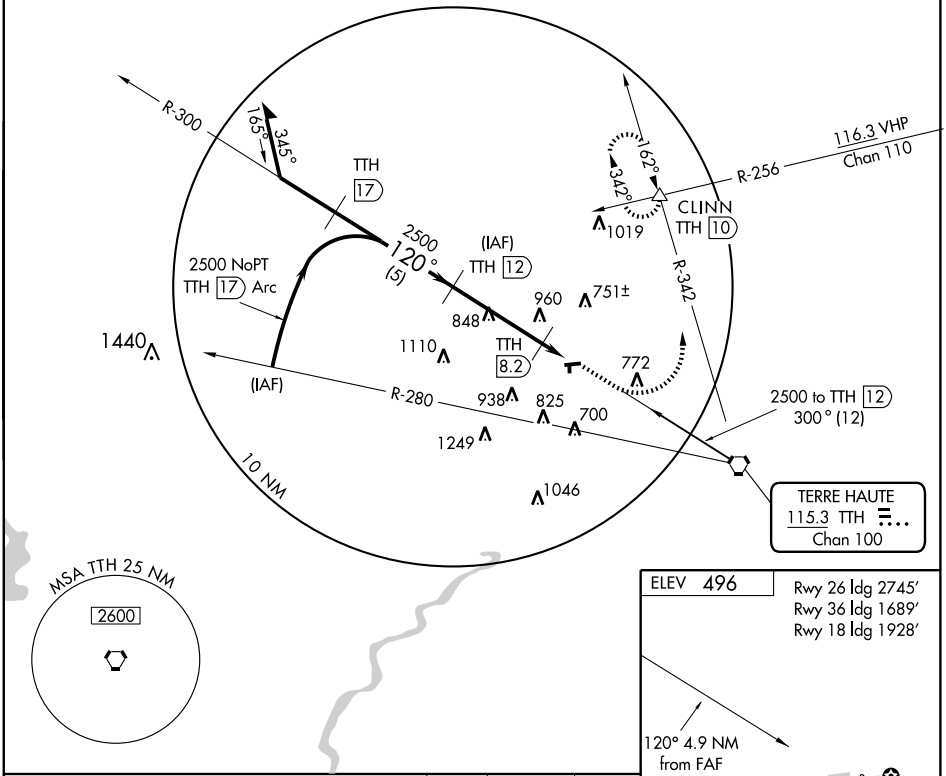
NA

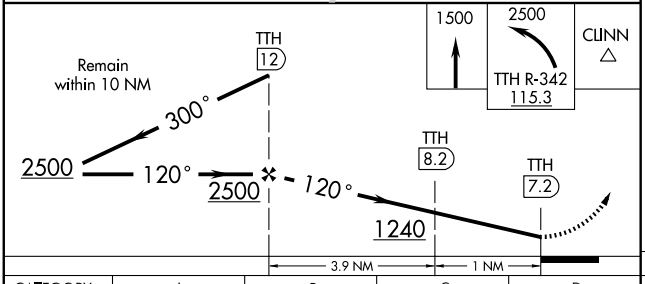
MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 via TTH R-342 to CLINN Int and hold.

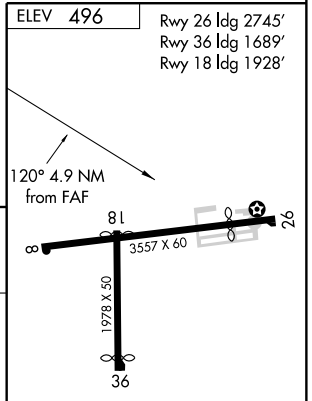
HULMAN APP CON ★
125.45 339.8

UNICOM
122.8 (CTAF) L

DME REQUIRED







LIRL Rwys 8-26 and 18-36 L

FAF to MAP 4.9 NM

CATEGORY	A	B	C	D
CIRCLING	1100-1	604 (700-1)	NA	

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC TTH	APP CRS	Rwy Idg	N/A
115.3	300°	TDZE	N/A
Chan 100		Apt Elev	496

VOR or GPS-A

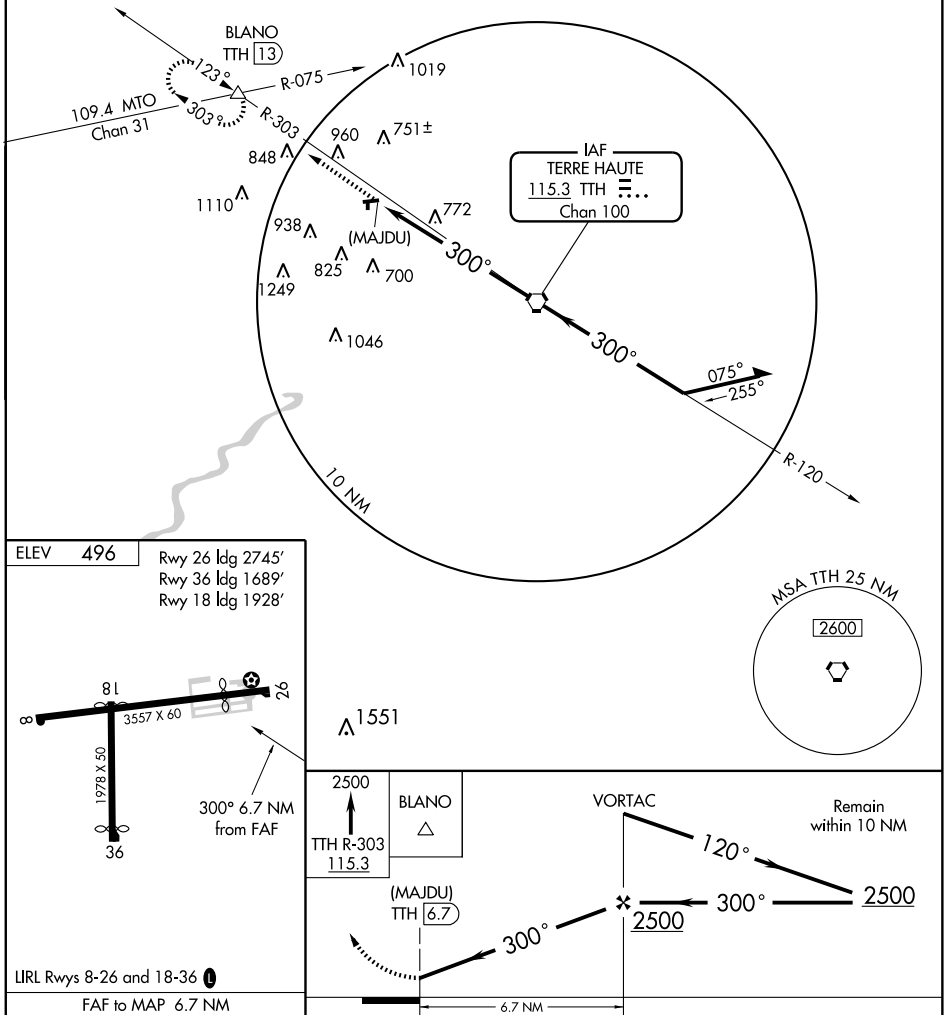
TERRE HAUTE/SKY KING (3I3)

Use Terre Haute Intl altimeter setting.
NA Procedure NA at night.

MISSED APPROACH: Climb to 2500 via TTH R-303 to BLANO Int/TTH 13 DME and hold.

HULMAN APP CON★ 125.45 339.8

UNICOM 122.8 (CTAF) L

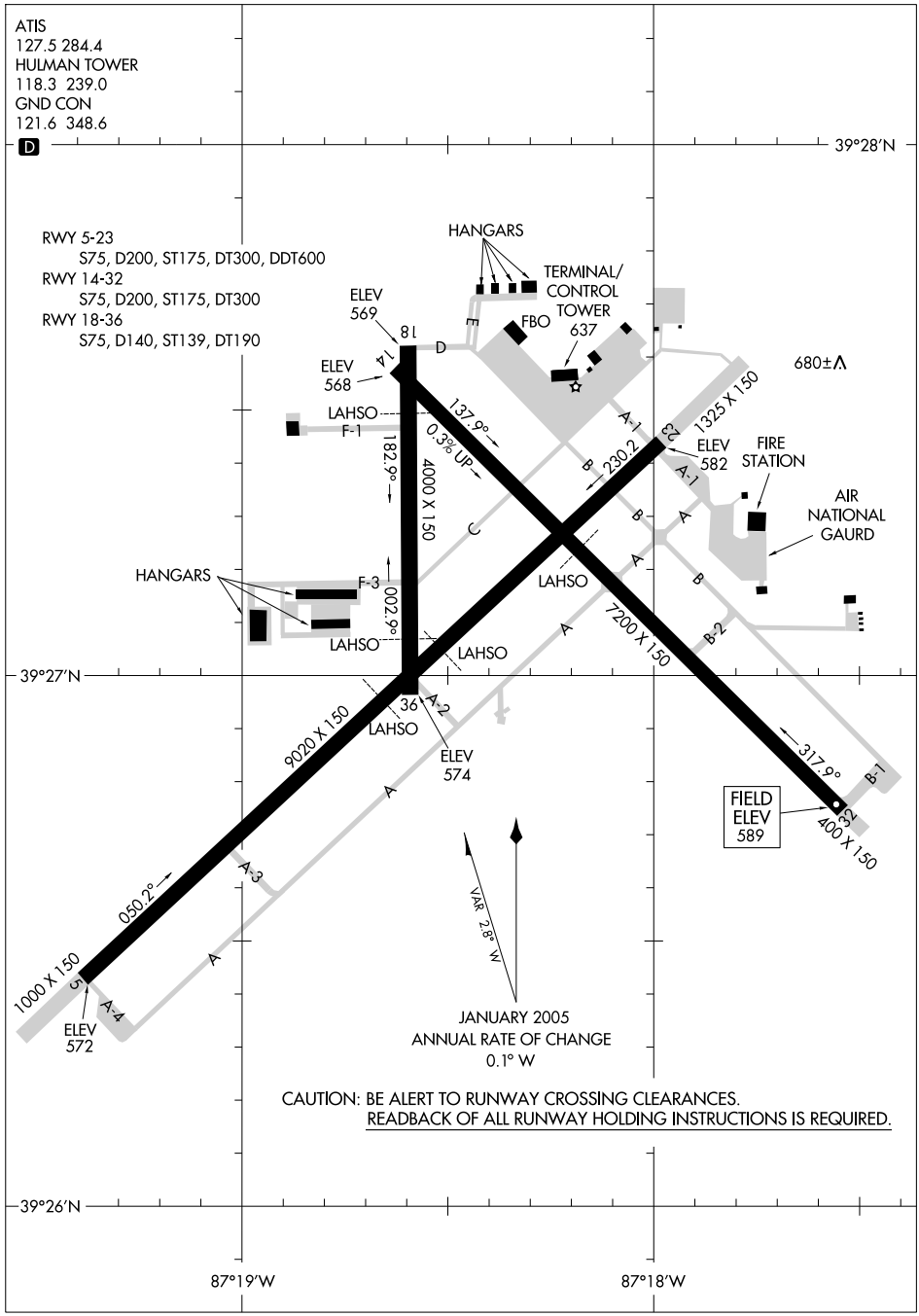


FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

CATEGORY	A	B	C	D
CIRCLING	1100-1	604 (700-1)	NA	

EC-2, 14 JAN 2010 to 11 FEB 2010



EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-HUF	APP CRS	Rwy Idg	9020
109.7	049°	TDZE	573
		Apt Elev	589

ILS or LOC RWY 5

TERRE HAUTE INTL-HULMAN FIELD (HUF)

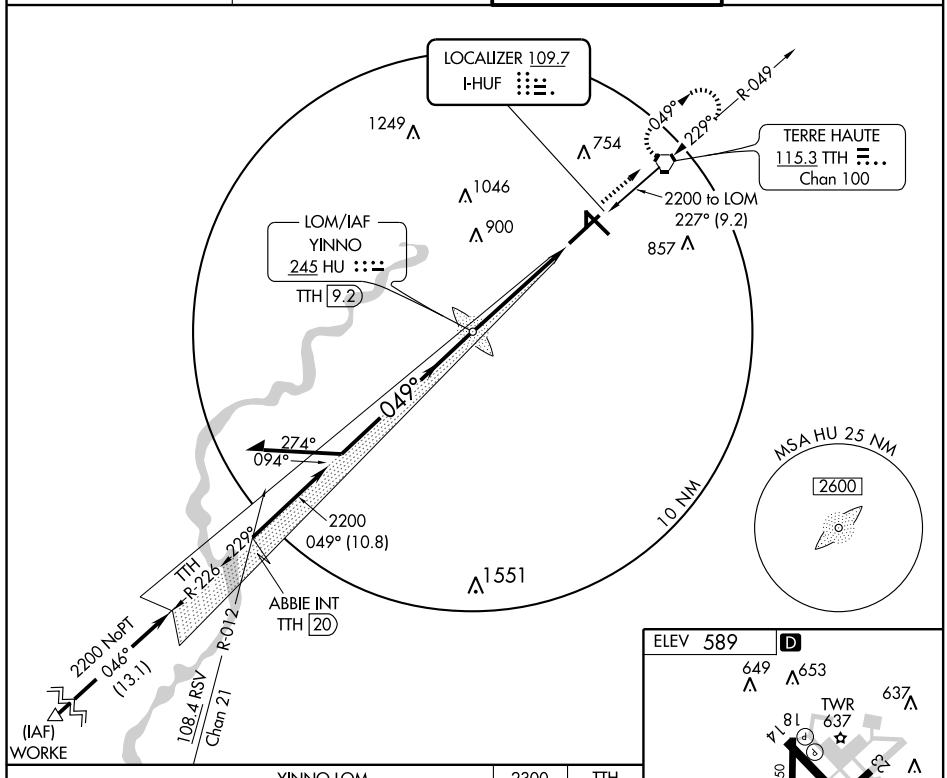
ASR

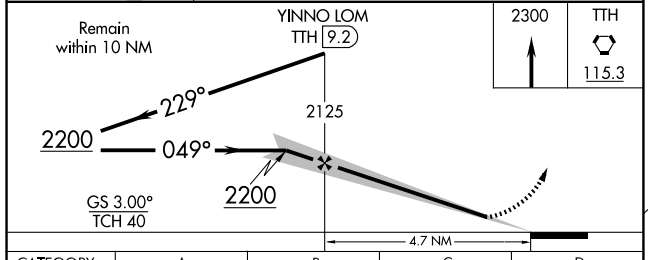
When local altimeter setting not received, use Paris, IL altimeter setting and increase all DA/MDA 80 feet and S-LOC 5 Cats. C/D visibilities ¼ mile. For inoperative MALSR, when using Paris, IL altimeter setting increase S-ILS 5 all Cats. visibilities ½ mile.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

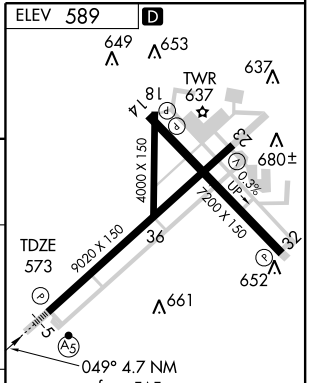
MALSR

MISSED APPROACH: Climb to 2300 direct TTH VORTAC and hold.

ATIS	HULMAN APP CON *	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6







CATEGORY	A	B	C	D
S-ILS 5	*773/24 200 (200-½)		*803/24	230 (300-½)
S-LOC 5	920/24 347 (400-½)			920/40 347 (400-¾)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-HUF	APP CRS	Rwy Idg	9020
109.7	229°	TDZE	583
		Apt Elev	589

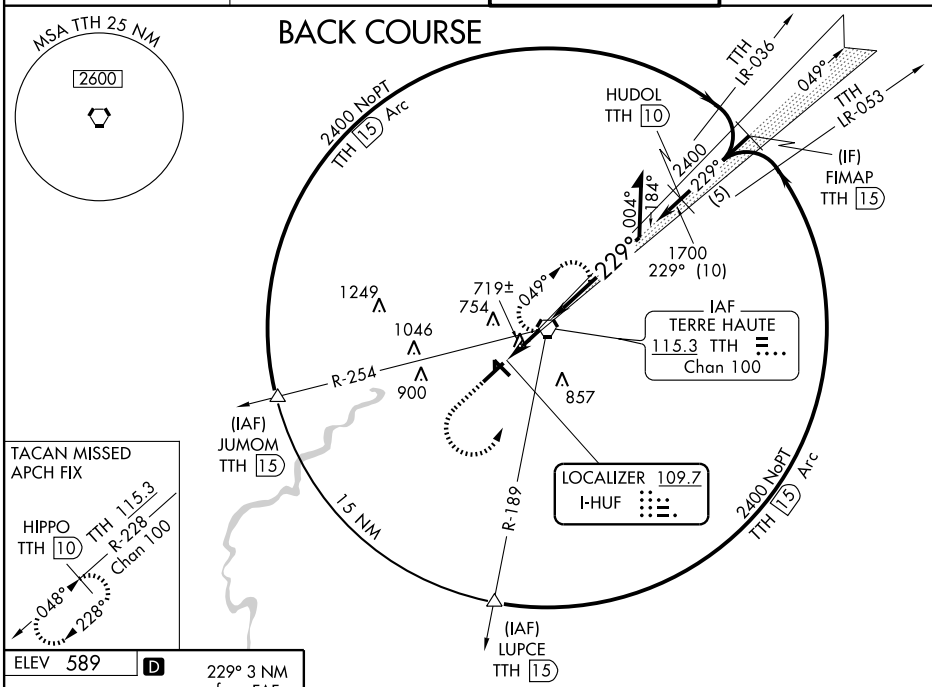
LOC BC RWY 23

TERRE HAUTE INTL-HULMAN FIELD (HUF)

When local altimeter setting not received, use Paris altimeter setting and increase all MDA 80 feet and increase S-23 Cat C and D visibility ¼ mile.
ASR Circling NA for Cat E NW of Rwy 5-23.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2400 direct TTH VORTAC and hold. (TACAN Aircraft climb to 2600 via TTH VORTAC R-228 to HIPPO/TTH 10 DME and hold.)

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6

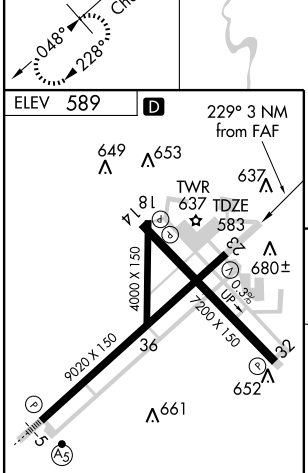


TACAN MISSED APCH FIX

HIPPO TTH 10 — TTH 115.3, R-228, Chan 100, 048°, 228°

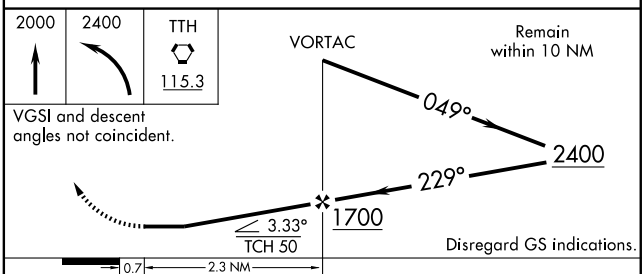
PROCEDURE TURN NA FOR CAT E, DME or RADAR REQUIRED.

1600



MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46



CATEGORY	A	B	C	D	E
S-23	980-1 397 (400-1)			980-1¼ 397 (400-1¼)	980-1½ 397 (400-1½)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)	1220-2¼ 631 (700-2¼)

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	9020
CH 82109	049°	TDZE	573
W05A		Apt Elev	589

RNAV (GPS) RWY 5

TERRE HAUTE INTL-HULMAN FIELD (HUF)

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Paris altimeter setting. When local altimeter setting not received, use Paris altimeter setting and increase all DA 61 ft., LPV all Cats visibility to RVR 4000 and LNAV/VNAV all Cats visibility to RVR 5000, increase all MDA 80 ft. and LNAV Cat C visibility to RVR 4000. For inoperative MALSR, when using Paris altimeter setting, increase LPV all Cats visibility to RVR 6000.

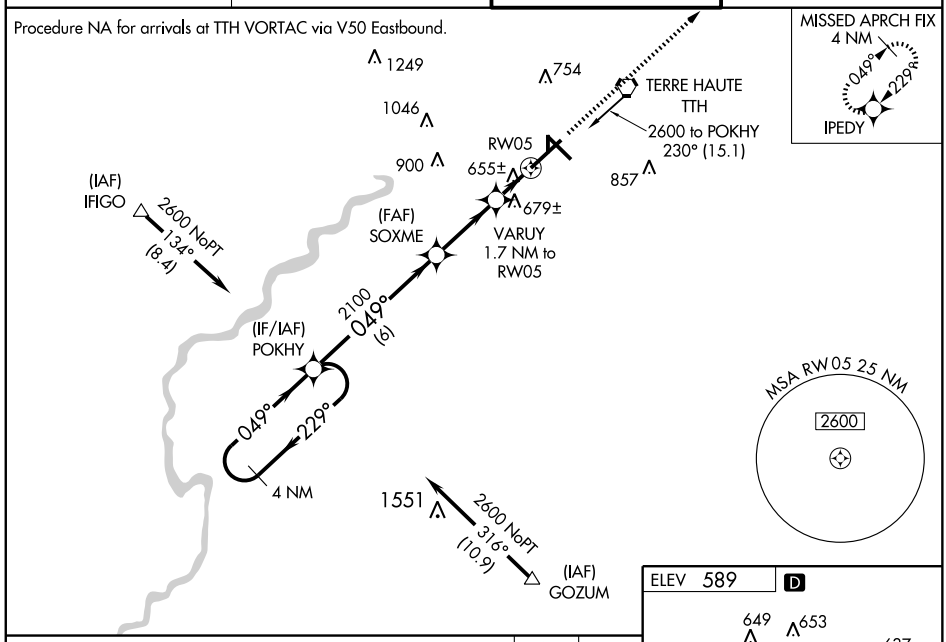
ASR

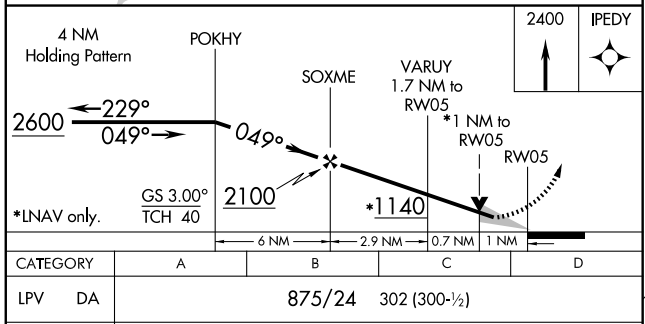
MALSR

MISSED APPROACH: Climb to 2400 direct IPEDY and hold.

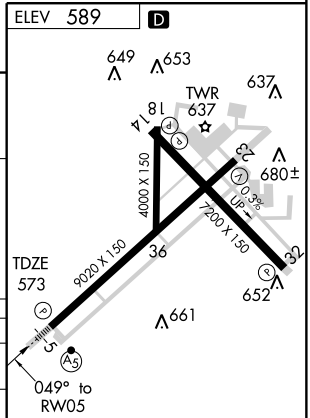
ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6

Procedure NA for arrivals at TTH VORTAC via V50 Eastbound.





CATEGORY	A	B	C	D
LPV DA	875/24 302 (300-½)			
LNAV/VNAV DA	924/40 351 (400-¾)			
LNAV MDA	940/24 367 (400-½)			940/50 367 (400-1)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)



MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7200
137°	TDZE	578
	Apt Elev	589

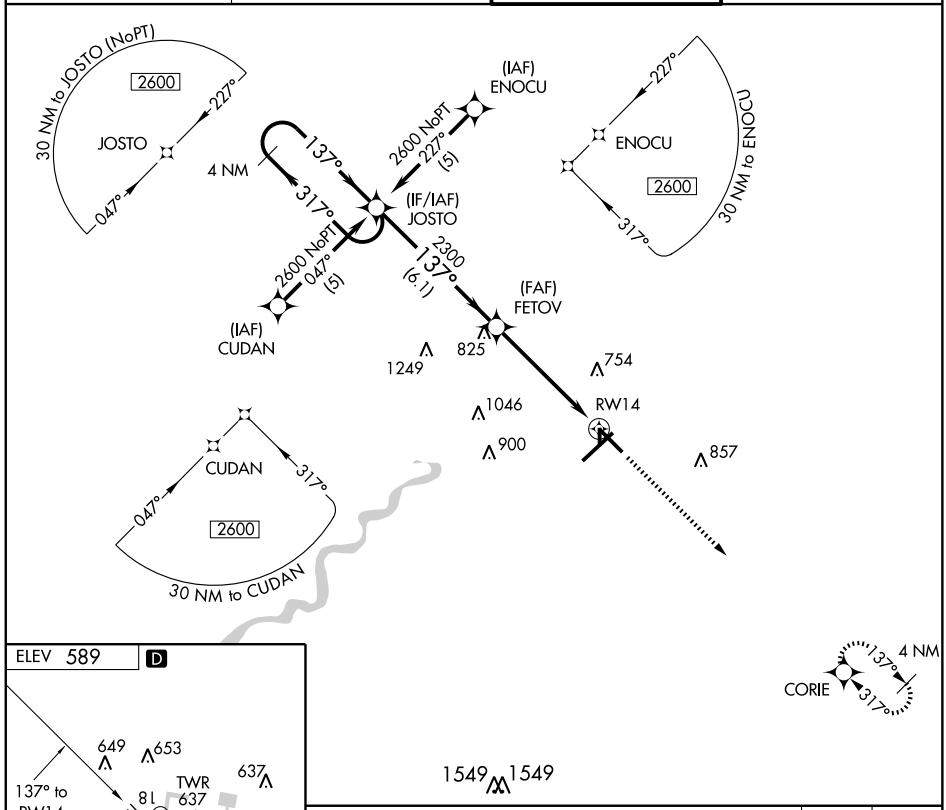
RNAV (GPS) RWY 14

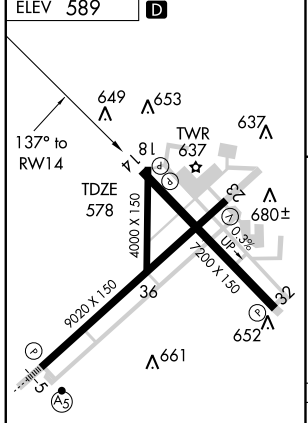
TERRE HAUTE INTL-HULMAN FIELD (HUF)

When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and LNAV Cat D visibility ¼ mile.
DME/DME RNP-0.3 NA.
ASR VDP NA with Paris, IL altimeter setting.

MISSED APPROACH: Climb to 2600 direct CORIE and hold.

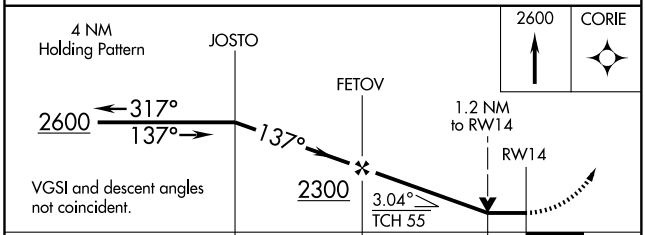
ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6





MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

1549 1549



CATEGORY	A	B	C	D
LNAV MDA	980-1 402 (400-1)		980-1¼ 402 (400-1¼)	
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	9020
229°	TDZE	583
	Apt Elev	589

RNAV (GPS) RWY 23

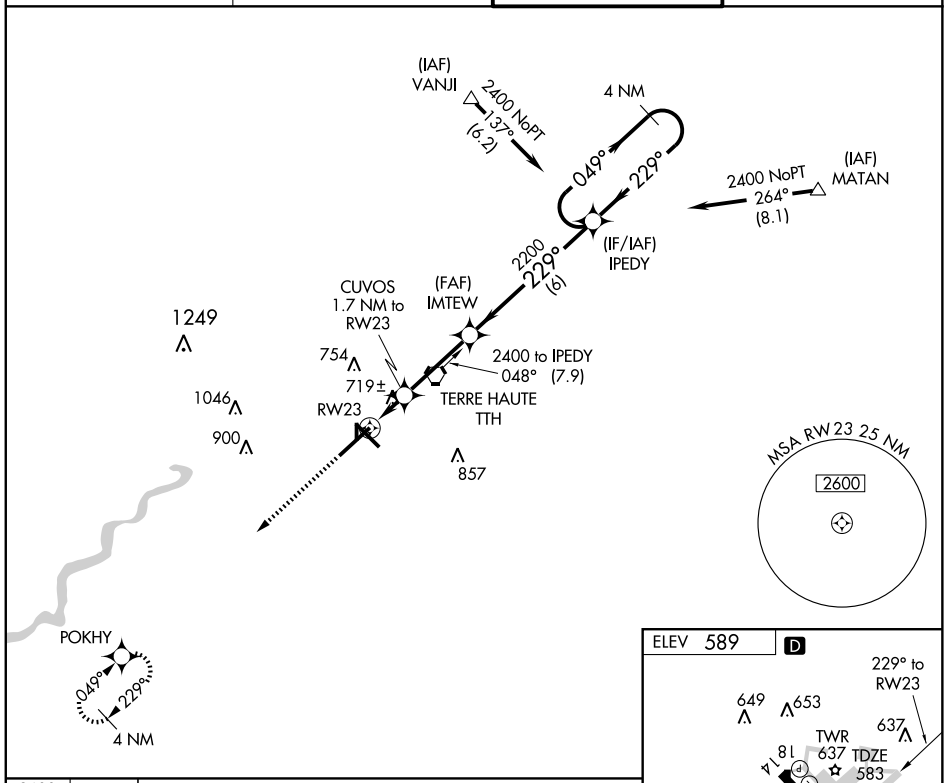
TERRE HAUTE INTL-HULMAN FIELD (HUF)

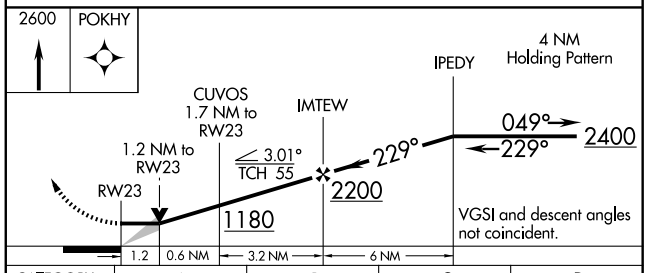
ASR

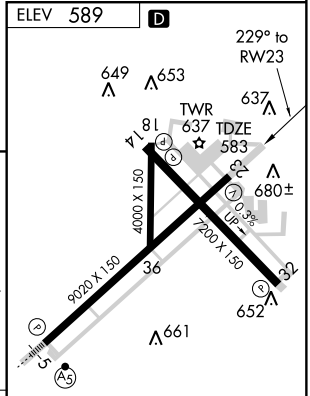
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Paris altimeter setting and increase all MDA 80 feet and LNAV visibility Cats C and D ¼ mile.
VDP NA when using Paris altimeter setting.

MISSED APPROACH: Climb to 2600 direct POKHY and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6







CATEGORY	A	B	C	D
LNAV MDA	980-1 397 (400-1)			980-1¼ 397 (400-1¼)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7200
317°	TDZE	589
	Apt Elev	589

RNAV (GPS) RWY 32

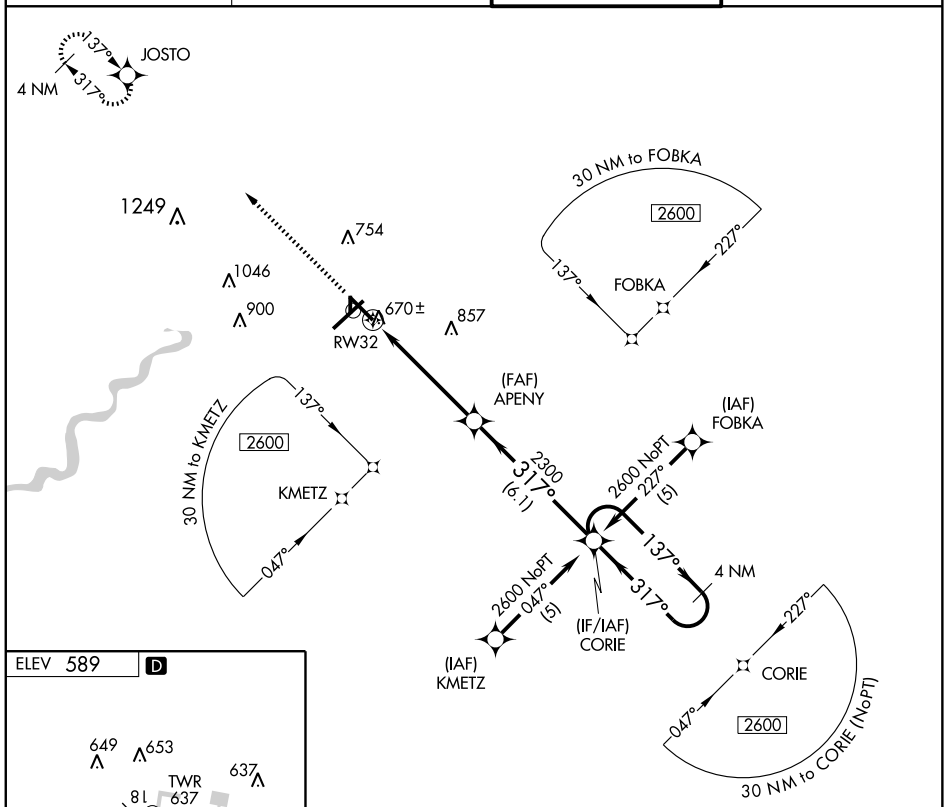
TERRE HAUTE INTL-HULMAN FIELD (HUF)

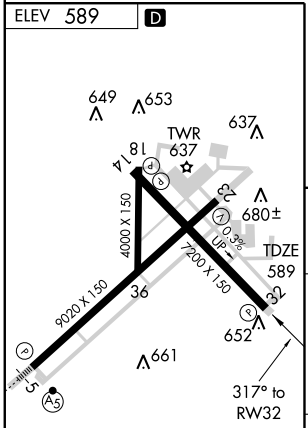
ASR

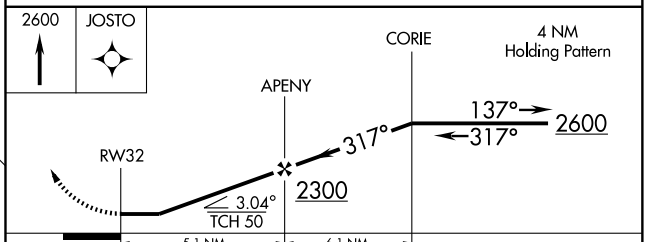
When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and increase LNAV Cats. C/D visibilities ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct JOSTO and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6







MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

CATEGORY	A	B	C	D
LNAV MDA	920-1 331 (400-1)			
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

EC-2. 14 JAN 2010 to 11 FEB 2010

VORTAC TTH	APP CRS	Rwy Idg	9020
115.3	048°	TDZE	573
Chan 100		Apt Elev	589

VOR/DME RWY 5

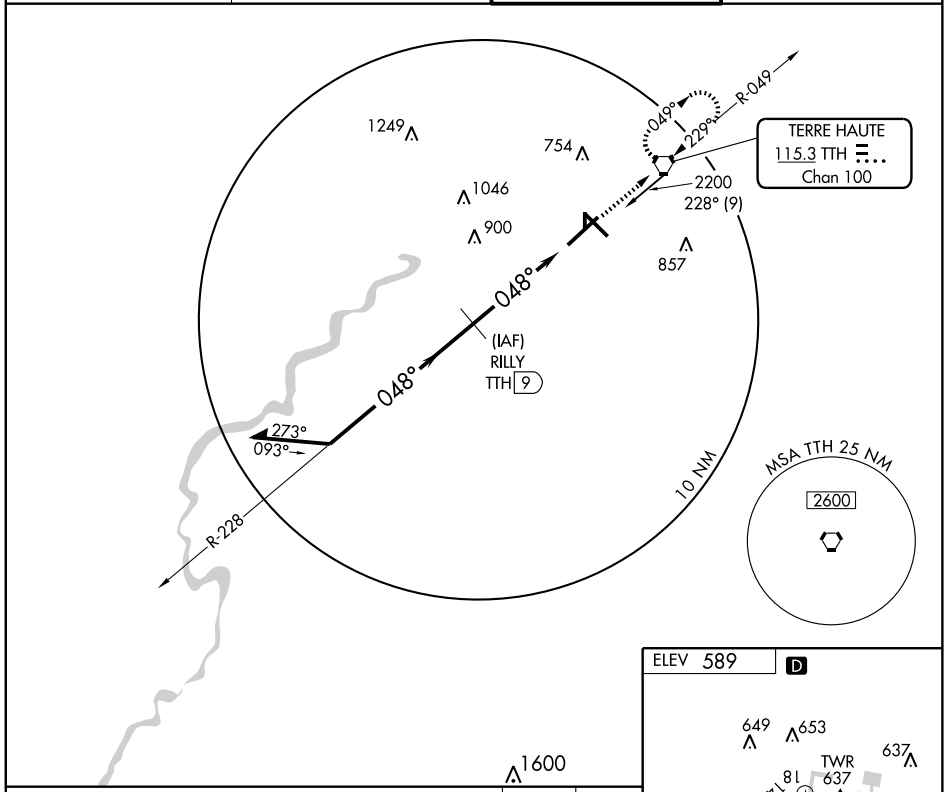
TERRE HAUTE INTL-HULMAN FIELD (HUF)

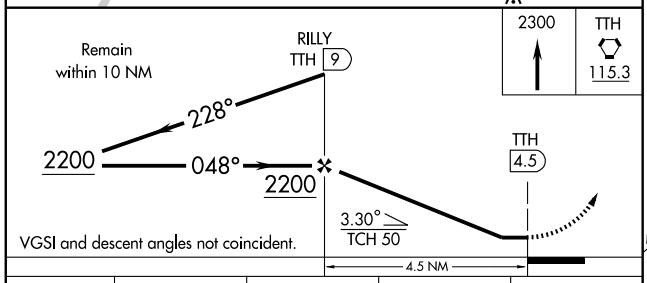
ASR — For inoperative MALSR, increase S-5 Cat D visibilty to RVR 6000. When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and increase S-5 Cat C visibility ¼ mile.

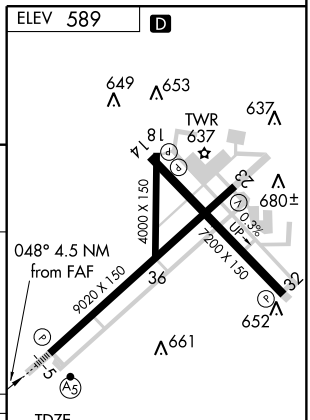
MALSR (A5)

MISSED APPROACH: Climb to 2300 direct TTH VORTAC and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6







CATEGORY	A	B	C	D
S-5	940/24 367 (400-½)			940/50 367 (400-1)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC TTH	APP CRS	Rwy Idg	9020
115.3	229°	TDZE	583
Chan 100		Apt Elev	589

VOR RWY 23

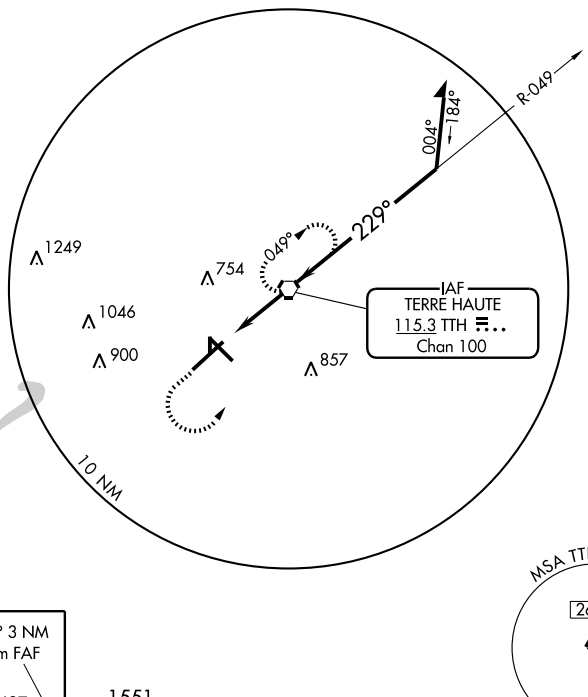
TERRE HAUTE INTL-HULMAN FIELD (HUF)

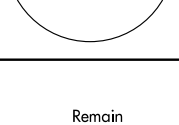
ASR

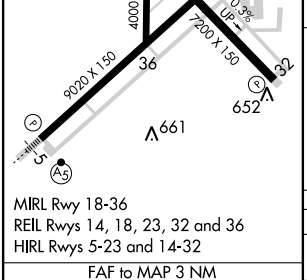
When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and S-23 Cats. C/D visibilities ¼ mile.

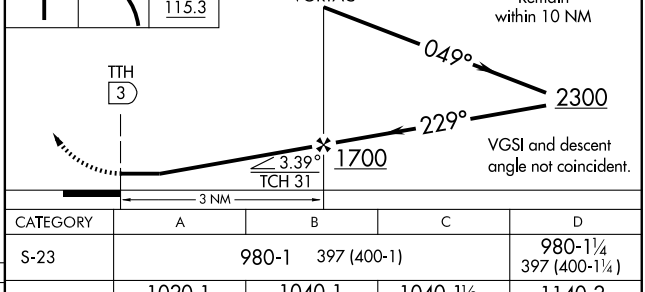
MISSED APPROACH: Climb to 2300 then left turn direct TTH VORTAC and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6









MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

CATEGORY	A	B	C	D
S-23	980-1 397 (400-1)			980-1¼ 397 (400-1¼)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-VPZ	APP CRS	Rwy Idg	6500
109.7	272°	TDZE	770
		Apt Elev	771

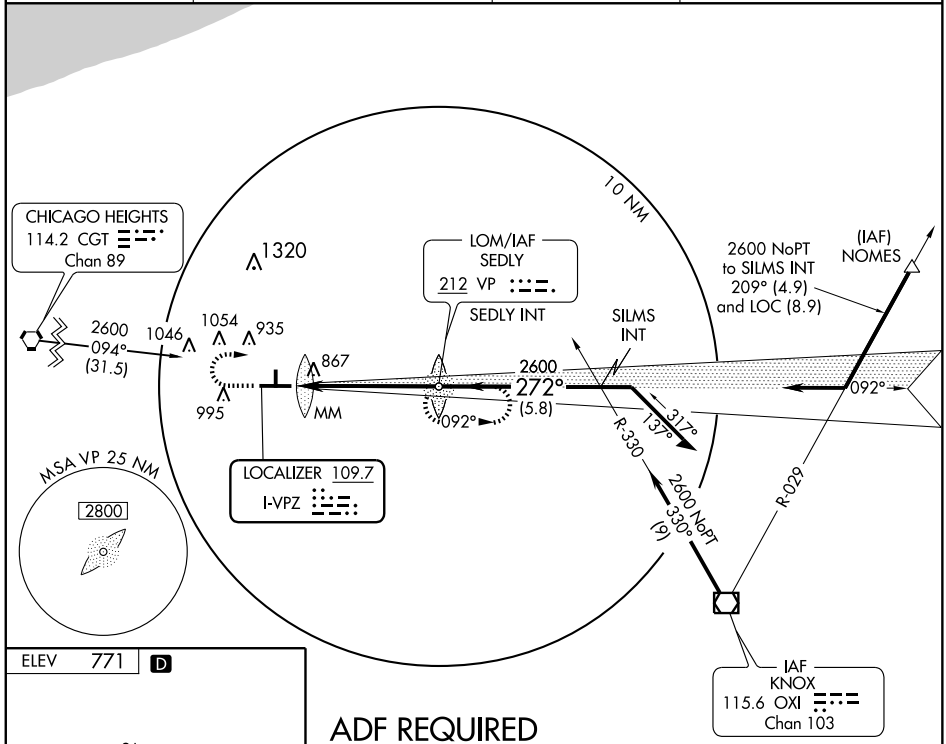
ILS RWY 27

VALPARAISO / PORTER COUNTY MUNI (VPZ)

MALSR

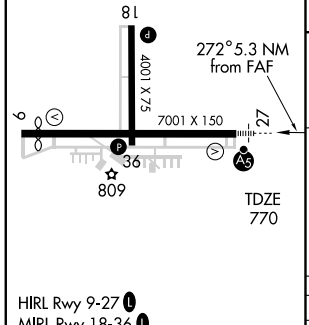
MISSED APPROACH: Climb to 1400, then climbing right turn ot 2600 direct SEDLY LOM and hold.

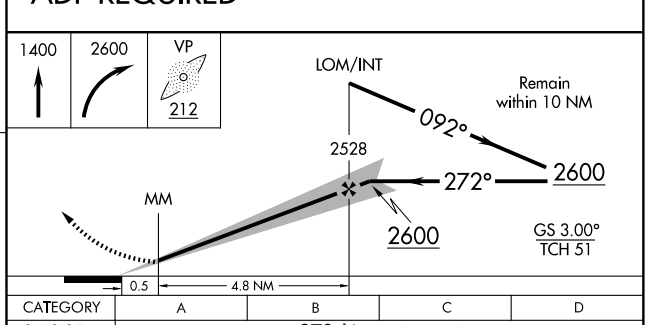
ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
125.875	132.05 257.8	120.525	122.725 (CTAF) L



ADF REQUIRED

ELEV 771 D





HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-ILS 27	970-½ 200 (200-½)			
S-LOC 27	1120-½ 350 (400-½)			1120-¾ 350 (400-¾)
CIRCLING	1260-1 489 (500-1)	1300-1 529 (600-1)	1300-1½ 529 (600-1½)	1360-2 589 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6500
CH 42606	092°	TDZE	769
W09A		Apt Elev	770

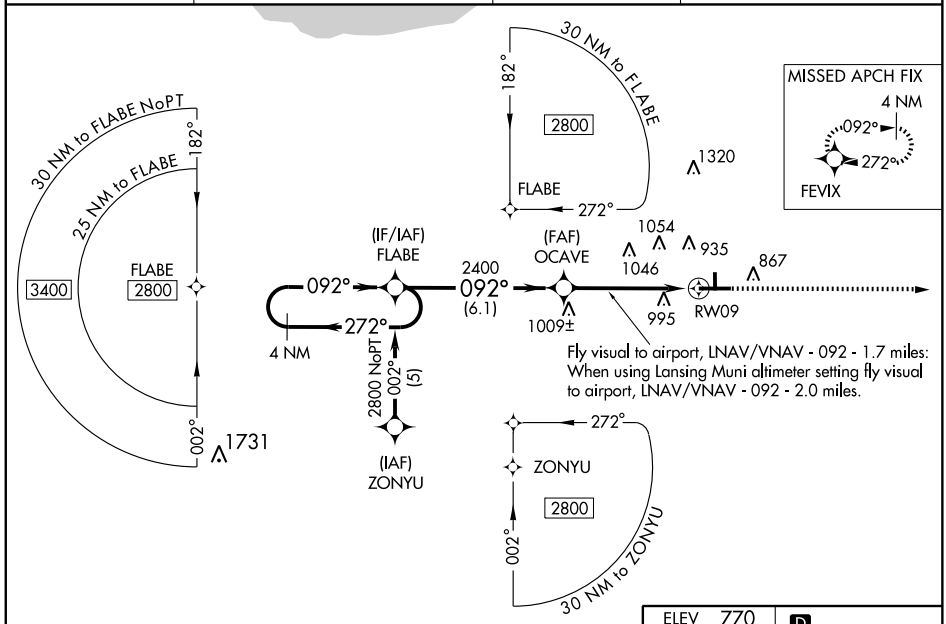
RNAV (GPS) RWY 9

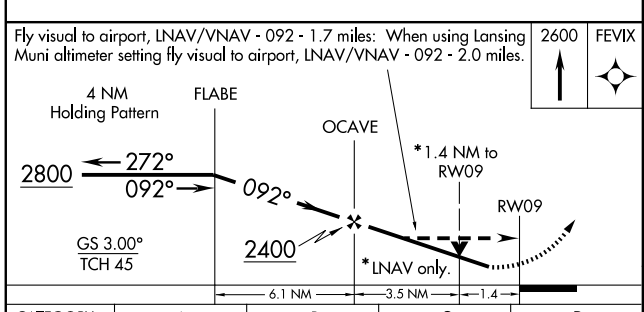
VALPARAISO / PORTER COUNTY MUNI (VPZ)

When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DA 77 feet and all MDA 80 feet; and increase LPV all Cats, LNAV/VNAV Cat D, LNAV Cats C and D, and circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Lansing Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

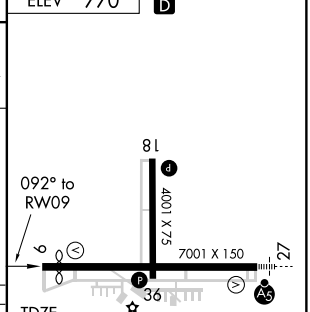
MISSED APPROACH: Climb to 2600 direct FEVIX and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
125.875	132.05 257.8	120.525	122.725 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1038-1 269 (300-1)			
LNAV/VNAV DA	1369-2 600 (600-2)			
LNAV MDA	1260-1 491 (500-1)		1260-1¼ 491 (500-1¼)	1260-1½ 491 (500-1½)
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	1300-1½ 530 (600-1½)	1360-2 590 (600-2)



WAAS	APP CRS	Rwy Idg	4001
CH 82406	182°	TDZE	770
W18A		Apt Elev	770

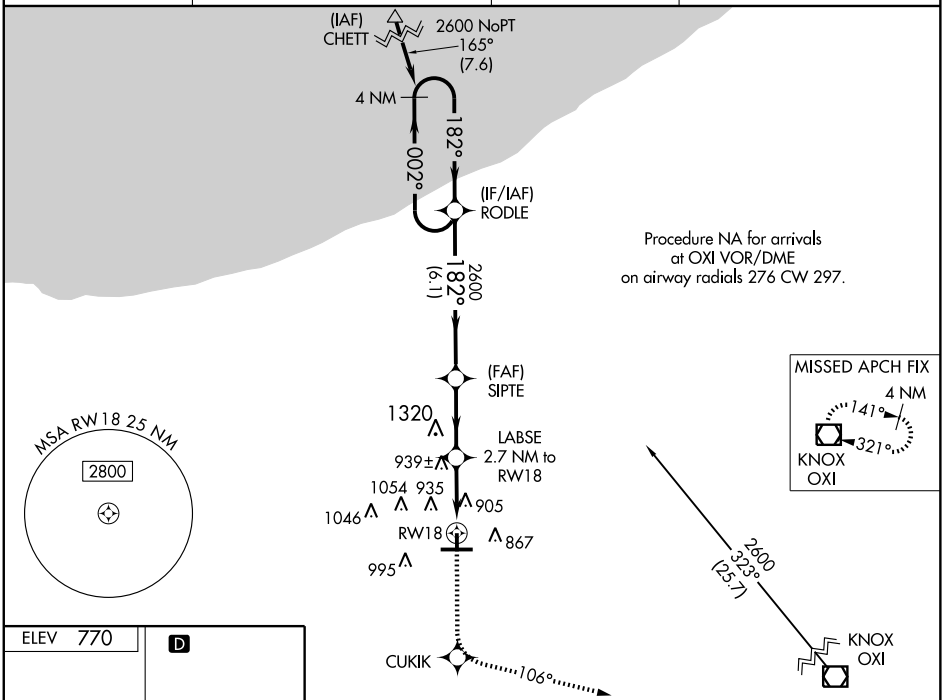
RNAV (GPS) RWY 18

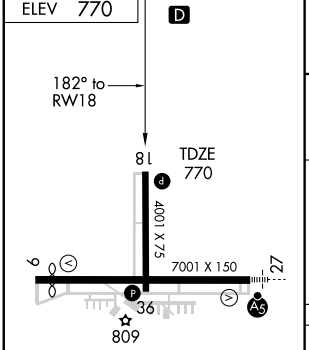
VALPARAISO / PORTER COUNTY MUNI (VPZ)

When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DAs 77 feet and all MDAs 80 feet, and increase LPV and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Lansing Muni altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

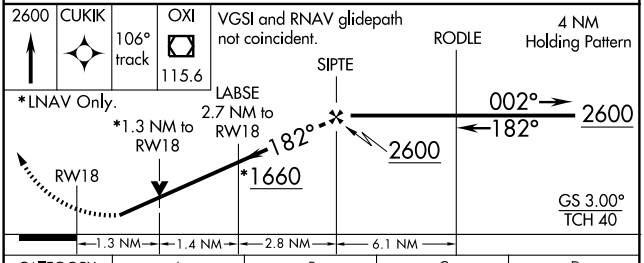
MISSED APPROACH: Climb to 2600 direct CUKIK and via 106° track to OXI VOR/DME and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
125.875	132.05 257.8	120.525	122.725 (CTAF) L





HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L



CATEGORY	A	B	C	D
LPV DA	1120-1¼ 350 (400-1¼)		NA	NA
LNAV/VNAV DA	1233-1¾ 463 (500-1¾)		NA	NA
LVAV MDA	1200-1 430 (500-1)		NA	NA
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	NA	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 86806 W27A	APP CRS 272°	Rwy Idg 6500 TDZE 770 Apt Elev 770

RNAV (GPS) RWY 27

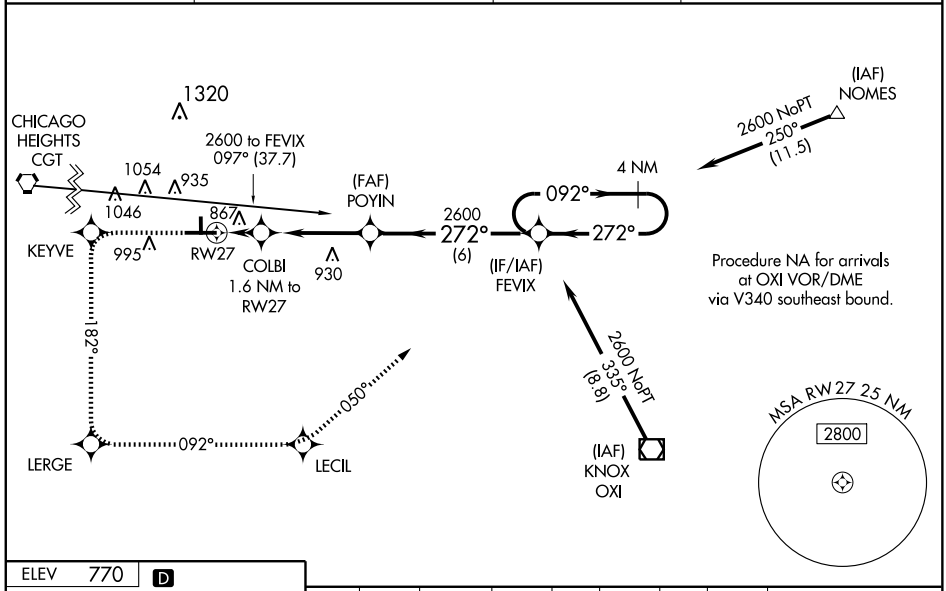
VALPARAISO / PORTER COUNTY MUNI (VPZ)

When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DAs 77 feet and all MDAs 80 feet, and increase LPV and LNAV/VNAV all Cats, and circling Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1¼, when using Lansing Muni altimeter setting increase LPV all Cats visibility to 1¼. Baro-VNAV NA when using Lansing Muni altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA.

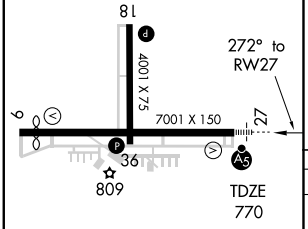
MALSR

MISSED APPROACH: Climb to 2600 direct KEYVE and left turn via 182° track to LERGE and via 092° track to LECIL and via 050° track to FEVIX and hold.

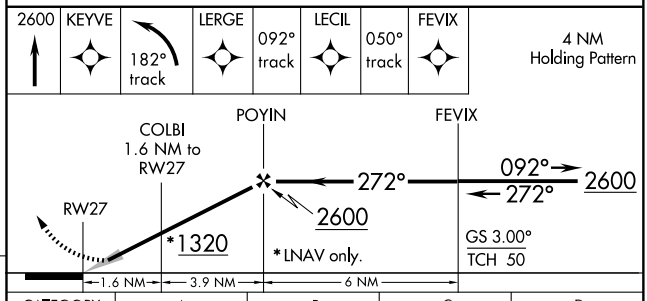
ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
125.875	132.05 257.8	120.525	122.725 (CTAF) L



ELEV 770 D



HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L



CATEGORY	A	B	C	D
LPV DA	1020-½		250 (300 -½)	
LNAV/VNAV DA	1201-1		431 (500 -1)	
LNAV MDA	1180-½ 410 (500 -½)		1180-¾ 410 (500-¾)	1180-1 410 (500-1)
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	1300-1½ 530 (600-1½)	1360-2 590 (600-2)

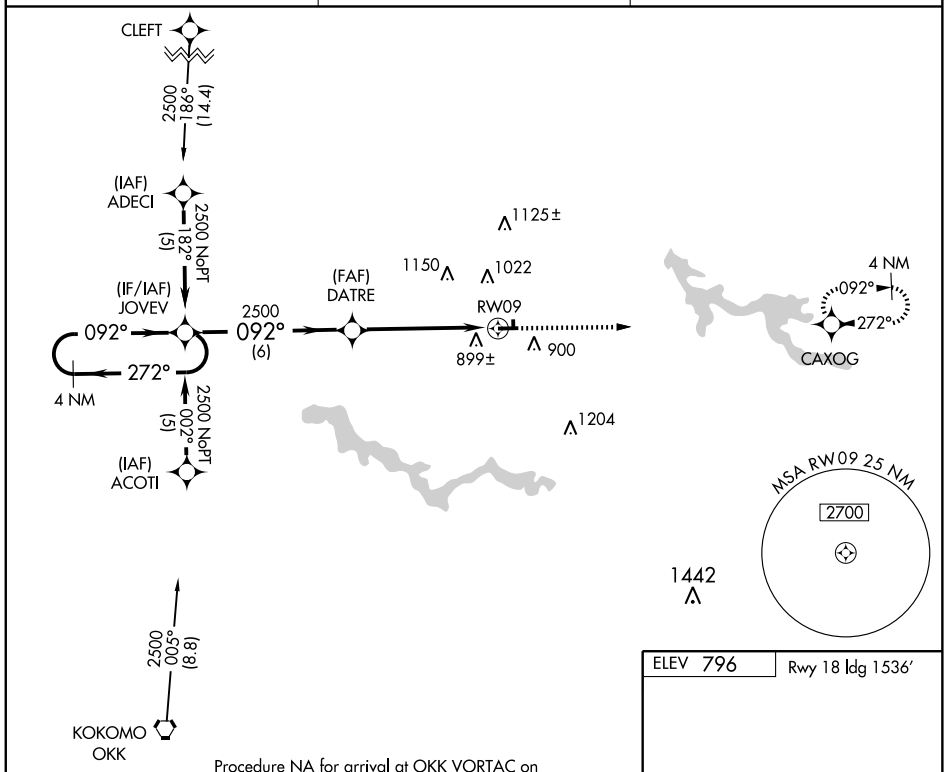
EC-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4401
092°	TDZE	796
	Apt Elev	796

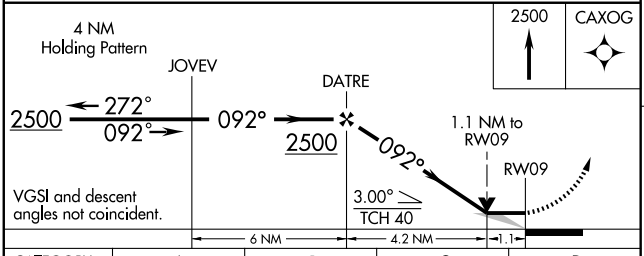
RNAV (GPS) RWY 9
WABASH MUNI (IWH)

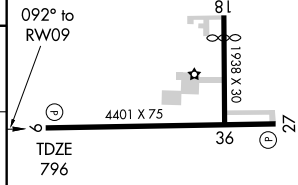
NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2500 direct CAXOG WP and hold.

KOKOMO AWOS-3	GRISSOM APP CON★	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L



Procedure NA for arrival at OKK VORTAC on V285 southbound, and arrival on V96 southwestbound.





ELEV 796 | Rwy 18 ldg 1536′

CATEGORY	A	B	C	D
LNAV MDA	1160-1 364 (400-1)			NA
CIRCLING	1200-1 404 (500-1)	1260-1 464 (500-1)	1340-1½ 544 (600-1½)	NA

LIRL Rwy 18-36
MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

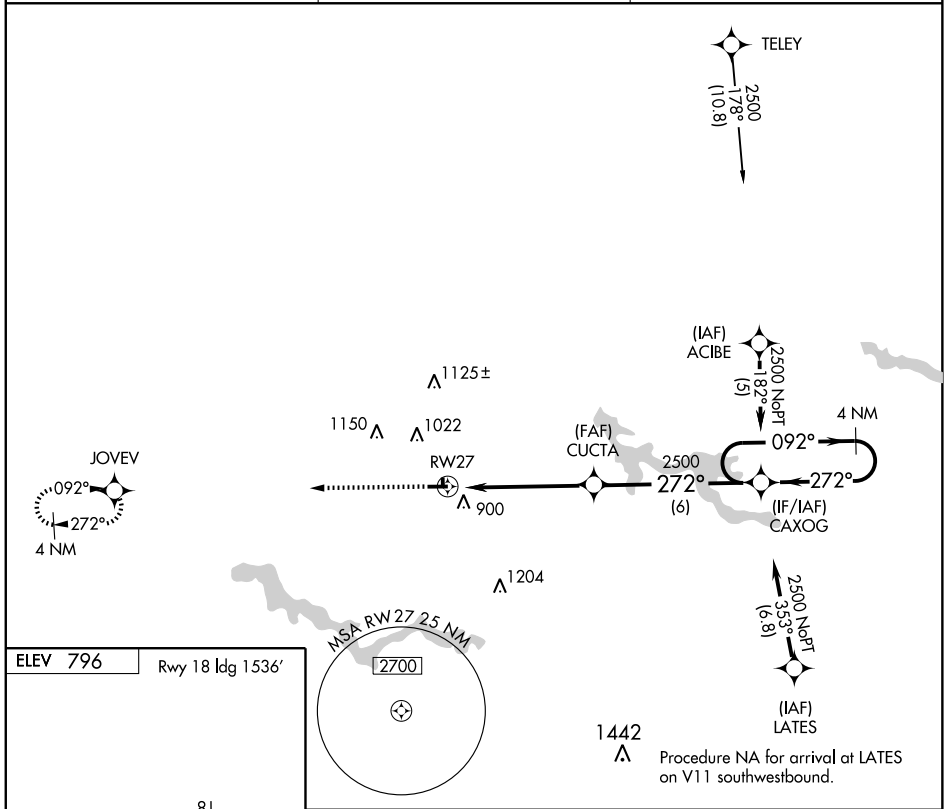
EC-2, 14 JAN 2010 to 11 FEB 2010

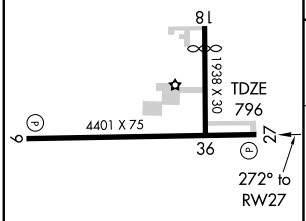
APP CRS	Rwy Idg	4401
272°	TDZE	796
	Apt Elev	796

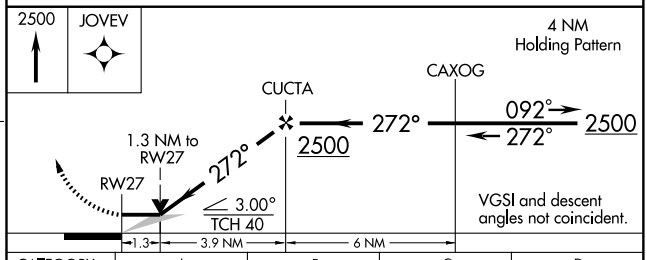
RNAV (GPS) RWY 27
WABASH MUNI (IWH)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2500 direct JOVEV WP and hold.

KOKOMO AWOS-3	GRISSOM APP CON★	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1240-1 444 (500-1)		1240-1¼ 444 (500-1¼)	NA
CIRCLING	1240-1 444 (500-1)	1260-1 464 (500-1)	1340-1½ 544 (600-1½)	NA

LIRL Rwy 18-36
MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

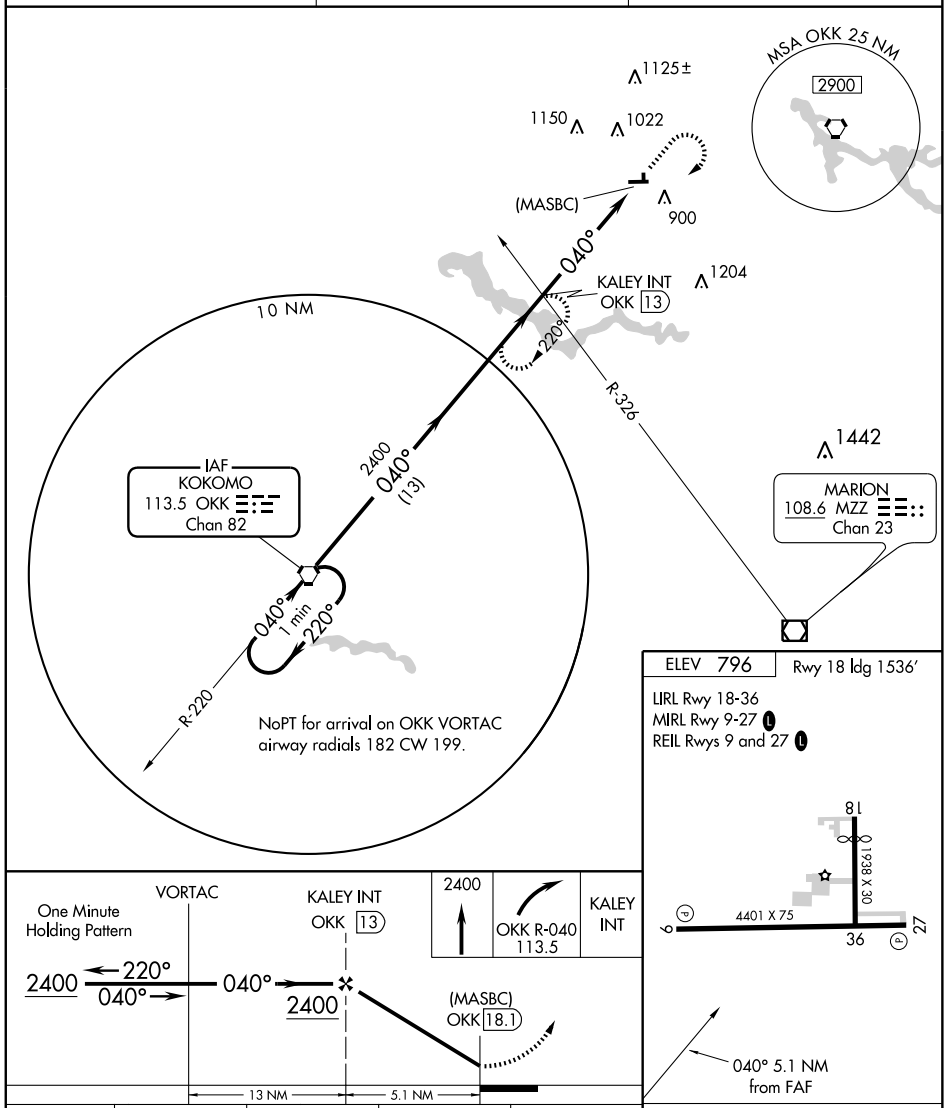
VORTAC OKK	APP CRS	Rwy Idg	N/A
113.5	040°	TDZE	N/A
Chan 82		Apt Elev	796

VOR or GPS-A
WABASH MUNI (IWH)

⚠ NA — Use Kokomo altimeter setting; if not received, use Fort Wayne altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2400 then right turn via OKK R-040 to KALEY and hold.

KOKOMO AWOS-3	GRISSOM APP CON ★	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L



ELEV 796 — Rwy 18 ldg 1536′

LIRL Rwy 18-36
MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

2400	OKK R-040 113.5	KALEY INT

CATEGORY	A	B	C	D
CIRCLING	1300-1 505 (600-1)		1420-1¾ 625 (700-1¾)	NA

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-ASW	APP CRS	Rwy Idg	5101
111.55	272°	TDZE	848
Chan 52 (Y)		Apt Elev	850

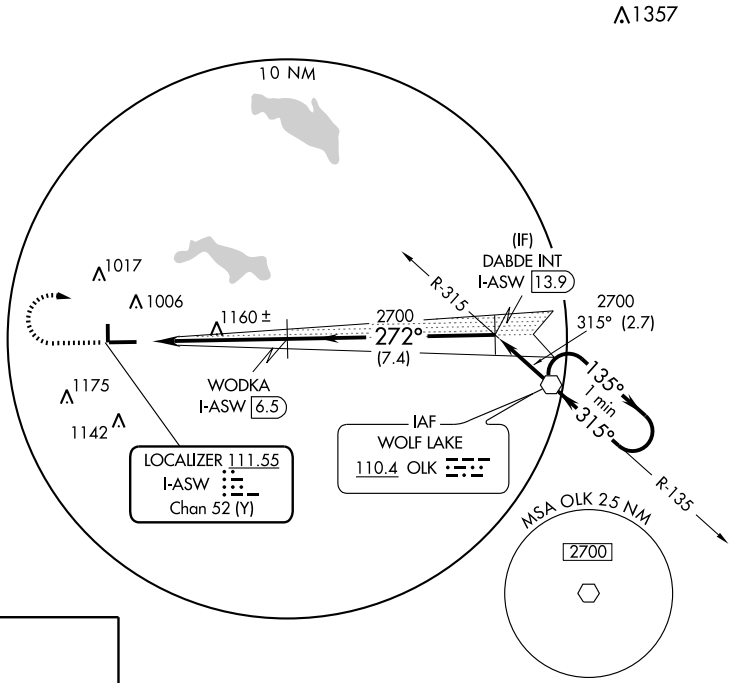
ILS or LOC/DME RWY 27

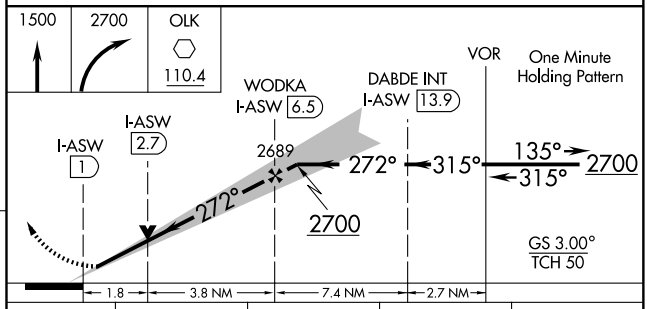
WARSAW MUNI (ASW)

NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct OLK VOR and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
121.125	127.2 284.6	134.05	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 27	1048-¾ 200 (200-¾)			
S-LOC 27	1460-1 612 (700-1)		1460-1¾ 612 (700-1¾)	1460-2 612 (700-2)
CIRCLING	1460-1 610 (700-1)		1460-1¾ 610 (700-1¾)	1460-2 610 (700-2)

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9 and 27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

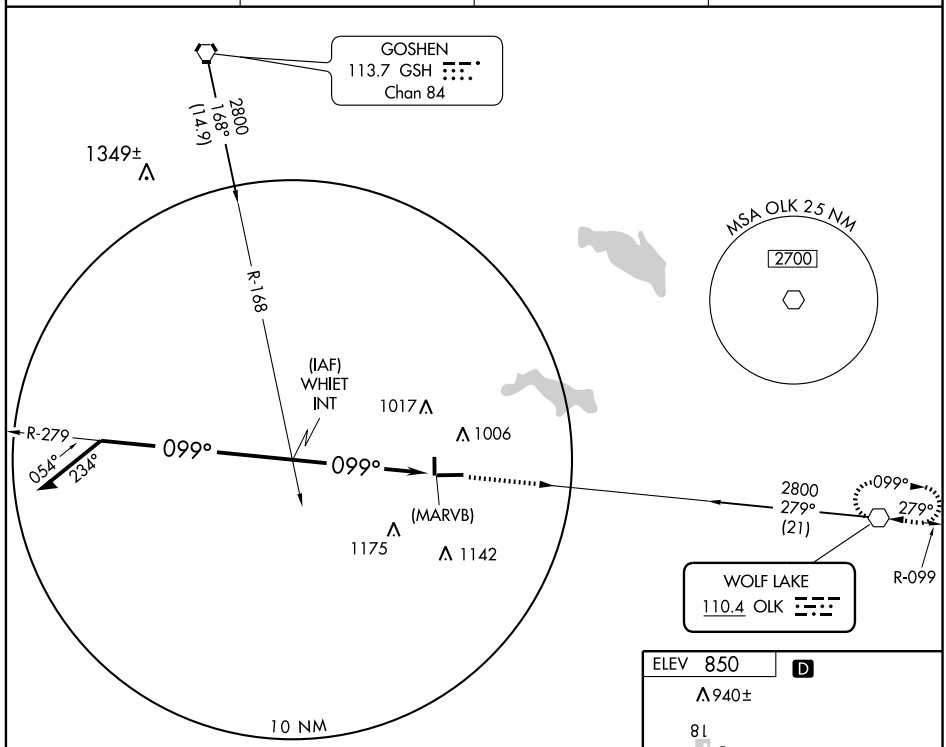
VOR OLK	APP CRS	Rwy Idg	5100
110.4	099°	TDZE	848
		Apt Elev	850

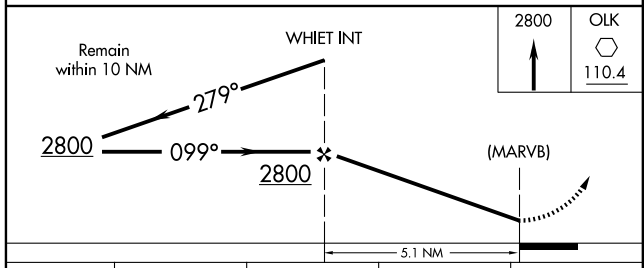
VOR or GPS RWY 9

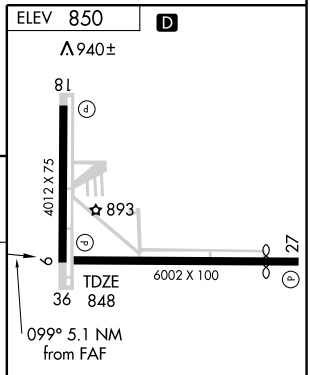
WARSAW MUNI (ASW)

MISSED APPROACH: Climb to 2800 direct OLK VOR and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
121.125	127.2 284.6	134.05	122.7 (CTAF) L







HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9 and 27 L

CATEGORY	A	B	C	D
S-9	1320-1	474 (500-1)	1320-1¼ 474 (500-1¼)	1320-1½ 474 (500-1½)
CIRCLING	1340-1	490 (500-1)	1340-1½ 490 (500-1½)	1400-2 550 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

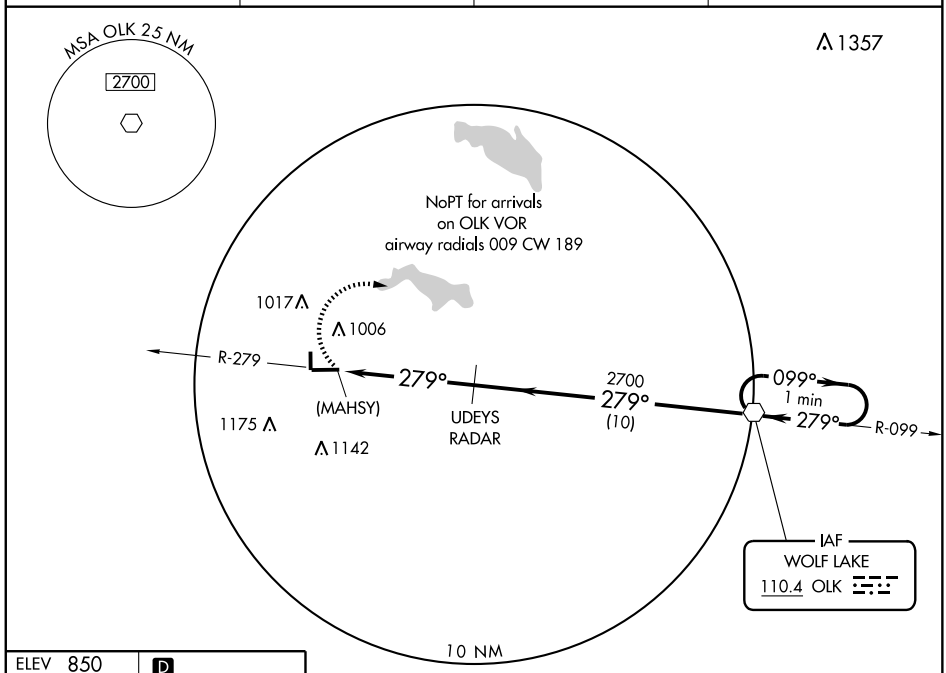
EC-2, 14 JAN 2010 to 11 FEB 2010

VOR OLK	APP CRS	Rwy Idg	5101
110.4	279°	TDZE	848
		Apt Elev	850

VOR or GPS RWY 27
WARSAW MUNI (ASW)

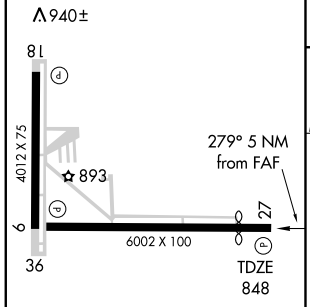
MISSED APPROACH: Climbing right turn to 2700 direct OLK VOR and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
121.125	127.2 284.6	134.05	122.7 (CTAF) L



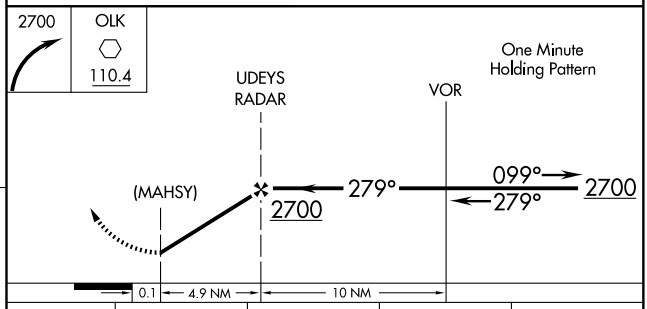
RADAR REQUIRED

ELEV 850 D



HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9 and 27 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-27	1460-1	612 (700-1)	1460-1¾ 612 (700-1¾)	1460-2 612 (700-2)
CIRCLING	1460-1	610 (700-1)	1460-1¾ 610 (700-1¾)	1460-2 610 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB DCY 212	APP CRS 190°	Rwy Idg 4306 TDZE 473 Apt Elev 473

NDB RWY 18

WASHINGTON/ DAVIESS COUNTY (DCY)

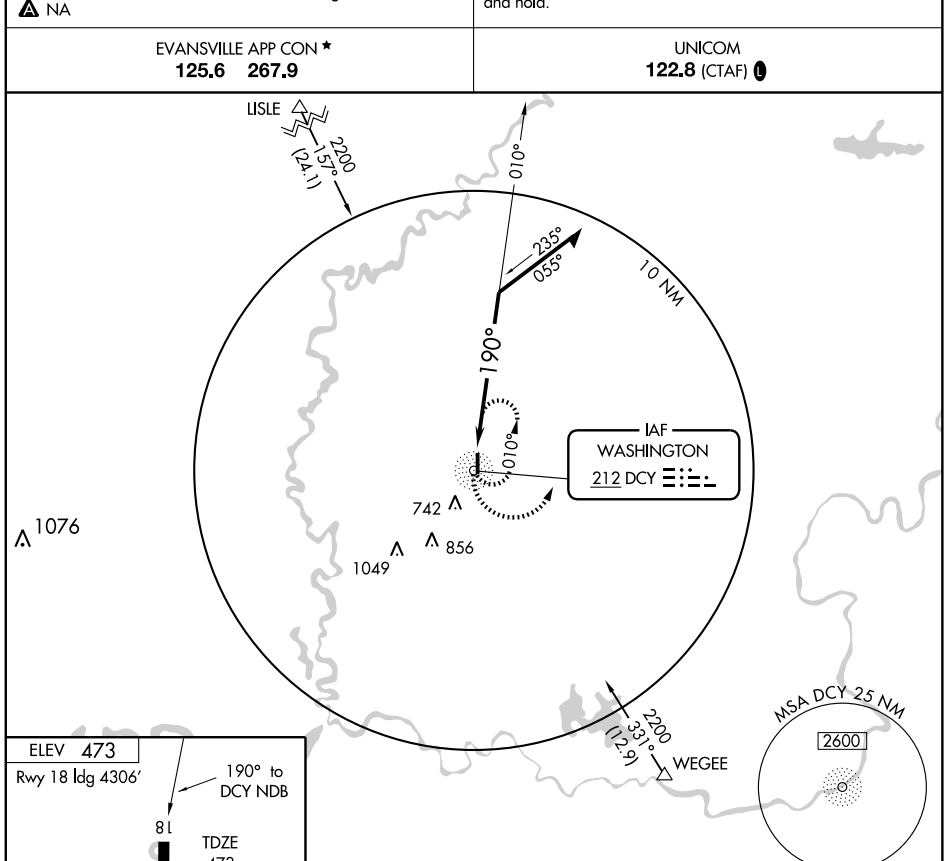
NA

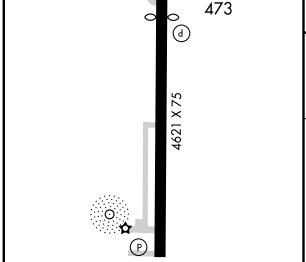
Use Evansville altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 direct DCY NDB and hold.

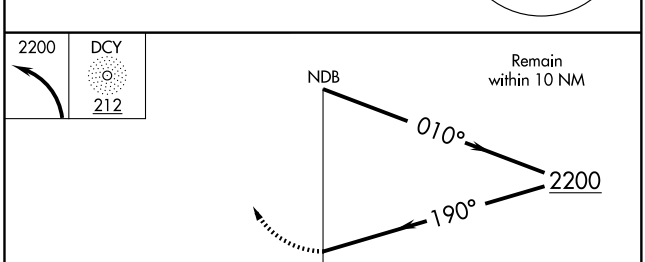
EVANSVILLE APP CON ★
125.6 267.9

UNICOM
122.8 (CTAF) L





REIL Rwys 18 and 36
MIRL Rwy 18-36 L ★



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-18	1120-1	647 (700-1)	1120-1¾ 647 (700-1¾)	1120-2 647 (700-2)
CIRCLING	1160-1 687 (700-1)	1220-1¼ 747 (800-1¼)	1220-2¼ 747 (800-2¼)	1220-2½ 747 (800-2½)

EC-2, 14 JAN 2010 to 11 FEB 2010

WASHINGTON, INDIANA

AL-5969 (FAA)

RNAV (GPS) RWY 18

WASHINGTON/ DAVIESS COUNTY (DCY)

APP CRS	Rwy Idg	4306
183°	TDZE	473
	Apt Elev	473

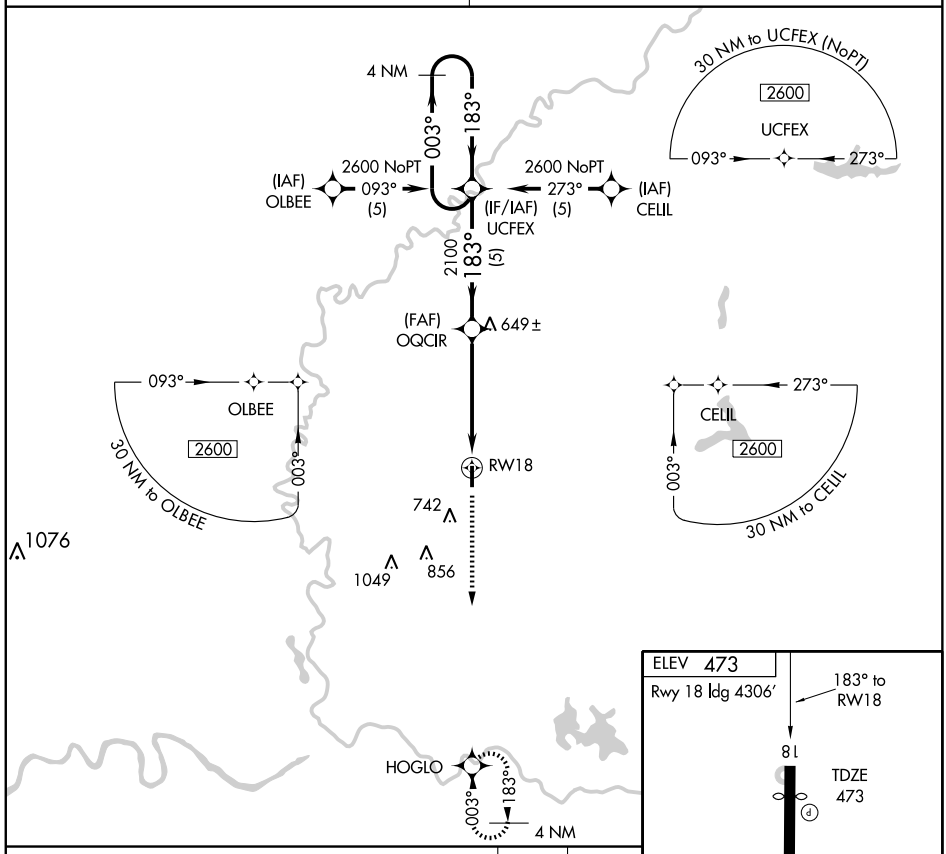
Use Evansville altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

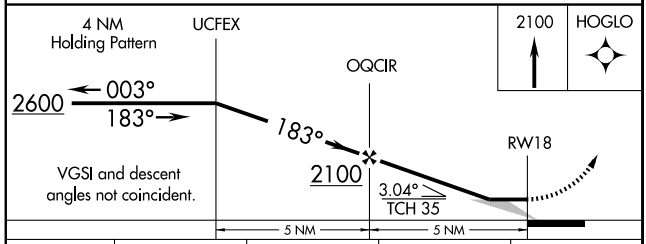
NA

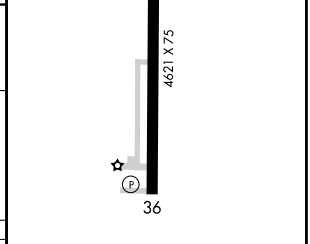
MISSED APPROACH: Climb to 2100 direct HOGLO WP and hold.

EVANSVILLE APP CON ★
125.6 267.9

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	980-1 507 (600-1)		980-1½ 507 (600-1½)	
CIRCLING	1160-1 687 (700-1)	1220-1¼ 747 (800-1¼)	1220-2¼ 747 (800-2¼)	1220-2½ 747 (800-2½)

REIL Rwys 18 and 36
MIRL Rwy 18-36 L ★

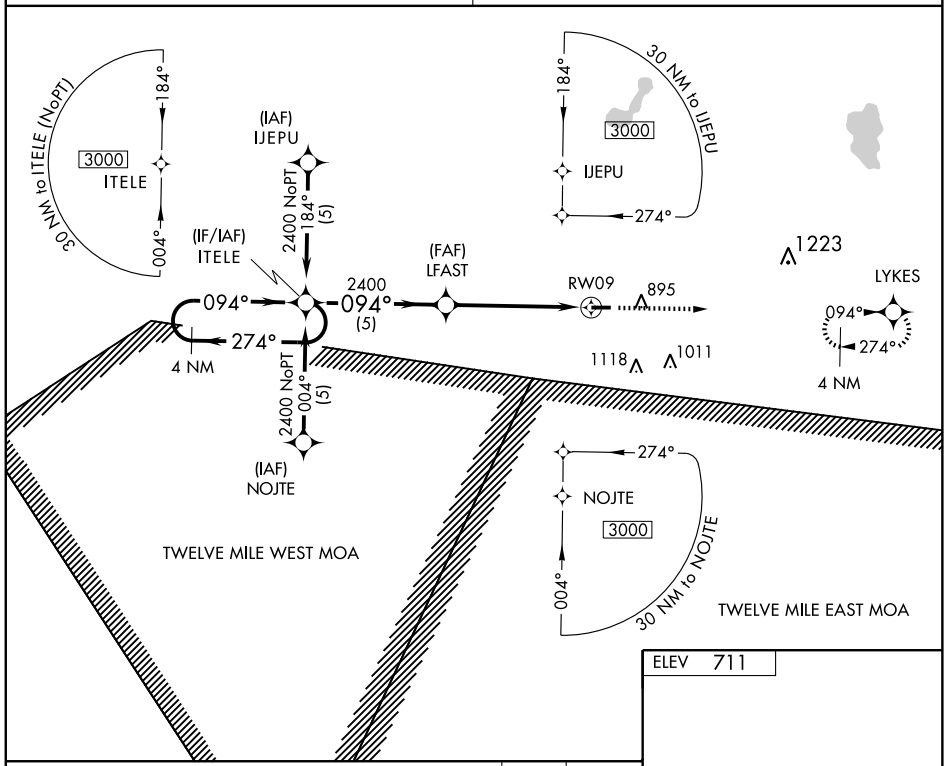
EC-2, 14 JAN 2010 to 11 FEB 2010

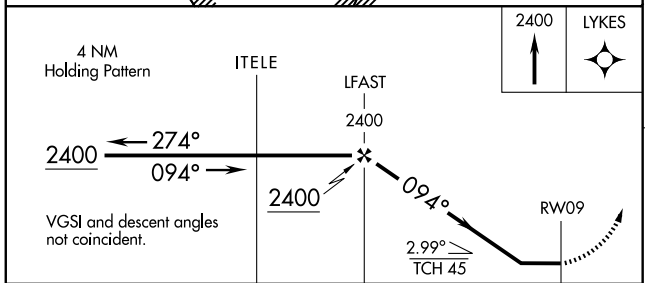
APP CRS	Rwy ldg	4200
094°	TDZE	708
	Apt Elev	711

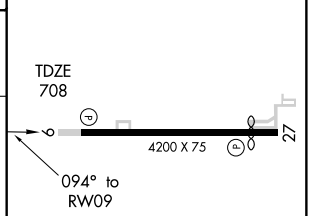
RNAV (GPS) RWY 9

WINAMAC/ ARENS FIELD (RWN)

⚠ NA — Use Valparaiso/Porter County Muni altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2400 direct LYKES WP and hold.
SOUTH BEND APP CON ★ **132.05 257.8**	UNICOM **122.8** (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1200-1 492 (500-1)		1200-1¼ 492 (500-1¼)	NA
CIRCLING	1280-1 569 (600-1)		1280-1½ 569 (600-1½)	NA

REIL Rwys 9 and 27
LIRL Rwy 9-27

EC-2, 14 JAN 2010 to 11 FEB 2010

WINAMAC, INDIANA

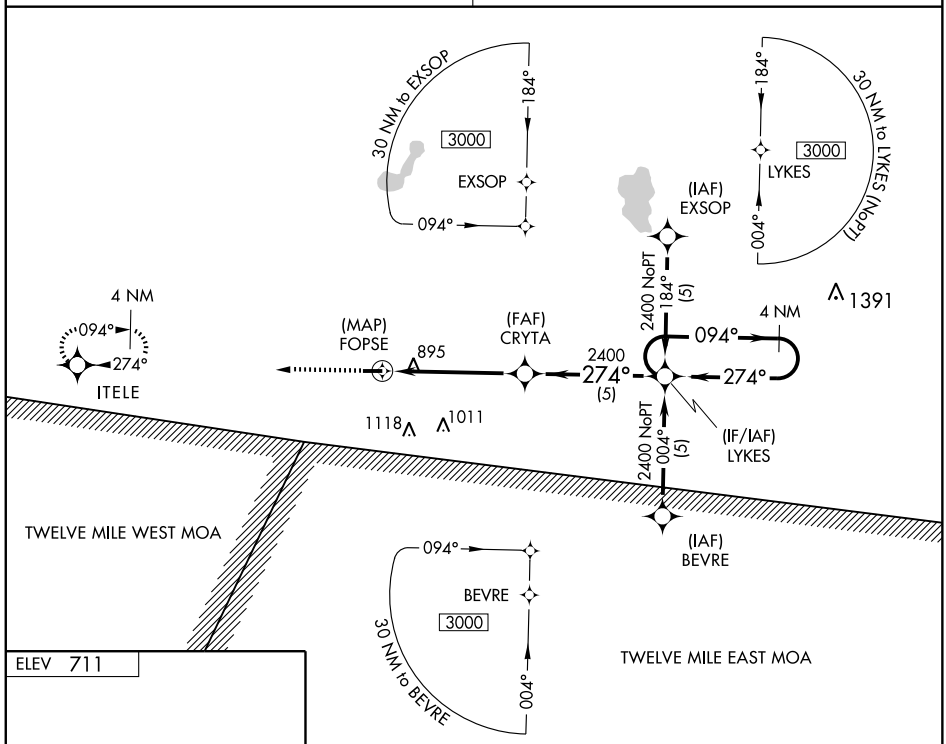
AL-6241 (FAA)

APP CRS	Rwy ldg	3640
274°	TDZE	708
	Apt Elev	711

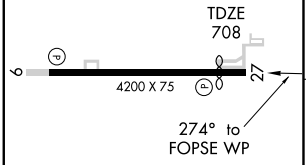
RNAV (GPS) RWY 27

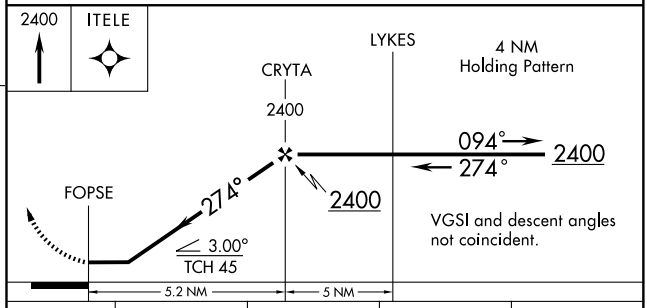
WINAMAC/ ARENS FIELD (RWN)

⚠ NA Use Valparaiso/Porter County Muni altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2400 direct ITELE WP and hold.
SOUTH BEND APP CON ★ **132.05 257.8**	UNICOM **122.8** (CTAF)



ELEV 711





CATEGORY	A	B	C	D
LNAV MDA	1220-1 512 (600-1)		1220-1½ 512 (600-1½)	NA
CIRCLING	1280-1 569 (600-1)		1280-1½ 569 (600-1½)	NA

REIL Rwys 9 and 27
LIRL Rwy 9-27

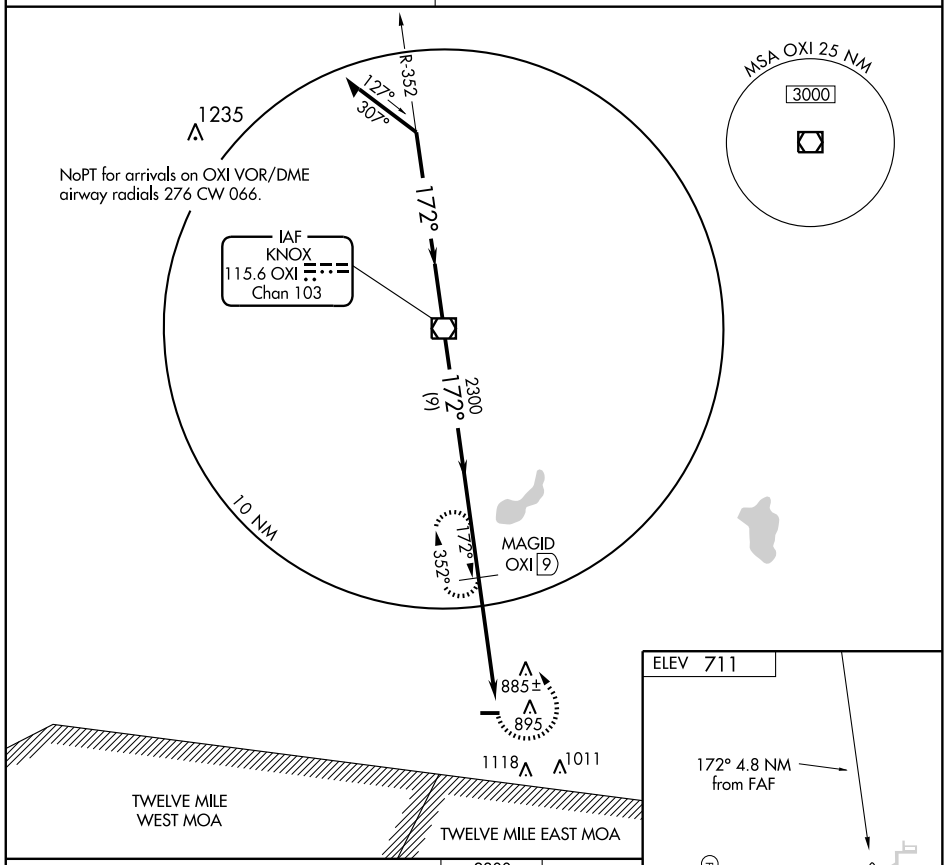
EC-2, 14 JAN 2010 to 11 FEB 2010

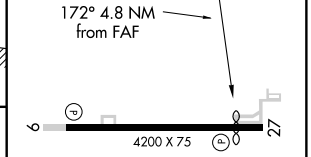
VOR/DME OXI	APP CRS	Rwy Idg	N/A
115.6	172°	TDZE	N/A
Chan 103		Apt Elev	711

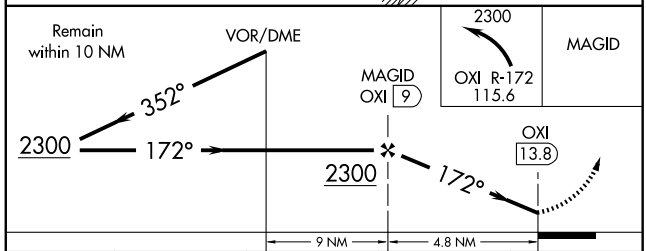
VOR/DME-A

WINAMAC/ARENS FIELD (RWN)

⚠ NA — Use Valparaiso/Porter County Muni altimeter setting.	MISSED APPROACH: Climbing left turn to 2300 via OXI R-172 to MAGID/OXI 9 DME and hold.
SOUTH BEND APP CON ★ 132.05 257.8	UNICOM 122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1280-1 569 (600-1)		1280-1½ 569 (600-1½)	NA

REIL Rwys 9 and 27
LIRL Rwy 9-27

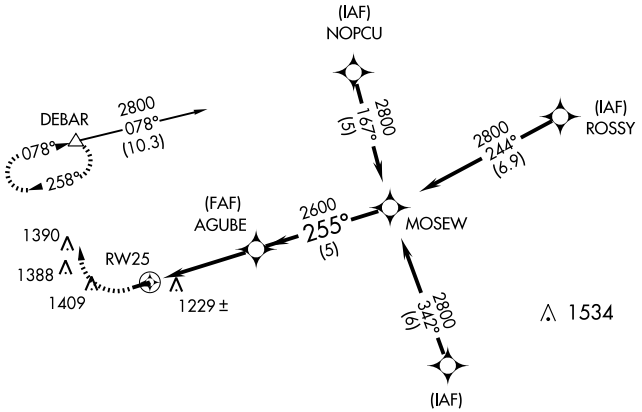
EC-2, 14 JAN 2010 to 11 FEB 2010

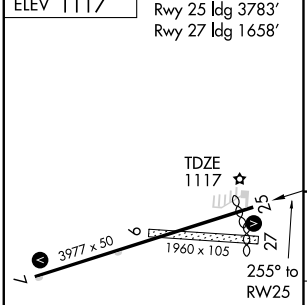
APP CRS		
255°	Rwy Idg	3783
	TDZE	1117
	Apt Elev	1117

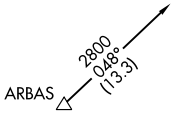
GPS RWY 25

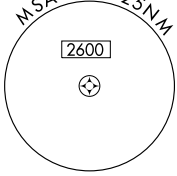
WINCHESTER/ RANDOLPH COUNTY (I22)

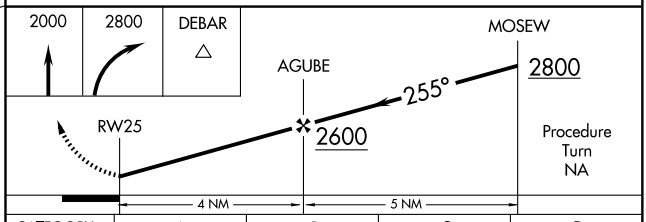
⚠ NA Use Dayton, OH altimeter setting.	MISSED APPROACH: Climb to 2000, then climbing right turn to 2800 direct DEBAR WPT and hold.
DAYTON APP CON **134.45 352.05**	UNICOM **123.0** (CTAF) L











CATEGORY	A	B	C	D
S-25	1580-1 463 (500-1)		1580-1¼ 463 (500-1¼)	NA
CIRCLING	1660-1 543 (600-1)		1660-1½ 543 (600-1½)	NA

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME DQN	APP CRS	Rwy Idg	N/A
114.5	292°	TDZE	N/A
Chan 92		Apt Elev	1117

VOR or GPS-A

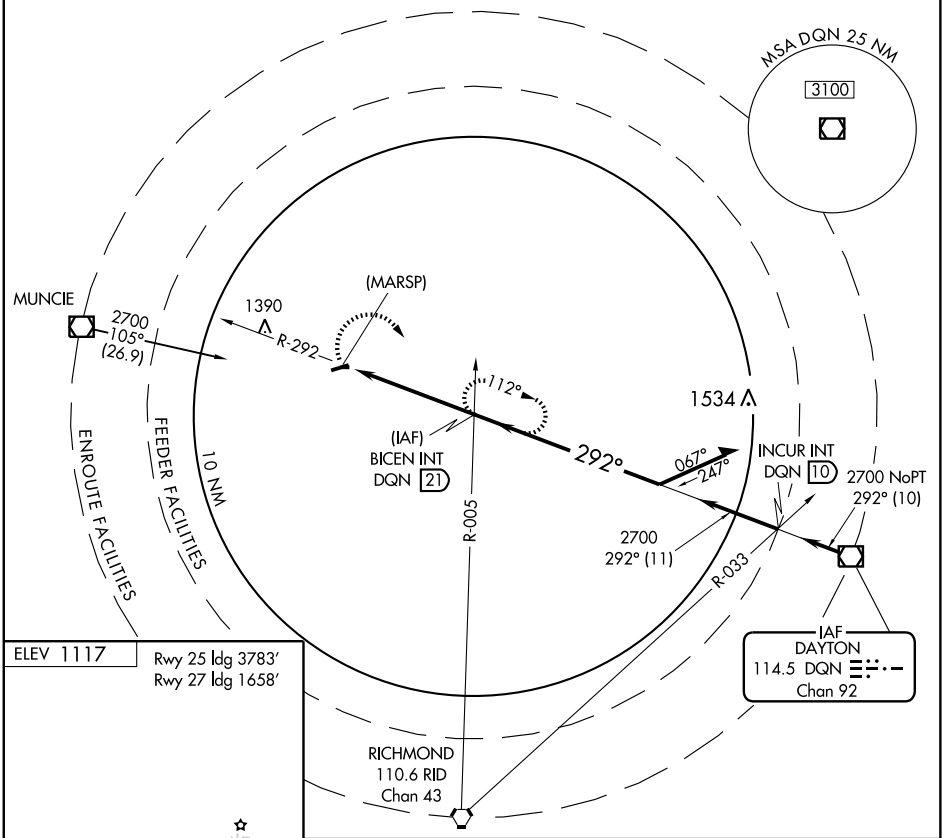
WINCHESTER/ RANDOLPH COUNTY (I22)

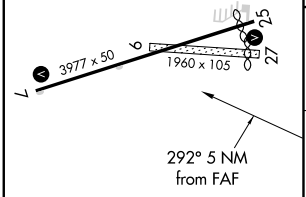
NA Use Dayton altimeter setting.

MISSED APPROACH: Climbing right turn to 2700 via DQN R-292 to BICEN Int/21 DME and hold.

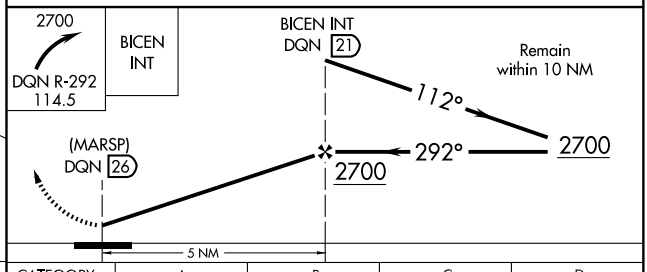
DAYTON APP CON
134.45 352.05

UNICOM
123.0 (CTAF) L





REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1720-1 602 (700-1)	1720-1¼ 602 (700-1¼)	1720-1½ 602 (700-1½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

AIFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ADRIAN, MI
LENAWEE COUNTY ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

ALPENA, MI
ALPENA COUNTY RGNL ... **RNAV (GPS) Rwy 1**
NA when local weather not available.

ANN ARBOR, MI
ANN ARBOR MUNI ..... **RNAV (GPS) Rwy 6[1]**
RNAV (GPS) Rwy 24[1]
VOR Rwy 6[2]
VOR Rwy 24[2]
[1]NA when local weather not available.
[2]NA when control tower closed.

BAD AXE, MI
HURON COUNTY MEMORIAL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 35
NA when local weather not available.

BATTLE CREEK, MI
W.K. KELLOGG ..... **ILS or LOC Rwy 23[1]**
RADAR-1[2]
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 23[3]
VOR or TACAN Rwy 5[4]
VOR Rwy 23[3]
VOR or TACAN or GPS Rwy 31[4]
[1]NA when control tower closed.
[2]NA when Kalamazoo control tower closed.
[3]NA when local weather not available.
[4]NA when control tower closed except for operators with approved weather reporting service.

NAME — ALTERNATE MINIMUMS

BEAVER ISLAND, MI
BEAVER ISLAND ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

BELLAIRE, MI
ANTRIM COUNTY ..... **RNAV (GPS) Rwy 2[12]**
VOR Rwy 2[3]
[1]NA when local weather not available.
[2]Category D, 900-2¾.
[3]Categories A,B, 1000-2;Category C, 1000-2¾;
Category D, 1000-3.

BENTON HARBOR, MI
SOUTHWEST MICHIGAN RGNL ..... **RNAV (GPS) Rwy 9**
VOR Rwy 9
NA when local weather not available.

CADILLAC, MI
WEXFORD COUNTY ..... **NDB Rwy 7[1]**
NDB Rwy 25[2]
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 25[3]
[1]Categories, A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

CARO, MI
TUSCOLA AREA ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR/DME-A
NA when local weather not available.

CHARLEVOIX, MI
CHARLEVOIX MUNI ..... **RNAV (GPS) Rwy 9**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

CHARLOTTE, MI

FITCH H BEACH ..... **RNAV (GPS) Rwy 20**
NA when local weather not available.

COLDWATER, MI

BRANCH COUNTY
MEMORIAL ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
VOR Rwy 7
VOR/DME Rwy 25
NA when local weather not available.

DETROIT, MI

COLEMAN A.
YOUNG MUNI ..... **ILS or LOC Rwy 33[1]**
NDB Rwy 15[2]
RNAV (GPS) Rwy 15[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 33[2]
[1]ILS, 700-2.
[2]NA when local weather not available.

WILLOW RUN ..... **VOR or GPS-A**
Category D, 800-2¼.

DETROIT/GROSSE ILE, MI

GROSSE ILE MUNI ..... **NDB Rwy 4[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[2]
VOR-A[2]
NA when local weather not available.
[1]Category A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.
[2]Category A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

ESCANABA, MI

DELTA COUNTY ..... **ILS or LOC Rwy 9[1]**
LOC BC Rwy 27[2]
RNAV (GPS) Rwy 9[23]
RNAV (GPS) Rwy 27[23]
VOR Rwy 9[23]
VOR Rwy 27[23]
VOR Rwy 36[2]
[1]ILS, Category C, 700-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

FLINT, MI

BISHOP INTL ..... **ILS Rwy 9[12]**
ILS Rwy 27[2]
RADAR-1[2]
RNAV (GPS) Rwy 27[3]
[1]LOC, DME required
[2]NA when control tower closed.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

FRANKFORT, MI

FRANKFORT DOW
MEMORIAL FIELD ..... **RNAV (GPS) Rwy 15[1]**
RNAV (GPS) Rwy 33[1]
VOR/DME-A[2]
NA when local weather not available.
[1]Category C, 900-2¾.
[2]Categories A,B, 900-2; Category C, 900-2¾.

FREMONT, MI

FREMONT MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR Rwy 18
VOR Rwy 36
NA when local weather not available.

GAYLORD, MI

GAYLORD RGNL ..... **ILS Rwy 9[1]**
VOR or GPS Rwy 9[2]
VOR or GPS Rwy 27[2]
[1]ILS,Categories B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D,800-2½.

GRAND RAPIDS, MI

GERALD R. FORD INTL . **ILS or LOC Rwy 8R[1]**
ILS or LOC Rwy 26L[1]
ILS or LOC Rwy 35[12]
RADAR-1[3]
RNAV (GPS) Rwy 8L[1]
RNAV (GPS) Rwy 8R[1]
RNAV (GPS) Rwy 17[1]
RNAV (GPS) Rwy 26L[1]
RNAV (GPS) Rwy 26R[1]
RNAV (GPS) Rwy 35[1]
VOR Rwy 35[1]
[1]NA when local weather not available.
[2]ILS, Categories A, B, C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]NA when control tower is closed.

GRAYLING, MI

GRAYLING AAF ..... **RNAV (GPS) Rwy 14**
NA when local weather not available.

HANCOCK, MI

HOUGHTON
COUNTY MEMORIAL ..... **ILS or LOC Rwy 31[12]**
LOC/DME BC Rwy 13[23]
RNAV (GPS) Rwy 31[3]
VOR Rwy 25[3]
VOR Rwy 31[3]
[1]ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

HARBOR SPRINGS, MI

HARBOR SPRINGS ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.
Category B, 900-2.

HOLLAND, MI

TULIP CITY ..... **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26
NA when local weather not available.

HOUGHTON LAKE, MI

ROSCOMMON COUNTY-
BLODGETT MEMORIAL ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

HOWELL, MI

LIVINGSTON COUNTY
SPENCER J HARDY ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 31
NA when local weather not available.

IRON MOUNTAIN-KINGSFORD, MI

FORD ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
VOR Rwy 31
NA when local weather not available.

IRONWOOD, MI

GOGEBIC-
IRON COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
VOR/DME Rwy 9
VOR/DME Rwy 27
NA when local weather not available.
Category A, B, 900-2; Category C, 900-2½; Category D, 1000-3.

JACKSON, MI

JACKSON COUNTY-REYNOLDS
FIELD ..... **ILS Rwy 24[1][2]**
NDB Rwy 24[1]
RNAV (GPS) Rwy 6[3]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 24[3]
RNAV (GPS) Rwy 32[3]
VOR Rwy 6[3]
VOR Rwy 14[3]
VOR Rwy 32[3]
VOR/DME Rwy 24[3]
[1]NA when control tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

KALAMAZOO, MI

KALAMAZOO/BATTLE CREEK
INTL ..... **ILS or LOC Rwy 35[1]**
LOC BC Rwy 17[1]
NDB Rwy 35[1]
RADAR-1[1]
VOR Rwy 5[1][2]
VOR Rwy 23[3]
[1]NA when control tower closed.
[2]Category D, NA.
[3]NA when control tower closed, except for operators with approved weather reporting service.

LUDINGTON, MI

MASON COUNTY ..... **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26
NA when local weather not available.

MANISTEE, MI

MANISTEE
COUNTY-BLACKER ..... **ILS Rwy 27**
ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.

MARQUETTE, MI

SAWYER INTL ..... **ILS Rwy 1**
LOC, NA.

MENOMINEE, MI

MENOMINEE-MARINETTE
TWIN COUNTY ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 32
VOR-A
NA when local weather not available.

MIDLAND, MI

JACK BARSTOW ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR-A
NA when local weather not available.

MONROE, MI

CUSTER ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR Rwy 3[1]
VOR Rwy 21
NA when local weather not available.
[1]Category D, 800-2¼.

MOUNT PLEASANT, MI

MOUNT PLEASANT MUNI ... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
VOR Rwy 27
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

MUSKEGON, MI
MUSKEGON COUNTY ..... **ILS Rwy 24[1]**
ILS or LOC Rwy 32[1]
LOC BC Rwy 14[12]
RADAR-1[1]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR-A[1]

[1]NA when control tower closed.
[2]NA when local weather not available.

OSCODA, MI
OSCODA-WURTSMITH ..... **RNAV (GPS) Rwy 6**
NA when local weather not available.

OWOSSO, MI
OWOSSO COMMUNITY ... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR/DME Rwy 28
NA when local weather not available.

PELLSTON, MI
PELLSTON RGNL AIRPORT OF
EMMET COUNTY ..... **ILS or LOC Rwy 32[12]**
RNAV (GPS) Rwy 5[13]
RNAV (GPS) Rwy 23[14]
RNAV (GPS) Rwy 32[14]
VOR/DME Rwy 5[3]
VOR Rwy 23[14]

[1]NA when local weather not available.
[2]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]Category D, 800-2¼.

PONTIAC, MI
OAKLAND COUNTY
INTL ..... **ILS or LOC Rwy 9R[12]**
LOC BC Rwy 27L[1]
RNAV (GPS) Rwy 9R[3]
RNAV (GPS) Rwy 27L[3]
VOR Rwy 9R[3]
VOR Rwy 27L[3]

[1]NA when control tower closed.
[2]ILS, LOC, Categories A, B, C, D, 700-2.
[3]NA when local weather not available.

SAGINAW, MI
SAGINAW COUNTY
H W BROWNE ..... **ILS or LOC/DME Rwy 27**
RNAV (GPS) Rwy 9[1]
RNAV (GPS) Rwy 27
NA when local weather not available.
[1]Category C, 800-2¼.

SAGINAW, MI (CON'T)
MBS INTL ..... **ILS or LOC Rwy 5[1]**
ILS Rwy 23[2]
RADAR-1[1]
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 14[3]
RNAV (GPS Rwy 23[3]
RNAV (GPS) Rwy 32[3]
VOR Rwy 5[4]
VOR Rwy 14[4]
VOR Rwy 32[4]

[1]NA when control tower closed.
[2]DME or radar required; NA when control tower closed.
[3]NA when local weather not available.
[4]NA for NON-DME equipped aircraft when control tower closed.

SAULT STE MARIE, MI
CHIPPEWA
COUNTY INTL ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
VOR-A[1]
NA when local weather not available.
[1]DME standard, ADF NA.

SOUTH HAVEN, MI
SOUTH HAVEN
AREA RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
VOR Rwy 22
NA when local weather not available.

SPARTA, MI
PAUL C MILLER-
SPARTA ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
VOR-A
NA when local weather not available.

NAME ALTERNATE MINIMUMS

STURGIS, MI

KIRSCH MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.
Category D, 800-2¼.

TRAVERSE CITY, MI

CHERRY CAPITAL ..... **ILS Rwy 28[12]**
NDB or GPS Rwy 28[23]
RNAV (GPS) Rwy 10[45]
VOR or TACAN or GPS-A[3]
[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC,Category C, 800-2¼; Category D, 800-2½.
[2]NA when control tower closed.
[3]Category C, 800-2¼, Category D, 800-2½.
[4]Categories A, B, 1400-2; Categories C, D, 1400-3.
[5]NA when local weather not available.

WEST BRANCH, MI

WEST BRANCH
COMMUNITY ..... **RNAV (GPS) Rwy 9[1]**
RNAV (GPS) Rwy 27
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

BATTLE CREEK, MI
W. K. KELLOGG

Amdt. 2, DEC 13,1990 (FAA) ELEV **952**

RADAR - 119.2 340.9

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
CIRCLING		A	**1420**-1	468	(500-1)	B	**1440**-1	488	(500-1)
		C	**1480**-1½	528	(600-1½)	D	**1520**-2	568	(600-2)
		E	**1740**-2¾	788	(800-2¾)				

When Kalamazoo control tower closed, procedure not authorized.
When Battle Creek control tower closed, use Kalamazoo altimeter setting and increase all MDA's 60 feet and Category E visibility ¼ mile.

FLINT, MI
BISHOP INTL

Amdt. 8A, APR 13, 2006 (FAA) ELEV **782**

RADAR - 118.8 257.9

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	36	ABC	**1180**-1	398	(400-1)	D	**1180**-1¼	398	(400-1¼)
	18	AB	**1300**-1	523	(600-1)	C	**1300**-1½	523	(600-1½)
		D	**1300**-1¾	523	(600-1¾)				
	27	ABC	**1240**-¾	470	(500-¾)	D	**1240**-1	470	(500-1)
CIRCLING		AB	**1300**-1	518	(600-1)	C	**1300**-1½	518	(600-1½)
		D	**1340**-2	558	(600-2)				

CAUTION: Brightly lighted parking lot 4000' E of approach end of rwy 27 can easily be confused for rwy 27.
For inoperative MALSR, increase ASR Rwy 27 Categories A and B visibility to 1.

GRAND RAPIDS, MI
GERALD R. FORD INTL

Amdt. 10B, AUG 13, 1998 (FAA) ELEV **794**

RADAR - 128.4 257.6

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	26L	ABC	**1100**/24	310	(400-½)	D	**1100**/50	310	(400-1)
	26R	ABC	**1180-1**	386	(400-1)	D	**1180**-1¼	386	(400-1¼)
	8R	AB	**1200**-½	406	(500-½)	C	**1200**-¾	406	(500-¾)
		D	**1200**-1	406	(500-1)				
	8L	AB	**1200-1**	413	(500-1)	CD	**1200**-1¼	413	(500-1¼)
CIRCLING		AB	**1280**-1	486	(500-1)	C	**1280**-1½	486	(500-1½)
		D	**1360**-2	566	(600-2)				

When control tower closed, ASR not authorized.

KALAMAZOO, MI

Amdt. 9, OCT 25, 2007 (FAA) ELEV **874**

KALAMAZOO/BATTLE CREEK INTL

RADAR-1 121.2 340.9

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	35		AB	**1280**/24	412	(500-½)	C	**1280**/40	412	(500-¾)
			D	**1280**/50	412	(500-1)				
	17		AB	**1320**-1	453	(500-1)	C	**1320**-1¼	453	(500-1¼)
			D	**1320**-1½	453	(500-1½)				
CIRCLING			AB	**1380**-1	506	(600-1)	C	**1380**-1½	506	(600-1½)
			D	**1440**-2	566	(600-2)				

For inoperative MALSR, increase S-35 Cat D visibility to RVR 6000.
When control tower closed, ASR NA.

LANSING, MI

Amdt. 15, AUG 27, 2009 (FAA) ELEV **861**

CAPITAL CITY

RADAR - 118.65 133.475 226.4

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	10R		ABC	**1260**/24	399	(400-½)	D	**1260**/50	399	(400-1)
	28L		AB	**1320**/24	469	(500-½)	C	**1320**/40	469	(500-¾)
			D	**1320**/50	469	(500-1)				
	6		AB	**1320**-1	462	(500-1)	C	**1320**-1¼	462	(500-1¼)
			D	**1320**-1½	462	(500-1½)				
	24		AB	**1260**-1	403	(400-1)	CD	**1260**-1¼	403	(400-1¼)
CIRCLING			AB	**1380**-1	519	(600-1)	C	**1380**-1½	519	(600-1½)
			D	**1440**-2	579	(600-2)				

For inoperative MALSR, increase S-10R Cat D visibility to RVR 6000.
Visibility reduction by helicopters NA for Rwy 6, and Rwy 24.
Lost Communications (All Rwys): As directed by ATC on initial contact.

MUSKEGON, MI

Amdt. 14, JUN 24, 1993 (FAA) ELEV **628**

MUSKEGON COUNTY

RADAR - 119.8 339.1

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	24	AB	**1040**-½	413	(500-½)	C	**1040**-¾	413	(500-¾)
		D	**1040**-1	413	(500-1)				
	32	AB	**1060**/24	433	(500-½)	C	**1060**/40	433	(500-¾)
		D	**1060**/50	433	(500-1)				
	14	AB	**1080**-1	452	(500-1)	C	**1080**-1¼	452	(500-1¼)
		D	**1080**-1½	452	(500-1½)				
	6	AB	**1160**-1	537	(600-1)	C	**1160**-1½	537	(600-1½)
		D	**1160**-1¾	537	(600-1¾)				
CIRCLING		AB	**1160**-1	532	(600-1)	C	**1180**-1½	552	(600-1½)
		D	**1220**-2	592	(600-2)				

For inoperative MALSR, increase Category D S-24 visibility ¼ mile.
When control tower closed, procedure NA.

SAGINAW, MI

Amdt. 9, AUG 1, 1985 (FAA) ELEV **668**

MBS INTL

RADAR - 120.95 126.45 235.625

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	23	ABC	**1020**-½	359	(400-½)	D	**1020**-1	359	(400-1)
	5	ABC	**1060**/24	394	(400-½)	D	**1060**/50	394	(400-1)
CIRCLING		A	**1100**-1	432	(500-1)	B	**1120**-1	452	(500-1)
		C	**1120**-1½	452	(500-1½)	D	**1220**-2	552	(600-2)

Category D S-5 visibility increased to RVR 6000 for inoperative SSALR.
Category D S-23 visibility increased ¼ mile for inoperative MALSR.
When control tower not in operation, procedure NA.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ADRIAN, MI

LENAWEE COUNTY (ADG)
ORIG 07130 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11, 29,** NA-ATC.
NOTE: **Rwy 5,** multiple trees beginning 1837' from departure end of runway, 149' left of centerline, up to 75' AGL/873' MSL. Multiple trees beginning 953' from departure end of runway, 146' right of centerline, up to 74' AGL/872' MSL. **Rwy 23,** tree 1231' from departure end of runway, 633' left of centerline, 55' AGL/849' MSL.

ALLEGAN, MI

PADGHAM FIELD (35D)
AMDT 1 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 29, 32,** 300-1.

NAME	TAKE-OFF MINIMUMS

ALMA, MI

GRATIOT COMMUNITY (AMN)
ORIG 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 400-3 or std. w/ min. climb of 251' per NM to 1400.
NOTE: **Rwy 9,** multiple trees beginning 841' from DER, 438' right of centerline, up to 58' AGL/817' MSL. Multiple trees beginning 1383' from DER, 380' left of centerline, up to 71' AGL/820' MSL. **Rwy 18,** multiple trees beginning 1067' from DER, 152' right of centerline, up to 70' AGL/829' MSL. Multiple trees beginning 923' from DER, 374' left of centerline, up to 70' AGL/824' MSL. **Rwy 27,** multiple trees beginning 306' from DER, 272' right of centerline, up to 81' AGL/840' MSL. Multiple trees beginning 1168' from DER, 593' left of centerline, up to 93' AGL/852' MSL. **Rwy 36,** multiple trees beginning 239' from DER, 3' right of centerline, up to 86' AGL/845' MSL. Multiple trees beginning 143' from DER, 38' left of centerline, up to 103' AGL/852' MSL.

ALPENA, MI

ALPENA COUNTY RGNL (APN)
ORIG 09015 (FAA)

NOTE: **Rwy 1,** tree 2293' from departure end of runway, 525' left of centerline, 100' AGL/749' MSL. **Rwy 7,** trees beginning 858' from departure end of runway, 567' right of centerline up to 100' AGL/774' MSL. Trees beginning 1059' from departure end of runway, 166' left of centerline up to 100' AGL/769' MSL. **Rwy 19,** trees beginning 1789' from departure end of runway, 270' left of centerline up to 100' AGL/779' MSL. Trees beginning 1049' from departure end of runway, 777' right of centerline up to 100' AGL/789' MSL. Vent on cable 44' from departure end of runway, 147' left of centerline up to 25' AGL/685' MSL. **Rwy 25,** trees beginning 652' from departure end of runway, 53' left of centerline up to 100' AGL/755' MSL. Trees beginning 1021' from departure end of runway, 275' right of centerline up to 100' AGL/751' MSL.

ANN ARBOR, MI

ANN ARBOR MUNI (ARB)
AMDT 8 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 12, 30,** NA-Environmental.

NOTE: **Rwy 6,** multiple trees beginning 442' from departure end of runway, 47' right of centerline, up to 79' AGL/899' MSL. Building 312' from departure end of runway, 479' right of centerline, 15' AGL/838' MSL. Multiple trees beginning 635' from departure end of runway, 182' left of centerline, up to 59' AGL/887' MSL. Building 99' from departure end of runway, 351' left of centerline, 22' AGL/849' MSL. **Rwy 24,** multiple trees beginning 479' from departure end of runway, 473' left of centerline, up to 100' AGL/929' MSL. Multiple trees beginning 462' from departure end of runway, 486' right of centerline, up to 50' AGL/885' MSL. Terrain 138' from departure end of runway, 475' right of centerline, 0' AGL/837' MSL.

BAD AXE, MI

HURON COUNTY MEMORIAL (BAX)
AMDT 4 07354 (FAA)

NOTE: **Rwy 4,** vehicle on road 244' from departure end of runway, 531' left of centerline, 15' AGL/774' MSL. Tree 810' from departure end of runway, 43' left of centerline, 100' AGL/859' MSL. Vehicle on road 223' from departure end of runway, 470' right of centerline, 15' AGL/774' MSL. **Rwy 17,** vehicle on road 164' from departure end of runway, on centerline, 15' AGL/784' MSL. Bush 81' from departure end of runway, 497' right of centerline, 4' AGL/757' MSL. Railroad 695' from departure end of runway, 684' right of centerline, 23' AGL/792' MSL. Terrain beginning 222' from departure end of runway, 70' right of centerline, 0' AGL/757' MSL. Trees beginning 855' from departure end of runway, 392' right of centerline, up to 100' AGL/879' MSL. Pole 1135' from departure end of runway, 755' left of centerline, 35' AGL/798' MSL. Terrain beginning 44' from departure end of runway, 9' left of centerline, 0' AGL/765' MSL. Trees beginning 1693' from departure end of runway, 372' left of centerline, up to 100' AGL/859' MSL. **Rwy 22,** terrain beginning 3' from departure end of runway, 172' left of centerline, 0' AGL/765' MSL. Tree 2334' from departure end of runway, 422' left of centerline, 100' AGL/869' MSL. Terrain beginning 49' from departure end of runway, 165' right of centerline, 0' AGL/762' MSL. Railroad 41' from departure end of runway, 390' right of centerline, 23' AGL/782' MSL. **Rwy 35,** antenna on tower 355' from departure end of runway, 478' right of centerline, 34' AGL/793' MSL. Antenna 359' from departure end of runway, 477' right of centerline, 30' AGL/793' MSL. Vehicle on road 575' from departure end of runway, 412' right of centerline, 15' AGL/778' MSL. Trees beginning 1259' from departure end of runway, 53' right of centerline, up to 100' AGL/842' MSL. Trees beginning 1509' from departure end of runway, 375' left of centerline, up to 100' AGL/859' MSL. Tower 1085' from departure end of runway, 698' left of centerline, 63' AGL/822' MSL.

BALDWIN, MI

BALDWIN MUNI (7D3)
ORIG 84075 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 9, 23, 27,** 300-1.

BATTLE CREEK, MI

W. K. KELLOGG (BTL)
AMDT 2 91346 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31,** 300-1.

DEPARTURE PROCEDURE: **Rwy 31,** climb runway heading to 1400 before turning.

BAY CITY, MI

JAMES CLEMENTS MUNI (3CM)
AMDT 5 86128 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 18, 23, 27, 36,** 300-1. **Rwy 5,** 900-2.

DEPARTURE PROCEDURE: **Rwys 23, 27, 36,** climb runway heading to 2100 before turning. **Rwy 9,** left turn climb heading 070° to 2100 before turning. **Rwy 5,** right turn climb heading 070° to 2100 before turning. **Rwy 18,** right turn climb heading 230° to 2100 before turning.

BEAVER ISLAND, MI
BEAVER ISLAND (SJX)
ORIG 98001 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9,27,** 300-1.
Rwys 5,14,23,32, NA.

BELLAIRE, MI
ANTRIM COUNTY (ACB)
AMDT 6 06215 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 700-3 or std. w/ a min. climb of 417' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 1200 before turning right. **Rwy 20,** climb heading 202° to 1300 before turning left.
NOTE: **Rwy 2,** road 385' from departure end of runway, 528' right of centerline, 15' AGL/646' MSL. Multiple trees beginning 2535' from departure end of runway, 96' left of centerline, up to 100' AGL/884' MSL. Multiple trees beginning 406' from departure end of runway, 235' right of centerline, up to 100' AGL/1147' MSL. Tower 2.57 NM from departure end of runway, 3271' right of centerline, 168' AGL/1198' MSL.
Rwy 20, multiple trees beginning 64' from departure end of runway, 204' right of centerline up to 100' AGL/693' MSL. Multiple buildings and antenna on tower beginning 2641' from departure end of runway, 909' right of centerline, up to 121' AGL/721' MSL. Multiple trees beginning 125' from departure end of runway, 220' left of centerline, up to 100' AGL/720' MSL.

BENTON HARBOR, MI
SOUTHWEST MICHIGAN RGNL (BEH)
AMDT 5 86212 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. with min. climb of 300' per NM to 1100. **Rwys 13, 18, 31, 36,** 300-1.
DEPARTURE PROCEDURE: **Rwy 27,** climb runway heading to 1100 before turning.

BERRIEN SPRINGS, MI
ANDREW UNIVERSITY AIRPARK (C20)
ORIG 03023 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 13, 21,** NA. **Rwy 31,** 700-1½ or std. with a min. climb of 260' per NM to 1500. NA at night.
NOTE: **Rwy 31,** tower 6789' northeast of departure end of runway, 565' AGL/1224' MSL.

BIG RAPIDS, MI
ROBEN-HOOD (RQB)
AMDT 5 96116 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 27,** 300-1.

BOYNE FALLS, MI
BOYNE MOUNTAIN (BFA)
AMDT 3 96340 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 1000-1. **Rwy 35,** 500-1.
DEPARTURE PROCEDURE: **Rwys 17,35,** climb runway heading to 2000 before turning.

CADILLAC, MI
WEXFORD COUNTY (CAD)
AMDT 7 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Environmental.
DEPARTURE PROCEDURE: **Rwy 25,** climb heading 250° to 1800 before turning left.
NOTE: **Rwy 7,** trees beginning 783' from DER, 129' right of centerline, up to 53' AGL/1348' MSL. Trees beginning 849' from DER, 348' left of centerline, up to 74' AGL/1378' MSL. Poles beginning 1221' from DER, 596' left of centerline, up to 30' AGL/1336' MSL. Poles beginning 1228' from DER, 366' right of centerline, up to 38' AGL/1333' MSL. Train and tracks 1386' from DER, 819' left of centerline, 23' AGL/1335' MSL. **Rwy 25,** bush 14' from DER, 275' right of centerline, 10' AGL/1317' MSL. Vehicle and road 660' from DER, 623' left of centerline, 15' AGL/1327' MSL.

CARO, MI
TUSCOLA AREA (CFS)
AMDT 1 08325 (FAA)
TAKE-OFF MINIMUMS: **Rwys 12, 30,** NA-Environmental.
NOTE: **Rwy 5,** vehicle on highway 2163' from departure end of runway, 648' left of centerline, 17' AGL/786' MSL. Trees beginning 865' from departure end of runway, 248' right of centerline, up to 100' AGL/809' MSL. **Rwy 23,** trees beginning 990' from departure end of runway, 581' right of centerline, up to 100' AGL/789' MSL.

CHARLEVOIX, MI
CHARLEVOIX MUNI (CVX)
AMDT 4 05020 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** N/A.
NOTES: **Rwy 9,** terrain beginning at departure end of runway, left and right of centerline up to 660' MSL. **Rwy 27,** terrain beginning at departure end of runway, left and right of centerline up to 693' MSL.

CHARLOTTE, MI
FITCH H. BEACH (FPK)
AMDT 2 92065 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 14, 20, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 20,** climb runway heading to 1500 before turning.

CHEBOYGAN, MI
CHEBOYGAN COUNTY (SLH)
AMDT 3 86156 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 16,** 300-1.

CLARE, MI
CLARE MUNI (48D)
TAKE-OFF MINIMUMS: **Rwys 8, 13, 26, 31,** 300-1.

COLDWATER, MI

BRANCH COUNTY MEMORIAL (OEB)

AMDT 4 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 34,** NA - Environmental.

NOTE: **Rwy 4,** vehicles on road and trees beginning 5' from departure end of runway, 92' right of centerline, up to 100' AGL/1059' MSL. Vehicles on road and trees beginning 347' from departure end of runway, 317' left of centerline, up to 100' AGL/1,059' MSL. **Rwy 7,** trees beginning 1246' from departure end of runway, 430' left of centerline, up to 100' AGL/1059' MSL. Vehicles on road and trees beginning 154' from departure end of runway, 315' right of centerline, up to 100' AGL/1039' MSL. Pole 336' from departure end of runway, 274' right of centerline, 18' AGL/977' MSL. **Rwy 22,** trains on railroad and trees beginning 769' from departure end of runway, 986' left to 945' right of centerline, up to 100' AGL/1099' MSL. **Rwy 25,** vehicles on road and trees beginning 1171' from departure end of runway, 394' left of centerline, up to 100' AGL/1,059' MSL. Trees beginning 732' from departure end of runway, 95' right of centerline, up to 100' AGL/1034' MSL.

DAVISON, MI

ATHELONE WILLIAMS MEMORIAL (6G0)

AMDT 2 97338 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26,** 300-1.

DETROIT, MI

COLEMAN A. YOUNG MUNI (DET)

AMDT 6 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-2 or std. w/ min. climb of 211' per NM to 1400, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 33,** climb heading 328° to 1800 before turning.

NOTE: **Rwy 7,** multiple trees beginning 232' from departure end of runway, 20' left of centerline, up to 60' AGL/687' MSL. Multiple trees beginning 283' from departure end of runway, 44' right of centerline, up to 56' AGL/680' MSL. Stack 533' from departure end of runway, 66' right of centerline, 50' AGL/671' MSL. Obstruction light on stack on building 566' from departure end of runway, 18' right of centerline, 50' AGL/671' MSL. Obstruction light on floodlight 622' from departure end of runway, 104' left of centerline, 41' AGL/668' MSL. Light standard 149' from departure end of runway, 138' left of centerline, 37' AGL/654' MSL. Light standard 227' from departure end of runway, 105' right of centerline, 33' AGL/654' MSL. Antenna on building 936' from departure end of runway, 84' right of centerline, 43' AGL/670' MSL. Obstruction light floodlight 909' from departure end of runway, 96' right of centerline, 41' AGL/668' MSL. Pole 466' from departure end of runway, 198' right of centerline, 30' AGL/654' MSL. Obstruction light on pole 132' from departure end of runway, on centerline, 16' AGL/637' MSL. **Rwy 15,** multiple trees beginning 589' from departure end of runway, 221' left of centerline, up to 69' AGL/683' MSL. Multiple trees beginning 299' from departure end of runway, 289' right of centerline, up to 52' AGL/679' MSL. Antenna on airport beacon 662' from departure end of runway, 667' left of centerline, 81' AGL/695' MSL. Pipe on obstruction light building 783' from departure end of runway, 597' left of centerline, 62' AGL/676' MSL. Obstruction light on building 1473' from departure end of runway, 556' right of centerline, 68' AGL/692' MSL. Tower 3376' from departure end of runway, 1118' right of centerline, 103' AGL/723' MSL. Antenna on building 803' from departure end of runway, 522' right of centerline, 35' AGL/656' MSL. Building 3749' from departure end of runway, 569' left of centerline, 114' AGL/723' MSL. Floodlight on building 1611' from departure end of runway, 657' left of centerline, 53' AGL/667' MSL. Rod on obstruction light building 450' from departure end of runway, 317' left of centerline, 20' AGL/637' MSL. **Rwy 25,** tower 2828' from departure end of runway, 1225' left of centerline, 141' AGL/770' MSL. Multiple trees beginning 909' from departure end of runway, 133' left of centerline, up to 76' AGL/703' MSL. Multiple trees beginning 334' from departure end of runway, 132' right of centerline, 58' AGL/685' MSL. Obstruction light on building 48' from departure end of runway, 240' left of centerline, 41' AGL/662' MSL. Railroad 1' from departure end of runway, 126' left of centerline, 29' AGL/650' MSL. Obstruction light on stack 454' from departure end of runway, 45' left of centerline, 35' AGL/659' MSL. Railroad 190' from departure end of runway, 40' left of centerline, 29' AGL/650' MSL. Obstruction light stack on building 949' from departure end of runway, 44' left of centerline, 41' AGL/668' MSL. Stack 958' from departure end of runway, 12' left of centerline, 41' AGL/668' MSL. Light standard 701' from departure end of runway, 145' right of centerline, 26' AGL/653' MSL. Stack 9474' from departure end of runway, 2415' left of centerline, 241' AGL/872' MSL.

COLEMAN A. YOUNG MUNI (CON'T)

Rwy 33, multiple trees beginning 113' from departure end of runway, 118' left of centerline, up to 73' AGL/694' MSL. Multiple trees beginning 572' from departure end of runway, 84' right of centerline, up to 92' AGL/709' MSL. Flag pole 963' from departure end of runway, 379' left of centerline, 28' AGL/658' MSL.

DETROIT METROPOLITAN/WAYNE COUNTY (DTW)

ORIG 06159 (FAA)

NOTE: **Rwy 3R,** headwall 399' from departure end of runway, 566' right of centerline, 17' AGL/647' MSL. **Rwy 4L,** multiple transmission towers 1516' from departure end of runway, 827' left of centerline, up to 60' AGL/690' MSL, multiple antennas 2751' from departue end of runway, 762' right of centerline, up to 84' AGL/714' MSL. **Rwy 4R,** antenna on building 3348' from departure end of runway, 1301' left of centerline, 100' AGL/736' MSL. **Rwy 9L,** multiple trees 968' to 2519' from departure end of runway, 462' left of centerline and 1173' right of centerline, up to 85' AGL/715' MSL. **Rwy 9R,** tree 1837' from departure end of runway, 947' right of centerline, 50' AGL/686' MSL. **Rwy 21L,** multiple trees 1079' to 3910' from departure end of runway, 586' left of centerline and 1188' right of centerline, up to 100' AGL/733' MSL. **Rwy 22L,** multiple trees 794' to 3694' from departure end of runway, 611' right of centerline and 1381' left of centerline, up to 110' AGL/740' MSL. **Rwy 27R,** rod on ASR 4461' from departure end of runway, 464' left of centelrine, 106' AGL/756' MSL.

WILLOW RUN (YIP)

AMDT 9 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27R,** 200-1½ or std. w/ min. climb of 206' per NM to 1000.

NOTE: **Rwy 5L,** multiple trees beginning 1438' to 2887' from departure end of runway, from 119' to 438' left of centerline, up to 79' AGL/785' MSL. **Rwy 5R,** multiple trees beginning 1877' to 2472' from departure end of runway, from 134' to 922' left and right of centerline, up to 78' AGL/777' MSL. **Rwy 9R,** multiple trees beginning 827' to 2598' from departure end of runway, from 432' to 600' left and right of centerline, up to 77' AGL/780' MSL. **Rwy 23L,** tree 1304' from departure end of runway, 438' right of centerline, 42' AGL/757' MSL. Tree 2457' from departure end of runway, 720' left of centerline, 66' AGL/781' MSL. **Rwy 23R,** multiple trees and road with vehicle beginning 587' to 1333' from departure end of runway, from 282' to 814' left and right of centerline, up to 77' AGL/793' MSL. **Rwy 27L,** multiple trees and poles beginning 1273' to 2024' from departure end of runway, from 47' to 769' left and right of centerline, up to 90' AGL/805' MSL. **Rwy 27R,** railroad and lights beginning 564' to 1565' from departure end of runway, from 4' to 333' left of centerline, up to 54' AGL/770' MSL. Tree and lights beginning 102' to 1257' from departure end of runway, from 10' to 485' right of centerline, up to 55' AGL/771' MSL. Tower 7161' from departure end of runway, 502' left of centerline, 162' AGL/900' MSL. **Rwy 32,** multiple trees and poles beginning 701' to 1884' from departure end of runway, from 78' to 750' left of centerline, up to 84' AGL/798' MSL. Multiple trees 1157' to 1893' from departure end of runway, from 126' to 475' right of centerline, up to 66' AGL/780' MSL.

DETROIT/GROSSE ILE, MI

GROSSE ILE MUNI (ONZ)

AMDT 4 97198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 17, 22,** 300-1.

Rwy 35, 800-2 or 300-1 with a min. climb of 210' per NM to 1400.

DOWAGIAC, MI

DOWAGIAC MUNI (C91)

AMDT 4 80150 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 9, 22, 27,** 400-1.

DEPARTURE PROCEDURE: **Rwys 4, 9, 22,** climb runway heading to 1500 before turning.

DRUMMOND ISLAND, MI

DRUMMOND ISLAND (DRM)

ORIG 82301 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26, 18, 36,** 300-1.

EAST TAWAS, MI

IOSCO COUNTY (6D9)

ORIG 81106 (FAA)

DEPARTURE PROCEDURE: **Rwys 8, 26,** climb runway heading to 1100 before turning.

EATON RAPIDS, MI

SKYWAY ESTATES (60G)

ORIG 90235 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26,** 300-1.

DEPARTURE PROCEDURE: **Rwys 8, 26,** climb runway heading to 2500 before turning.

ESCANABA, MI

DELTA COUNTY (ESC)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 400-2¼ or std. w/ min. climb of 261' per NM to 1100.

NOTE: **Rwy 9,** vehicles on roadway at DER, 272' right of centerline, 15' AGL/607' MSL. Trees beginning 1013' from DER, 444' left of centerline, up to 100' AGL/690' MSL. Trees beginning 1185' from DER, 55' right of centerline, up to 100' AGL/690' MSL. **Rwy 18,** buildings 1' from DER, 480' right of centerline, up to 26' AGL/616' MSL. Fences 139' from DER, 402' right of centerline, up to 9' AGL/599' MSL. Pole 255' from DER, 563' right of centerline, 20' AGL/618' MSL. Trees beginning 329' from DER, 18' left of centerline, up to 100' AGL/664' MSL. Trees beginning 375' from DER, 19' right of centerline, up to 100' AGL/673' MSL. **Rwy 36,** tower 1.87 NM from DER, 2362' left of centerline, 293' AGL/915' MSL. Vehicles on roadway beginning 41' from DER, 40' right of centerline, 15' AGL/621' MSL. Trees beginning 349' from DER, 555' right of centerline, up to 100' AGL/697' MSL. Trees beginning 366' from DER, 2' left of centerline, up to 100' AGL/700' MSL.

FLINT, MI

BISHOP INTL (FNT)

AMDT 5 02052 (FAA)

NOTE: **Rwy 18,** trees 1200' from departure end of runway, 500' right of centerline, 65' AGL/863' MSL.

FRANKFORT, MI
FRANKFORT DOW MEMORIAL FIELD (FKS)
AMDT 2 97282 (FAA)
TAKE-OFF MINIMUMS: **Rwy 15,** 500-2 or std. with a min. climb of 360' per NM to 1300. **Rwy 33,** 300-2.
DEPARTURE PROCEDURE: **Rwy 33,** climb runway heading to 1500 before turning.

FREMONT, MI
FREMONT MUNI (FFX)
ORIG 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-1½ or std. w/ a min climb of 211' per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1400' prior to DER.
NOTE: **Rwy 9,** trees beginning 947' from DER, on centerline, up to 100' AGL/866' MSL. **Rwy 18,** trees beginning 1055' from DER, 763' right of centerilne, up to 100' AGL/859' MSL. Pole 1140' from DER, 617' right of centerline, 27' AGL/784' MSL. Trees beginning 2276' from DER, 1029' left of centerline, up to 100' AGL/847' MSL. **Rwy 27,** trees beginning 816' from DER, 635' right of centerline, up to 100' AGL/876' MSL. Trees beginning 2640' from DER on centerline, up to 100' AGL/876' MSL. Trees beginning 1.18 NM from DER, 1830' right of centerline, up to 100' AGL/960' MSL. **Rwy 36,** terrain 81' from DER, 484' left of centerline, 774' MSL. Transmission poles beginning 1157' from DER, 728' left to 497' right of centerline, up to 40' AGL/817' MSL. Catenary 1564' from DER, 41' right of centerline, 37' AGL/814' MSL. Trees beginning 1584' from DER, 577' left to 412' right of centerline, up to 67' AGL/844' MSL.

GAYLORD, MI
GAYLORD RGNL (GLR)
ORIG 09127 (FAA)
NOTE: **Rwy 9,** trees beginning 917' from DER, 318' right of centerline, up to 57' AGL/1387' MSL. Trees beginning 918' from DER, 357' left of centerline, up to 79' AGL/1407' MSL. Ceilometer 166' from DER, 258' left of centerline, 4' AGL/1334' MSL. **Rwy 18,** powerline pylon 2125' from DER, 917' right of centerline, 79' AGL/1398' MSL. Bushes beginning 18' from DER, 255' left of centerline, up to 21' AGL/1338' MSL. **Rwy 27,** trees beginning 2870' from DER, 345' right of centerline, up to 83' AGL/1403' MSL. Tree 2906' from DER, 234' left of centerline, 75' AGL/1395' MSL. **Rwy 36,** trees and bush beginning 79' from DER, 191' left of centerline, up to 54' AGL/1374' MSL.

GLADWIN, MI
CHARLES ZETTEL MEMORIAL (GDW)
AMDT 2 97086 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 600-2.
Rwy 33, 500-2.

GRAND HAVEN, MI
GRAND HAVEN MEMORIAL AIRPARK (3GM)
AMDT 4 83272 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.
DEPARTURE PROCEDURE: **Rwys 9, 18, 27, 36,** climb runway heading to 1100 before turning.

GRAND LEDGE, MI
ABRAMS MUNI (4D0)
AMDT 2 93147 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 27, 36,** 300-1 or std. with a min. climb of 300' per NM to 1200.

GRAND RAPIDS, MI
GERALD R. FORD INTL (GRR)
AMDT 2 09183(FAA)
NOTE: **Rwy 8L,** vehicle on road 20' from DER, 156' left of centerline, 15' AGL/794' MSL. Trees beginning 1419' from DER, 740' left of centerline, up to 100' AGL/859' MSL. **Rwy 17,** trees beginning 1382' from DER, 134' left of centerline, up to 100' AGL/929' MSL. Trees beginning 1389' from DER, 819' right of centerline, up to 100' AGL/899' MSL. **Rwy 26R,** terrain beginning 102' from DER, 381' right of centerline, up to 808' MSL. **Rwy 35,** vehicle on road 742' from DER, 675' left of centerline, up to 15' AGL/804' MSL. Trees beginning 2002' from DER, 715' left of centerline, up to 100' AGL/869' MSL. Trees beginning 1339' from DER, 7' right of centerline, up to 100' AGL/879' MSL.

GRAYLING, MI
GRAYLING AAF (GOV)
AMDT 2 97198 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5,14, 23, 32,** 300-1.

GREENVILLE, MI
GREENVILLE MUNI (6D6)
AMDT 2 02164 (FAA)
TAKE-OFF MINIMUMS: **Rwy19,** 300-1.

HANCOCK, MI
HOUGHTON COUNTY MEMORIAL (CMX)
AMDT 2 89208 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1.
DEPARTURE PROCEDURE: **Rwys 25, 31,** climb runway heading to 1500 before turning.

HARBOR SPRINGS, MI
HARBOR SPRINGS (MGN)
AMDT 2 08073 (FAA)
TAKE-OFF MINIMUMS: **Rwy 28,** 300-1½ or std. w/ min. climb of 295' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 10,** Climb heading 101° to 1400 before proceeding on course. **Rwy 28,** Climb heading 281° to 2000 before turning right.
NOTE: **Rwy 10,** trees beginning abeam departure end of runway, 350' right of centerline, up to 100' AGL/788' MSL. Vehicle and road beginning 188' from departure end of runway, left to right of centerline, up to 15' AGL/736' MSL. Trees beginning 1671' from departure end of runway, 720' left of centerline, up to 100' AGL/821' MSL. **Rwy 28,** trees beginning abeam departure end of runway, 398' left of centerline, up to 100' AGL/723' MSL. Trees beginning abeam departure end of runway, 313' right of centerline, up to 100' AGL/936' MSL. Vehicle and road beginning abeam departure end of runway, left to right of centerline, up to 15' AGL/720' MSL.

HASTINGS, MI
HASTINGS (9D9)
ADMT 4 95117 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9,12,18,27,** 300-1.

HILLSDALE, MI

HILLSDALE MUNI (JYM)
ORIG 97310 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300-1.

HOLLAND, MI

TULIP CITY (BIV)
AMDT 1 09183 (FAA)
NOTE: **Rwy 8,** vehicles on road beginning 48' from DER, 500' right of centerline, up to 15' AGL/694' MSL, Trees beginning 1828' from DER, 829' left of centerline, up to 72' AGL/741' MSL. **Rwy 26,** vehicles on road beginning 86' from DER, 517' left of centerline, up to 15' AGL/714' MSL, pole 805' from DER, 475' left of centerline, 35' AGL/734' MSL, trees 1056' from DER, 468' left of centerline, up to 41' AGL/740' MSL.

HOUGHTON LAKE, MI

ROSCOMMON COUNTY-BLODGETT MEMORIAL (HTL)
AMDT 1 07298 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 200-1¼, or std. w/ min. climb of 237' per NM to 1400. **Rwys 18, 36,** NA-ATC.
DEPARTURE PROCEDURE: **Rwy 27,** climb heading 274° to 2600 before turning south.
NOTE: **Rwy 9,** multiple trees beginning 2330' from departure end of runway, on centerline, up to 71' AGL/1216' MSL. Multiple trees beginning 5927' from departure end of runway 275' left of centerline, up to 100' AGL/1299' MSL. Terrain beginning 31' from departure end of runway, 215' right of centerline, up to 0' AGL/1165' MSL. Terrain beginning 43' from departure end of runway, 84' left of centerline, up to 0' AGL/1162' MSL. **Rwy 27,** multiple trees beginning 791' from departure end of runway, on centerline, up to 90' AGL/1239' MSL. Fence and road beginning 323' from departure end of runway, on centerline, up to 15' AGL/1164' MSL. Terrain beginning 100' from departure end of runway, 171' right of centerline, up to 0' AGL/1165' MSL. Terrain beginning 112' from departure end of runway, 128' left of centerline, up to 0' AGL/1162' MSL.

HOWELL, MI

LIVINGSTON COUNTY SPENCER J. HARDY (OZW)
AMDT3 06215 (FAA)
NOTE: **Rwy 31,** multiple trees and light pole beginning 138' from departure end of runway, 334' right of centerline, up to 88' AGL/1030' MSL. Multiple trees beginning 914' from departure end of runway, 483' left of centerline, up to 83' AGL/1012' MSL. **Rwy 13,** tree 1776' from departure end of runway, 696' right of centerline, 70' AGL/1009' MSL.

IONIA, MI

IONIA COUNTY (Y70)
ORIG 83230 (FAA)
DEPARTURE PROCEDURE: **Rwys 9, 18, 27, 36,** climb runway heading to 1400 before turning.

IRON MOUNTAIN-KINGSFORD, MI

FORD (IMT)
AMDT 5 09071 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1 or std. w/ min. climb of 590' per NM to 1400. **Rwy 31,** 300-1¼ or std. w/ min. climb of 260' per NM to 1400.
DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1700 before turning right. **Rwy 13,** climb heading 134° to 1900 before turning left.
NOTE: **Rwy 1,** trees and bushes beginning 526' from DER, 292' right of centerline, up to 79' AGL/1259' MSL. Antenna, trees and bushes beginning 378' from DER, 192' left of centerline, up to 76' AGL/1276' MSL. **Rwy 13,** tree 1276' from DER, 312' right of centerline, 88' AGL/1188' MSL. Trees and poles beginning 547' from DER, 100' left of centerline, up to 86' AGL/1306' MSL. **Rwy 19,** trees beginning 992' from DER, 245' right of centerline, up to 56' AGL/1192' MSL. Trees beginning 1229' from DER, 376' left of centerline, up to 48' AGL/1183' MSL. **Rwy 31,** trees 1711' from DER, 113' right of centerline, 66' AGL/1186' MSL. Bush 165' from DER, 161' right of centerline, 11' AGL/1131' MSL. Trees beginning 66' from DER, 182' left of centerline, up to 95' AGL/1315' MSL.

IRONWOOD, MI

GOGEBIC-IRON COUNTY (IWD)
AMDT 6 09127 (FAA)
DEPARTURE PROCEDURE: **Rwy 9,** climb heading 090° to 2300 before turning right. **Rwy 27,** climb heading 270° to 1700 before turning left.
NOTE: **Rwy 9,** trees beginning 61' from DER, 544' left of centerline, up to 31' AGL/1244' MSL. Tree 1853' from DER, 972' left of centerline, 100' AGL/1346' MSL. **Rwy 27,** vehicle on road 287' from DER, 2' right of centerline, 15' AGL/1237' MSL. Tree 1946' from DER, 952' right of centerline, 69' AGL/1283' MSL. Tree 2817' from DER, 588' left of centerline, 74' AGL/1304' MSL.

JACKSON, MI

JACKSON COUNTY-REYNOLDS FIELD (JXN)
AMDT 5 09295 (FAA)
NOTE: **Rwy 6,** antenna 3131' from DER, 1331' left of centerline, 75' AGL/1075' MSL. **Rwy 14,** tank 2617' from DER, 373' left of centerline, 107' AGL/1107' MSL. Antenna 3102' from DER, 597' left of centerline, 111' AGL/1111' MSL. Trees beginning 1137' from DER, 8' left of centerline, up to 84' AGL/1083' MSL. Trees and poles beginning 518' from DER, 13' right of centerline, up to 114' AGL/1113' MSL. Road plus vehicle 541' from DER, 245' right of centerline, 15' AGL/1015' MSL. **Rwy 24,** trees and poles beginning 367' from DER, 48' left of centerline, up to 80' AGL/1079' MSL. Buildings beginning 125' from DER, 372' left of centerline, 23' AGL/1022' MSL. Fence beginning 88' from DER, 247' right of centerline, 10' AGL/1002' MSL. Road plus vehicle 306' from DER, 3' right of centerline, 15' AGL/1007' MSL. Trees beginning 1231' from DER, 232' right of centerline, up to 62' AGL/1051' MSL. Localizer obstruction light 140' from DER, on centerline, 10' AGL/999' MSL. **Rwy 32,** trees and poles beginning 169' from DER, 69' left of centerline, up to 104' AGL/1093' MSL. Fence beginning 475' from DER, 148' left of centerline, up to 10' AGL/985' MSL. Trees beginning 94' from DER, 5' right of centerline, up to 103' AGL/1092' MSL. Fence beginning 278' from DER, 367' right of centerline, up to 10' AGL/999' MSL.

KALAMAZOO, MI
KALAMAZOO/BATTLE CREEK INTL (AZO)
AMDT 9 07242 (FAA)
NOTE: **Rwy 5,** light pole 906' from departure end of runway, 511' left of centerline, 25' AGL/879' MSL. Multiple trees beginning 1433' from departure end of runway, 90' left of centerline, up to 65' AGL/914' MSL. Multiple towers beginning 2399' from departure end of runway, 331' right of centerline, up to 119' AGL/970' MSL. Multiple trees beginning 156' from departure end of runway, 163' right of centerline, up to 78' AGL/917' MSL. **Rwy 9,** multiple trees beginning 588' from departure end of runway, on centerline, up to 104' AGL/958' MSL. Antenna 2187' from departure end of runway, 222' right of centerline, 69' AGL/928' MSL. Tree 677' from departure end of runway, 214' right of centerline, 45' AGL/899' MSL. **Rwy 17,** railroad 587' from departure end of runway, 613' left of centerline, 17' AGL/885' MSL. Tree 691' from departure end of runway, 583' right of centerline, 57' AGL/894' MSL. **Rwy 23,** multiple trees beginning 937' from departure end of runway, 50' left of centerline, up to 72' AGL/956' MSL. Multiple poles and hangar beginning 22' from departure end of runway, 331' right of centerline, up to 24' AGL/905' MSL. Multiple trees beginning 943' from departure end of runway, 144' right of centerline, up to 107' AGL/986' MSL. **Rwy 27,** road 543' from departure end of runway, on centerline, 15' AGL/890' MSL. Multiple trees beginning 414' from departure end of runway, 292' left of centerline, up to 23' AGL/972' MSL. Multiple light poles and towers beginning 521' from departure end of runway, 18' right of centerline, up to 180' AGL/1015' MSL. Multiple trees beginning 1012' from departure end of runway, 23' right of centerline, up to 75' AGL/969' MSL. **Rwy 35,** multiple trees beginning 2319' from departure end of runway, 163' left of centerline, up to 75' AGL/934' MSL. Multiple trees beginning 1961' from departure end of runway, 753' right of centerline, up to 77' AGL/936' MSL.

LAKEVIEW, MI
LAKEVIEW AIRPORT-GRIFFITH FIELD (13C)
ORIG 98281 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. with a min. climb of 400' per NM to 1200.
NOTE: **Rwy 9,** 1018' tree 50' from departure end of runway, 490' right of centerline.

LAMBERTVILLE, MI
TOLEDO SUBURBAN (DUH)
AMDT 1 80360 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

LANSING, MI
CAPITAL CITY (LAN)
AMDT 13 93147 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6, 10L, 24, 28R,** 300-1.
DEPARTURE PROCEDURE: **Rwys 10L,10R,** climb runway heading to 2000 before turning south.
Rwys 6, 24, 28L, 28R, climb runway heading to 1500 before turning southeast.

LAPEER, MI
DUPONT-LAPEER (D95)
AMDT3 86156 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

LINDEN, MI
PRICE'S (9G2)
AMDT 4 98085 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** NA.

LUDINGTON, MI
MASON COUNTY (LDM)
AMDT 6 92233 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 19, 26,** 300-1.

MACKINAC ISLAND, MI
MACKINAC ISLAND (MCD)
AMDT 1 80164 (FAA)
DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 1100 before turning right.

MASON, MI
MASON JEWETT FIELD (TEW)
AMDT 2 93035 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

MENOMINEE, MI
MENOMINEE-MARINETTE TWIN COUNTY (MNM)
AMDT 3 09239 (FAA)
NOTE: **Rwy 3,** trees and bush beginning 196' from DER, 340' left of centerline, up to 100' AGL/719' MSL. Multiple trees beginning 1568' from DER, 702' right of centerline, up to 100' AGL/759' MSL. **Rwy 14,** multiple trees, poles, and building beginning 451' from DER, 85' left of centerline, up to 135' AGL/735' MSL. Multiple trees and pole beginning 651' from DER, 171' right of centerline,up to 100' AGL/704' MSL. **Rwy 21,** multiple trees beginning 932' from DER, 469' left of centerline, up to 77' AGL/677' MSL. Multiple trees beginning 1808' from DER, 701' right of centerline, up to 65' AGL/685' MSL. **Rwy 32,** multiple trees beginning 64' from DER, 71' left of centerline, up to 100' AGL/739' MSL. Multiple trees beginning 875' from DER, 15' right of centerline, up to 100' AGL/759' MSL.

MIDLAND, MI
JACK BARSTOW (IKW)
ORIG 09183 (FAA)
NOTE: **Rwy 6,** trees beginning 56' from DER, 493' right of centerline, up to 25' AGL/655' MSL. Trees beginning 920' from DER, 47' left of centerline, up to 20' AGL/660' MSL. Trees beginning 1144' from DER, from right to left of centerline, up to 100' AGL/754' MSL. Pole 1495' from DER, 331' right of centerline, 37' AGL/672' MSL. **Rwy 18,** trees beginning 339' from DER, 279' left of centerline, up to 100' AGL/729' MSL. Trees beginning 358' from DER, 306' right of centerline, up to 100' AGL/724' MSL. **Rwy 24,** vehicles on road beginning 225' from DER, from right to left of centerline, up to 15' AGL/634' MSL. Trees beginning 510' from DER, 103' right of centerline, up to 100' AGL/710' MSL. Trees beginning 787' from DER, 152' left of centerline, up to 100' AGL/709' MSL. **Rwy 36,** trees beginning 105' from DER, 200' right of centerline, up to 100' AGL/744' MSL. Trees beginning 147' from DER, 242' left of centerline, up to 100' AGL/729' MSL.

MONROE, MI
CUSTER (TTF)
AMDT 6 08213
NOTE: **Rwy 21,** Trees and light poles beginning 81' from departure end of runway, 9' right of centerline, up to 122' AGL/736' MSL. Trees and light poles beginning 243' from departure end of runway, 218' left of centerline, up to 98' AGL/707' MSL. Road and vehicle beginning 1954' from departure end of runway, on centerline, 15' AGL/626' MSL.

MOUNT PLEASANT, MI
MOUNT PLEASANT MUNI (MOP)
AMDT 5 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environmental.
NOTE: **Rwy 9,** trees beginning 420' from DER, 512' right of centerline, up to 86' AGL/845' MSL. Trees beginning 420' from DER, 266' left of centerline, up to 23' AGL/836' MSL. **Rwy 27,** trees beginning 1115' from DER, 39' right of centerline, up to 99' AGL/858' MSL. Trees beginning 1025' from DER, 3' left of centerline, up to 108' AGL/867' MSL.

MUSKEGON, MI
MUSKEGON COUNTY (MKG)
AMDT 10 09015 (FAA)
NOTE: **Rwy 6,** tree 1700' from departure end of runway, 600' right of centerline, 25' AGL/672' MSL. Multiple trees beginning 1980' from departure end of runway, 300' left of centerline, up to 75' AGL/709' MSL. **Rwy 14,** pole 1040' from departure end of runway, 700' left of centerline, 25' AGL/655' MSL. Multiple poles beginning 1500' from departure end of runway, 880' right of centerline, up to 50' AGL/677' MSL. Tree 1900' from departure end of runway, 940' left of centerline, 79' AGL/709' MSL. **Rwy 24,** bush 124' from departure end of runway, 480' left of centerline, 19' AGL/630' MSL. Tree 500' from departure end of runway, 300' right of centerline, 42' AGL/649' MSL. Tree 1210' from departure end of runway, 450' left of centerline, 42' AGL/653' MSL. Antenna 1220' from departure end of runway, 500' right of centerline, 43' AGL/654' MSL. Multiple trees beginning 2200' from departure end of runway, 50' left of centelrine, up to 86' AGL/697' MSL. **Rwy 32,** tree 1040' from departure end of runway, 740' right of centerline, 65' AGL/659' MSL. Tree 1190' from departure end of runway, 500' left of centerline, 65' AGL/663' MSL. Tree 1270' from departure end of runway, 800' left of centerline, 89' AGL/690' MSL.

NEW HUDSON, MI
OAKLAND SOUTHWEST (Y47)
AMDT 2 88350 (FAA)
TAKE-OFF MINIMUMS: **Rwys 7, 25,** 300-1.

NILES, MI
JERRY TYLER MEMORIAL (3TR)
AMDT 5 85353 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 14, 21, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwys 3, 14,** climb runway heading to 1400 before turning. **Rwy 21,** left turn climb heading 180° to 1400 before turning. **Rwy 32,** right turn climb heading 360° to 1400 before turning.

ONTONAGON, MI
ONTONAGON COUNTY-SCHUSTER FIELD (OGM)
AMDT 1 86072 (FAA)
TAKE-OFF MINIMUMS: **Rwys 17, 35,** 300-1.

OSCODA, MI
OSCODA-WURTHSMITH (OSC)
ORIG 08157 (FAA)
NOTE: **Rwy 6,** Trees beginning 3096' from departure end of runway, 967' left of centerline up to 100' AGL/719' MSL. **Rwy 24,** Trees beginning 2192' from departure end of runway, 578' right of centerline up to 100' AGL/739' MSL. Trees beginning 1415' from departure end of runway, 559' left of centerline, up to 100' AGL/739' MSL.

OWOSSO, MI
OWOSSO COMMUNITY (RNP)
AMDT 4 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6, 18, 24, 36,** NA-Environmental.
NOTE: **Rwy 10,** bush 187' from departure end of runway, 158' right of centerline, 3' AGL/742' MSL. Trees beginning 1136' from departure end of runway, 630' left of centerline, up to 75' AGL/814' MSL. Trees and pole beginning 1111' from departure end of runway, 596' right of centerline, up to 90' AGL/829' MSL. Powerline with towers beginning 2029' from departure end of runway, left and right of centerline, 90' AGL/829' MSL. **Rwy 28,** bush 212' from departure end of runway, 436' right of centerline, 11' AGL/741' MSL. Vent, trees, and a building beginning 266' from departure end of runway, 46' left of centerline, up to 100' AGL/836' MSL. Trees and a pole beginning 1184' from departure end of runway, 244' right of centerline, up to 60' AGL/815' MSL.

PELLSTON, MI

PELLSTON RGNL AIRPORT OF EMMET COUNTY (PLN)
AMDT 4 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** std. w/ a min. climb of 260' per NM to 1800, or 1000-2½ for climb in visual conditions. **Rwy 32,** std. w/ a min. climb of 290' per NM to 1100, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 23, 32,** for climb in visual conditions: cross Pellston Rgnl airport of Emmet County at or above 1600.

NOTE: **Rwy 5,** vehicle on road 411' from DER, 588' left of centerline, 15' AGL/738' MSL. Trees beginning 1070' from DER, 12' left of centerline, up to 100' AGL/838' MSL. Railroad 810' from DER, 672' right of centerline, 23' AGL/744' MSL. Trees beginning 1001' from DER, 288' right of centerline, up to 100' AGL/821' MSL.

Rwy 14, trees beginning 1290' from DER, 814' left of centerline, up to 100' AGL/805' MSL. **Rwy 23,** vehicle on road 14' from DER, 463' left of centerline, 15' AGL/720' MSL. Trees beginning 476' from DER, 53' left of centerline, up to 100' AGL/805' MSL. Trees beginning 953' from DER, 240' right of centerline, up to 100' AGL/820' MSL. Tree 2.97 NM from DER, 2771' right of centerline, 100' AGL/1297' MSL. **Rwy 32,** bush 107' from DER, 309' right of centerline, 4' AGL/722' MSL. Vehicle on road 1213' from DER, 809' right of centerline, 15' AGL/752' MSL. Terrain 2127' from DER, 715' right of centerline, 775' MSL. Trees beginning 4336' from DER, 315' right of centerline, up to 100' AGL/872' MSL. Trees beginning 1932' from DER, 20' left of centerline, up to 100' AGL/996' MSL.

PLYMOUTH, MI

CANTON-PLYMOUTH-METTETAL (1D2)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.

PONTIAC, MI

OAKLAND COUNTY INTL (PTK)
AMDT 5 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35,** NA-Environmental.

NOTE: **Rwy 9L,** hangars beginning 203' from DER, 511' left of centerline, up to 30' AGL/1000' MSL. **Rwy 9R,** multiple trees beginning 1382' from DER, 647' left of centerline, up to 41' AGL/1011' MSL. Antenna on hangar 870' from DER, 732' right of centerline, 36' AGL/1006' MSL. **Rwy 27L,** trees 452' from DER, 331' right of centerline, 23' AGL/1002' MSL. Vehicle on road 388' from DER, 15' right of centerline, 15' AGL/992' MSL. Multiple trees beginning 449' from DER, 60' left of centerline, up to 76' AGL/1046' MSL. **Rwy 27R,** multiple trees beginning 451' from DER, 2' right of centerline, up to 62' AGL/1041' MSL. Vehicle on road 416' from DER, 24' right of centerline, 15' AGL/992' MSL. Multiple trees beginning 387' from DER, 19' left of centerline, up to 36' AGL/1015' MSL.

PORT HURON, MI

ST. CLAIR COUNTY INTL (PHN)
AMDT 5 96060 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 10, 28,** 300-1.

ROGERS CITY, MI

PRESQUE ISLE COUNTY (PZQ)
AMDT1 86268 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

ROMEO, MI

ROMEO STATE (D98)
AMDT 4 08101 (FAA)

NOTE: **Rwy 18,** Vehicle on roadway 364' from departure end of runway, on centerline, 15' AGL/744' MSL. Trees beginning 1360' from departure end of runway, 854' left of centerline, up to 100' AGL/825' MSL. **Rwy 36,** Vehicle on roadway 579' from departure end of runway, on centerline, 15' AGL/759' MSL. Trees beginning 955' from departure end of runway, left and right of centerline, up to 100' AGL/845' MSL.

SAGINAW, MI

MBS INTL (MBS)
ORIG 86240 (FAA)

DEPARTURE PROCEDURE: **Rwys 5, 23,** climb runway heading to 1100 before turning.

SAGINAW COUNTY H.W. BROWNE (HYX)
AMDT 7 86128 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 9, 23, 27,** 400-1.

DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 2100 before turning North. **Rwys 23, 27,** climb runway heading to 2100 before turning Northeast. **Rwy 5,** right turn climb heading 090° to 2100 before turning North.

SAULT STE MARIE, MI

CHIPPEWA COUNTY INTL (CIU)
ORIG 09295 (FAA)

NOTE: **Rwy 9,** buildings beginning 453' from DER, 519' right of centerline, up to 30' AGL/829' MSL. Building 723' from DER, 461' left of centerline, up to 30' AGL/829' MSL. Trees beginning 1838' from DER, 23' right of centerline, up to 100' AGL/899' MSL.

Rwy 16, trees beginning 3645' from DER, extending from 1018' right of centerline to 1221' left of centerline, up to 100' AGL/899' MSL. **Rwy 27,** vehicle on road, 412' from DER, 510' left of centerline, up to 15' AGL/804' MSL. Trees beginning 520' from DER, extending from 581' left of centerline to 827' right of centerline, up to 100' AGL/879' MSL.

SELFRIDGE ANGB (KMTC)
MT. CLEMENS, MI . . . . . .AMDT 1, 09015
Rwy 19*
Rwy 1, 300-1¼**
* Standard with a CG of 260'/NM to 1600.
** Or standard with CG of 280'/NM to 1000.
DEPARTURE PROCEDURE: **Rwy 19,** For climb in visual conditions: Ceiling 1300'/ Visibility 2½ SM, remain within 5.6 NM of KMTC airport, cross KMTC airport at or above 1700 before proceeding on course. Max airspeed 250 KIAS. **Rwy 1,** Standard with minimum climb of 280'/NM to 1000 or 300-1¼.
TAKE-OFF OBSTACLES: **Rwy 19:** Power poles 2274' from DER 38' right of centerline, 36' AGL/616' MSL. Trees 3310' from DER 929' right of centerline, 80' AGL/660' MSL. **Rwy 1:** Rising terrain 6' out to 237' from DER beginning 500' out to 563' left of centerline, up to 585' MSL (up to 6' above Thr). Fence from 68' out to 220' from DER beginning 341' to 523' right of centerline, 10' AGL/595' MSL. Trees starting 3043' out to 3099' from DER beginning 451' to 927' right of centerline, 80' AGL/660' MSL. Trees starting 2334' out to 3059' from DER beginning 1057' to 1105' left of centerline, 80' AGL/660' MSL. Vehicle 1560' from DER 427' left of centerline, 15' AGL/ 600' MSL. West bracket reflector 997' from DER 226' left ofcenterline, 15' AGL/592' MSL.

SOUTH HAVEN, MI
SOUTH HAVEN AREA RGNL (LWA)
AMDT 2 91234 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 14, 32,** 300-1.

SPARTA, MI
PAUL C. MILLER-SPARTA (8D4)
TAKE-OFF MINIMUMS: **Rwys 7, 25,** 300-1.

STURGIS, MI
KIRSCH MUNI (IRS)
AMDT 2 96256 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6, 24,** 300-1.

TECUMSEH, MI
MEYERS-DIVER'S (3TE)
AMDT2 96004 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

TRAVERSE CITY, MI
CHERRY CAPITAL (TVC)
AMDT 9 98169 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.
Rwy 28, 700-2 or std. with min. climb of 300' per NM to 2000.
DEPARTURE PROCEDURE: **Rwys 10, 18, 36,** climb runway heading to 2000 before proceeding on course. **Rwy 28,** climbing left turn heading 240° to 2000 before proceeding on course.

TROY, MI
OAKLAND/TROY (VLL)
AMDT 3 92289 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-1.
DEPARTURE PROCEDURE: **Rwys 9, 27,** climb runway heading to 1200 before turning.

WEST BRANCH, MI
WEST BRANCH COMMUNITY (Y31)
AMDT 2 97086 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 500-2.

ADG NDB	APP CRS	Rwy Idg	5001
278	042°	TDZE	798
		Apt Elev	798

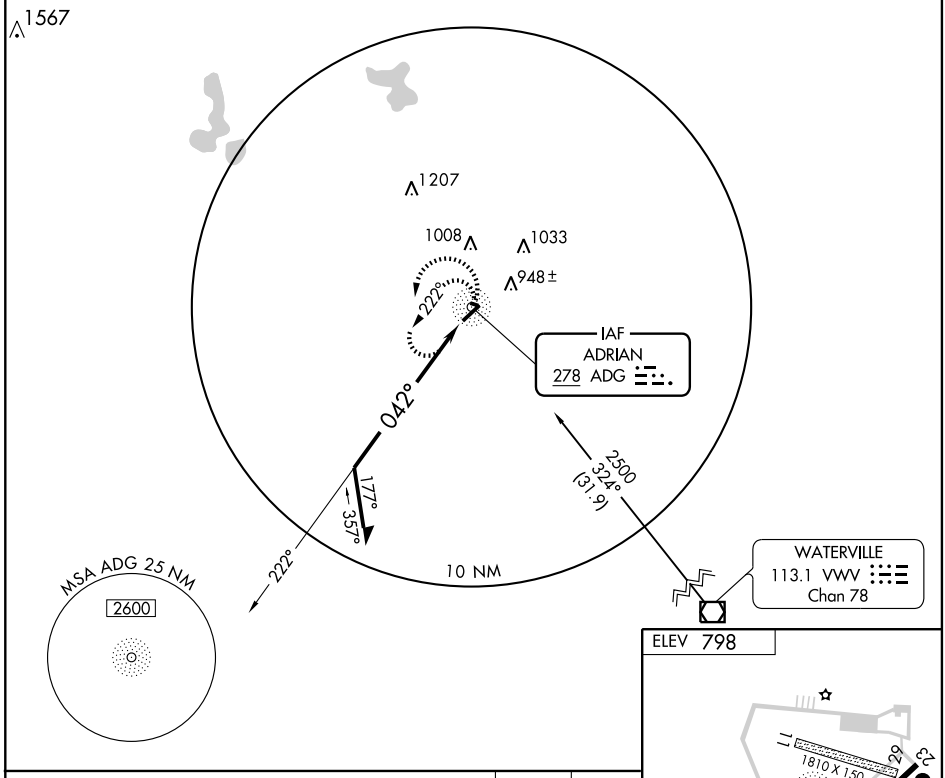
NDB RWY 5

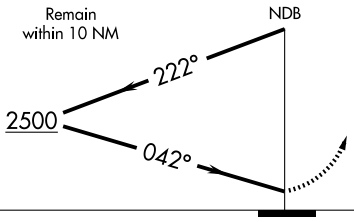
ADRIAN / LENAWEE COUNTY (ADG)

NA

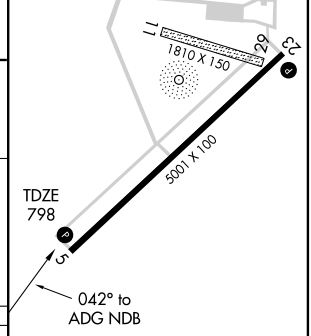
MISSED APPROACH: Climbing left turn to 2500 in ADG NDB holding pattern.

ASOS	TOLEDO APP CON	UNICOM
118.375	134.35 317.55	122.8 (CTAF) L





2500	ADG
	278



CATEGORY	A	B	C	D
S-5	1380-1	582 (600-1)	1380-1½ 582 (600-1½)	1380-1¾ 582 (600-1¾)
CIRCLING	1380-1	582 (600-1)	1380-1½ 582 (600-1½)	1380-2 582 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 42603 W05A	APP CRS 053°	Rwy Idg 5001 TDZE 798 Apt Elev 798

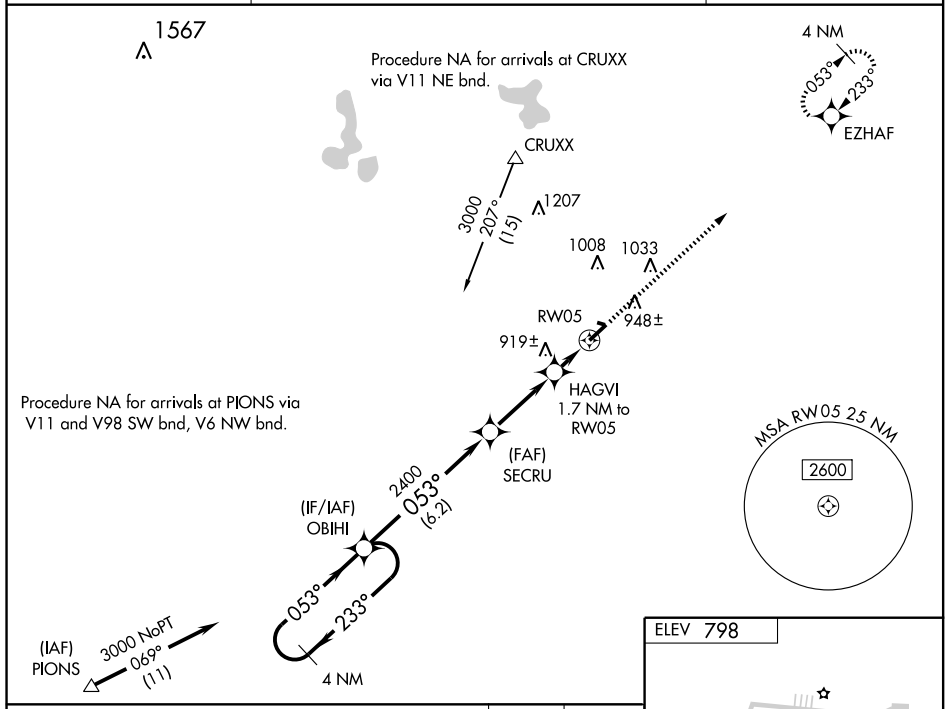
RNAV (GPS) RWY 5

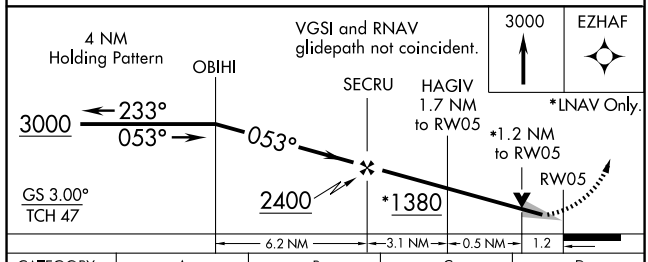
ADRIAN / LENAWEE COUNTY (ADG)

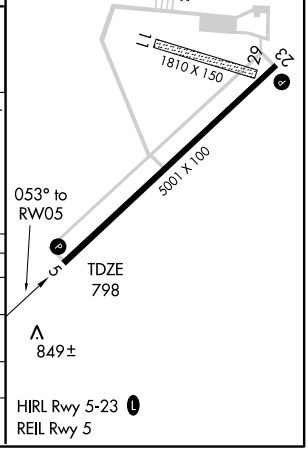
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Ann Arbor Muni altimeter setting and increase all DAs 66 ft and all MDAs 80 ft, and increase LPV all Cats, LNAV Cat D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Ann Arbor Muni altimeter setting.

MISSED APPROACH: Climb to 3000 direct EZHAF and hold.

ASOS	TOLEDO APP CON	UNICOM
118.375	134.35 317.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1048-¾ 250 (300-¾)			
LNAV/ DA VNAV	1119-1¼ 321 (400-1¼)			
LNAV MDA	1200-1 402 (500-1)		1200-1¼ 402 (500-1¼)	
CIRCLING	1300-1 502 (600-1)	1320-1 522 (600-1)	1320-1½ 522 (600-1½)	1380-2 582 (600-2)

HIRL Rwy 5-23 L
REIL Rwy 5

APP CRS		
233°	Rwy Idg	5001
	TDZE	798
	Apt Elev	798

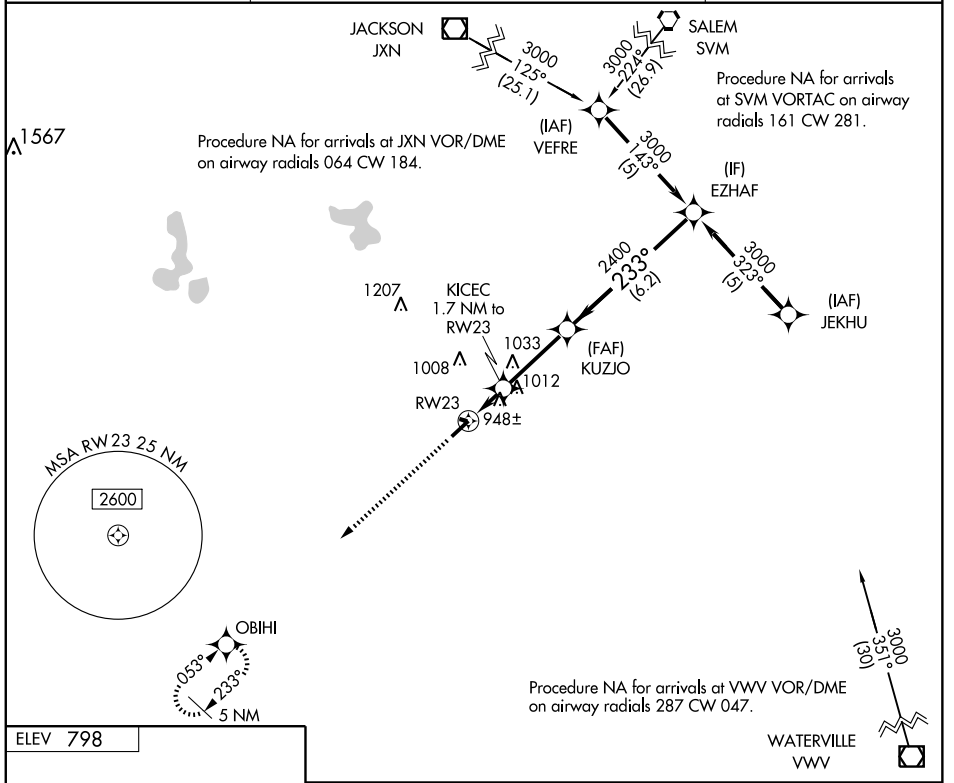
RNAV (GPS) RWY 23

ADRIAN / LENAWEE COUNTY (ADG)

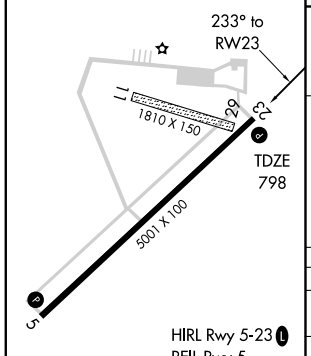
T A If local altimeter setting not received, use Ann Arbor Muni altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

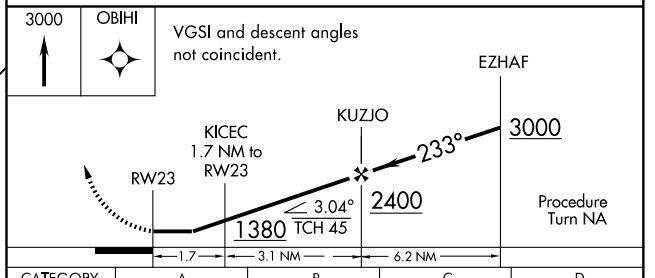
MISSED APPROACH: Climb to 3000 direct OBIHI and hold.

ASOS	TOLEDO APP CON	UNICOM
118.375	134.35 317.55	122.8 (CTAF) L



ELEV 798





CATEGORY	A	B	C	D
LNAV MDA	1260-1 462 (500-1)		1260 -1¼ 462 (500-1¼)	1260-1½ 462 (500-1½)
CIRCLING	1300-1 502 (600-1)	1320-1 522 (600-1)	1320-1½ 522 (600-1½)	1380-2 582 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME PMM 112.1 Chan 58	APP CRS 254°	Rwy Idg 4300 TDZE 704 Apt Elev 708

VOR or GPS RWY 29

ALLEGAN / PADGHAM FIELD (35D)

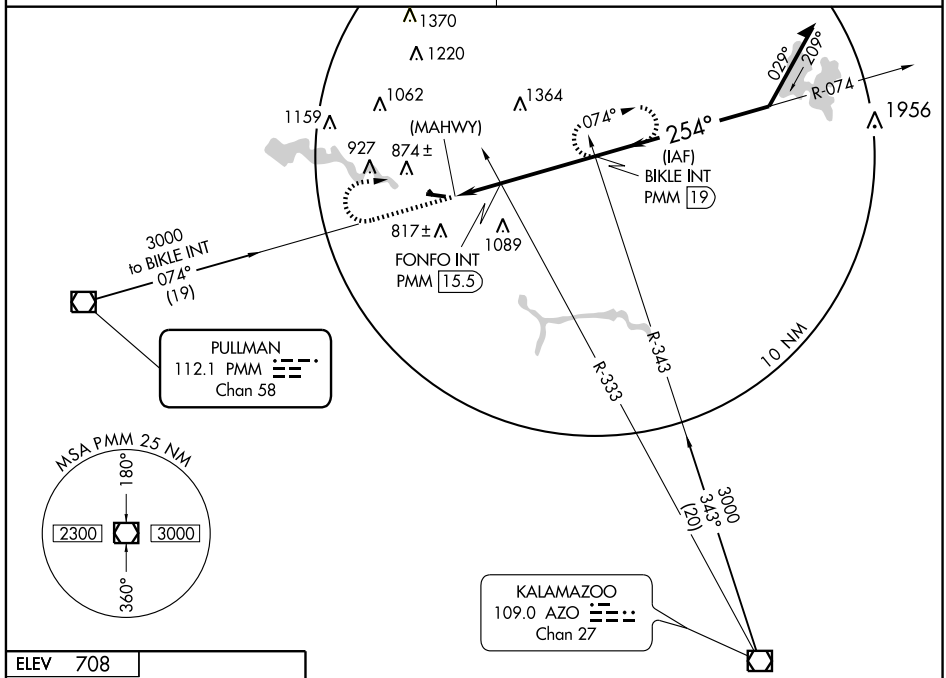
Obtain local altimeter setting on CTAF; when not received, use Grand Rapids altimeter setting and increase all MDAs 100 feet and all visibilities ¼ mile.

NA

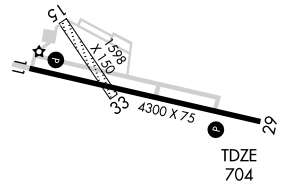
MISSED APPROACH: Climb to 3000 then right turn via PMM R-074 to BIKLE Int/PMM 19 DME and hold.

GRAND RAPIDS APP CON ★ 128.4 257.6

UNICOM 122.8 (CTAF) L

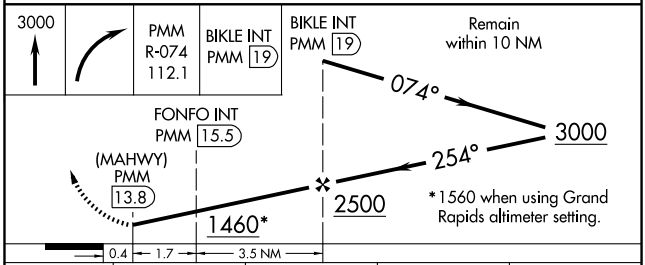


ELEV 708



REIL Rwy 29 L
REIL Rwy 11
MIRL Rwy 11-29 L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-29	1460-1 756 (800-1)	1460-1¼ 756 (800-1¼)	1460-2¼ 756 (800-2¼)	NA
CIRCLING	1460-1 752 (800-1)	1460-1¼ 752 (800-1¼)	1460-2¼ 752 (800-2¼)	NA
FONFO INT MINIMUMS				
S-29	1400-1 696 (700-1)		1400-2 696 (700-2)	NA
CIRCLING	1400-1 692 (700-1)		1400-2 692 (700-2)	NA

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4999
095°	TDZE	752
	Apt Elev	754

RNAV (GPS) RWY 9

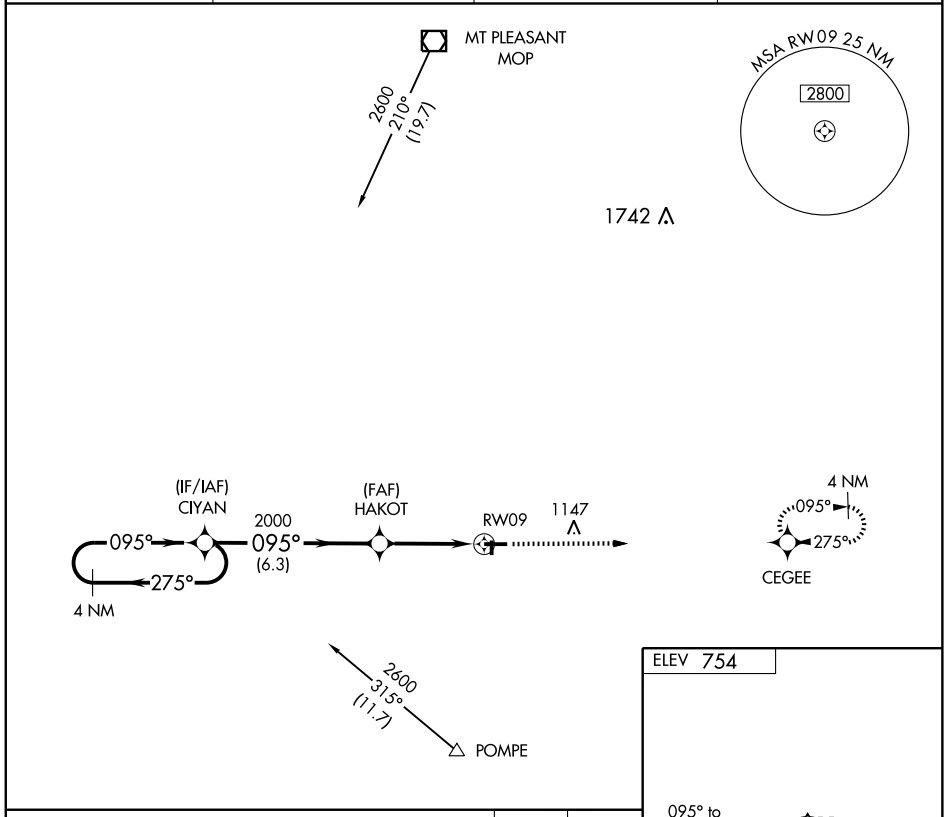
ALMA/ GRATIOT COMMUNITY (AMN)

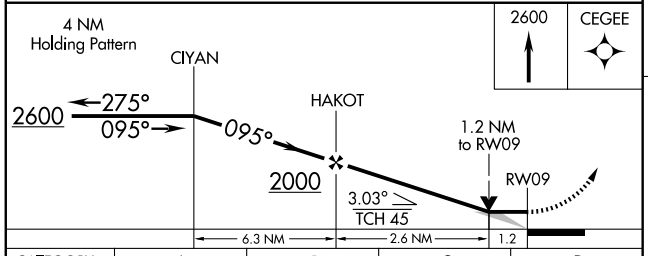
T
A NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Circling NA at night to Rwys 18 and 36.

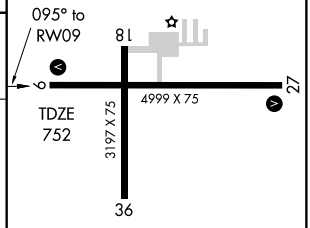
MISSED APPROACH: Climb to 2600 direct CEGEE WP and hold.

AWOS-3	SAGINAW APP CON ★	CLNC DEL	UNICOM
124.175	126.45 235.625	119.25	122.8 (CTAF) L





2600	CEGEE



ELEV 754

CATEGORY	A	B	C	D
LNAV MDA	1160-1 408 (500-1)		1160-1¼ 408 (500-1¼)	
CIRCLING	1180-1 426 (500-1)	1220-1 466 (500-1)	1220-1½ 466 (500-1½)	1320-2 566 (600-2)

REIL Rwys 9 and 27 L
MIRL Rwys 9-27 and 18-36 L

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3197
185°	TDZE	754
	Apt Elev	754

RNAV (GPS) RWY 18

ALMA/GRATIOT COMMUNITY (AMN)

NA

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Straight-in minimums NA at night.
Circling NA at night to Rwys 18 and 36.

MISSED APPROACH: Climbing right turn to 2800 direct OREYO WP and hold.

AWOS-3	SAGINAW APP CON ★	CLNC DEL	UNICOM
124.175	126.45 235.625	119.25	122.8 (CTAF) L

(IAF)
MT PLEASANT
MOP

2800
168°
(7.2)

4 NM

185°

5000

(IF)
OREYO

2400
185°
(6)

(FAF)
PAYOT

KAYEL
2 NM to
RW18

1147

RW18

Procedure NA for arrivals on MOP VOR/DME airway radials 106 CW 183.

1742

(IAF)
SAGINAW
MBS

2800
272°
(26.7)

Procedure NA for arrivals on MBS VOR/DME airway radials 212 CW 320.

MSA RW18 25 NM
2800

ELEV 754

185° to
RW18

TDZE
754

18

6

27

4999 X 75

3197 X 75

36

2800 OREYO

KAYEL
2 NM to
RW18

PAYOT

OREYO

2800

185°

1.1 NM to
RW18

RW18

2400

1440 3.04°
TCH 45

Procedure
Turn NA

1.1 0.9 3 NM 6 NM

CATEGORY	A	B	C	D
LNAV MDA	1160-1 406 (500-1)		1160-1¼ 406 (500-1¼)	NA
CIRCLING	1180-1 426 (500-1)	1220-1 466 (500-1)	1220-1½ 466 (500-1½)	NA

REIL Rwys 9 and 27 L
MIRL Rwys 9-27 and 18-36 L

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4999
275°	TDZE	754
	Apt Elev	754

RNAV (GPS) RWY 27

ALMA/ GRATIOT COMMUNITY (AMN)

T
NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Circling NA at night to Rwys 18 and 36.

MISSED APPROACH: Climbing right turn to 2600 direct CEGEE WP and hold.

AWOS-3	SAGINAW APP CON *	CLNC DEL	UNICOM
124.175	126.45 235.625	119.25	122.8 (CTAF) L

Procedure NA for arrivals on MBS VOR/DME airway radials 212 CW 284.

SAGINAW MBS

2600
236°
(19.8)

879 ±
1147
2300
275°
(6.4)
4 NM
095°
275°
RW27
DUREY
2 NM to RW27
(FAF)
EYELU
(IF/IAF)
CEGEE

1850 ±

MSA RW 27 25 NM
2800

2600
008°
(16)
LUGGS

Procedure NA for arrivals at LUGGS on V45 southbound.

ELEV 754

275° to RW27

TDZE 754

8
6
27
36
4999 X 75
3197 X 75

2600
CEGEE

CEGEE
4 NM Holding Pattern
095°
275°
2600

DUREY
2 NM to RW27
EYELU
1.1 NM to RW27
RW27
275°
2300
1460
3.09°
TCH 53

1.1
0.9 NM
2.6 NM
6.4 NM

CATEGORY	A	B	C	D
LNAV MDA	1160-1 406 (500-1)		1160-1¼ 406 (500-1¼)	
CIRCLING	1180-1 426 (500-1)	1220-1 466 (500-1)	1220-1½ 466 (500-1½)	1320-2 566 (600-2)

REIL Rwys 9 and 27 L
MIRL Rwys 9-27 and 18-36 L

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME MOP	APP CRS	Rwy Idg	3197
110.6	178°	TDZE	754
Chan 43		Apt Elev	754

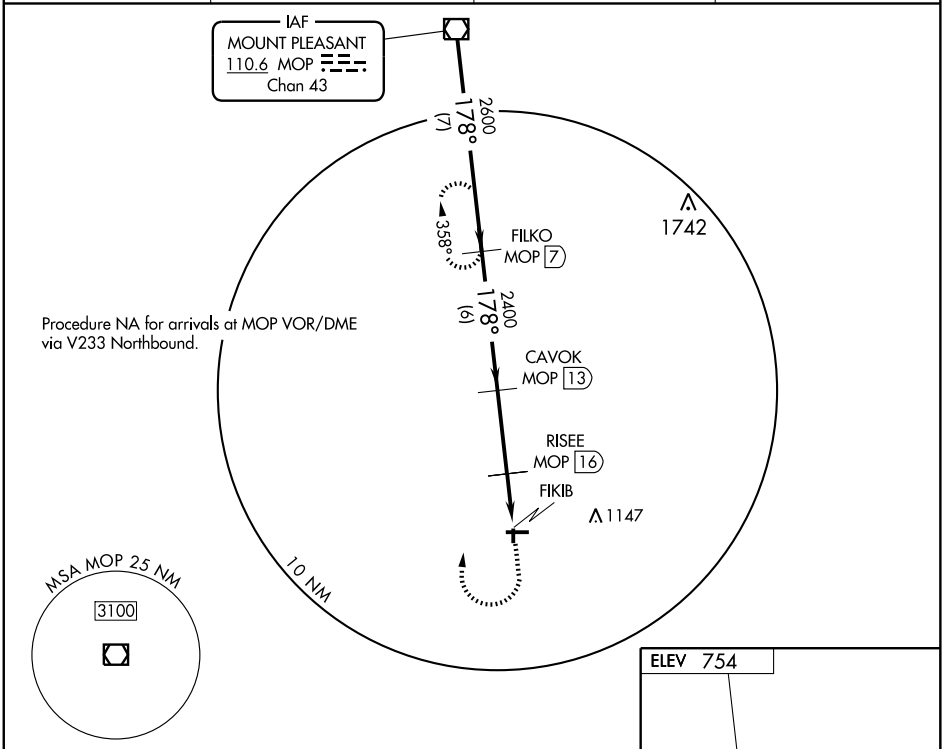
VOR/DME RWY 18

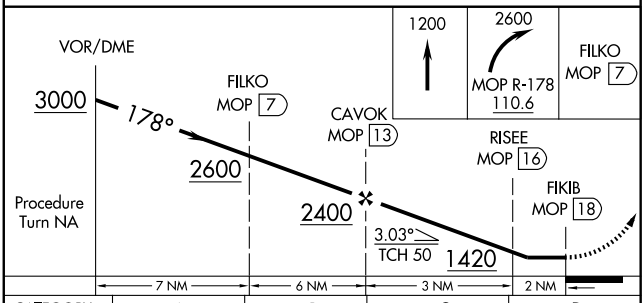
ALMA / GRATIOT COMMUNITY (AMN)

NA

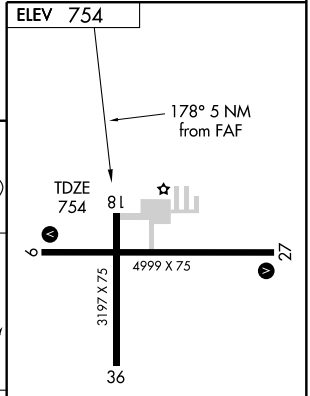
MISSED APPROACH: Climb to 1200, then climbing right turn to 2600 via MOP R-178 to FILKO/7 DME and hold.

AWOS-3	SAGINAW APP CON ★	CLNC DEL	UNICOM
124.175	126.45 235.625	119.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-18	1140-1 386 (400-1)		1140-1¼ 386 (400-1¼)	NA
CIRCLING	1180-1 426 (500-1)	1220-1 466 (500-1)	1220-1½ 466 (500-1½)	NA



REIL Rwys 9 and 27 L
MIRL Rwys 9-27 and 18-36 L

EC-1, 14 JAN 2010 to 11 FEB 2010

HI-ILS/DME RWY 1

LOC I-APN	APCH CRS	Rwy Idg / TDZE / Arpt Elev	JAL-718 [USAF]
109.7	007°	9001 / 685 / 689	ALPENA COUNTY RGNL (KAPN)

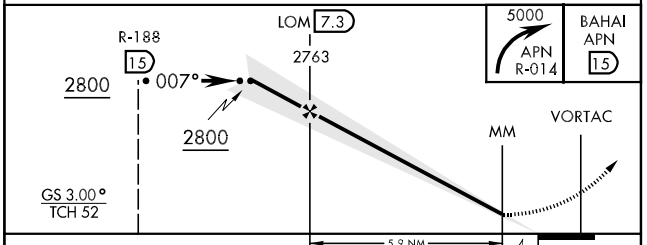
MALSR

MISSED APPROACH: Climb to 5000 via R-014 to BAHAI 15 DME and hold.

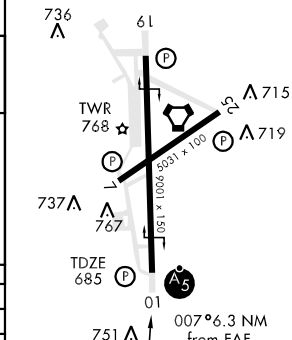
ALPENA APP CON	ALPENA TOWER ★	GND CON
128.425 379.3	121.35 (CTAF) L 318.1	121.9 275.8

SAULT STE. MARIE
179° (83)
(IAF) CALIX APN 25 17,000
090°
270°
APN 35
072° (64)
TRAVERSE CITY
BAHAI APN 15
R-014
014° 194°
APN 10
ALPENA 108.8 APN Chan 25
LOCALIZER 109.7 I-APN
(IAF) APN 15 2800
APN 15 4000
1398
R-270
MM
966
R-090
WIARTON (CANADA)
293° (92)
LOM FELPS 206 AP
APN 7.3
APN 15 Arc
LR-195
LR-180
007°
187°
20 NM
FEEDER FACILITIES
HIGH ALTITUDE FACILITIES
325° (47)
345° (77)
R-188
PECK
AU SABLE 116.1 ASP Chan 108
MSA APN 25 NM
3500
(a) (b) (c) 200 270 020

EMERG SAFE ALT 100 NM 4000



ELEV 689
REIL Rwy 7, 19, and 25 L
HIRL Rwy 1-19 L
MIRL Rwy 7-25 L



CATEGORY	C	D	E
S-ILS 1	885-½ 200 (200-½)		
S-LOC 1	1140-¾ 455 (500-¾)	1140-1 455 (500-1)	
CIRCLING	1140-1½ 451 (500-1½)	1240-2 551 (600-2)	1280-2 591 (600-2)

FAF to MAP 6.3 NM

Knots	120	140	160	180	200
Min:Sec	3:09	2:42	2:22	2:06	1:53

EC-1, 14 JAN 2010 to 11 FEB 2010

HI-TACAN RWY 19

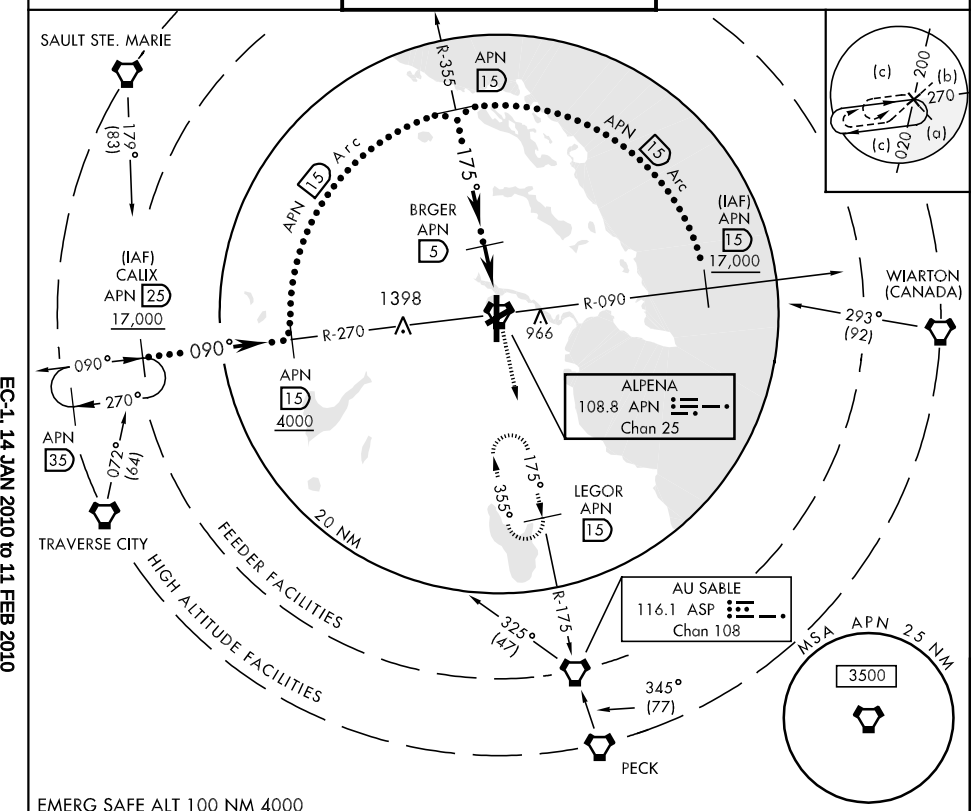
VORTAC APN	APCH CRS	Rwy ldg	9001
108.8	175°	TDZE	683
Chan 25		Arpt Elev	689

JAL-718 [USAF]

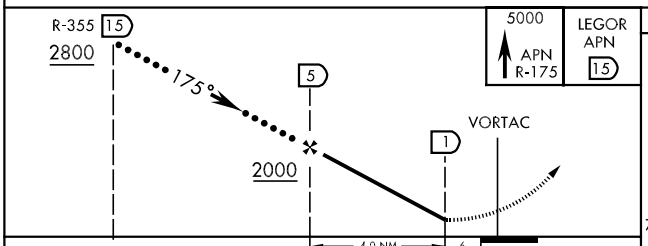
ALPENA COUNTY RGNL (KAPN)

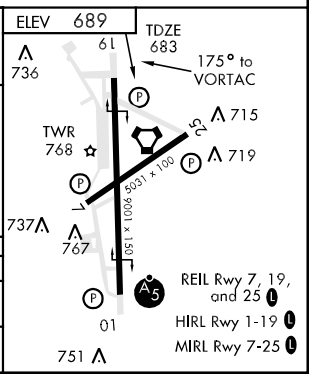
MISSED APPROACH: Climb to 5000 via R-175 to LEGOR 15 DME and hold.

ALPENA APP CON	ALPENA TOWER ★	GND CON
128.425 379.3	121.35 (CTAF) L 318.1	121.9 275.8



EMERG SAFE ALT 100 NM 4000





CATEGORY	C	D	E
S-19	1140-1¼ 457 (500-1¼)	1140-1½ 457 (500-1½)	
CIRCLING	1140-1½ 451 (500-1½)	1240-2 551 (600-2)	1280-2 591 (600-2)

EC-1, 14 JAN 2010 to 11 FEB 2010

HI-VOR/DME or TACAN RWY 1

VORTAC APN	APCH CRS	Rwy Idg	9001
108.8	014°	TDZE	685
Chan 25		Arpt Elev	689

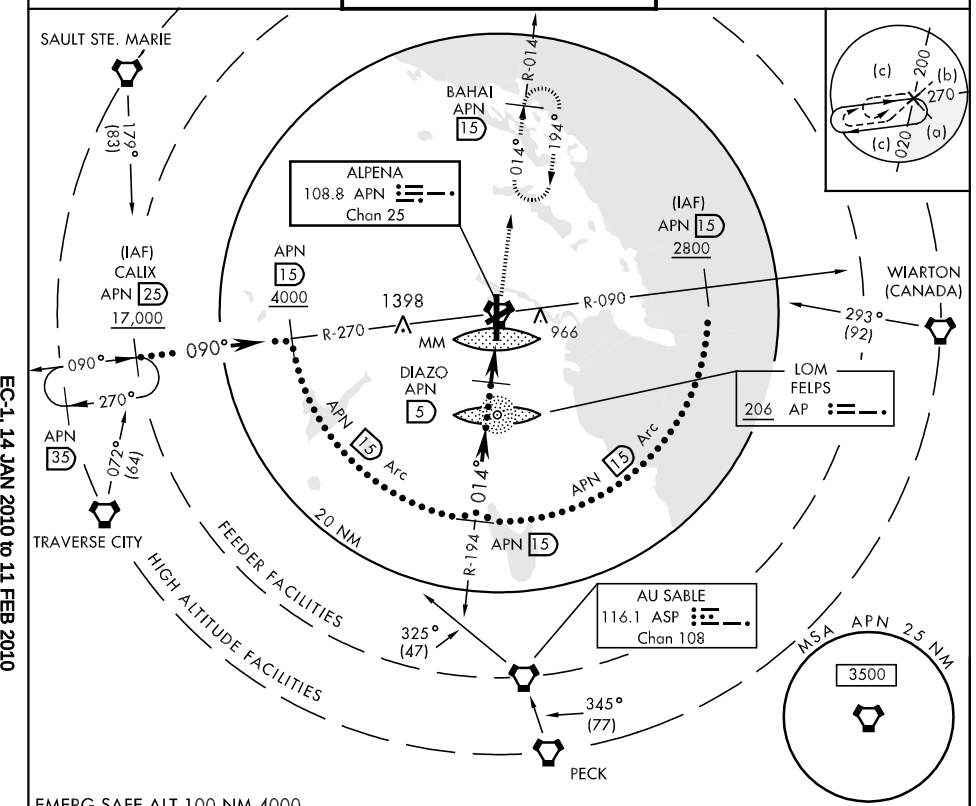
JAL-718 [USAF]

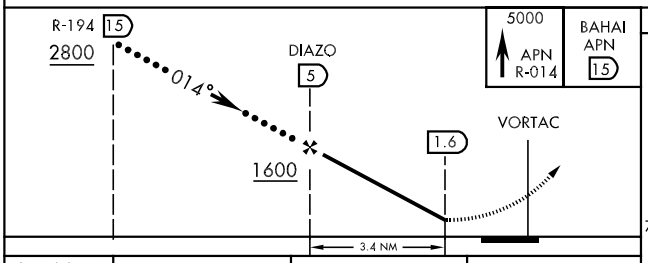
ALPENA COUNTY RGNL (KAPN)

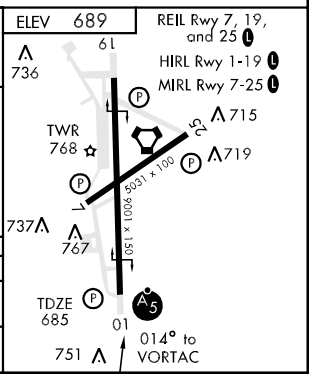
MALSR

MISSED APPROACH: Climb to 5000 via R-014 to BAHAI 15 DME and hold.

ALPENA APP CON	ALPENA TOWER ★	GND CON
128.425 379.3	121.35 (CTAF) L 318.1	121.9 275.8







CATEGORY	C	D	E
S-1	1140-¾ 455 (500-¾)	1140-1 455 (500-1)	
CIRCLING	1140-1½ 451 (500-1½)	1240-2 551 (600-2)	1280-2 591 (600-2)

LOC I-APN	APP CRS	Rwy Idg	9001
109.7	007°	TDZE	685
		Apt Elev	689

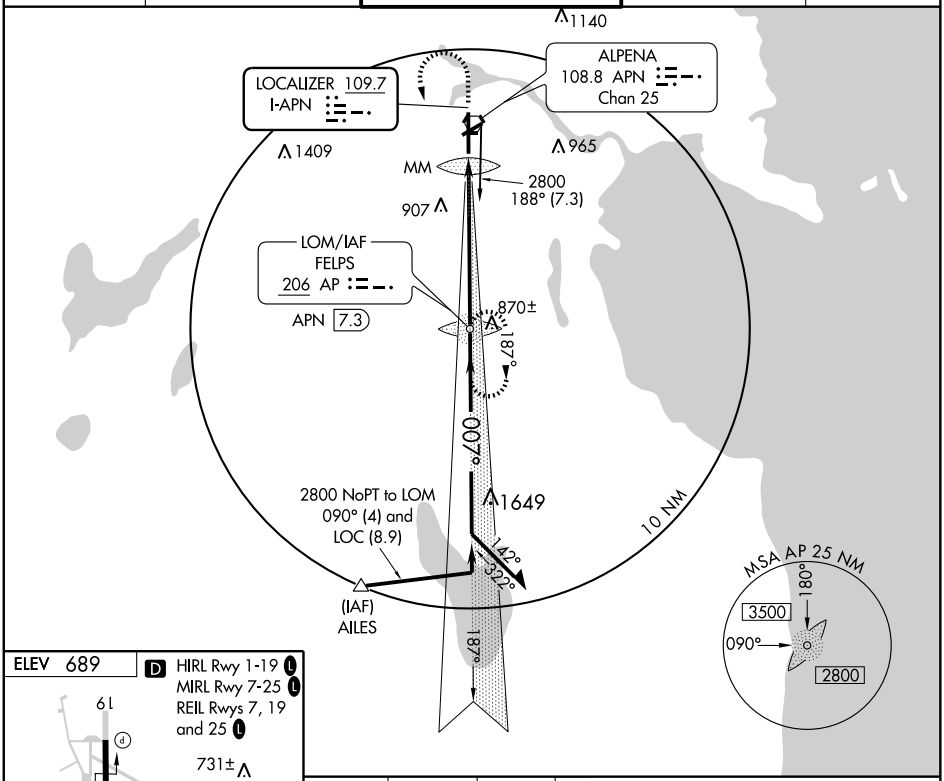
ILS RWY 1
ALPENA COUNTY RGNL (APN)

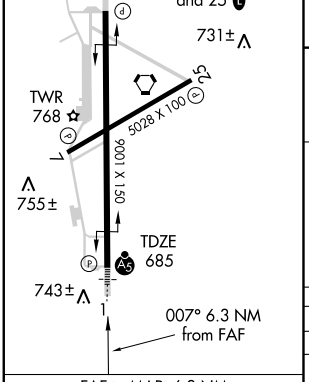
NA

MALSR

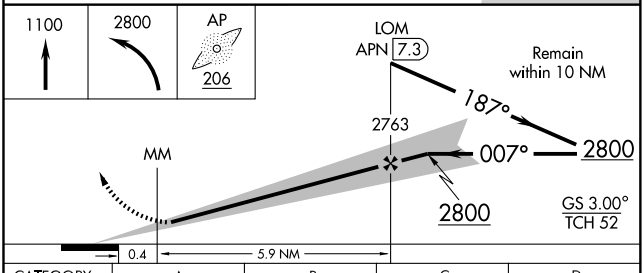
MISSED APPROACH: Climb to 1100 then climbing left turn to 2800 direct AP LOM and hold.

ASOS	ALPENA APP CON ★	ALPENA TOWER ★	GND CON	UNICOM
120.675	128.425 379.3	121.35 (CTAF) L 318.1	121.9 275.8	122.95





FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-ILS 1	885-½ 200 (200-½)			
S-LOC 1	1140-½ 455 (500-½)		1140-¾ 455 (500-¾)	1140-1 455 (500-1)
CIRCLING	1140-1 451 (500-1)		1140-1½ 451 (500-1½)	1240-2 551 (600-2)

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LOM AP	APP CRS	Rwy Idg	9001
206	007°	TDZE	685
		Apt Elev	689

NDB RWY 1

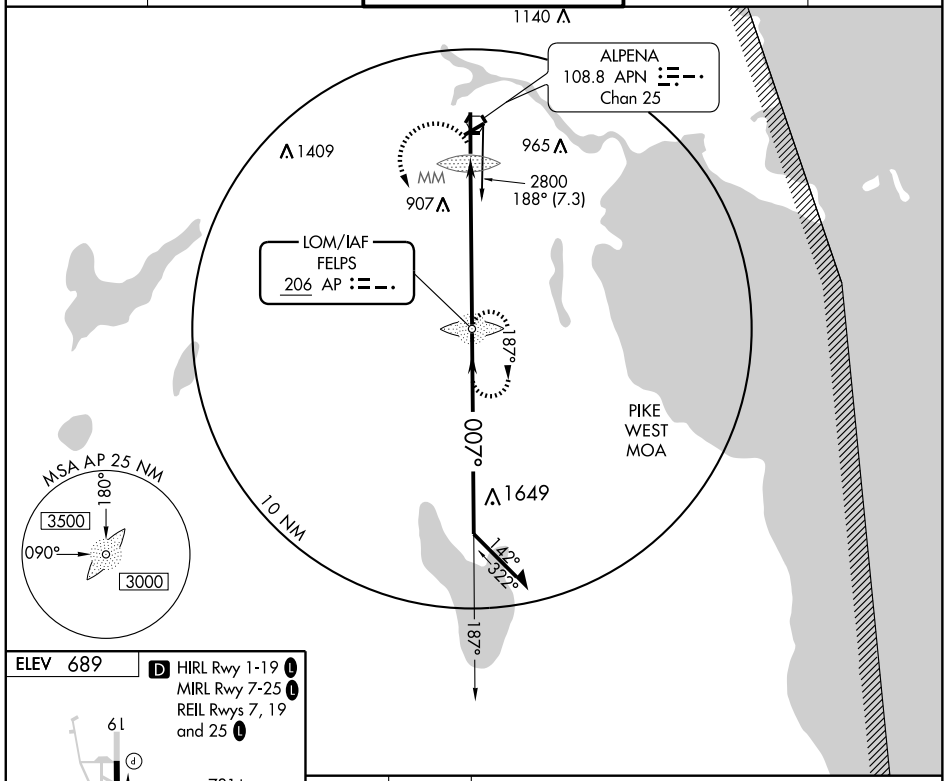
ALPENA COUNTY RGNL (APN)

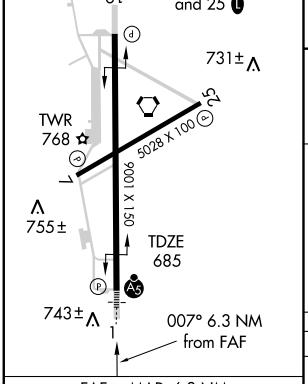
T NA — When local altimeter setting not received, use Roger City altimeter setting and increase all MDA 60 feet and Cat C and D visibility ¼ mile.

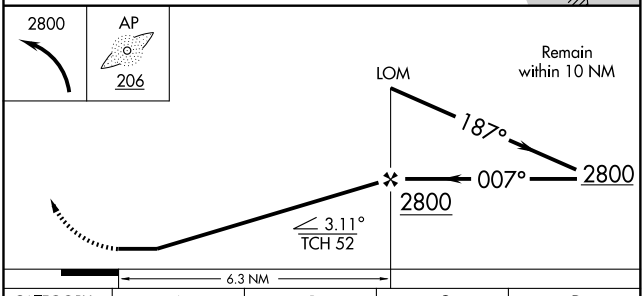
MALSR

MISSED APPROACH: Climbing left turn to 2800 direct AP LOM and hold.

ASOS	ALPENA APP CON ★	ALPENA TOWER ★	GND CON	UNICOM
120.675	128.425 379.3	121.35 (CTAF) L 318.1	121.9 275.8	122.95







FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

CATEGORY	A	B	C	D
S-1	1280-¾ 595 (600-¾)		1280-1 595 (600-1)	1280-1½ 595 (600-1½)
CIRCLING	1280-1 591 (600-1)		1280-1½ 591 (600-1½)	1280-2 591 (600-2)

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WAAS CH 50310 W01A	APP CRS 007°	Rwy Idg 9001 TDZE 685 Apt Elev 689

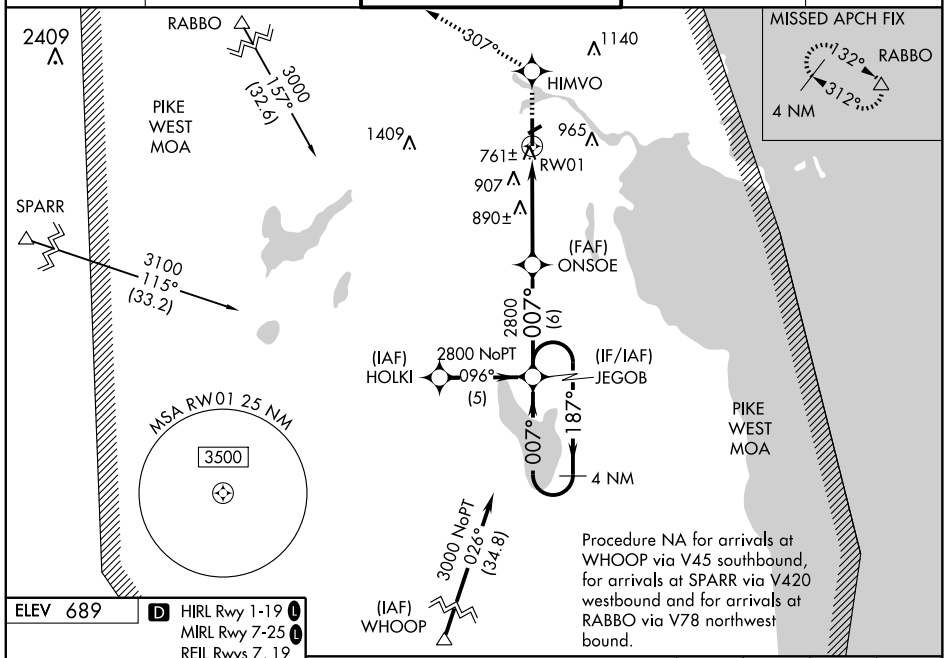
RNAV (GPS) RWY 1
ALPENA COUNTY RGNL (APN)

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Roger City altimeter setting and increase all DA 55 feet and all MDA 60 feet and increase LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Roger City altimeter setting.

MALSR

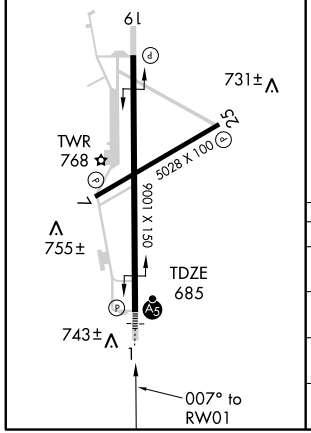
MISSED APPROACH: Climb to 3500 direct HIMVO and via 307° track to RABBO and hold.

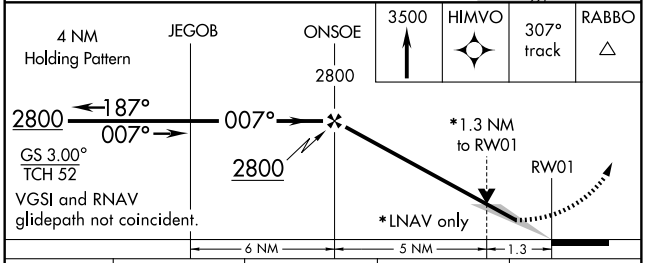
ASOS	ALPENA APP CON ★	ALPENA TOWER ★	GND CON	UNICOM
120.675	128.425 379.3	121.35 (CTAF) L 318.1	121.9 275.8	122.95



ELEV 689

D HIRL Rwy 1-19 L
MIRL Rwy 7-25 L
REIL Rwys 7, 19 and 25 L





CATEGORY	A	B	C	D
LPV DA	885-½ 200 (200-½)			
LNAV/VNAV DA	1029-¾ 344 (400-¾)			
LNAV MDA	1160-½ 475 (500-½)		1160-¾ 475 (500-¾)	1160-1 475 (500-1)
CIRCLING	1160-1 471 (500-1)		1160-1½ 471 (500-1½)	1260-2 571 (600-2)

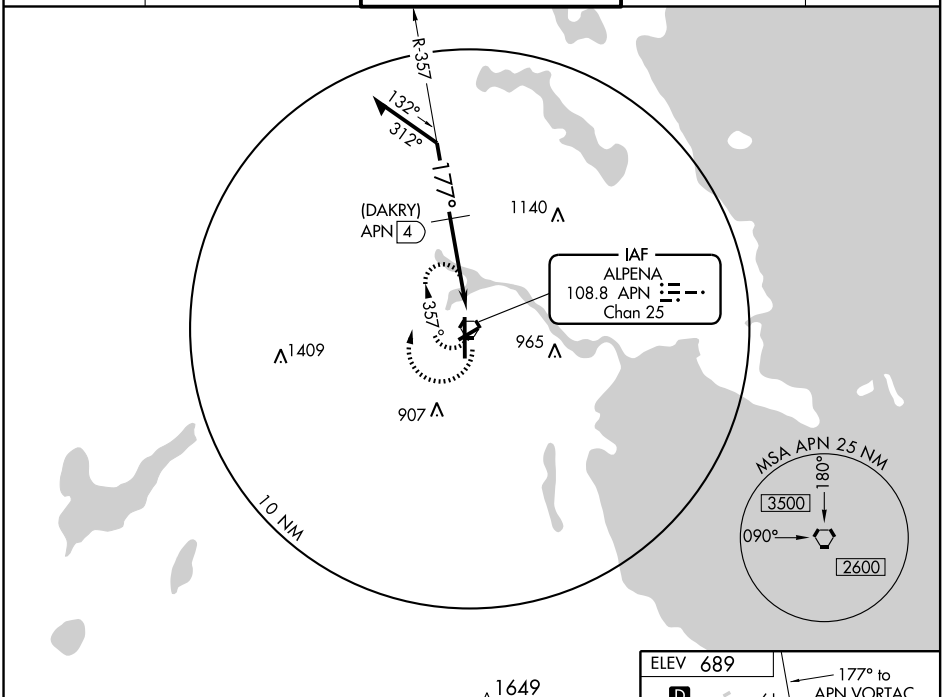
VORTAC APN 108.8 Chan 25	APP CRS 177°	Rwy Idg 9001 TDZE 683 Apt Elev 689

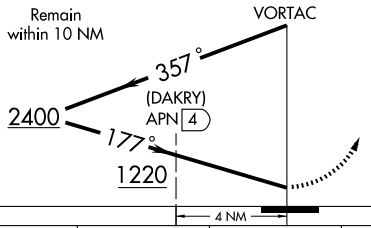
VOR or GPS RWY 19

ALPENA COUNTY RGNL (APN)

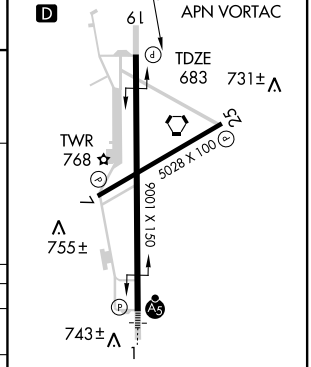
MISSED APPROACH: Climbing right turn to 2400 in APN VORTAC holding pattern.

ASOS	ALPENA APP CON ★	ALPENA TOWER ★	GND CON	UNICOM
120.675	128.425 379.3	121.35 (CTAF) L 318.1	121.9 275.8	122.95





2400	APN 108.8



CATEGORY	A	B	C	D
S-19	1220-1 537 (600-1)		1220-1½ 537 (600-1½)	1220-1¾ 537 (600-1¾)
CIRCLING	1220-1 531 (600-1)		1220-1½ 531 (600-1½)	1240-2 551 (600-2)
DME MINIMUMS				
S-19	1100-1 417 (500-1)		1100-1¼ 417 (500-1¼)	
CIRCLING	1120-1 431 (500-1)	1140-1 451 (500-1)	1140-1½ 451 (500-1½)	1240-2 551 (600-2)

HIRL Rwy 1-19 L
MIRL Rwy 7-25 L
REIL Rwys 7, 19 and 25 L

EC-1, 14 JAN 2010 to 11 FEB 2010

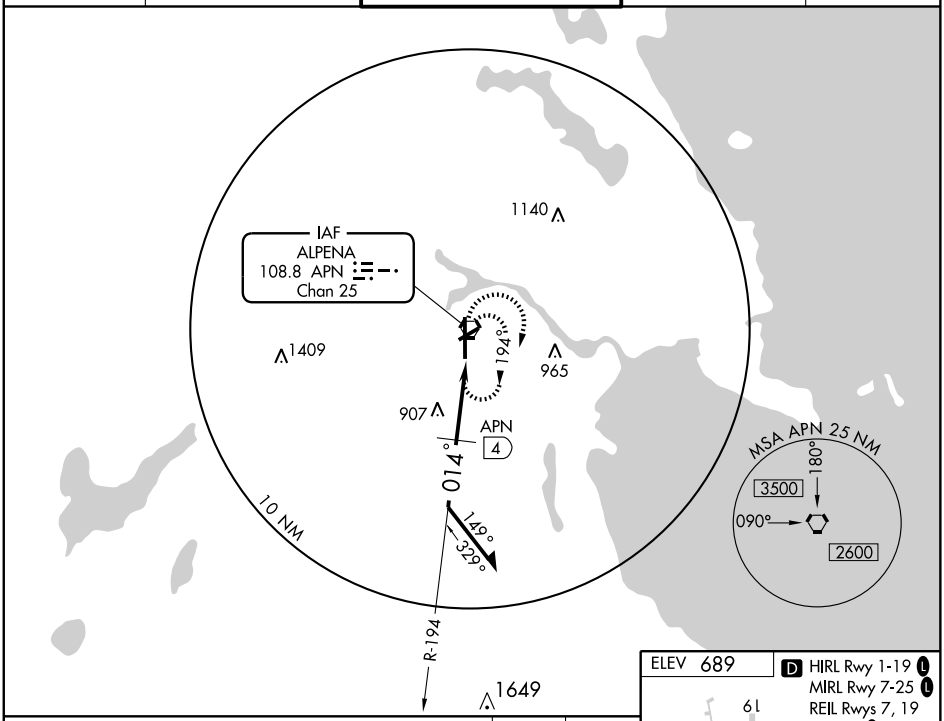
VORTAC APN	APP CRS	Rwy Idg	9001
108.8	014°	TDZE	685
Chan 25		Apt Elev	689

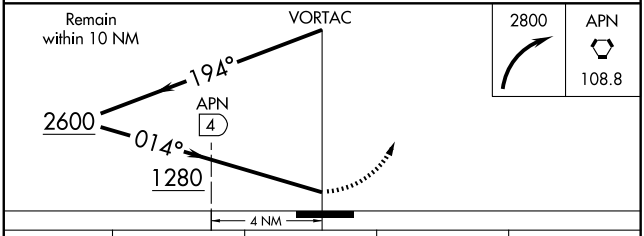
VOR RWY 1
ALPENA COUNTY RGNL (APN)

MALSR

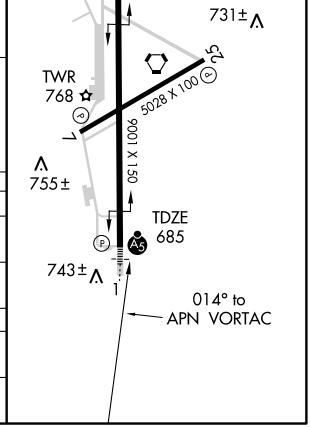
MISSED APPROACH: Climbing right turn to 2800 in APN VORTAC holding pattern.

ASOS	ALPENA APP CON ★	ALPENA TOWER ★	GND CON	UNICOM
120.675	128.425 379.3	121.35 (CTAF) L 318.1	121.9 275.8	122.95





CATEGORY	A	B	C	D
S-1	1280-½ 595 (600-½)		1280-1 595 (600-1)	1280-1¼ 595 (600-1¼)
CIRCLING	1280-1 591 (600-1)		1280-1½ 591 (600-1½)	1280-2 591 (600-2)
DME MINIMUMS				
S-1	1140-½ 455 (500-½)		1140-¾ 455 (500-¾)	1140-1 455 (500-1)
CIRCLING	1140-1 451 (500-1)		1140-1½ 451 (500-1½)	1240-2 551 (600-2)



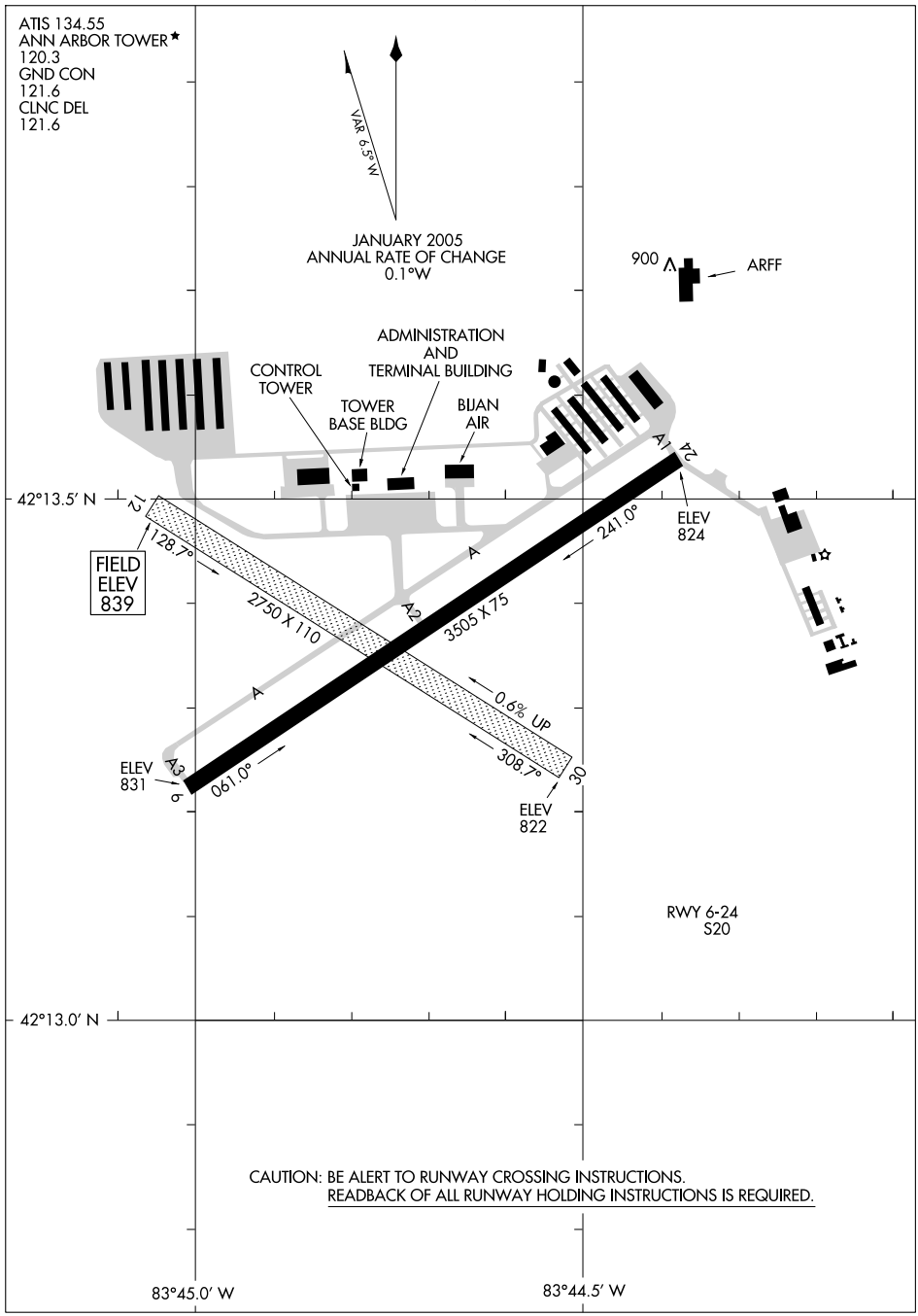
EC-1. 14 JAN 2010 to 11 FEB 2010

08045

AIRPORT DIAGRAM

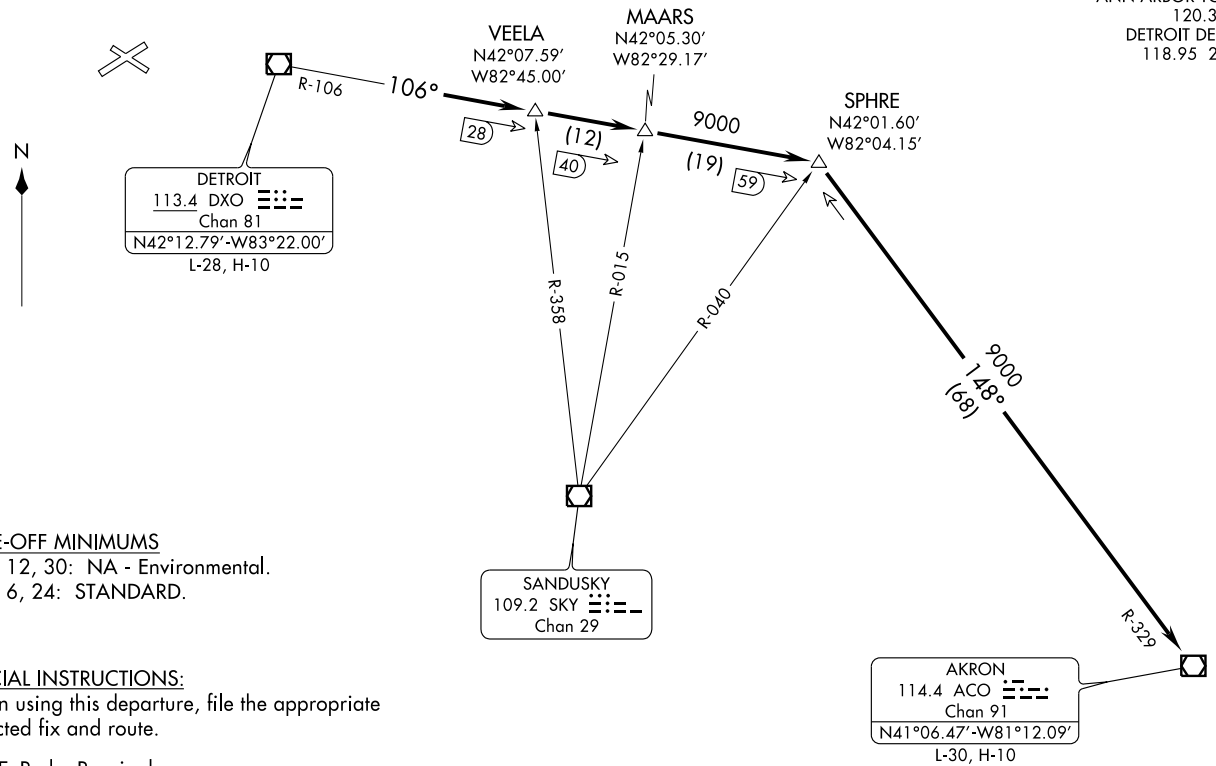
AL-5506 (FAA)

ANN ARBOR MUNI (ARB)
ANN ARBOR, MICHIGAN



EC-1, 14 JAN 2010 to 11 FEB 2010

ATIS 134.55
CLNC DEL
121.6
GND CON
121.6
ANN ARBOR TOWER ★
120.3 (CTAF)
DETROIT DEP CON
118.95 239.275



TAKE-OFF MINIMUMS
Rwys 12, 30: NA - Environmental.
Rwys 6, 24: STANDARD.

SPECIAL INSTRUCTIONS:
When using this departure, file the appropriate depicted fix and route.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

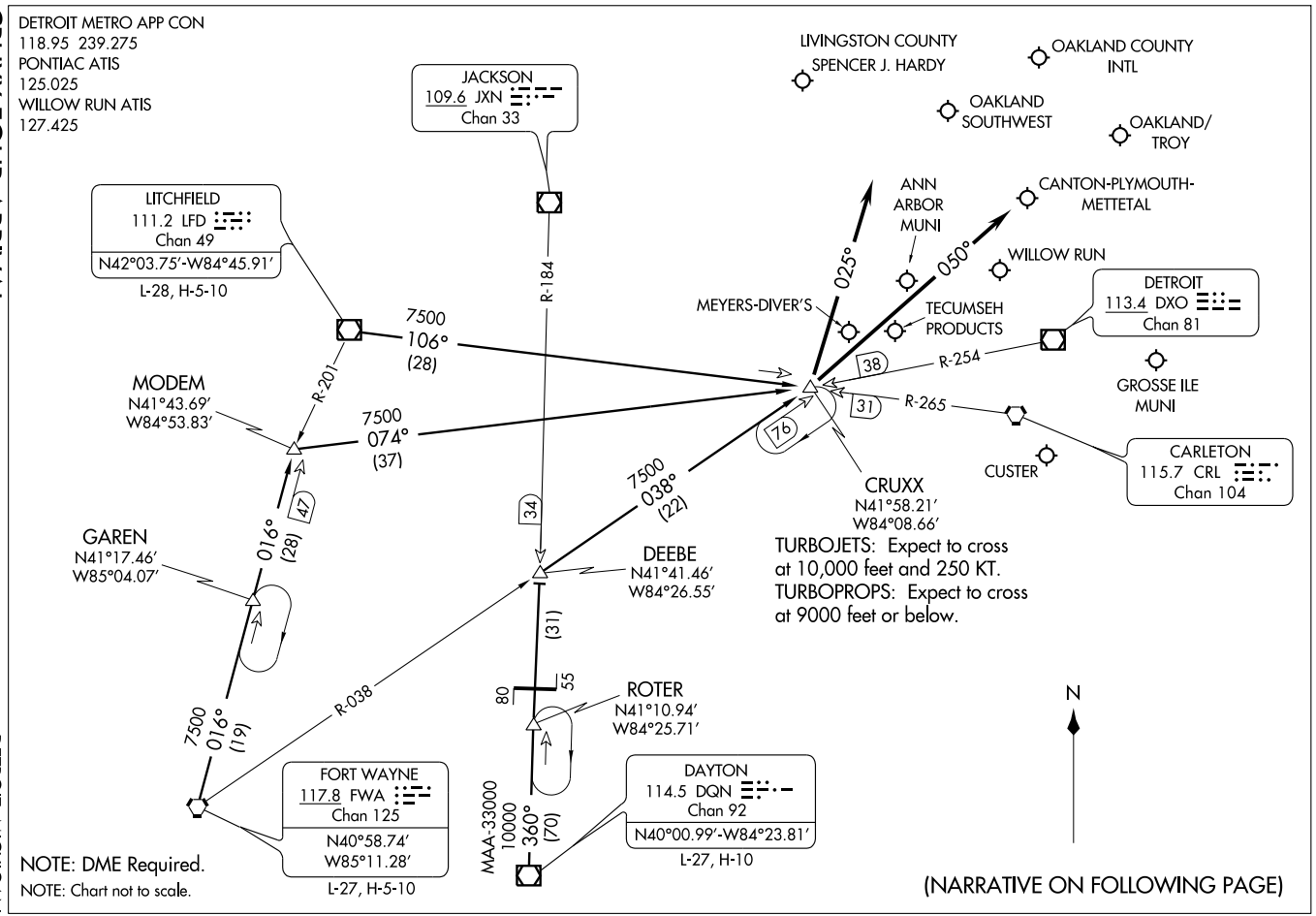
TAKE-OFF RUNWAYS 6/24: Climb via assigned heading for radar vectors, thence. . . .

. . . .to intercept DXO VOR/DME R-106 to SPHRE INT, then via ACO R-329 to ACO VOR/DME. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES

Rwy 6: Multiple Trees beginning 442′ from DER, 47′ right of centerline, up to 79′ AGL/899′ MSL.
Building 312′ from DER, 479′ right of centerline, 15′ AGL/838′ MSL.
Multiple Trees beginning 635′ from DER, 182′ left of centerline, up to 59′ AGL/887′ MSL.
Building 99′ from DER, 351′ left of centerline, 22′ AGL/849′ MSL.

Rwy 24: Multiple Trees beginning 479′ from DER, 473′ left of centerline, up to 100′ AGL/929′ MSL.
Multiple Trees beginning 462′ from DER, 486′ right of centerline, up to 50′ AGL/885′ MSL.
Terrain 138′ from DER, 475′ right of centerline, 0′ AGL/837′ MSL.


DETROIT METRO APP CON
118.95 239.275
PONTIAC ATIS
125.025
WILLOW RUN ATIS
127.425
LIVINGSTON COUNTY
SPENCER J. HARDY
OAKLAND COUNTY
INTL
OAKLAND
SOUTHWEST
OAKLAND/
TROY
JACKSON
109.6 JXN
Chan 33
LITCHFIELD
111.2 LFD
Chan 49
N42°03.75'-W84°45.91'
L-28, H-5-10
ANN
ARBOR
MUNI
CANTON-PLYMOUTH-
METTETAL
WILLOW RUN
DETROIT
113.4 DXO
Chan 81
MEYERS-DIVER'S
TECUMSEH
PRODUCTS
GROSSE ILE
MUNI
025°
050°
R-184
R-201
R-254
R-265
7500
106°
(28)
7500
074°
(37)
MODEM
N41°43.69'
W84°53.83'
38
31
76
CUSTER
CARLETON
115.7 CRL
Chan 104
CRUXX
N41°58.21'
W84°08.66'
7500
038°
(22)
34
47
GAREN
N41°17.46'
W85°04.07'
016°
(28)
DEEBE
N41°41.46'
W84°26.55'
TURBOJETS: Expect to cross
at 10,000 feet and 250 KT.
TURBOPROPS: Expect to cross
at 9000 feet or below.
(31)
80
55
ROTER
N41°10.94'
W84°25.71'
N
7500
016°
(19)
R-038
FORT WAYNE
117.8 FWA
Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10
MAA-33000
10000
360°
(70)
DAYTON
114.5 DQN
Chan 92
N40°00.99'-W84°23.81'
L-27, H-10
NOTE: DME Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

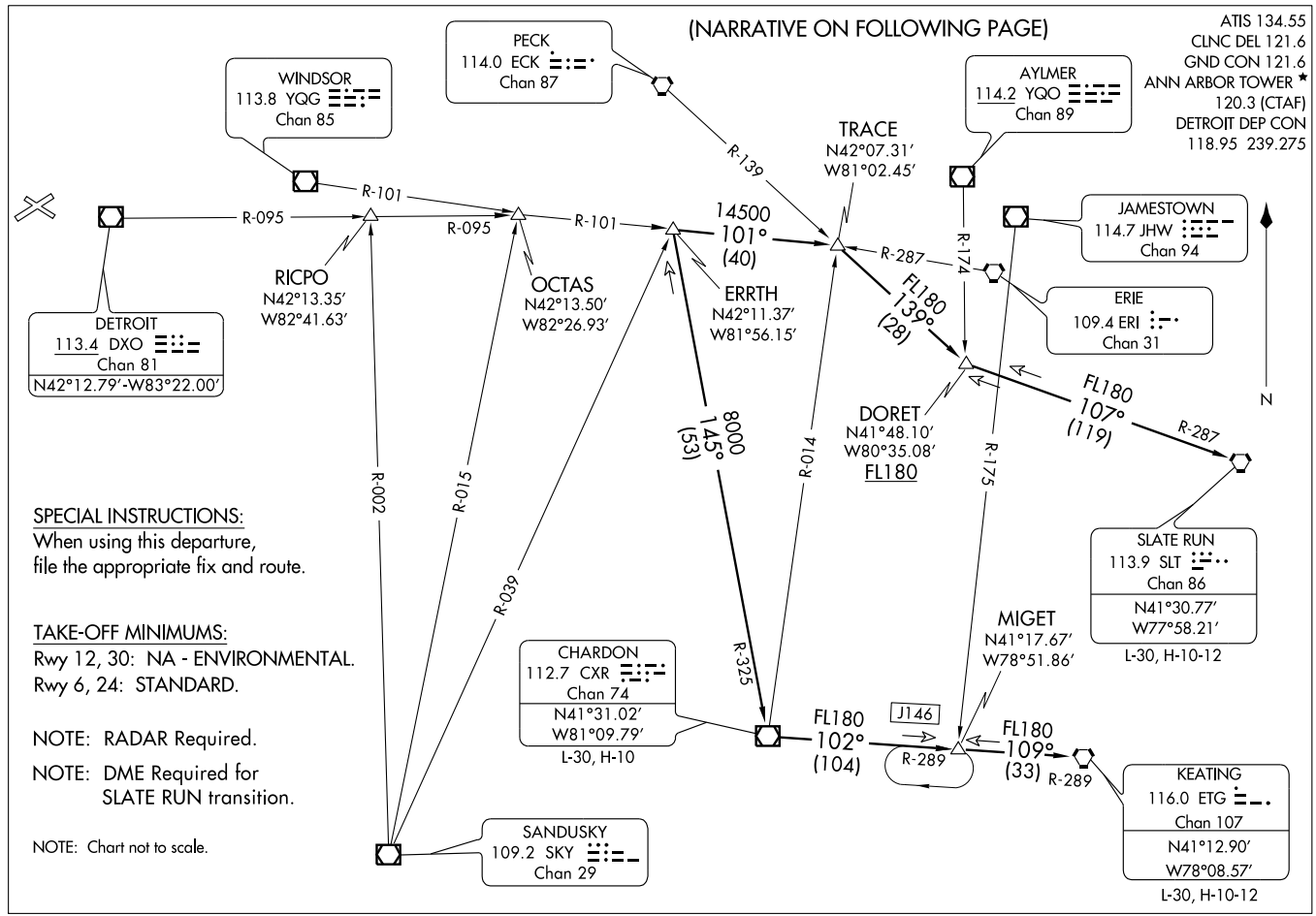
CRUXX FOUR ARRIVAL (CRUXX.CRUXX4)

ARRIVAL DESCRIPTION

DAYTON TRANSITION (DQN.CRUXX4): From over DQN VOR/DME via DQN R-360 and JXN R-184 to DEEBE INT and FWA R-038 to CRUXX INT. Thence . . . .
FORT WAYNE TRANSITION (FWA.CRUXX4): From over FWA VORTAC via FWA R-016 to MODEM INT and DXO R-254 to CRUXX INT. Thence . . . .
LITCHFIELD TRANSITION (LFD.CRUXX4): From over LFD VORTAC via LFD R-106 to CRUXX INT. Thence . . . .

. . . . Aircraft landing Y47, PTK, 36MI, ØMI7, OZW, ONZ, 1D2, TTF, VLL: From over CRUXX INT via 025° heading.
. . . . Aircraft landing YIP or ARB: From over CRUXX INT via 050° heading. Expect radar vector to final approach course.

EC-1, 14 JAN 2010 to 11 FEB 2010


(NARRATIVE ON FOLLOWING PAGE)
ATIS 134.55
CLNC DEL 121.6
GND CON 121.6
ANN ARBOR TOWER ★
120.3 (CTAF)
DETROIT DEP CON
118.95 239.275
PECK
114.0 ECK
Chan 87
WINDSOR
113.8 YQG
Chan 85
AYLMER
114.2 YQO
Chan 89
TRACE
N42°07.31′
W81°02.45′
JAMESTOWN
114.7 JHW
Chan 94
ERIE
109.4 ERI
Chan 31
DETROIT
113.4 DXO
Chan 81
N42°12.79′-W83°22.00′
RICPO
N42°13.35′
W82°41.63′
OCTAS
N42°13.50′
W82°26.93′
ERRTH
N42°11.37′
W81°56.15′
DORET
N41°48.10′
W80°35.08′
FL180
SLATE RUN
113.9 SLT
Chan 86
N41°30.77′
W77°58.21′
L-30, H-10-12
MIGET
N41°17.67′
W78°51.86′
CHARDON
112.7 CXR
Chan 74
N41°31.02′
W81°09.79′
L-30, H-10
KEATING
116.0 ETG
Chan 107
N41°12.90′
W78°08.57′
L-30, H-10-12
SANDUSKY
109.2 SKY
Chan 29
R-095
R-101
R-139
R-287
R-174
R-002
R-015
R-039
R-014
R-175
R-325
R-289
14500
101°
(40)
FL180
139°
(28)
8000
145°
(53)
FL180
107°
(119)
FL180
102°
(104)
FL180
109°
(33)
J146
N
SPECIAL INSTRUCTIONS:
When using this departure,
file the appropriate fix and route.
TAKE-OFF MINIMUMS:
Rwy 12, 30: NA - ENVIRONMENTAL.
Rwy 6, 24: STANDARD.
NOTE: RADAR Required.
NOTE: DME Required for
SLATE RUN transition.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6 and 24: Climb via assigned heading for vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

CHARDON TRANSITION (ERRTH2.CXR): From over ERRTH INT via CXR R-325 to CXR VOR/DME.
KEATING TRANSITION (ERRTH2.ETG): From over ERRTH INT via CXR R-325 to CXR VOR/DME, then via CXR R-102 and ETG R-289 to MIGET INT, then via ETG R-289 MIGET INT to ETG VORTAC.
SLATE RUN TRANSITION (ERRTH2.SLT): (DME Required) From over ERRTH INT via YQG R-101 to TRACE INT, then via ECK R-139 to DORET INT, then via SLT R-287 to SLT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 6: Multiple trees beginning 442′ from DER, 47′ right of centerline, up to 79′ AGL/899′ MSL. Building 312′ from DER, 479′ right of centerline, 15′ AGL/838′ MSL. Multiple trees beginning 635′ from DER, 182′ left of centerline, up to 59′ AGL/887′ MSL. Building 99′ from DER, 351′ left of centerline, 22′ AGL/849′ MSL.

Rwy 24: Multiple trees beginning 479′ from DER, 473′ left of centerline, up to 100′ AGL/929′ MSL. Multiple trees beginning 462′ from DER, 486′ right of centerline, up to 50′ AGL/885′ MSL. Terrain 138′ from DER, 475′ right of centerline, 0′ AGL/837′ MSL.

EC-1, 14 JAN 2010 to 11 FEB 2010

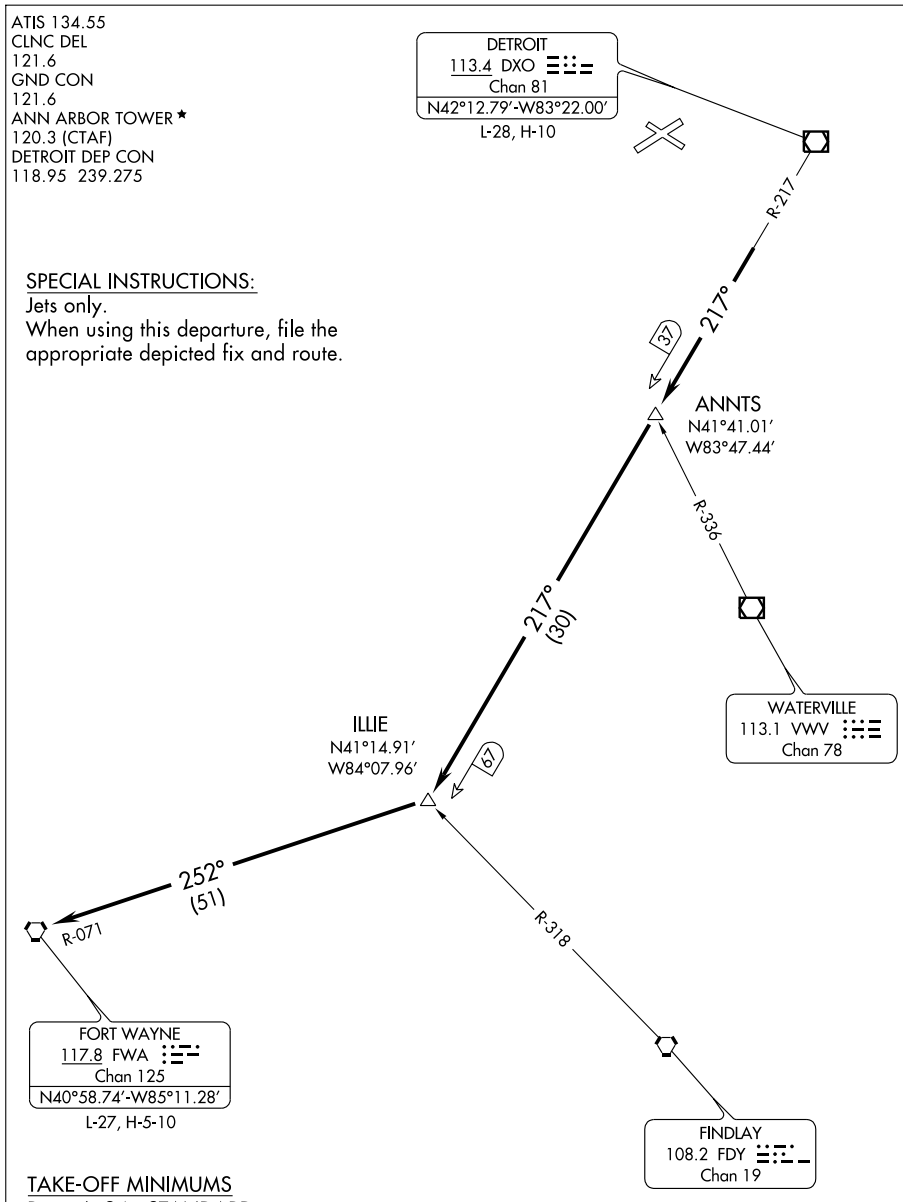
FORT WAYNE THREE DEPARTURE

SL-5506 (FAA)

ANN ARBOR MUNI (ARB)
ANN ARBOR, MICHIGAN

ATIS 134.55
CLNC DEL
121.6
GND CON
121.6
ANN ARBOR TOWER ★
120.3 (CTAF)
DETROIT DEP CON
118.95 239.275

SPECIAL INSTRUCTIONS:
Jets only.
When using this departure, file the appropriate depicted fix and route.



TAKE-OFF MINIMUMS
Rwys 6, 24: STANDARD.
Rwys 12, 30: NA - Environmental.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EC-1, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6/24: Climb via assigned heading for radar vectors, thence. . . .

. . . .to intercept DXO VOR/DME R-217 to ILLIE INT, then via FWA R-071 to FWA VORTAC. Maintain 3000, expect clearance to filed flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 6: Multiple trees beginning 442′ from DER, 47′ right of centerline, up to 79′ AGL/899′ MSL.
Building 312′ from DER, 479′ right of centerline, 15′ AGL/838 MSL.
Multiple trees beginning 635′ from DER, 182′ left of centerline, up to 59′ AGL/887′ MSL.
Building 99′ from DER, 351′ left of centerline, 22′ AGL/849′ MSL.

Rwy 24: Multiple trees beginning 479′ from DER, 473′ left of centerline, up to 100′ AGL/929′ MSL.
Multiple trees beginning 462′ from DER, 486′ right of centerline, up to 50′ AGL/885′ MSL.
Terrain 138′ from DER, 475′ right of centerline, 0′ AGL/837′ MSL.

DETROIT APP CON
134.3 363.2
PONTIAC ATIS
125.025
COLEMAN A. YOUNG ATIS
124.875
WINDSOR ATIS
134.5
WILLOW RUN ATIS
127.425
ANN ARBOR ATIS
134.55

PECK
114.0 ECK
Chan 87

R-135

R-176

AXXIS
N42°49.84′
W81°59.00′

MAA FL240
10000
260°
(39)

MAA FL240
4000
260°
(27)

PONTIAC
111.0 PSI
Chan 47

R-100

4000
210°
(4)

66

RCADE
N42°40.84′
W82°34.11′

LONDON
117.2 YXU
Chan 119
N43°02.29′
W81°08.91′
L-30-31, H-10-11

COLEMAN A.
YOUNG MUNI

CANTON-
PLYMOUTH-
METTETAL

GOHMA
N42°36.90′
W82°36.51′

24

R-030

WINDSOR

ANN ARBOR
MUNI

WILLOW
RUN

WINDSOR
113.8 YQG
Chan 85

N

LONDON TRANSITION (YXU.GOHMA1): From over YXU VORTAC via YXU R-260 to RCADE INT, then via YQG R-030 to GOHMA INT. Thence . . . .

. . . . From GOHMA, expect radar vectors to final approach course.

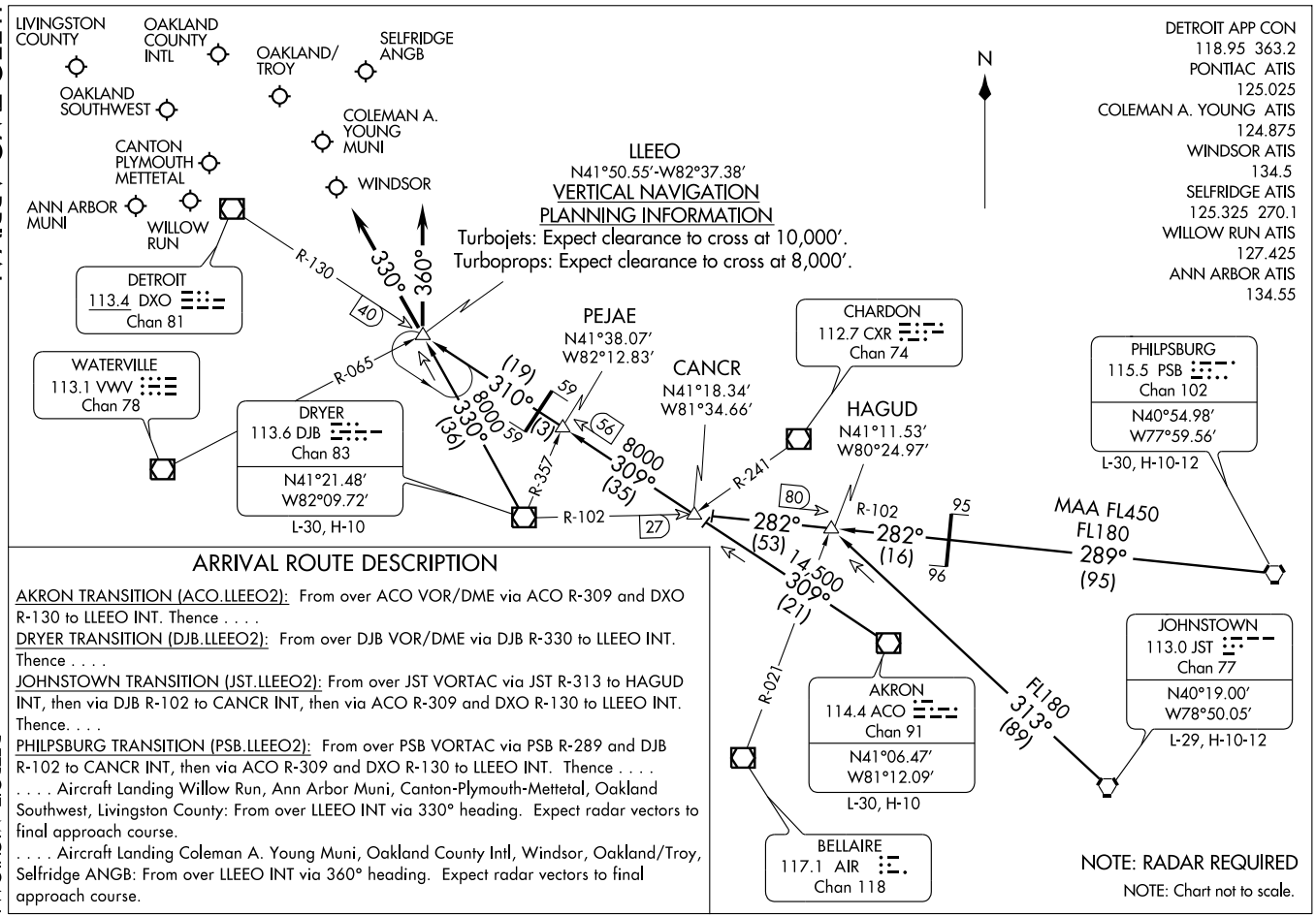
NOTE: RADAR Required.

NOTE: Chart not to scale.

(GOHMA.GOHMA1) 09351
GOHMA ONE ARRIVAL

ST-467 (FAA)

DETROIT, MICHIGAN



ARRIVAL ROUTE DESCRIPTION

AKRON TRANSITION (ACO.LLEEO2): From over ACO VOR/DME via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

DRYER TRANSITION (DJB.LLEEO2): From over DJB VOR/DME via DJB R-330 to LLEEO INT. Thence . . . .

JOHNSTOWN TRANSITION (JST.LLEEO2): From over JST VORTAC via JST R-313 to HAGUD INT, then via DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence. . . .

PHILPSBURG TRANSITION (PSB.LLEEO2): From over PSB VORTAC via PSB R-289 and DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

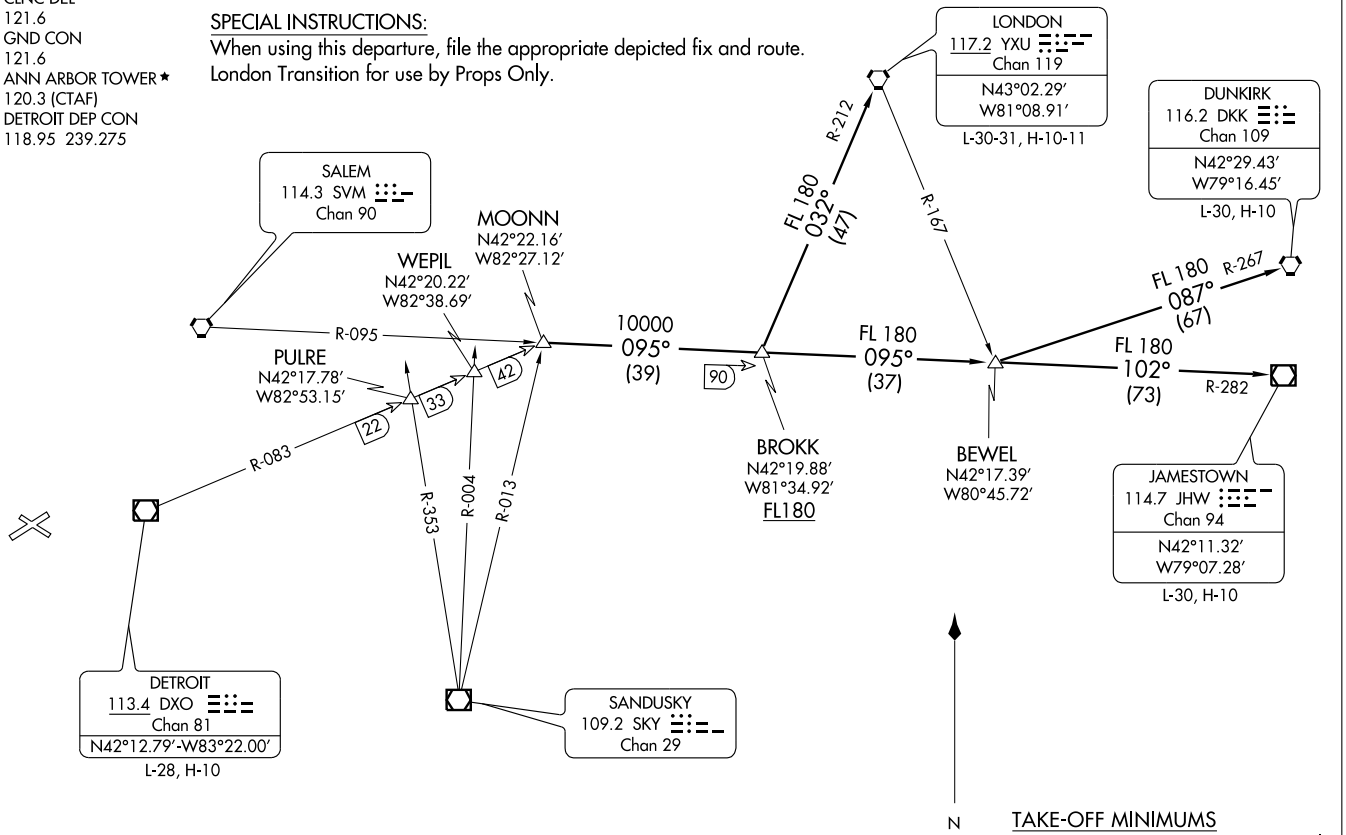
. . . . Aircraft Landing Willow Run, Ann Arbor Muni, Canton-Plymouth-Mettetal, Oakland Southwest, Livingston County: From over LLEEO INT via 330° heading. Expect radar vectors to final approach course.

. . . . Aircraft Landing Coleman A. Young Muni, Oakland County Intl, Windsor, Oakland/Troy, Selfridge ANGB: From over LLEEO INT via 360° heading. Expect radar vectors to final approach course.

ATIS 134.55
CLNC DEL
121.6
GND CON
121.6
ANN ARBOR TOWER ★
120.3 (CTAF)
DETROIT DEP CON
118.95 239.275

NOTE: Chart not to scale.

SPECIAL INSTRUCTIONS:
When using this departure, file the appropriate depicted fix and route.
London Transition for use by Props Only.



TAKE-OFF MINIMUMS
Rwys 12, 30: NA - Environmental.
Rwys 6, 24: STANDARD.

NOTE: RADAR Required.

(NARRATIVE ON FOLLOWING PAGE)

(MOONN2.MOONN) 09295
MOONN TWO DEPARTURE
SL-5506 (FAA)

ANN ARBOR MUNI (ARB)
ANN ARBOR, MICHIGAN

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6/24: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/ flight level ten (10) minutes after departure.

DUNKIRK TRANSITION (MOONN2.DKK): From over MOONN INT via SVM R-095 to BROKK INT, then via SVM R-095 and JHW R-282 to BEWEL INT, then via DKK R-267 to DKK VORTAC.

JAMESTOWN TRANSITION (MOONN2.JHW): From over MOONN INT via SVM R-095 to BROKK INT, then via SVM R-095 and JHW R-282 to BEWEL INT, then via JHW R-282 to JHW VOR/DME.

LONDON TRANSITION (MOONN2.YXU): From over MOONN INT via SVM R-095 to BROKK INT, then via YXU R-212 to YXU VORTAC.

TAKE-OFF OBSTACLES

Rwy 6: Multiple trees beginning 442′ from DER, 47′ right of centerline, up to 79′ AGL/899′ MSL. Building 312′ from DER, 479′ right of centerline, 15′ AGL/838′ MSL. Multiple trees beginning 635′ from DER, 182′ left of centerline, up to 59′ AGL/887′ MSL. Building 99′ from DER, 351′ left of centerline, 22′ AGL/849′ MSL.

Rwy 24: Multiple trees beginning 479′ from DER, 473′ left of centerline, up to 100′ AGL/929′ MSL. Multiple trees beginning 462′ from DER, 486′ right of centerline, up to 50′ AGL/885′ MSL. Terrain 138′ from DER, 475′ right of centerline, 0′ AGL/837′ MSL.

PALACE THREE DEPARTURE

ATIS 134.55
CLNC DEL 121.6
GND CON 121.6
ANN ARBOR TOWER ★
120.3
DETROIT DEP CON
118.95 239.275
CTAF 120.3

TAKE-OFF MINIMUMS:
Rwy 12, 30: NA - ENVIRONMENTAL.
Rwy 6, 24: STANDARD.

NOTE: DME Required.
NOTE: RADAR Required.

NOTE: Chart not to scale.

N

SAGINAW
112.9 MBS
Chan 76
N43°31.90'-W84°04.64'
L-28, H-10-11

DIRKS
N43°29.96'
W83°38.88'
L-28-31, H-10-11

SUANN
N43°15.13'
W83°38.33'
L-28

BNNET
N43°04.60'
W83°22.00'
L-28

EJOYS
N43°15.20'
W83°29.02'
L-28, H-10-11

PECK
114.0 ECK
Chan 87
N43°15.35'
W82°43.08'
L-28, H-10-11

FLINT
116.9 FNT
Chan 116
N42°58.01'
W83°44.82'
L-28, H-10-11

LANSING
110.8 LAN
Chan 45
N42°43.04'
W84°41.85'
L-28, H-5-10

HANKY
N42°57.73'
W83°22.00'
L-28

LAYNE
N42°54.80'
W83°22.00'
L-28

PULLMAN
112.1 PMM
Chan 58
N42°27.96'
W86°06.29'
L-28, H-5-10

DUNKS
N42°25.64'
W84°11.65'
L-28

EARVN
N42°31.23'
W84°11.41'

SALEM
114.3 SVM
Chan 90
N42°24.53'-W83°35.65'
L-28, H-10

LESSY
N42°26.22'
W84°33.05'
L-28

WINDSOR
113.8 YQG
Chan 85
N42°14.99'
W82°49.73'
L-30, H-10

JACKSON
109.6 JXN
Chan 33
N42°15.55'
W84°27.51'
L-28, H-10

HARWL
N42°15.84'
W84°11.65'
L-28

KALAMAZOO
109.0 AZO
Chan 27
N42°14.22'
W85°33.19'
L-28

LEROY
N42°14.30'
W85°20.50'
L-28

ECKDO
N42°14.41'
W84°44.82'
L-28

LITCHFIELD
111.2 LFD
Chan 49
N42°03.75'
W84°45.91'
L-28, H-5-10

RUZZL
N41°52.50'
W83°57.31'
L-28

DETROIT
113.4 DXO
Chan 81
N42°12.79'-W83°22.00'
L-28, H-10

J16 R-134 J38 R-297 J16 R-277 V320 R-341 R-006 R-239 R-303 R-281 R-234 R-270 R-094 (12) R-090 R-091 (68) R-276 R-097 V450 R-164 V45 V116 V221 V170 J70

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6 AND 24: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

SPECIAL INSTRUCTIONS:
When using this departure, file the appropriate depicted departure fix and route. Aircraft landing/overflying Lansing (LAN) or overfling Flint (FNT) at 10,000 feet or below, file via EARVN. Aircraft landing Flint (FNT) at 10,000 feet or below, file via LAYNE. Aircraft landing/overflying Toledo (TOL) at 10,000 feet or below, file via RUZZL. Aircraft over HARWL must file FL220 and below.

TAKE-OFF OBSTACLES:

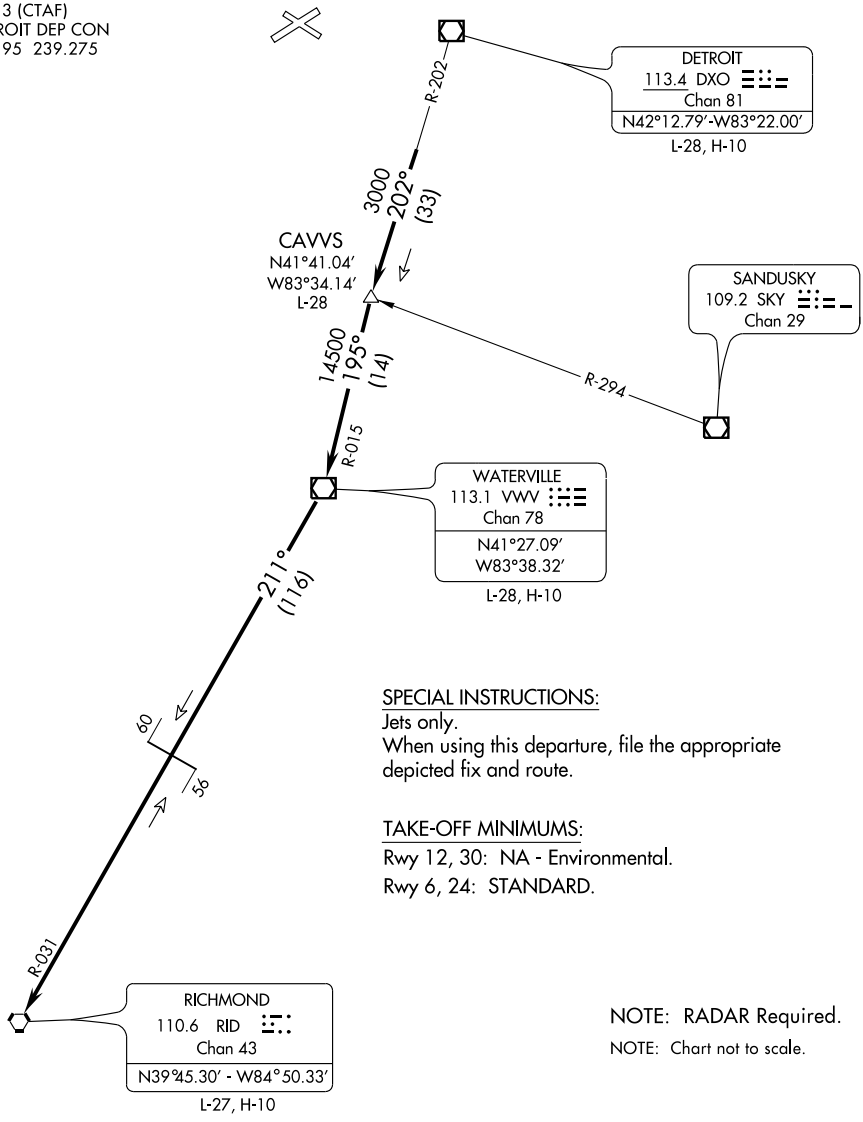
Rwy 6: Multiple trees beginning 442′ from DER, 47′ right of centerline, up to 79′ AGL/899′ MSL. Building 312′ from DER, 479′ right of centerline, 15′ AGL/838′ MSL. Multiple trees beginning 635′ from DER, 182′ left of centerline, up to 59′ AGL/887′ MSL. Building 99′ from DER, 351′ left of centerline, 22′ AGL/849′ MSL.

Rwy 24: Multiple trees beginning 479′ from DER, 475′ left of centerline, up to 100′ AGL/929′ MSL. Multiple trees beginning 462′ from DER, 486′ right of centerline, up to 50′ AGL/885′ MSL. Terrain 138′ from DER, 475′ right of centerline, 0′ AGL/837′ MSL.

EC-1, 14 JAN 2010 to 11 FEB 2010

RICHMOND FOUR DEPARTURE SL-5506 (FAA)

ATIS 134.55
CLNC DEL
121.6
GND CON
121.6
ANN ARBOR TOWER ★
120.3 (CTAF)
DETROIT DEP CON
118.95 239.275



SPECIAL INSTRUCTIONS:
Jets only.
When using this departure, file the appropriate depicted fix and route.

TAKE-OFF MINIMUMS:
Rwy 12, 30: NA - Environmental.
Rwy 6, 24: STANDARD.

NOTE: RADAR Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EC-1, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6/24: Climb via assigned heading for radar vectors, thence. . . .

. . . . To intercept DXO VOR/DME R-202 to CAVVS INT/DXO 33 DME, then via VWV R-015 to VWV VOR/DME. Then right turn via VWV R-211 and RID R-031 to RID VORTAC. Maintain 3,000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 6: Multiple trees beginning 442′ from DER, 47′ right of centerline, up to 79′ AGL/899′ MSL.
Building 312′ from DER, 479′ right of centerline, 15′ AGL/838′ MSL.
Multiple trees beginning 635′ from DER, 182′ left of centerline, up to 59′ AGL/887′ MSL.
Building 99′ from DER, 351′ left of centerline, 22′ AGL/849′ MSL.

Rwy 24: Multiple trees beginning 479′ from DER, 473′ left of centerline, up to 100′ AGL/929′ MSL.
Multiple trees beginning 462′ from DER, 486′ right of centerline, up to 50′ AGL/885′ MSL.
Terrain 138′ from DER, 475′ right of centerline, 0′ AGL/837′ MSL.

WAAS	APP CRS	Rwy Idg	3505
CH 77601	059°	TDZE	831
W06A		Apt Elev	839

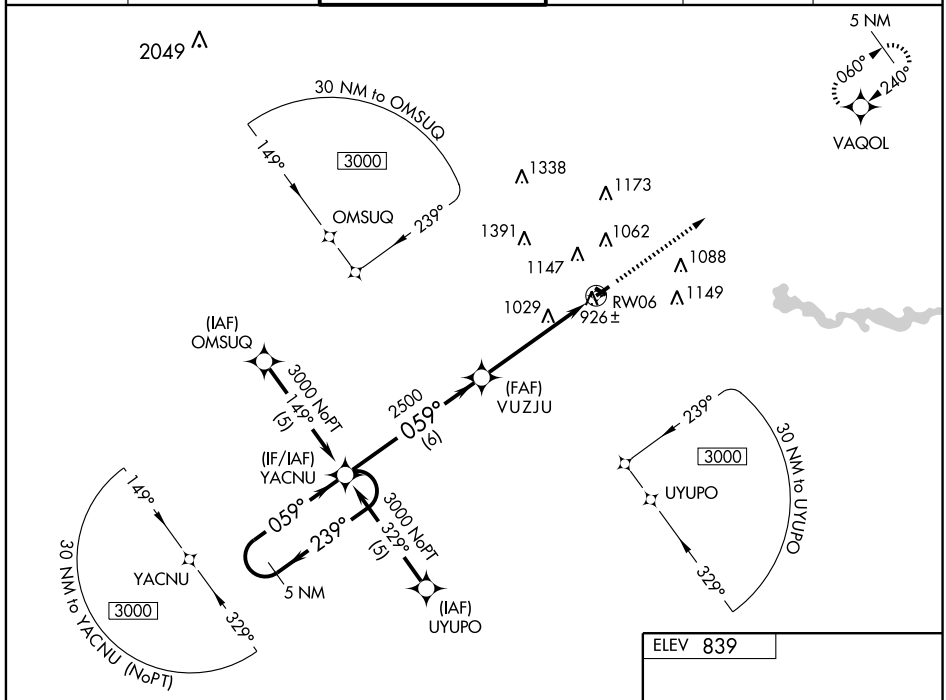
RNAV (GPS) RWY 6

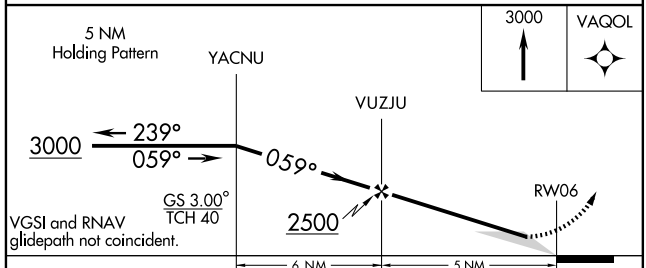
ANN ARBOR MUNI (ARB)

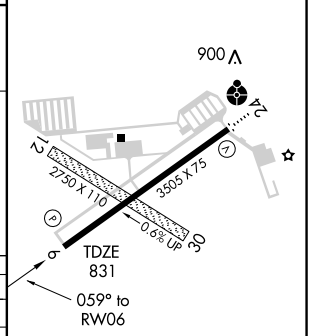
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Willow Run altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV NA when using Willow Run altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).

MISSED APPROACH: Climb to 3000 direct VAQOL and hold.

ATIS	DETROIT APP CON	ANN ARBOR TOWER ★	GND CON	CLNC DEL	UNICOM
134.55	118.95 363.2	120.3 (CTAF) L	121.6	121.6	123.0







CATEGORY	A	B	C	D
LPV DA	1109-1 278 (300-1)			
LNAV/ DA VNAV	1322-1¾ 491 (500-1¾)			
LNAV MDA	1340-1 509 (600-1)		1340-1½ 509 (600-1½)	
CIRCLING	1500-1¾ 661 (700-1¾)			1500-2 661 (700-2)

MIRL Rwy 6-24
REIL Rwy 6

EC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	3505
CH 81901	240°	TDZE	831
W24A		Apt Elev	839

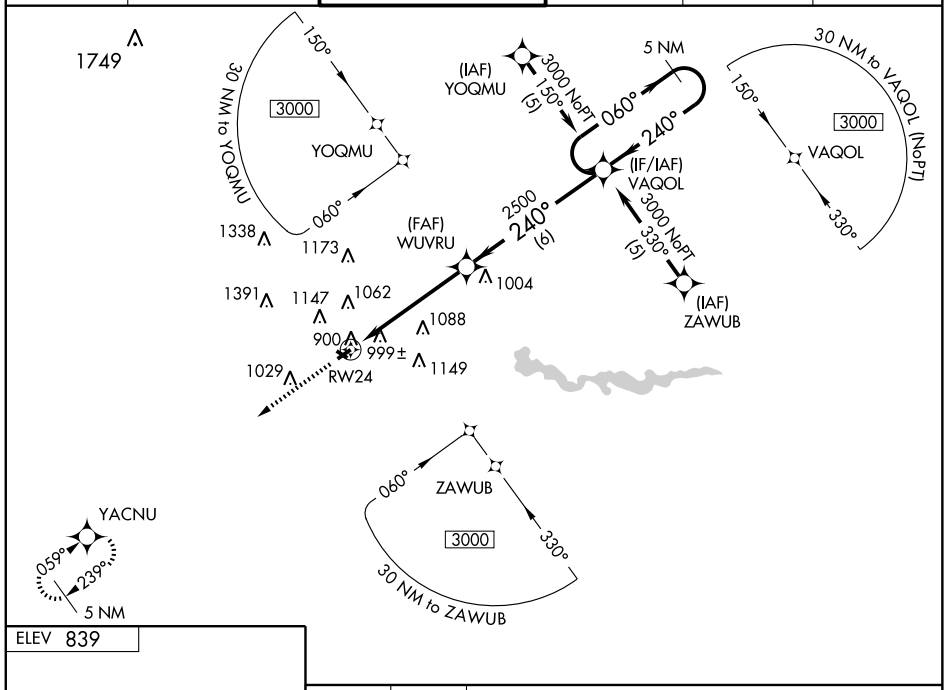
RNAV (GPS) RWY 24
ANN ARBOR MUNI (ARB)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Willow Run altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV NA when using Willow Run altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). Inoperative table does not apply. Visibility reduction by helicopters NA.

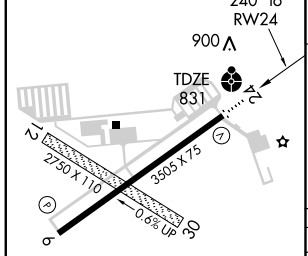
ODALS

MISSED APPROACH: Climb to 3000 direct YACNU and hold.

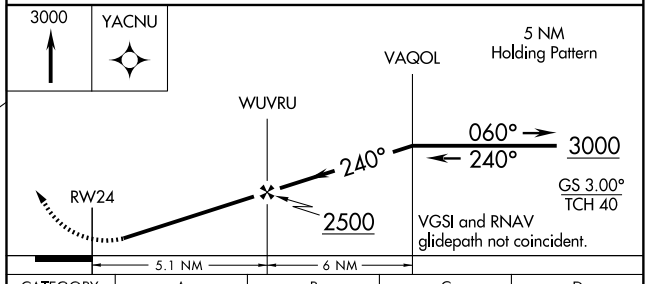
ATIS	DETROIT APP CON	ANN ARBOR TOWER ★	GND CON	CLNC DEL	UNICOM
134.55	118.95 363.2	120.3 (CTAF) L	121.6	121.6	123.0



ELEV 839



MIRL Rwy 6-24
REIL Rwy 6



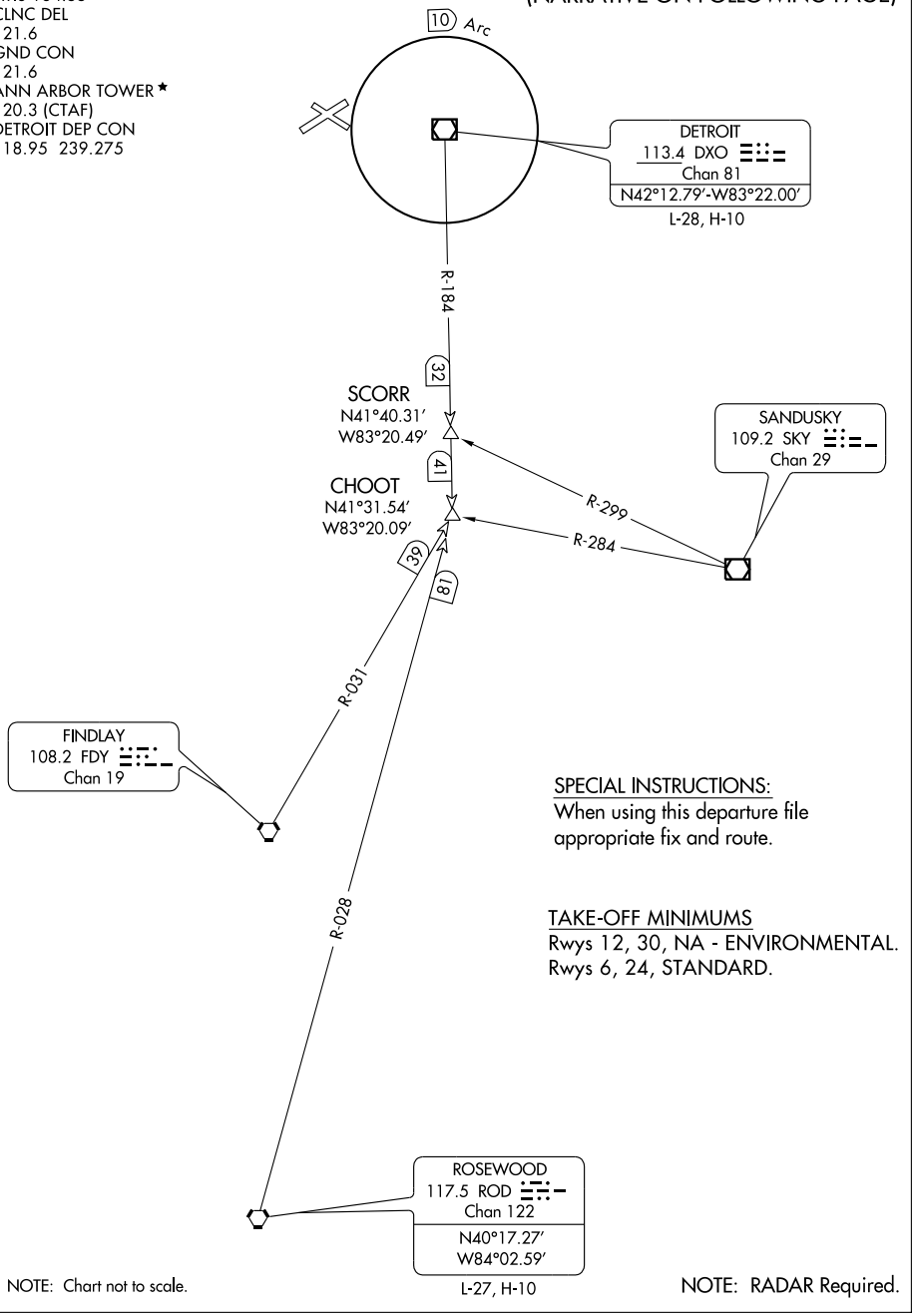
CATEGORY	A	B	C	D
LPV DA	1129-1 298 (300-1)			
LNAV/ VNAV DA	1340-1¾ 509 (600-1¾)			
LNAV MDA	1300-1 469 (500-1)		1300-1¼ 469 (500-1¼)	1300-1½ 469 (500-1½)
CIRCLING	1500-1¾ 661 (700-1¾)			1500-2 661 (700-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

ROSEWOOD TWO DEPARTURE SL-5506 (FAA)

ATIS 134.55
CLNC DEL
121.6
GND CON
121.6
ANN ARBOR TOWER ★
120.3 (CTAF)
DETROIT DEP CON
118.95 239.275

(NARRATIVE ON FOLLOWING PAGE)



SPECIAL INSTRUCTIONS:
When using this departure file appropriate fix and route.

TAKE-OFF MINIMUMS
Rwys 12, 30, NA - ENVIRONMENTAL.
Rwys 6, 24, STANDARD.

NOTE: Chart not to scale.

NOTE: RADAR Required.

EC-1, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6/24: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude / flight level ten (10) minutes after departure.

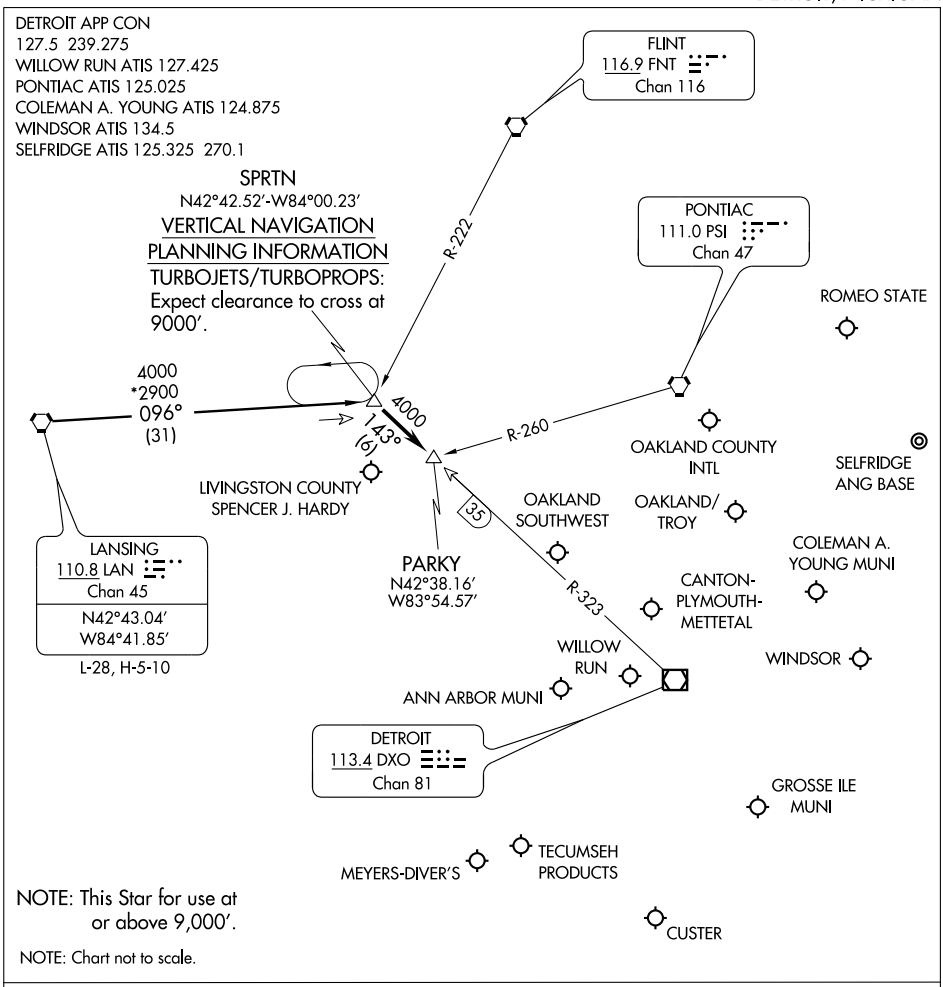
TAKE-OFF OBSTACLES

Rwy 6: Multiple trees beginning 442′ from DER, 47′ right of centerline, up to 79′ AGL/899′ MSL. Building 312′ from DER, 479′ right of centerline, 15′ AGL/838′ MSL. Multiple trees beginning 635′ from DER, 182′ left of centerline, up to 59′ AGL/887′ MSL. Building 99′ from DER, 351′ left of centerline, 22′ AGL/849′ MSL.

Rwy 24: Multiple trees beginning 479′ from DER, 473′ left of centerline, up to 100′ AGL/929′ MSL. Multiple trees beginning 462′ from DER, 486′ right of centerline, up to 50′ AGL/885′ MSL. Terrain 138′ from DER, 475′ right of centerline, 0′ AGL/837′ MSL.

SPRTN THREE ARRIVAL

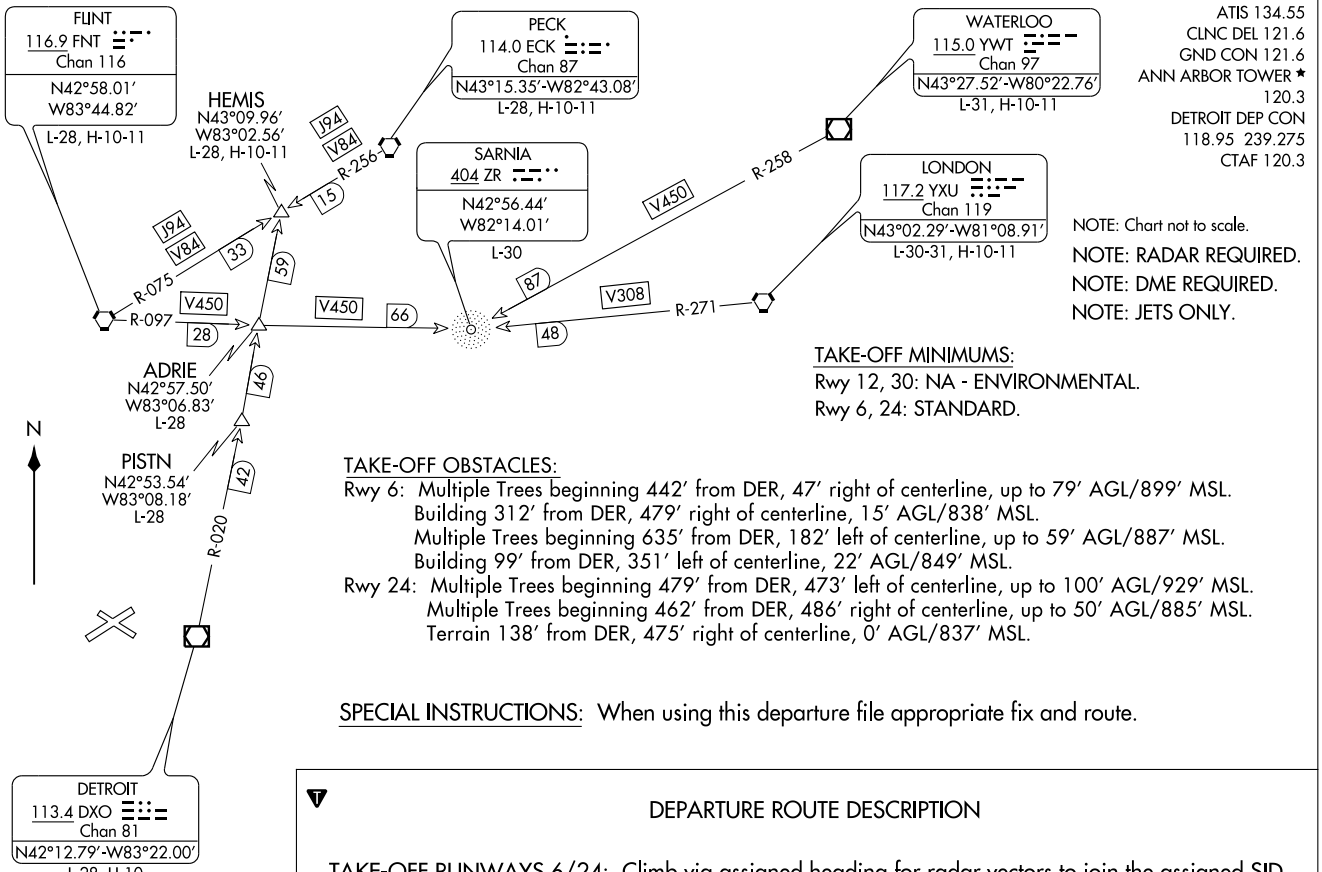
DETROIT, MICHIGAN



LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.



ATIS 134.55
CLNC DEL 121.6
GND CON 121.6
ANN ARBOR TOWER ★
120.3
DETROIT DEP CON
118.95 239.275
CTAF 120.3

NOTE: Chart not to scale.

NOTE: RADAR REQUIRED.

NOTE: DME REQUIRED.

NOTE: JETS ONLY.

TAKE-OFF MINIMUMS:
Rwy 12, 30: NA - ENVIRONMENTAL.
Rwy 6, 24: STANDARD.

TAKE-OFF OBSTACLES:
Rwy 6: Multiple Trees beginning 442' from DER, 47' right of centerline, up to 79' AGL/899' MSL.
Building 312' from DER, 479' right of centerline, 15' AGL/838' MSL.
Multiple Trees beginning 635' from DER, 182' left of centerline, up to 59' AGL/887' MSL.
Building 99' from DER, 351' left of centerline, 22' AGL/849' MSL.
Rwy 24: Multiple Trees beginning 479' from DER, 473' left of centerline, up to 100' AGL/929' MSL.
Multiple Trees beginning 462' from DER, 486' right of centerline, up to 50' AGL/885' MSL.
Terrain 138' from DER, 475' right of centerline, 0' AGL/837' MSL.

SPECIAL INSTRUCTIONS: When using this departure file appropriate fix and route.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6/24: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

(STCLR3.DXO) 08213
ST. CLAIR THREE DEPARTURE
SL-5506 (FAA)
ANN ARBOR MUNI (ARB)
ANN ARBOR, MICHIGAN

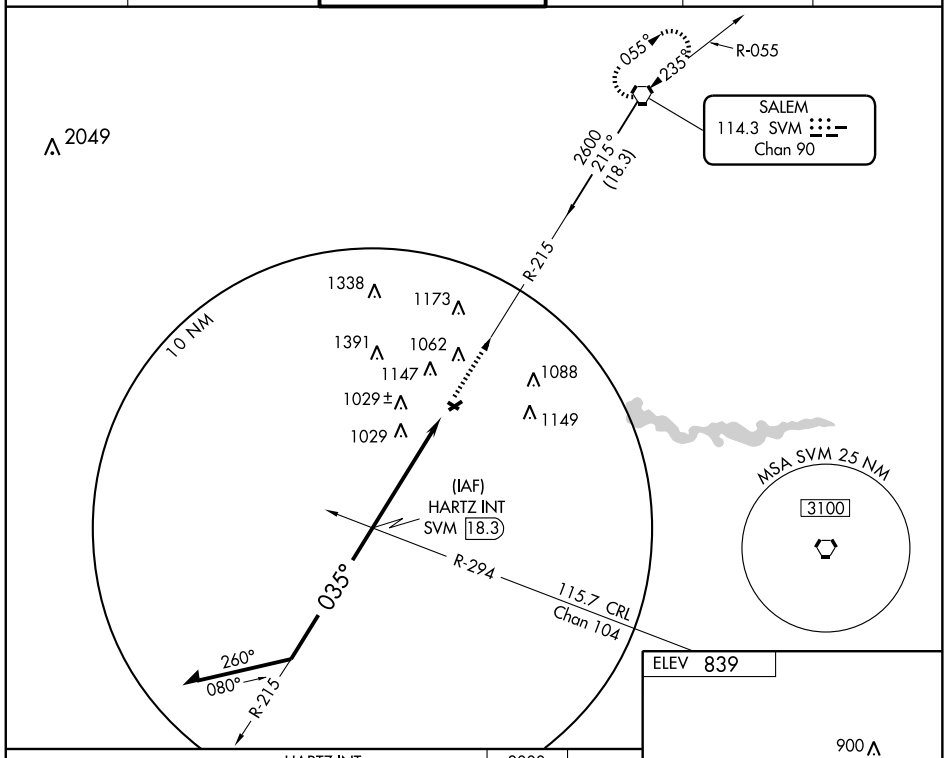
VORTAC SVM 114.3 Chan 90	APP CRS 035°	Rwy ldg 3505 TDZE 830 Apt Elev 839

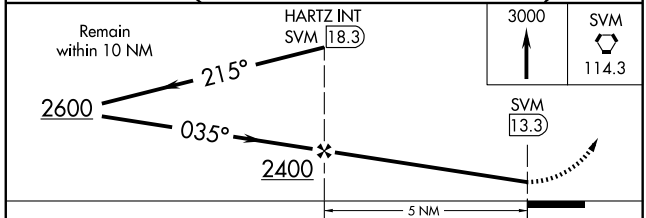
VOR RWY 6
ANN ARBOR MUNI (ARB)

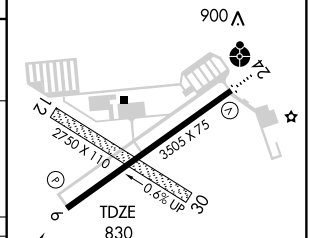
When control tower closed, use Detroit Willow Run altimeter setting.

MISSED APPROACH: Climb to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	ANN ARBOR TOWER ★	GND CON	CLNC DEL	UNICOM
134.55	118.95 363.2	120.3 (CTAF)	121.6	121.6	123.0







CATEGORY	A	B	C	D
S-6	1320-1	490 (500-1)	1320-1¼ 490 (500-1¼)	1320-1½ 490 (500-1½)
CIRCLING	1500-1	661 (700-1)	1500-1¾ 661 (700-1¾)	1500-2 661 (700-2)
WILLOW RUN ALTIMETER SETTING MINIMUMS				
S-6	1340-1	510 (600-1)	1340-1½	510 (600-1½)
CIRCLING	1520-1	681 (700-1)	1520-2 681 (700-2)	1520-2¼ 681 (700-2¼)

REIL Rwy 6
MIRL Rwy 6-24

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-1. 14 JAN 2010 to 11 FEB 2010

VORTAC SVM	APP CRS	Rwy Idg	3505
114.3	213°	TDZE	830
Chan 90		Apt Elev	839

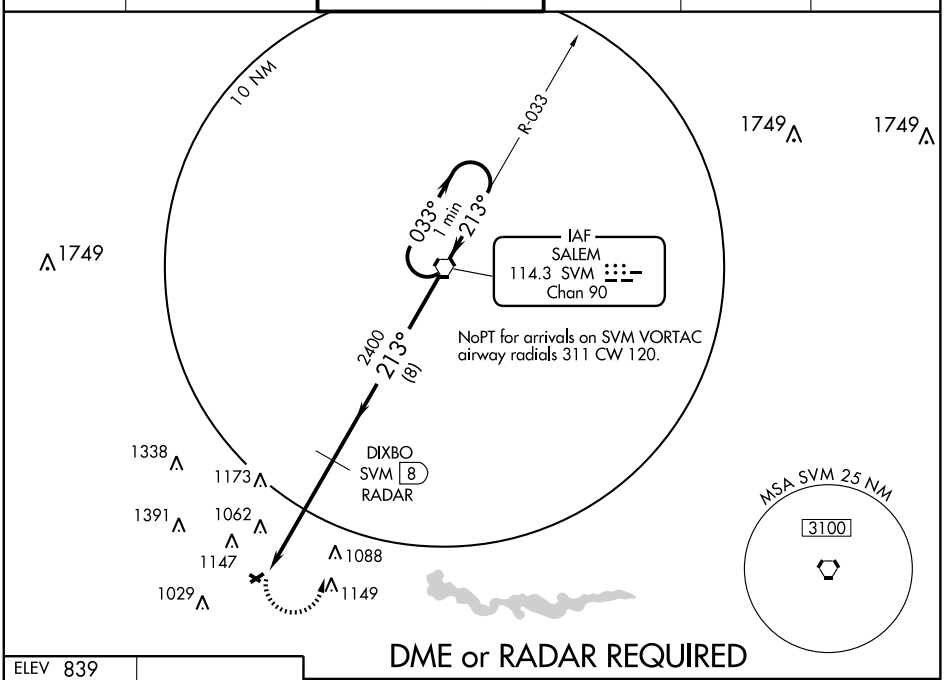
VOR RWY 24
ANN ARBOR MUNI (ARB)

Inoperative table does not apply. When control tower closed, use Detroit Willow Run altimeter setting.

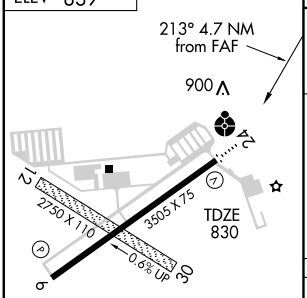
ODALS

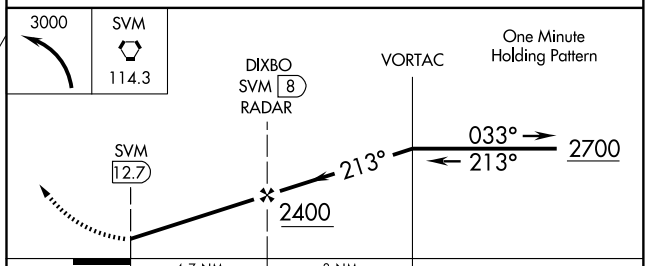
MISSED APPROACH: Climbing left turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	ANN ARBOR TOWER ★	GND CON	CLNC DEL	UNICOM
134.55	118.95 363.2	120.3 (CTAF)	121.6	121.6	123.0



DME or RADAR REQUIRED





MIRL Rwy 6-24
REIL Rwy 6

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-24	1460-1	630 (700-1)	1460-1¾ 630 (700-1¾)	1460-2 630 (700-2)
CIRCLING	1500-1	661 (700-1)	1500-1¾ 661 (700-1¾)	1500-2 661 (700-2)
WILLOW RUN ALTIMETER SETTING MINIMUMS				
S-24	1480-1	650 (700-1)	1480-1¾ 650 (700-1¾)	1480-2 650 (700-2)
CIRCLING	1520-1	681 (700-1)	1520-2 681 (700-2)	1520-2¼ 681 (700-2¼)

EC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS		
033°	Rwy Idg	3195
	TDZE	763
	Apt Elev	763

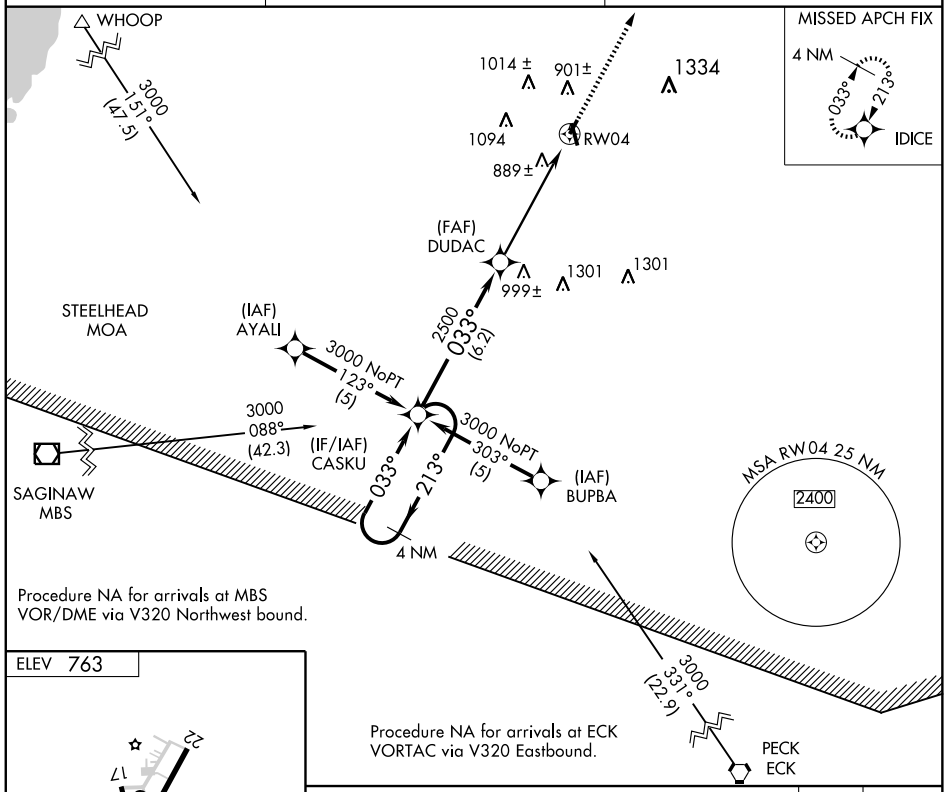
RNAV (GPS) RWY 4

BAD AXE / HURON COUNTY MEMORIAL (BAX)

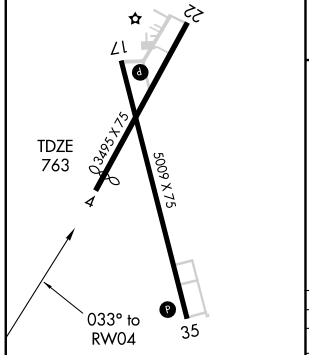
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use MBS INTL altimeter setting and increase all MDAs 140 feet, and Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct IDICE and hold.

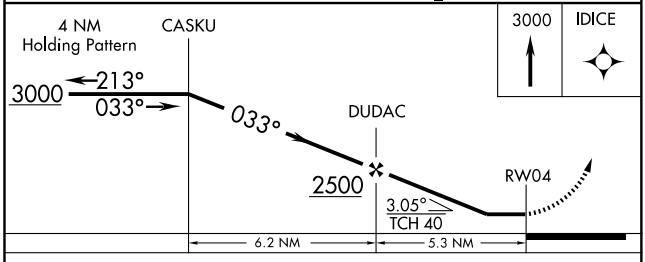
AWOS-3	CLEVELAND CENTER	UNICOM
108.2	127.7 307.8	122.975 (CTAF) L



ELEV 763



REIL Rwys 17 and 35 L
MIRL Rwys 4-22 and 17-35 L



CATEGORY	A	B	C	D
LNAV MDA	1140-1 377 (400-1)			NA
CIRCLING	1300-1 537 (600-1)	1320-1 557 (600-1)	1320-1½ 557 (600-1½)	NA

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 69205 W17A	APP CRS 170°	Rwy Idg 5009 TDZE 763 Apt Elev 763

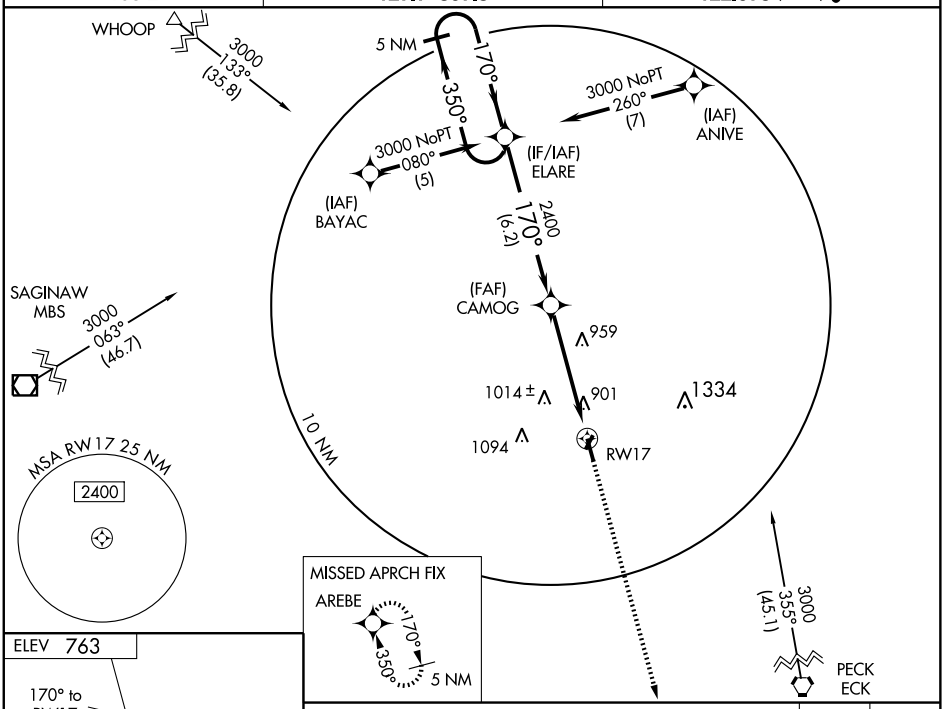
RNAV (GPS) RWY 17

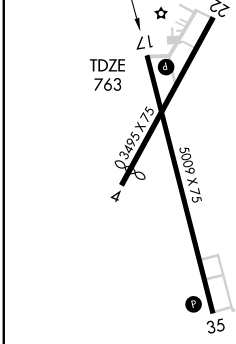
BAD AXE / HURON COUNTY MEMORIAL (BAX)

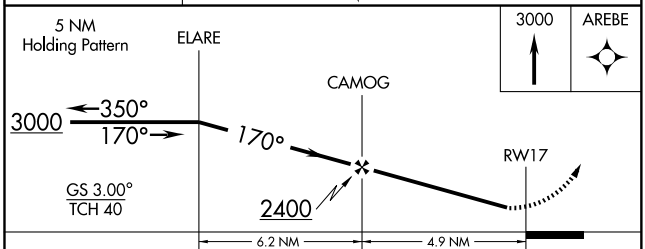
When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA. Baro-VNAV NA when using Saginaw Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. If local altimeter setting not received, use Saginaw Intl altimeter setting and increase all DAs 129 feet and all MDAs 140 feet.

MISSED APPROACH: Climb to 3000 direct AREBE and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
108.2	127.7 307.8	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1075-1 312 (400-1)			NA
LNAV/VNAV DA	1352-2 589 (600-2)			NA
LNAV MDA	1220-1 457 (500-1)		1220-1¼ 457 (500-1¼)	NA
CIRCLING	1300-1 537 (600-1)	1320-1 557 (600-1)	1320-1½ 557 (600-1½)	NA

REIL Rwys 17 and 35 L
MIRL Rwys 4-22 and 17-35 L

EC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3495
213°	TDZE	763
	Apt Elev	763

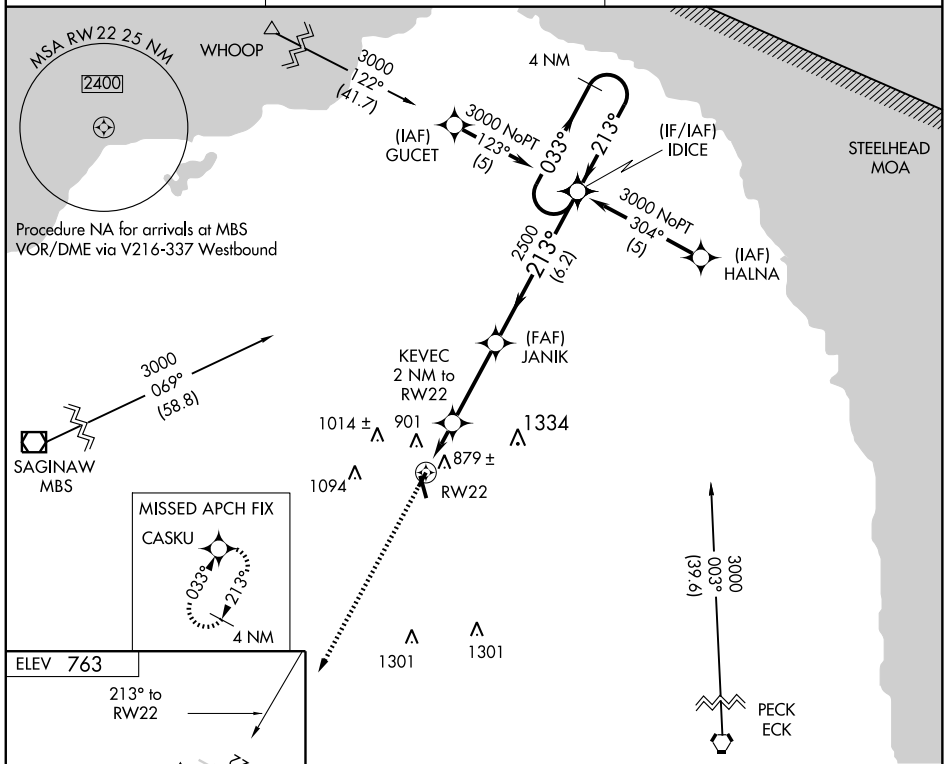
RNAV (GPS) RWY 22

BAD AXE / HURON COUNTY MEMORIAL (BAX)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use MBS Intl altimeter setting and increase all MDAs 140 feet, and Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct CASKU and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
108.2	127.7 307.8	122.975 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1140-1 377(400-1)			NA
CIRCLING	1300-1 537 (600-1)	1320-1 557 (600-1)	1320-1½ 557 (600-1½)	NA

REIL Rwys 17 and 35 L
MIRL Rwys 4-22 and 17-35 L

WAAS CH 62805 W35A	APP CRS 350°	Rwy Idg 5009 TDZE 756 Apt Elev 763

RNAV (GPS) RWY 35

BAD AXE / HURON COUNTY MEMORIAL (BAX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). VDP and Baro/VNAV NA when using Saginaw Intl altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Saginaw Intl altimeter setting and increase all DA's 129 feet and all MDAs 140 feet.

MISSED APPROACH: Climb to 3000 direct ELARE and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
108.2	127.7 307.8	122.975 (CTAF) L

MISSED APRCH FIX
5 NM 170° 350° ELARE

1014± 901 1334 1094 RW35 866
CALTA 3.1 NM to RW35 1069 1301 1301
(FAF) BACAD
10 NM
2400 (7) 350°
Procedure NA for arrivals on MBS VOR/DME via V320 northwest bound.
SAGINAW MBS 3000 093° (46.1)
(IAF) DODKE 3000 NoPT 080° (5)
(IF/IAF) AREBE 350° 170° 5 NM
3000 NoPT 342° (21.1)
(IAF) PECK ECK
MSA RW35 25 NM 2400

ELEV 763
17 22 3495 X 75 5009 X 75 35
TDZE 756 350° to RW35
REIL Rwys 17 and 35 L
MIRL Rwys 4-22 and 17-35 L

3000 ELARE
5 NM Holding Pattern
CALTA 3.1 NM to RW35 BACAD AREBE
170° 350° 3000
*1.1 NM to RW35 350°
GS 3.00° TCH 40
RW35 1780* 2400
* LNAV only.
VGSI and RNAV glidepath not coincident.
1.1 2 NM 1.9 NM 7 NM

CATEGORY	A	B	C	D
LPV DA	1113-1¼ 357 (400-1¼)			NA
LNAV/VNAV DA	1154-1½ 398 (400-1½)			NA
LNAV MDA	1120-1 364 (400-1)			NA
CIRCLING	1300-1 537 (600-1)	1320-1 557 (600-1)	1320-1½ 557 (600-1½)	NA

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME BAX	APP CRS	Rwy Idg	3195
108.2	039°	TDZE	763
Chan 19		Apt Elev	763

VOR RWY 4

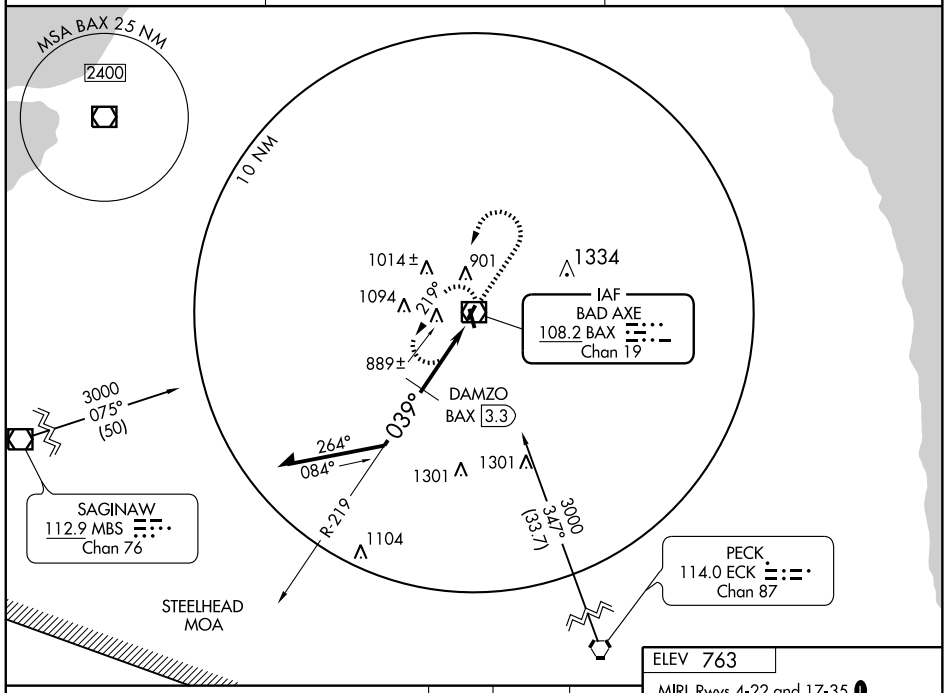
BAD AXE / HURON COUNTY MEMORIAL (BAX)

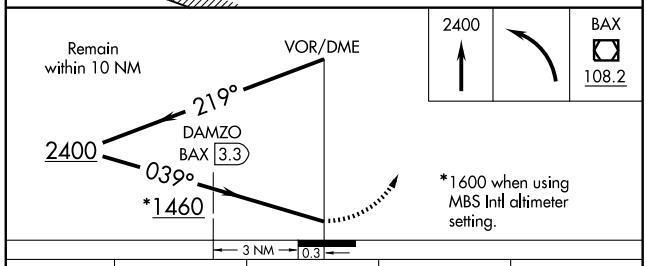
Visibility reduction by helicopters NA. When local altimeter setting not received, use MBS Intl altimeter setting and increase all MDAs 140 feet, and Cat B visibility ¼mile, Cat C visibility ½ mile, and DAMZO fix minimums visibility Cat C ½mile.

NA

MISSED APPROACH: Climb to 2400 then left turn direct BAX VOR/DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
108.2	127.7 307.8	122.975 (CTAF) L



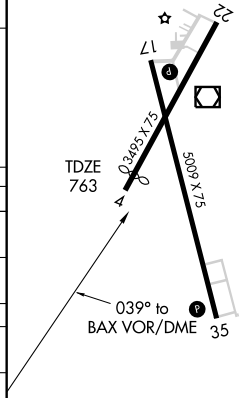


CATEGORY	A	B	C	D
S-4	1460-1 697 (700-1)		1460-2 697 (700-2)	NA
CIRCLING	1460-1 697 (700-1)		1460-2 697 (700-2)	NA
DAMZO FIX MINIMUMS				
S-4	1140-1 377 (400-1)			NA
CIRCLING	1300-1 537 (600-1)	1320-1 557 (600-1)	1320-1½ 557 (600-1½)	NA

ELEV 763

MIRL Rwys 4-22 and 17-35 L

REIL Rwys 17 and 35 L



EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME BAX	APP CRS	Rwy Idg	3495
108.2	207°	TDZE	763
Chan 19		Apt Elev	763

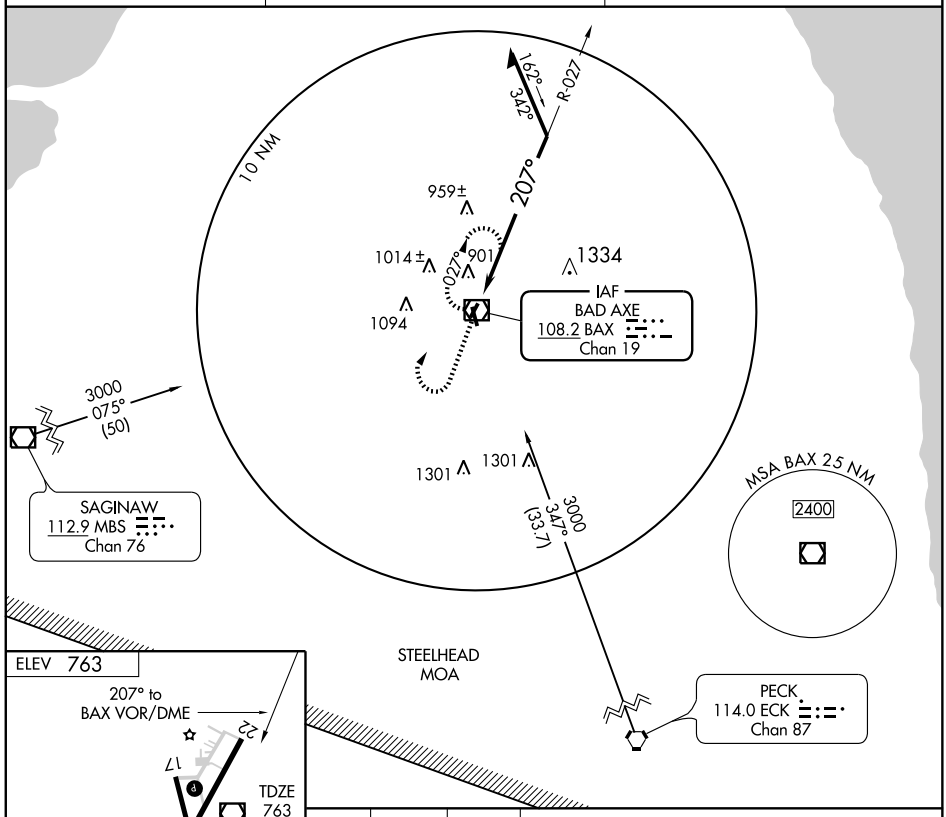
VOR RWY 22

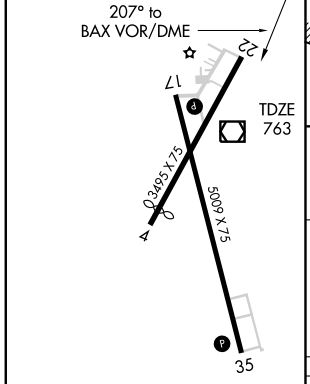
BAD AXE / HURON COUNTY MEMORIAL (BAX)

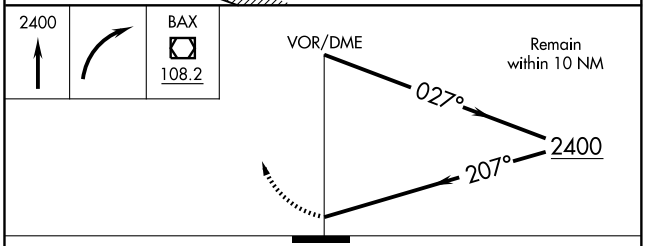
Visibility reduction by helicopters NA. When local altimeter setting not received, use MBS Intl altimeter setting and increase all MDAs 140 feet, and Cat C visibility ½ mile.

MISSED APPROACH: Climb to 2400 then right turn direct BAX VOR/DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
108.2	127.7 307.8	122.975 (CTAF) L







CATEGORY	A	B	C	D
S-22	1300-1 537 (600-1)		1300-1½ 537 (600-1½)	NA
CIRCLING	1300-1 537 (600-1)	1320-1 557 (600-1)	1320-1½ 557 (600-1½)	NA

REIL Rwys 17 and 35 L
MIRL Rwys 4-22 and 17-35 L

EC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME BAX	APP CRS	Rwy Idg	5009
108.2	358°	TDZE	756
Chan 19		Apt Elev	763

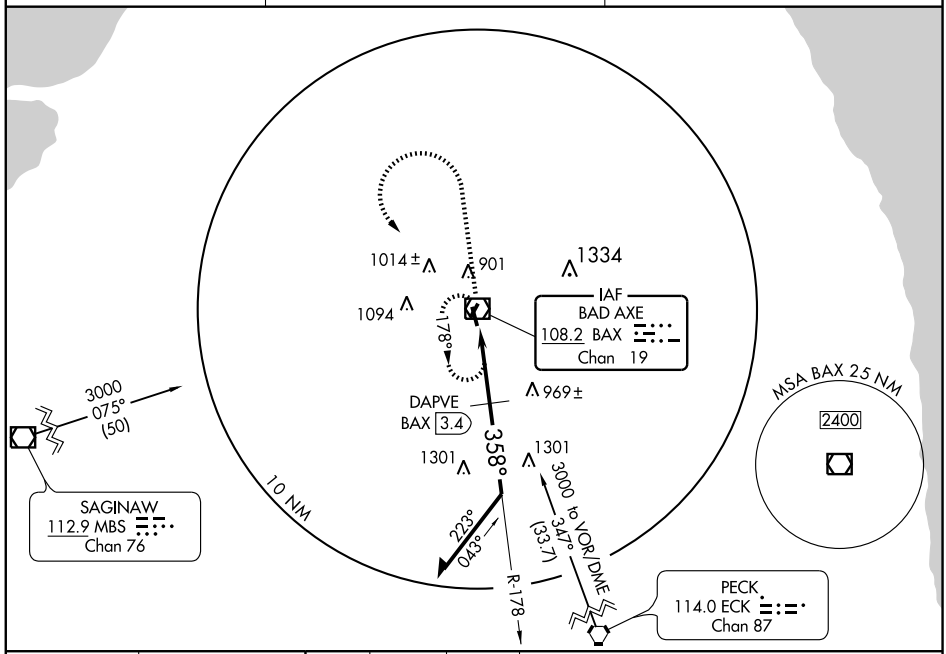
VOR RWY 35

BAD AXE / HURON COUNTY MEMORIAL (BAX)

If local altimeter setting not received, use Saginaw Intl altimeter setting and increase all MDAs 140 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2400 then left turn direct BAX VOR/DME and hold.

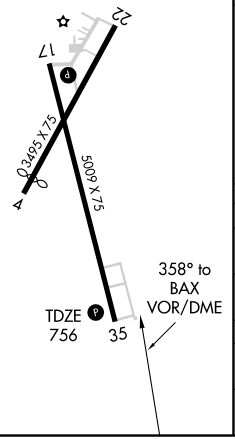
AWOS-3	CLEVELAND CENTER	UNICOM
108.2	127.7 307.8	122.975 (CTAF) L

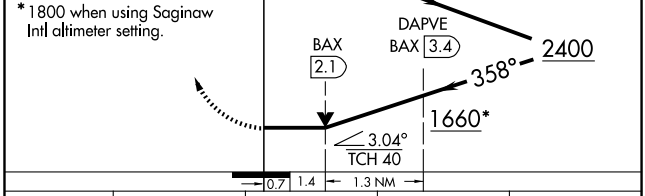


ELEV 763

MIRL Rwys 4-22 and 17-35 L

REIL Rwys 17 and 35 L





*1800 when using Saginaw Intl altimeter setting.

CATEGORY	A	B	C	D
S-35	1660-1¼ 904 (900-1¼)		1660-2¾ 904 (900-2¾)	NA
CIRCLING	1660-1¼ 897 (900-1¼)		1660-2¾ 897 (900-2¾)	NA
DAPVE FIX MINIMUMS				
S-35	1220-1 464 (500-1)		1220-1¼ 464 (500-1¼)	NA
CIRCLING	1300-1 537 (600-1)	1320-1 557 (600-1)	1320-1½ 557 (600-1½)	NA

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME HIC 117.6 Chan 123	APP CRS 345°	Rwy Idg N/A TDZE N/A Apt Elev 828

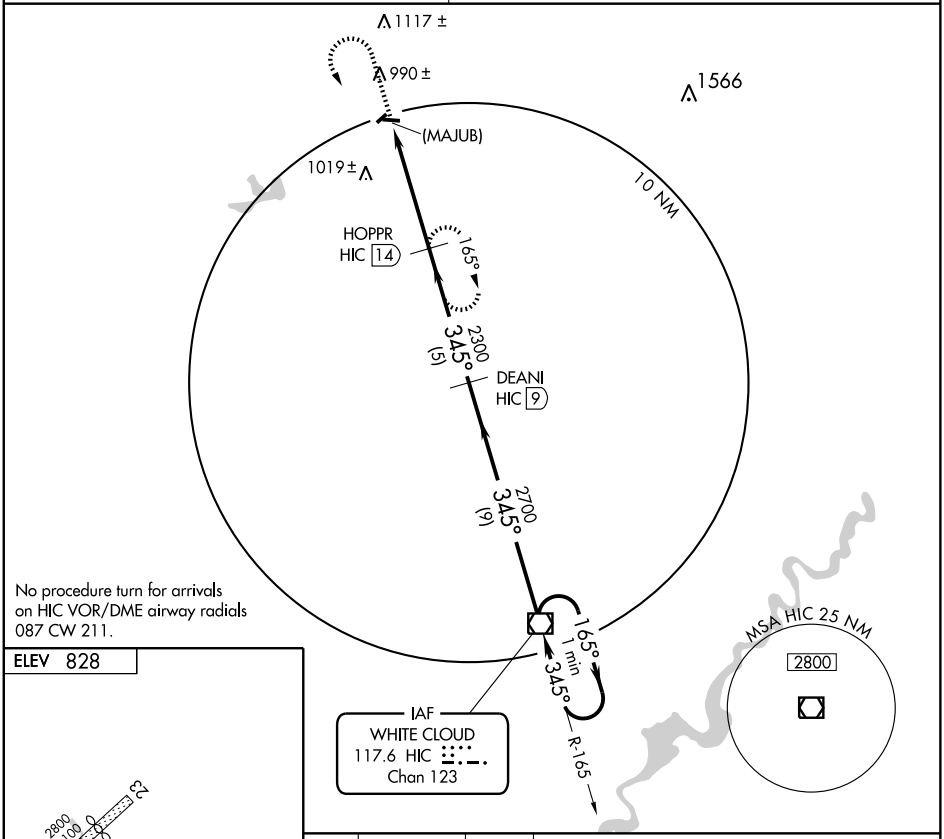
VOR/DME or GPS-A

BALDWIN MUNI (7D3)

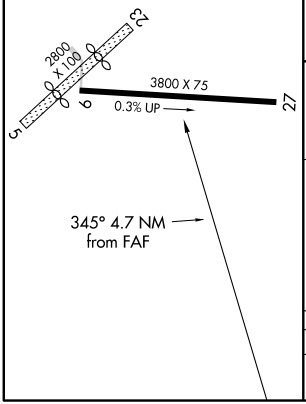
Use Manistee altimeter setting.
Procedure not authorized at night.

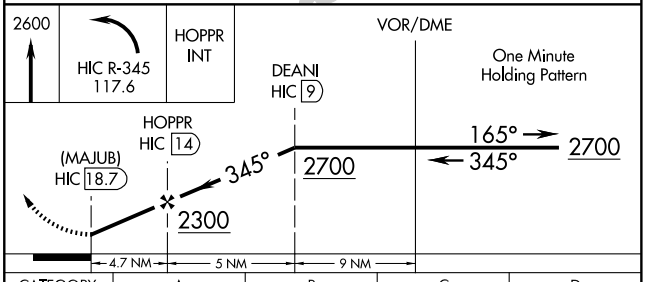
MISSED APPROACH: Climb to 2600, then left turn via the HIC VOR/DME R-345 to HOPPR/14 DME and hold.

MINNEAPOLIS CENTER	CTAF
120.85 322.35	122.9



ELEV 828





CATEGORY	A	B	C	D
CIRCLING	1400-1 572 (600-1)		1400-1½ 572 (600-1½)	NA

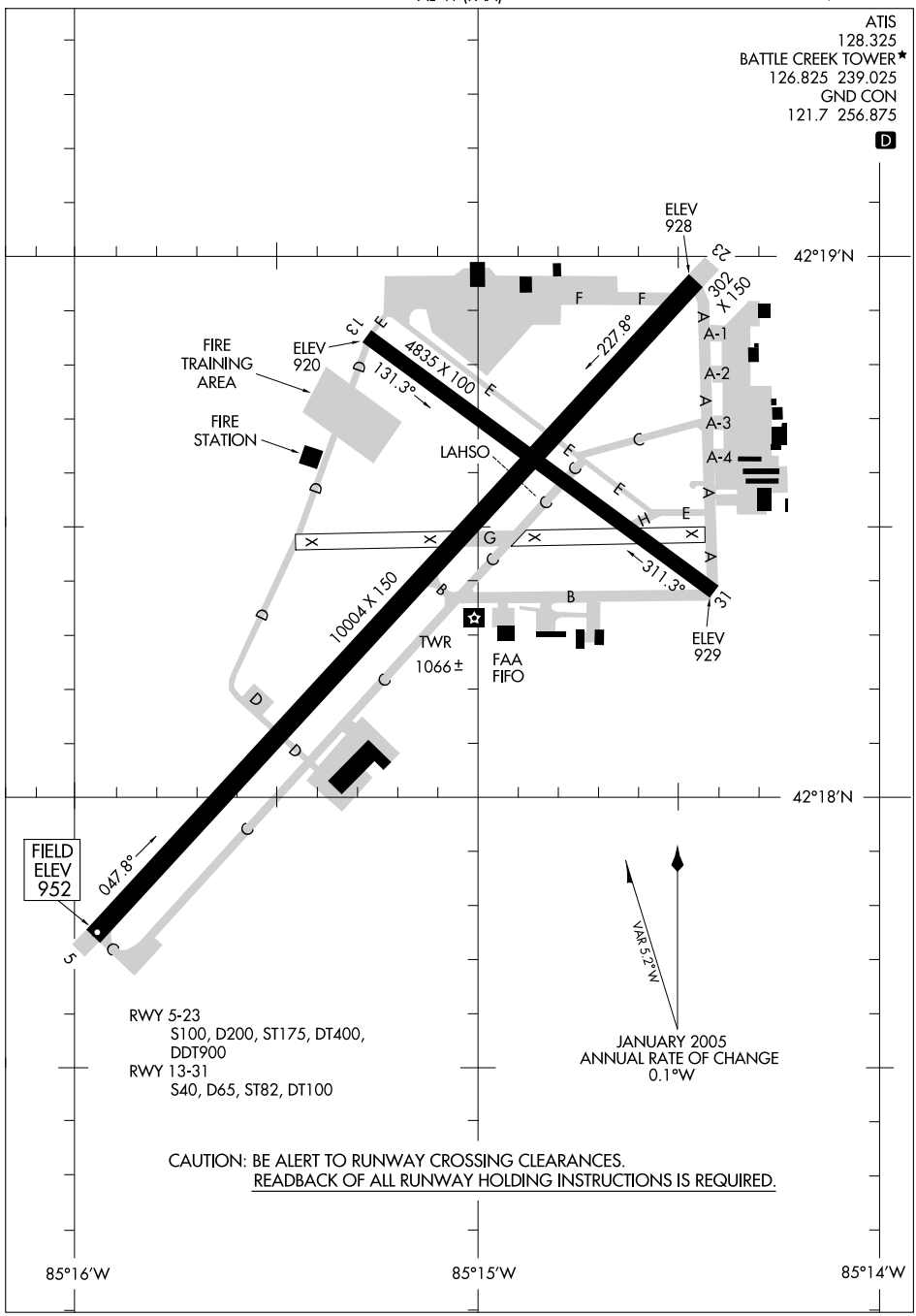
EC-1, 14 JAN 2010 to 11 FEB 2010

09295

AIRPORT DIAGRAM

AL-41 (FAA)

BATTLE CREEK/ W.K. KELLOGG (BTL)
BATTLE CREEK, MICHIGAN



EC-1, 14 JAN 2010 to 11 FEB 2010

HI-TACAN RWY 23

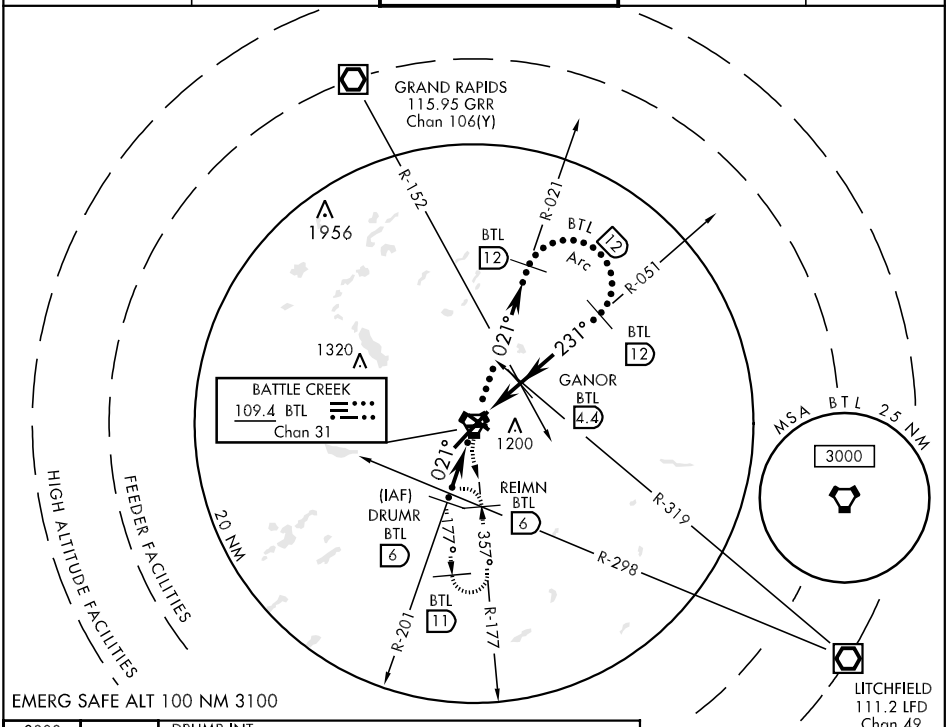
VORTAC BTL 109.4 Chan 31	APCH CRS 231°	Rwy Idg 10,003 TDZE 929 Arpt Elev 952	JAL-41 [USAF]	BATTLE CREEK/W. K. KELLOGG (KBTL)

NOTE: When Control Tower closed, except for operators with approved weather reporting service, use Grand Rapids altimeter setting.

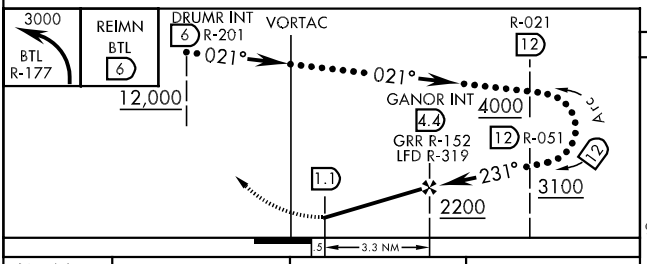
MALSR

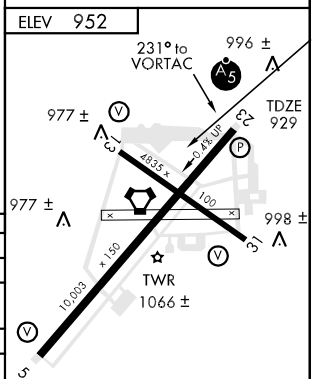
MISSED APPROACH: Climbing left turn to 3000 via BTL VORTAC R-177 to REIMN Int and hold.

ATIS	KALAMAZOO APP CON	BATTLE CREEK TOWER ★	GND CON	ASR
128.325	119.2 340.9	126.825 (CTAF) L 239.025	121.7 256.875	



EMERG SAFE ALT 100 NM 3100





CATEGORY	C	D	E
S-23	1380/40 451 (500-¾)	1380/50 451 (500-1)	
CIRCLING	1480-1½ 528 (600-1½)	1520-2 568 (600-2)	1740-2¾ 788 (800-2¾)
GRAND RAPIDS ALTIMETER SETTING MINIMUMS			
S-23	1540-1¼ 611 (700-1¼)	1540-1½ 611 (700-1½)	1540-1¾ 611 (700-1¾)
CIRCLING	1640-2 688 (700-2)	1680-2¼ 728 (800-2¼)	1900-3 948 (1000-3)

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwy 5, 13 and 31 L

LOC I-BTL	APP CRS	Rwy Idg	10003
110.5	227°	TDZE	929
		Apt Elev	952

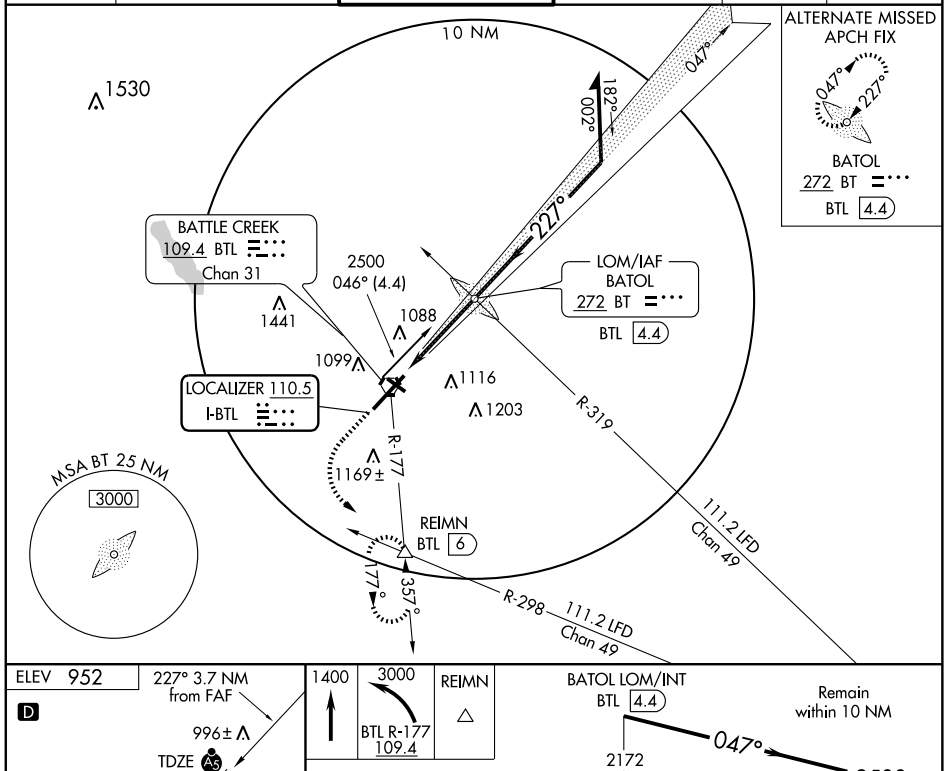
ILS or LOC RWY 23

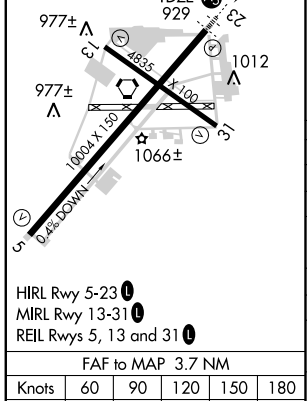
BATTLE CREEK / W.K. KELLOGG (BTL)

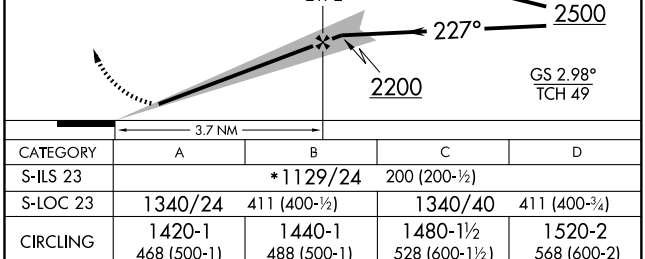
ASR — When control tower closed, except for operators with approved weather reporting service, use Grand Rapids altimeter setting.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR — MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via BTL R-177 to REIMN Int/BTL 6 DME and hold.

ATIS	KALAMAZOO APP CON ★	BATTLE CREEK TOWER ★	GND CON	UNICOM	CTAF
128.325	119.2 340.9	126.825 239.025	121.7 256.875	122.95	126.825 L







CATEGORY	A	B	C	D
S-ILS 23		*1129/24	200 (200-½)	
S-LOC 23	1340/24	411 (400-½)	1340/40	411 (400-¾)
CIRCLING	1420-1 468 (500-1)	1440-1 488 (500-1)	1480-1½ 528 (600-1½)	1520-2 568 (600-2)
GRAND RAPIDS ALTIMETER SETTING MINIMUMS				
S-ILS 23		1289-¾	360 (400-¾)	
S-LOC 23	1500-¾	571 (600-¾)	1500-1 571 (600-1)	1500-1¼ 571 (600-1¼)
CIRCLING	1580-1 628 (700-1)	1600-1 648 (700-1)	1640-2 688 (700-2)	1680-2¼ 728 (800-2¼)

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 5, 13 and 31 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

EC-1, 14 JAN 2010 to 11 FEB 2010

LOM BT	APP CRS	Rwy Idg	10003
272	227°	TDZE	929
		Apt Elev	952

NDB RWY 23

BATTLE CREEK / W.K. KELLOGG (BTL)

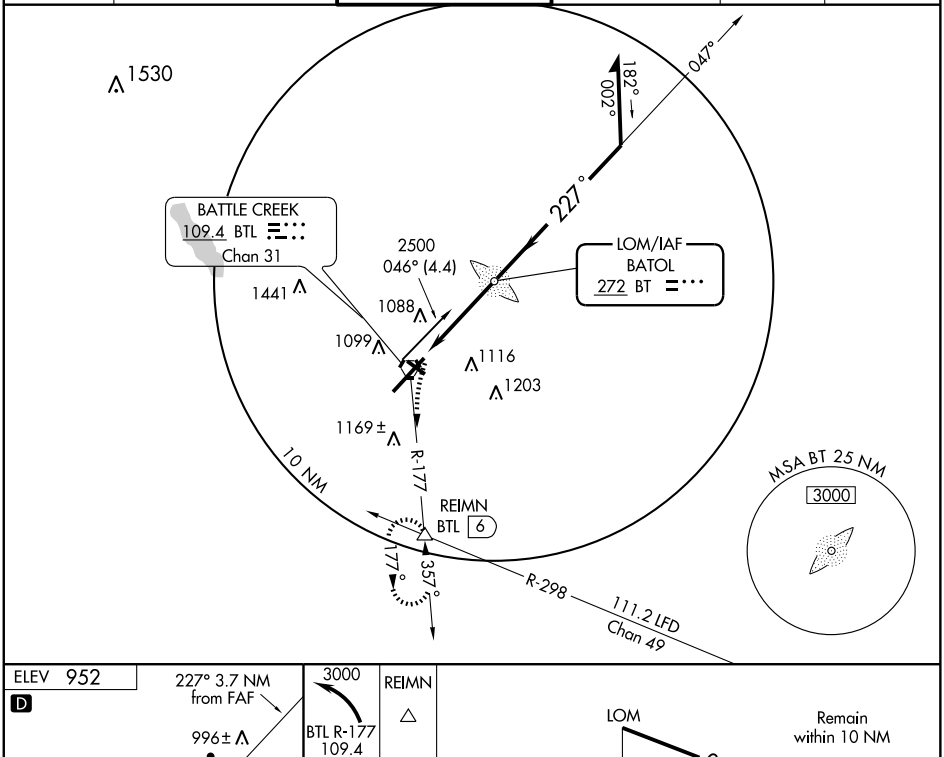
When control tower closed, except for operators with approved weather reporting service, use Grand Rapids altimeter setting.

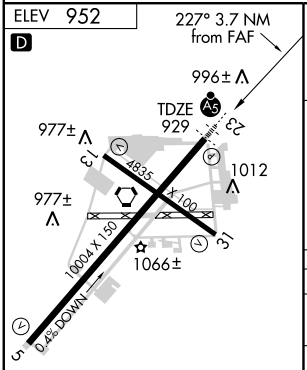
NA ASR

MALSR

MISSED APPROACH: Climbing left turn to 3000 via BTL R-177 to REIMN Int/BTL 6 DME and hold.

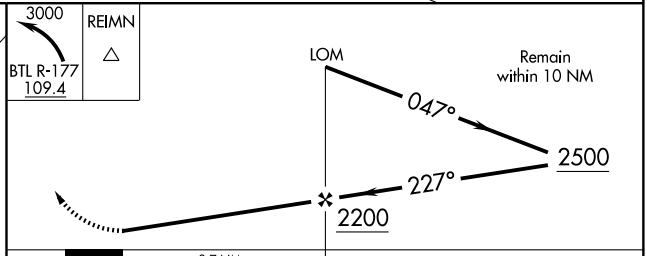
ATIS	KALAMAZOO APP CON ★	BATTLE CREEK TOWER ★	GND CON	UNICOM	CTAF
128.325	119.2 340.9	126.825 239.025	121.7 256.875	122.95	126.825 L





HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 5, 13 and 31 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-23	1440/40	511 (500-¾)	1440/50 511 (500-1)	1440/60 511 (500-1¼)
CIRCLING	1440-1	488 (500-1)	1480-1½ 528 (600-1½)	1520-2 568 (600-2)
GRAND RAPIDS ALTIMETER SETTING MINIMUMS				
S-23	1600-¾	671 (700-¾)	1600-1½ 671 (700-1½)	1600-2 671 (700-2)
CIRCLING	1600-1	648 (700-1)	1640-2 688 (700-2)	1680-2¼ 728 (800-2¼)

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	10003
CH 90311	047°	TDZE	952
W05A		Apt Elev	952

RNAV (GPS) RWY 5

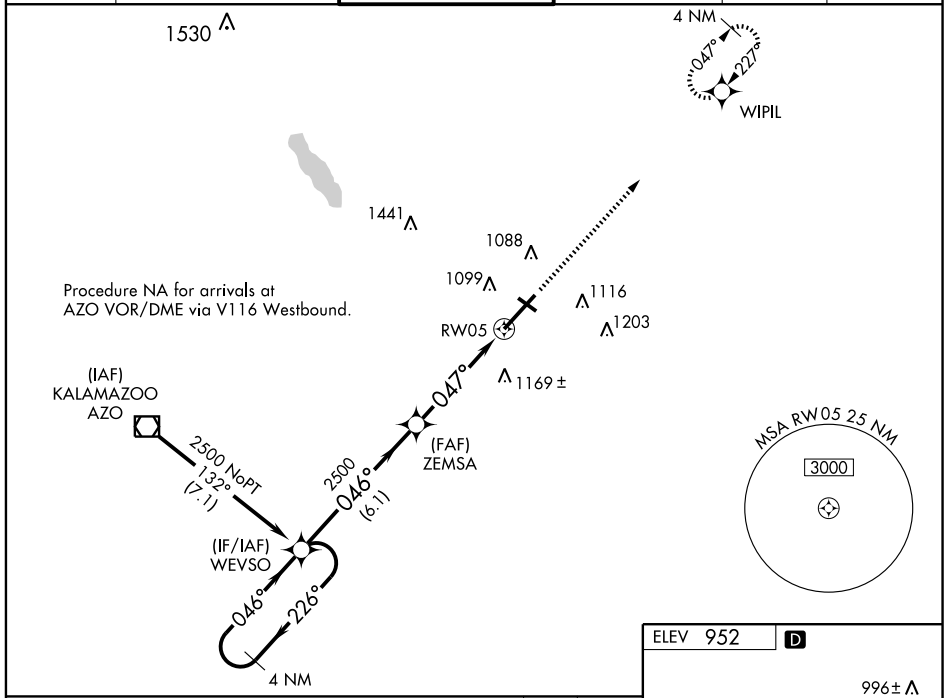
BATTLE CREEK / W.K. KELLOGG (BTL)

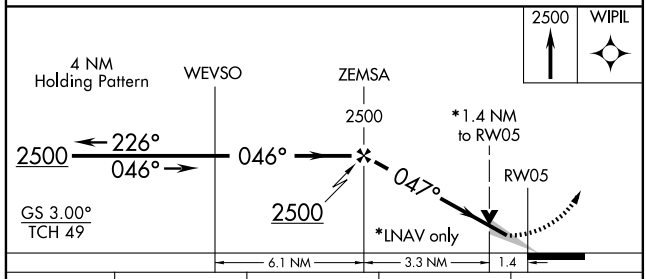
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Grand Rapids altimeter setting and increase LPV DA 107 feet, LNAV/VNAV DA 236 feet, and all MDA 120 feet, increase LPV visibility ½ mile all Cats, and LNAV/VNAV visibility ¾ mile all Cats, LNAV Cat C and D visibility ½ mile, Circling Cat C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Grand Rapids altimeter setting.

ASR

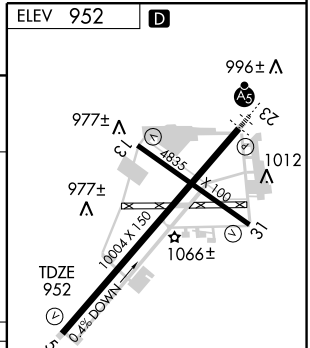
MISSED APPROACH: Climb to 2500 direct WIPIL and hold.

ATIS	KALAMAZOO APP CON ★	BATTLE CREEK TOWER ★	GND CON	UNICOM	CTAF
128.325	119.2 340.9	126.825 239.025	121.7 256.875	122.95	126.825 L





CATEGORY	A	B	C	D
LPV DA	1262-1 310 (400-1)			
LNAV/VNAV DA	1328-1¼ 376 (400-1¼)			
LNAV MDA	1440-1 488 (500-1)		1440-1¼ 488 (500-1¼)	1440-1½ 488 (500-1½)
CIRCLING	1440-1 488 (500-1)	1500-1 548 (600-1)	1500-1½ 548 (600-1½)	1520-2 568 (600-2)



HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 5, 13 and 31 L

EC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	10003
CH 56411	227°	TDZE	929
W23A		Apt Elev	952

RNAV (GPS) RWY 23

BATTLE CREEK / W.K. KELLOGG (BTL)

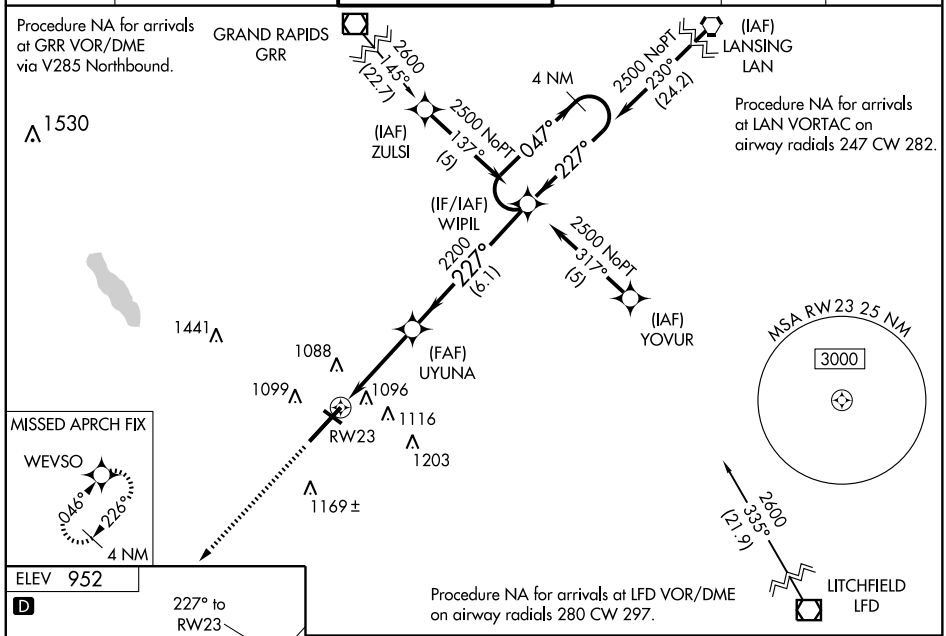
ASR

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For inoperative MALSR when using Grand Rapids altimeter setting, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Grand Rapids altimeter setting and increase all DA 107 feet, and all MDA 120 feet. Increase LPV visibility all Cats to RVR 4000, LNAV/VNAV all Cats visibility to 1½ miles, and LNAV Cat C to RVR 5000, Cat D to RVR 6000. Increase Circling visibility Cats C/D ¼ mile. VDP and Baro-VNAV NA when using Grand Rapids altimeter setting.

MALSR

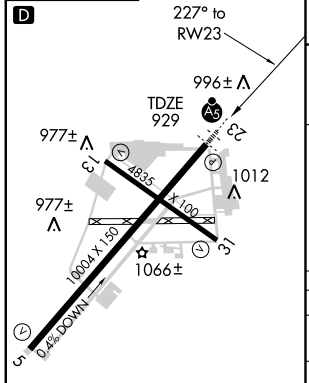
MISSED APPROACH: Climb to 2500 direct WEVSO and hold.

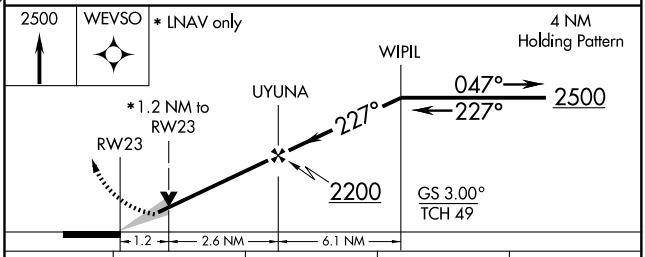
ATIS	KALAMAZOO APP CON ★	BATTLE CREEK TOWER ★	GND CON	UNICOM	CTAF
128.325	119.2 340.9	126.825 239.025	121.7 256.875	122.95	126.825 L



ELEV 952

D





CATEGORY	A	B	C	D
LPV DA	1210/24		281 (300-½)	
LNAV/VNAV DA	1419/60		490 (500-1¼)	
LNAV MDA	1360/24	431 (500-½)	1360/40 431 (500-¾)	1360/50 431 (500-1)
CIRCLING	1400-1 448 (500-1)	1500-1 548 (600-1)	1500-1½ 548 (600-1½)	1520-2 568 (600-2)

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 5, 13 and 31 L

EC-1, 14 JAN 2010 to 11 FEB 2010

VORTAC BTL	APP CRS	Rwy Idg	4835
109.4	300°	TDZE	930
Chan 31		Apt Elev	952

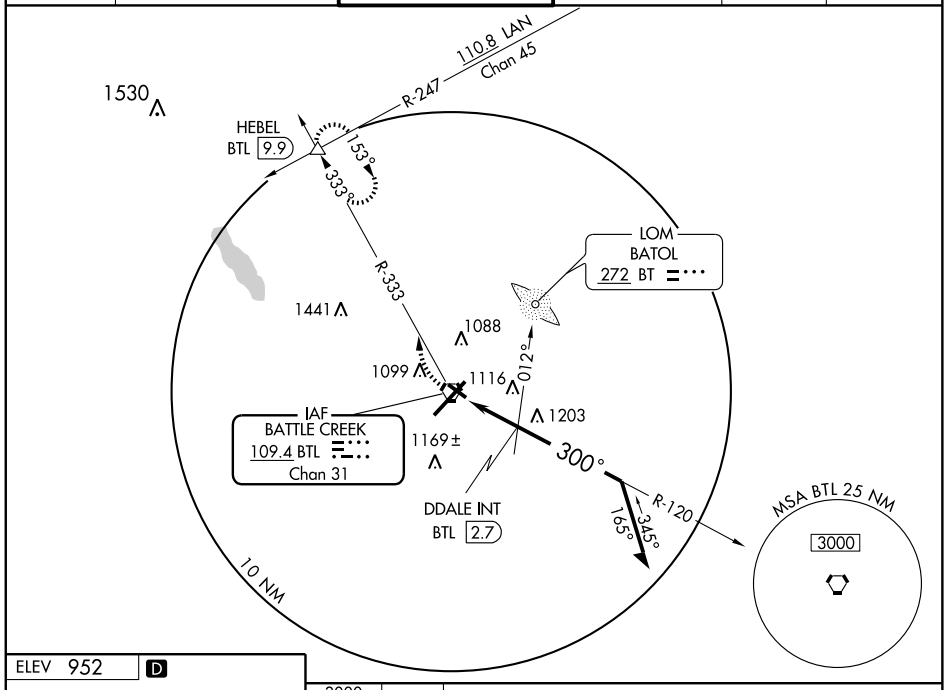
VOR or TACAN or GPS RWY 31

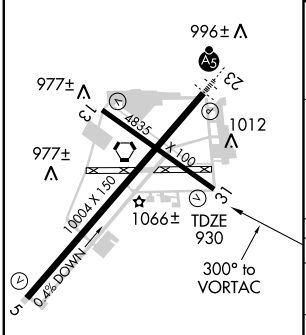
BATTLE CREEK / W.K. KELLOGG (BTL)

When control tower closed, except for operators with approved weather reporting service, use Grand Rapids altimeter setting and increase all MDAs 160 feet and all visibilities ¾ mile.
Air carrier landing visibilty reduction for local conditions not authorized.
ASR

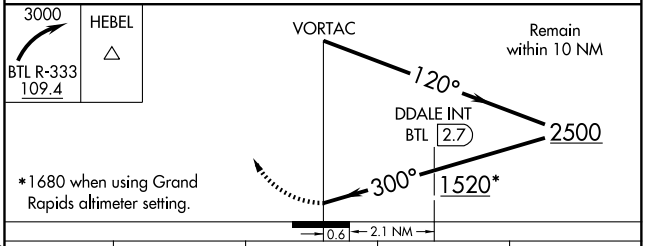
MISSED APPROACH: Climbing right turn to 3000 via BTL R-333 to HEBEL Int/BTL 9.9 DME and hold.

ATIS	KALAMAZOO APP CON ★	BATTLE CREEK TOWER ★	GND CON	UNICOM	CTAF
128.325	119.2 340.9	126.825 239.025	121.7 256.875	122.95	126.825 (L)





HIRL Rwy 5-23 (L)
MIRL Rwy 13-31 (L)
REIL Rwys 5, 13 and 31 (L)



*1680 when using Grand Rapids altimeter setting.

CATEGORY	A	B	C	D
S-31	1520-1	590 (600-1)	1520-1½ 590 (600-1½)	1520-1¾ 590 (600-1¾)
CIRCLING	1520-1	568 (600-1)	1520-1½ 568 (600-1½)	1520-2 568 (600-2)
DDALE MINIMUMS				
S-31	1380-1	450 (500-1)	1380-1¼ 450 (500-1¼)	1380-1½ 450 (500-1½)
CIRCLING	1420-1 468 (500-1)	1440-1 488 (500-1)	1480-1½ 528 (600-1½)	1520-2 568 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

VORTAC BTL	APP CRS	Rwy Idg	10003
109.4	040°	TDZE	952
Chan 31		Apt Elev	952

VOR or TACAN RWY 5

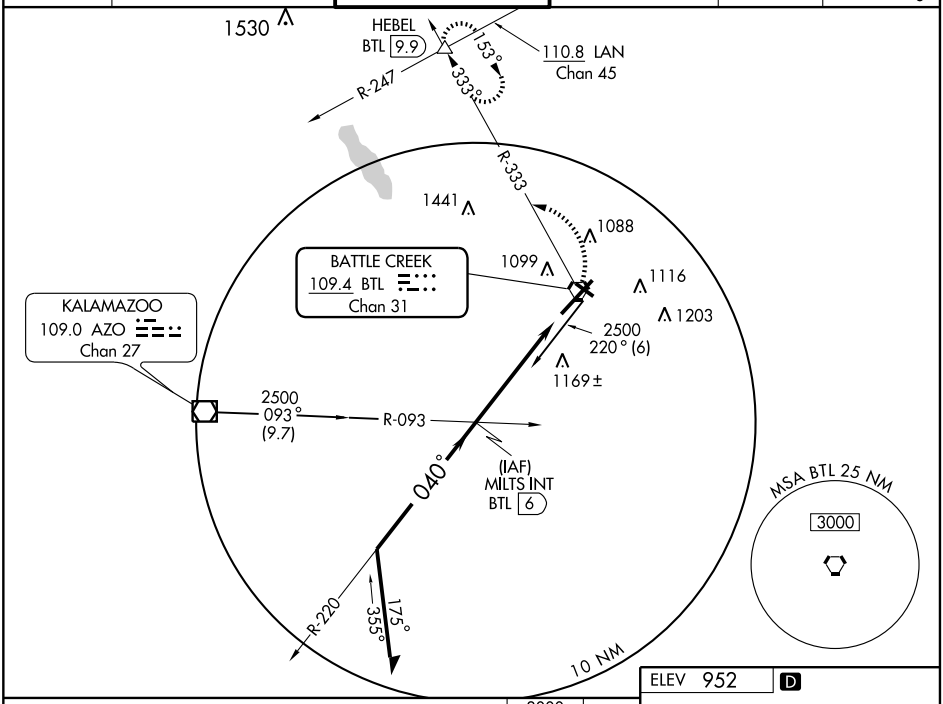
BATTLE CREEK / W.K. KELLOGG (BTL)

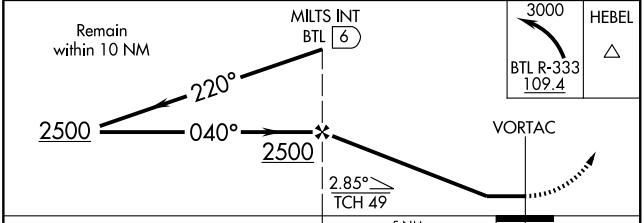
ASR

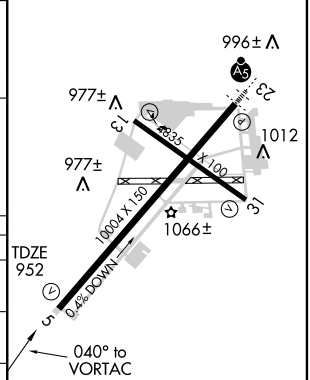
When control tower closed, except for operators with approved weather reporting service, use Grand Rapids altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via BTL R-333 to HEBEL Int/BTL 9.9 DME and hold.

ATIS	KALAMAZOO APP CON ★	BATTLE CREEK TOWER ★	GND CON	UNICOM	CTAF
128.325	119.2 340.9	126.825 239.025	121.7 256.875	122.95	126.825 (L)







CATEGORY	A	B	C	D
S-5	1400-1	448 (500-1)	1400-1¼ 448 (500-1¼)	1400-1½ 448 (500-1½)
CIRCLING	1420-1 468 (500-1)	1440-1 488 (500-1)	1480-1½ 528 (600-1½)	1520-2 568 (600-2)
GRAND RAPIDS ALTIMETER SETTING MINIMUMS				
S-5	1560-1	608 (700-1)	1560-1¾ 608 (700-1¾)	1560-2 608 (700-2)
CIRCLING	1580-1 628 (700-1)	1600-1 648 (700-1)	1640-2 688 (700-2)	1680-2¼ 728 (800-2¼)

HIRL Rwy 5-23 (L)
MIRL Rwy 13-31 (L)
REIL Rwys 5, 13 and 31 (L)

EC-1, 14 JAN 2010 to 11 FEB 2010

VORTAC BTL	APP CRS	Rwy Idg	10003
109.4	231°	TDZE	929
Chan 31		Apt Elev	952

VOR RWY 23

BATTLE CREEK / W.K. KELLOGG (BTL)

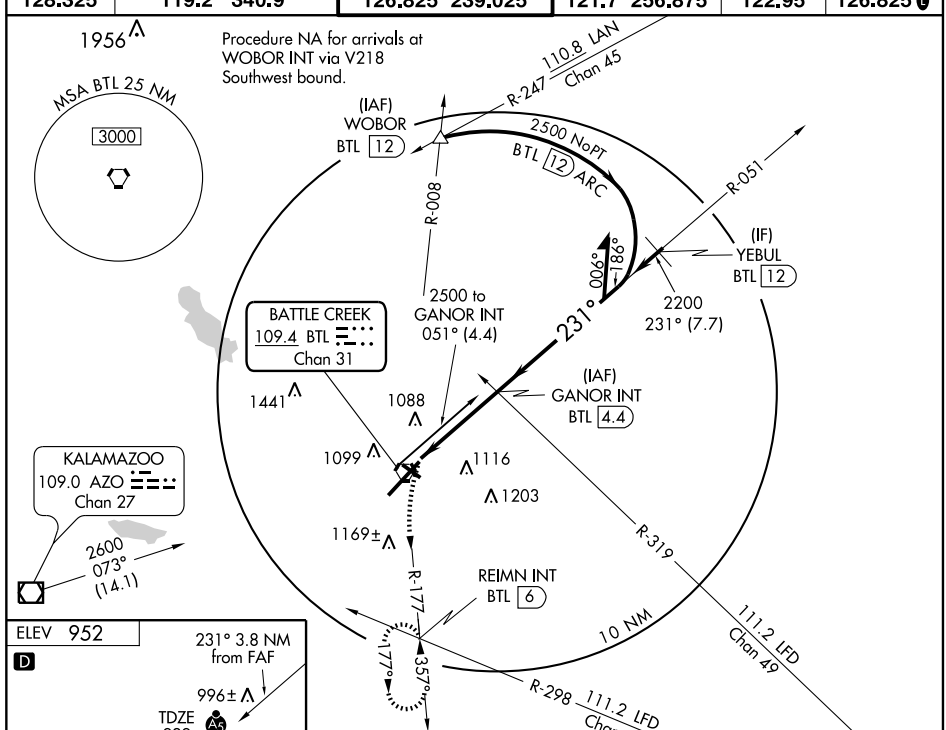
ASR

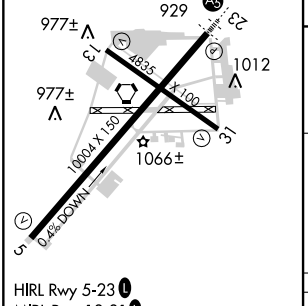
For inoperative MALSR, increase S-23 Cats A/B visibility to RVR 5000. Visibility reduction by helicopters NA. When local altimeter setting not received, use Grand Rapids altimeter setting and increase all MDA 120 feet, increase Cat C visibility to RVR 5000, Cat D visibility to RVR 6000, and Circling Cat C and D visibility ¼ mile. VDP NA when using Grand Rapids altimeter setting.

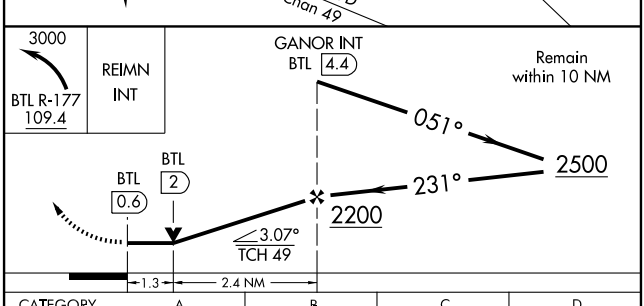
MALSR

MISSED APPROACH: Climbing left turn to 3000 via BTL VORTAC R-177 to REIMN INT/6 DME and hold, continue climb-in-hold to 3000.

ATIS	KALAMAZOO APP CON ★	BATTLE CREEK TOWER ★	GND CON	UNICOM	CTAF
128.325	119.2 340.9	126.825 239.025	121.7 256.875	122.95	126.825 L







HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwys 5, 13 and 31 L

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

CATEGORY	A	B	C	D
S-23	1400/40 471 (500-¾)			1400/50 471 (500-1)
CIRCLING	1420-1 468 (500-1)	1500-1 548 (600-1)	1500-1½ 548 (600-1½)	1520-2 568 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3798
183°	TDZE	586
	Apt Elev	586

RNAV (GPS) RWY 18

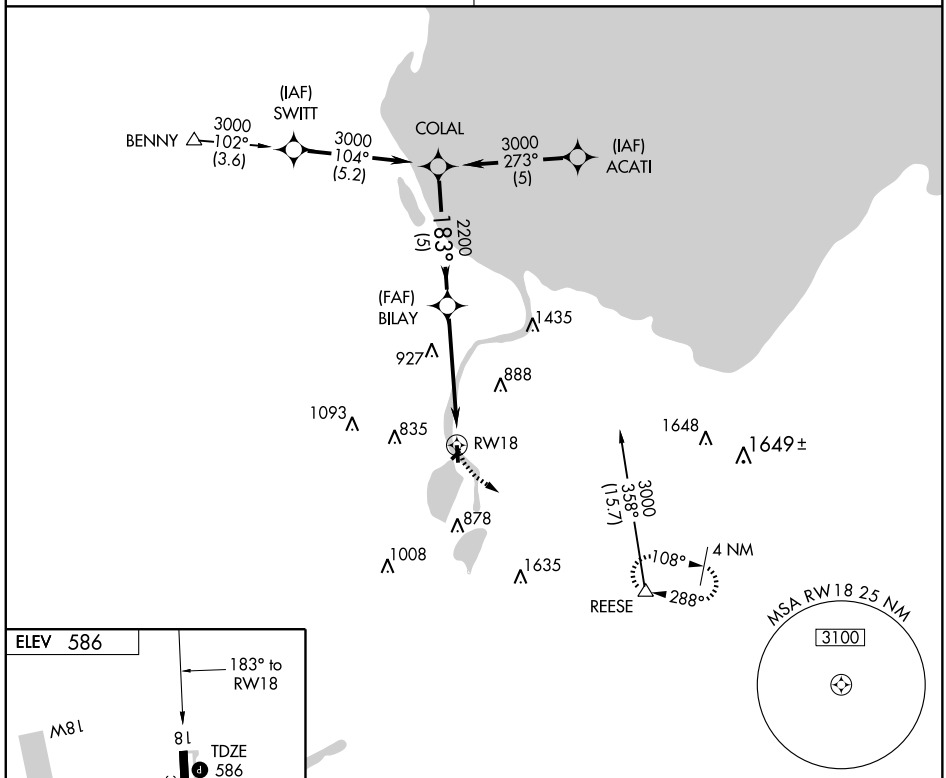
BAY CITY/ JAMES CLEMENTS MUNI (3CM)

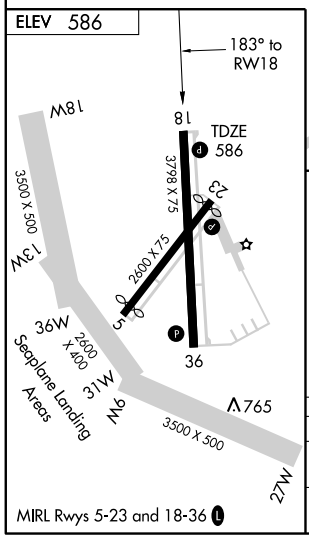
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
Use Saginaw altimeter setting.
Straight-in minimums NA at night.
Circling NA southeast of Rwys 23 and 36.

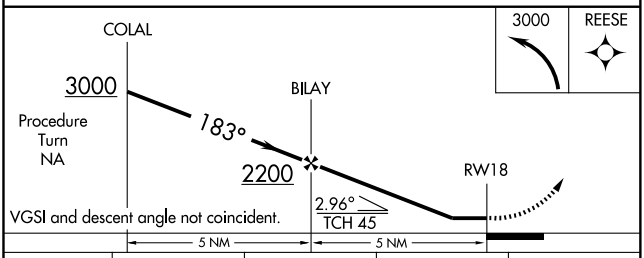
NA

MISSED APPROACH: Climbing left turn to 3000 direct REESE WP and hold.

SAGINAW APP CON ★	UNICOM
120.95 235.625	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1260-1	674 (700-1)	1260-2 674 (700-2)	NA
CIRCLING	1260-1	674 (700-1)	1260-2 674 (700-2)	NA

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME MBS	APP CRS	Rwy Idg	N/A
112.9	087°	TDZE	N/A
Chan 76		Apt Elev	586

VOR-A

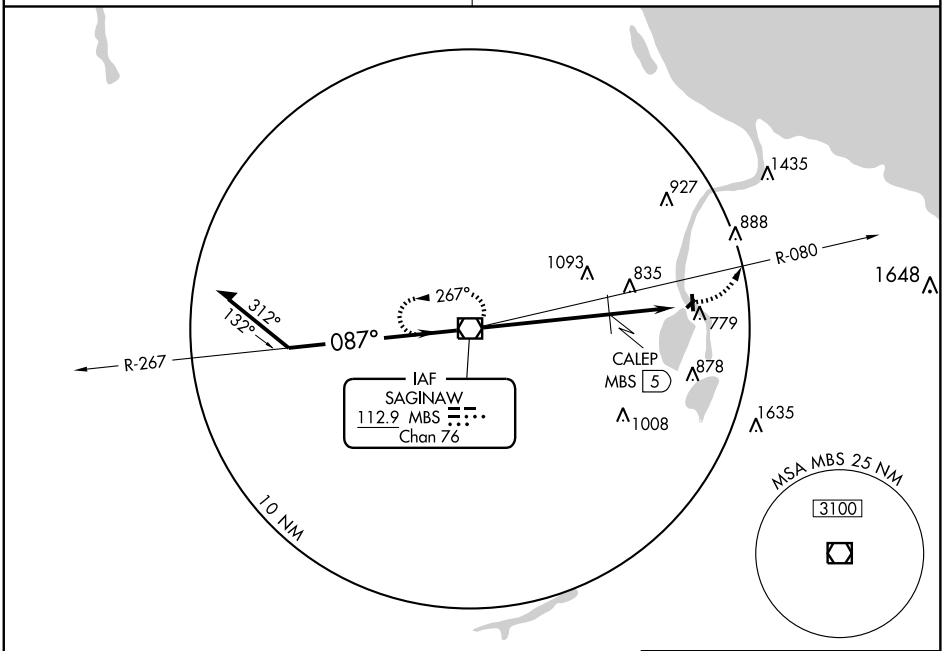
BAY CITY/JAMES CLEMENTS MUNI (3CM)

Use Saginaw altimeter setting.
NA Circling not authorized southeast of Rwys 23 and 36.

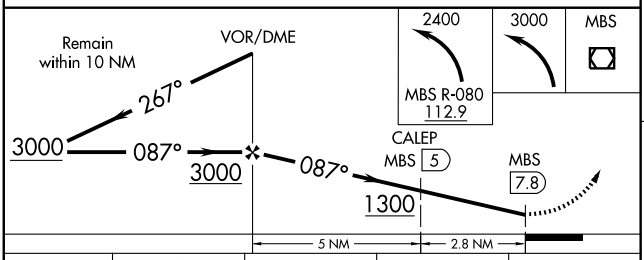
MISSED APPROACH: Climbing left turn to 2400 via MBS R-080 outbound then climbing left turn to 3000 direct MBS VOR/DME and hold.

SAGINAW APP CON ★
120.95 235.625

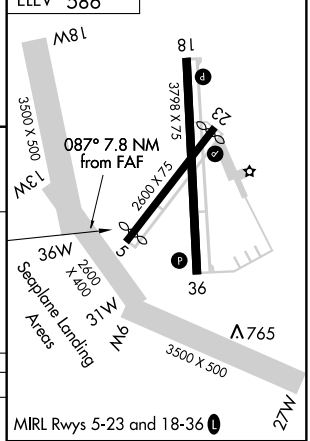
UNICOM
122.8 (CTAF) L



CAUTION: Tall vessels may be in the approach areas to Rwys 5 and 36.



CATEGORY	A	B	C	D
CIRCLING	1300-1 714 (800-1)		1300-2 714 (800-2)	NA
DME MINIMUMS				
CIRCLING	1120-1 534 (600-1)	1180-1 594 (600-1)	1180-1½ 594 (600-1½)	NA



MIRL Rwys 5-23 and 18-36 L

FAF to MAP 7.8 NM

Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36

EC-1. 14 JAN 2010 to 11 FEB 2010

NDB SJX 382	APP CRS 280°	Rwy Idg 4300 TDZE 669 Apt Elev 669

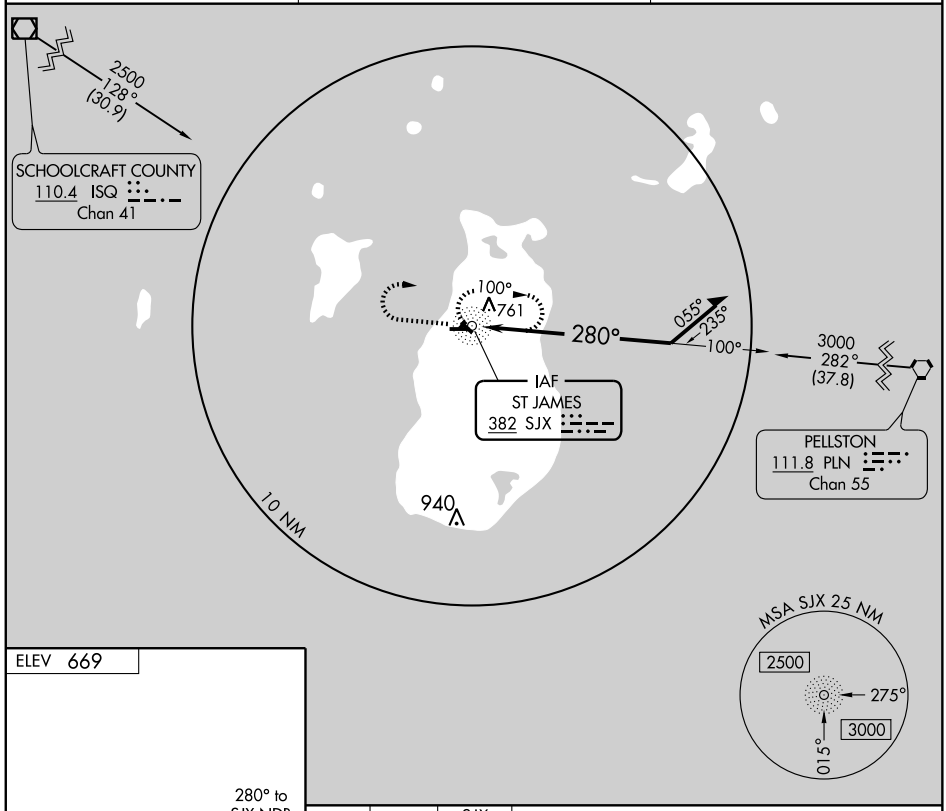
NDB RWY 27
BEAVER ISLAND (SJX)

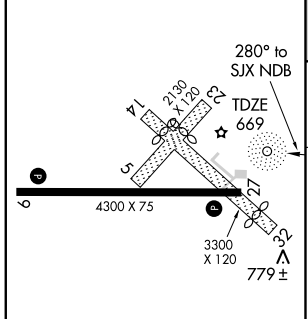
NA

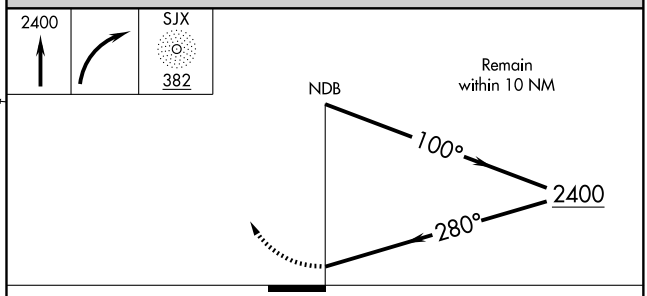
When local altimeter setting not received, use Pellston altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 2400 then right turn direct SJX NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.075	134.6 354.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-27	1140-1	471 (500-1)	NA	
CIRCLING	1140-1	471 (500-1)	NA	

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-1. 14 JAN 2010 to 11 FEB 2010

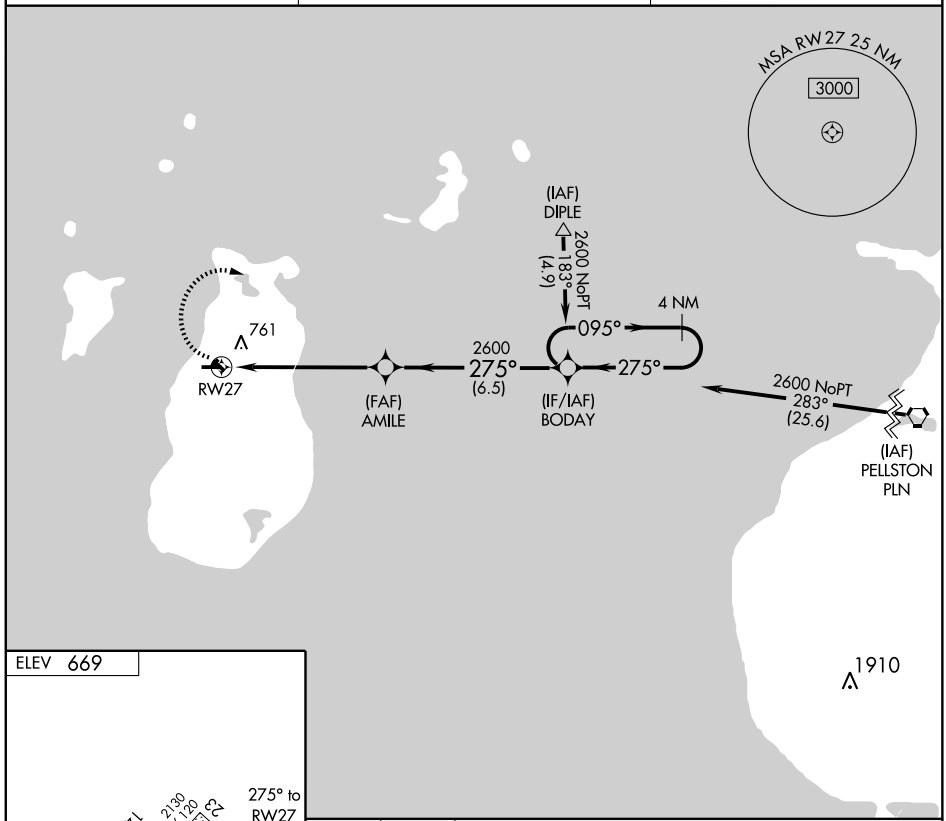
APP CRS	Rwy Idg	4300
275°	TDZE	669
	Apt Elev	669

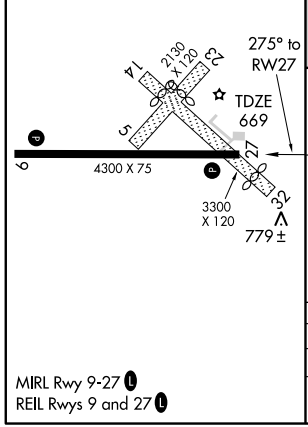
RNAV (GPS) RWY 27
BEAVER ISLAND (SJX)

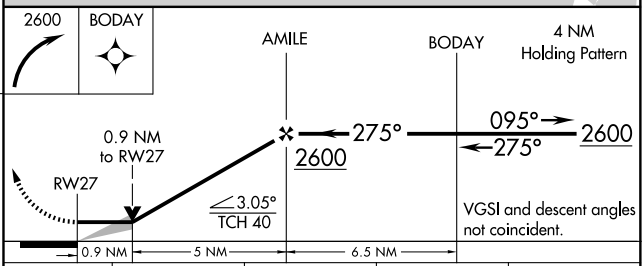
DME/DME RNP -0.3 NA. When local altimeter setting not received, use Pellston altimeter setting and increase all MDA 100 feet. VDP NA when using Pellston altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 direct BODAY and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.075	134.6 354.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1080-1	411 (500-1)	NA	
CIRCLING	1080-1 411 (500-1)	1120-1 451 (500-1)	NA	

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 56301 W02A	APP CRS 022°	Rwy Idg 5000 TDZE 623 Apt Elev 623

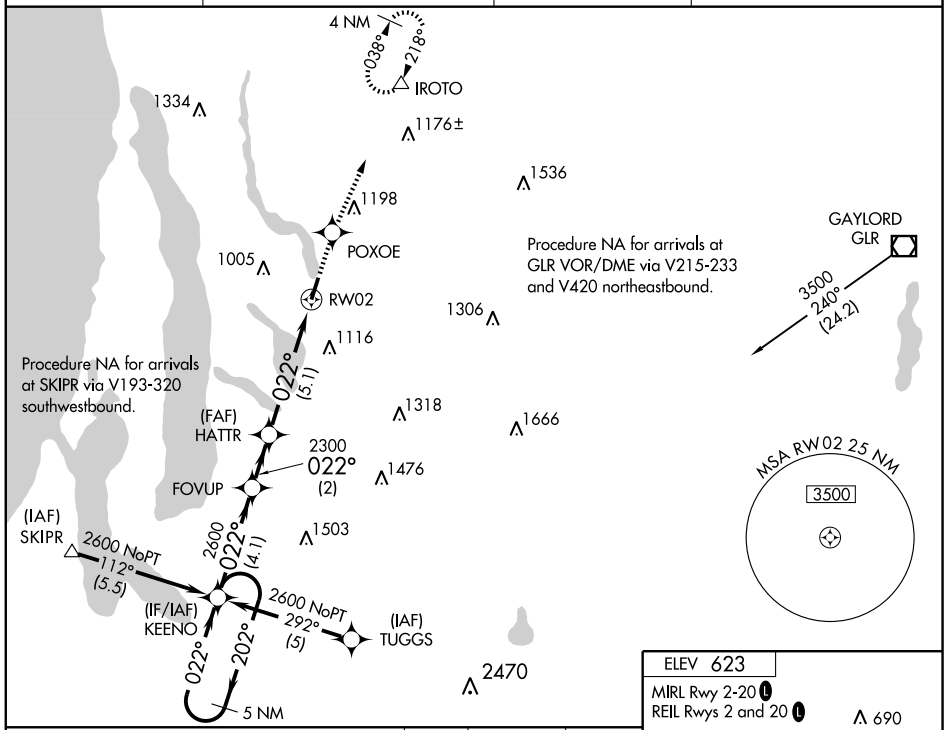
RNAV (GPS) RWY 2

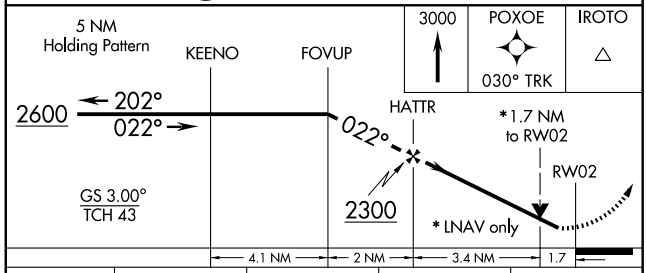
BELLAIRE / ANTRIM COUNTY (ACB)

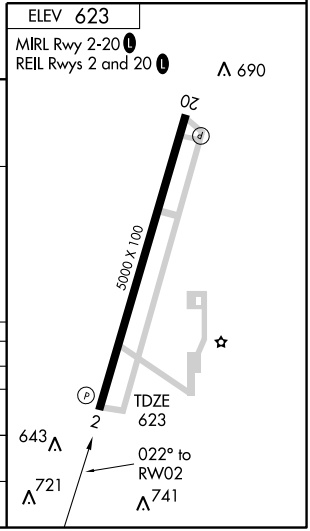
If local altimeter setting not received, use Cherry Capital altimeter setting and increase all DAs/MDAs 60 feet. VDP NA when using Cherry Capital altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct POXOE and via 030° track to IROTO and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.275	132.9 338.3	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	908-1 285 (300-1)			
LNAV/ VNAV DA	NA			
LNAV MDA	1220-1 597 (600-1)		1220-1½ 597 (600-1½)	1220-1¾ 597 (600-1¾)
CIRCLING	1260-1 637 (700-1)	1340-1 717 (800-1)	1360-2 737 (800-2)	1440-2¾ 817 (900-2¾)

EC-1. 14 JAN 2010 to 11 FEB 2010

BELLAIRE, MICHIGAN AL-5131 (FAA)

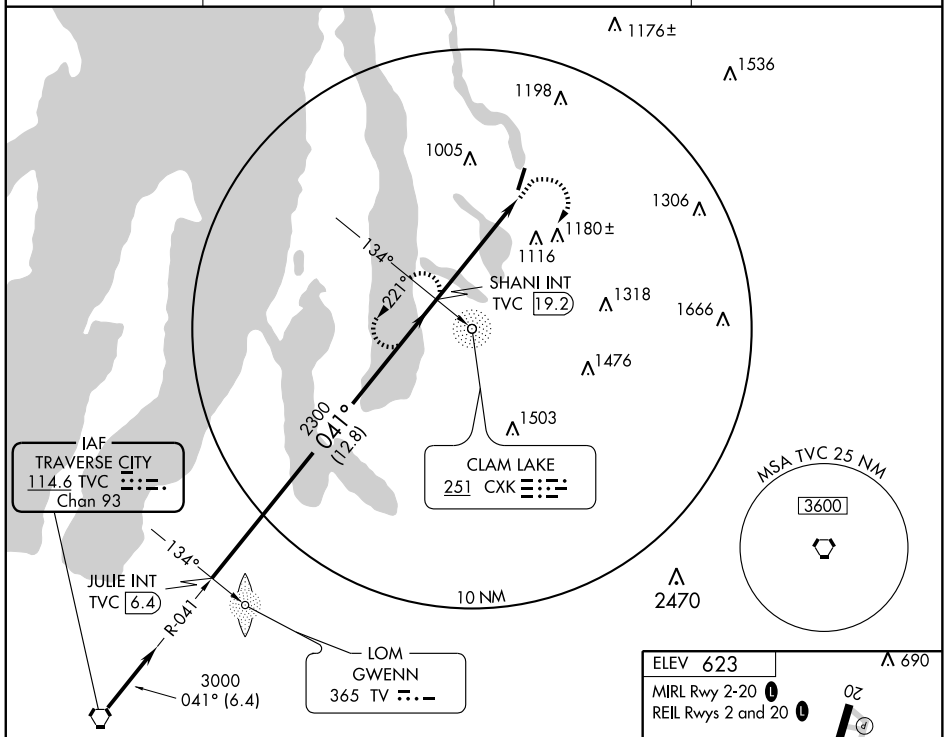
VORTAC TVC	APP CRS	Rwy Idg	5000
114.6	041°	TDZE	623
Chan 93		Apt Elev	623

VOR RWY 2

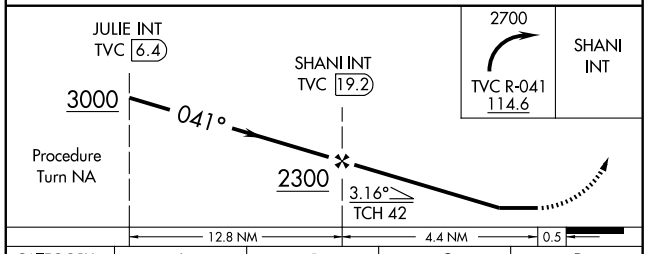
BELLAIRE /ANTRIM COUNTY (ACB)

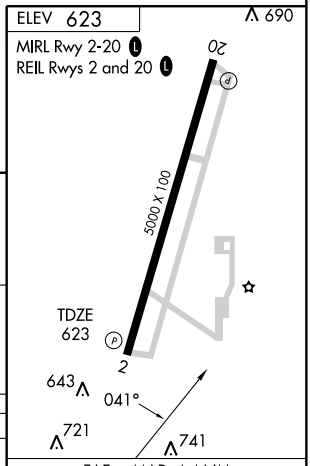
MISSED APPROACH: Climbing right turn to 2700 via TVC R-041 to SHANI Int/19.2 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.275	132.9 338.3	121.725	122.7 (CTAF) L



DME or ADF REQUIRED





FAF to MAP 4.4 NM

CATEGORY	A	B	C	D
S-2	1540-1¼ 917 (1000-1¼)		1540-2¾ 917 (1000-2¾)	1540-3 917-(1000-3)
CIRCLING	1540-1¼ 917 (1000-1¼)		1540-2¾ 917 (1000-2¾)	1540-3 917 (1000-3)

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-1. 14 JAN 2010 to 11 FEB 2010

LOC I-BEH	APP CRS	Rwy Idg	4536
108.5	273°	TDZE	637
		Apt Elev	643

ILS RWY 27

BENTON HARBOR/SOUTHWEST MICHIGAN RGNL (BEH)

LOC unusable beyond 20° left of course.
Cats A and B S-LOC 27 visibility increased ¼ mile for inoperative MALSR.
S-ILS 27 inoperative table does not apply.

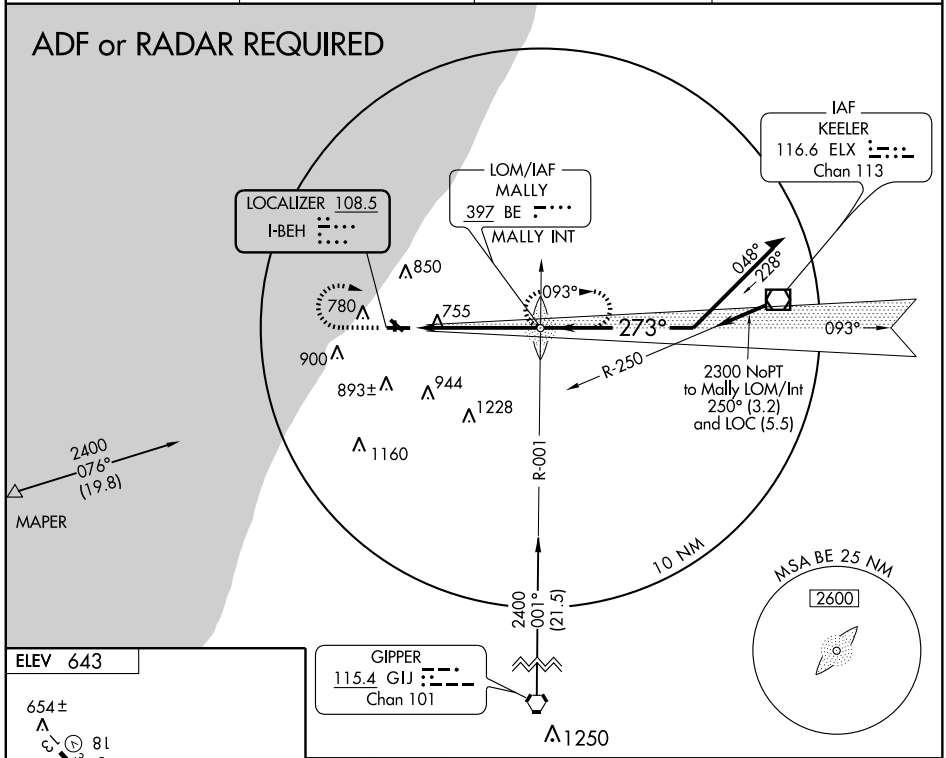
NA

MALSR

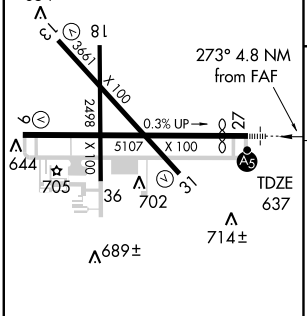
MISSED APPROACH: Climb to 2400, then right turn direct MALLY LOM and hold.

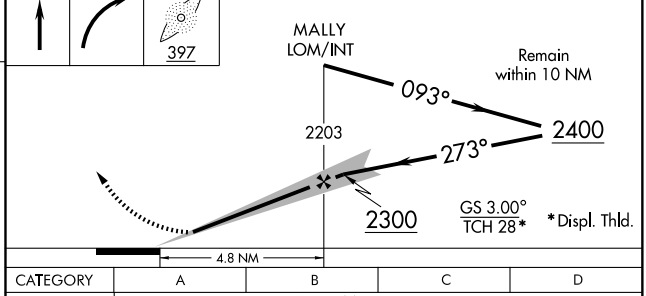
ASOS	SOUTH BEND APP CON★	SOUTH BEND CLNC DEL	UNICOM
121.55	118.55 257.8	119.7	123.0 (CTAF) L

ADF or RADAR REQUIRED



ELEV 643





REIL Rwys 9, 13 and 31 L
MIRL Rwys 13-31 and 18-36 L
HIRL Rwy 9-27 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
S-ILS 27	887-¾ 250 (300-¾)			
S-LOC 27	1140-¾ 503 (500-¾)		1140-1 503 (500-1)	
CIRCLING	1140-1 497 (500-1)	1160-1 517 (600-1)	1160-1½ 517 (600-1½)	1200-2 557 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

LOC I-BEH	APP CRS	Rwy Idg	5107
108.5	093°	TDZE	630
		Apt Elev	643

LOC BC RWY 9

BENTON HARBOR/ SOUTHWEST MICHIGAN RGNL (BEH)

NA

MISSED APPROACH: Climb to 2400 direct ELX VOR/DME and hold.

ASOS	SOUTH BEND APP CON ★	SOUTH BEND CLNC DEL	UNICOM
121.55	118.55 257.8	119.7	123.0 (CTAF) L

BACK COURSE

IAF KEELER 116.6 ELX Chan 113

2600 NoPT to DUPRE INT 140° (2) and LOC (15)

(IAF) MUSKY

LOCALIZER 108.5 I-BEH

2600 to DUPRE INT 267° (20)

R-086

273°

093°

048°

228°

266°

086°

850

780

R-267

755

900

(IAF) DUPRE INT ELX 20

893±

944

1228

1160

LOM MALLY 397 BE

10 NM

115.4 Chan 101 GIJ R-332

1250

ELEV 643

654±

TDZE 630

18

13

36

31

X100

2498

0.3% UP

27

5107

X 100

644

705

702

714±

689±

093° 6 NM from FAF

REIL Rwys 9, 13 and 31 L

MIRL Rwys 13-31 and 18-36 L

HIRL Rwys 9-27 L

Remain within 10 NM

DUPRE INT ELX 20

273°

093°

2600

2600

Disregard glide slope indications.

3.04°

TCH 45

5.5 NM 0.5

2400 ELX 116.6

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-9	1040-1	410 (400-1)	1040-1¼	410 (400-1¼)
CIRCLING	1140-1 497 (500-1)	1160-1 517 (600-1)	1160-1½ 517 (600-1½)	1200-2 557 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

LOM BE	APP CRS	Rwy Idg	4536
397	274°	TDZE	637
		Apt Elev	643

NDB or GPS RWY 27

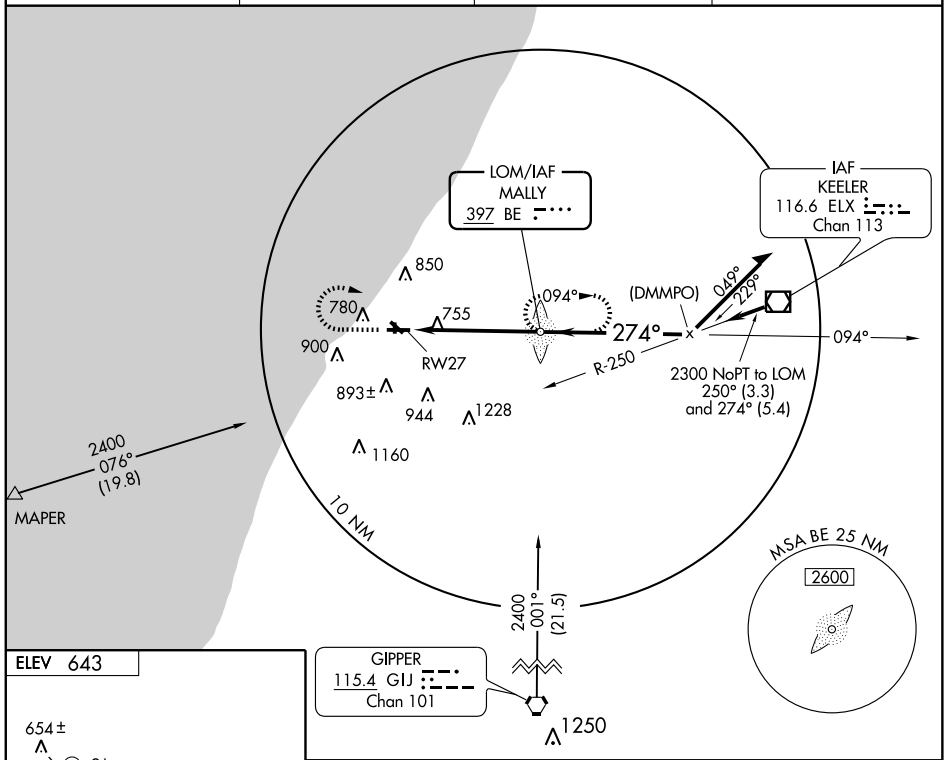
BENTON HARBOR/SOUTHWEST MICHIGAN RGNL (BEH)

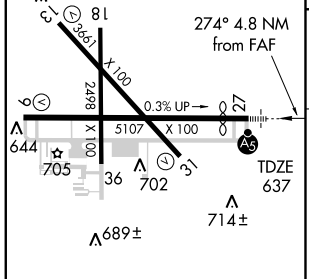
T
NA

MALSR

MISSED APPROACH: Climb to 2400 then right turn direct BE LOM and hold.

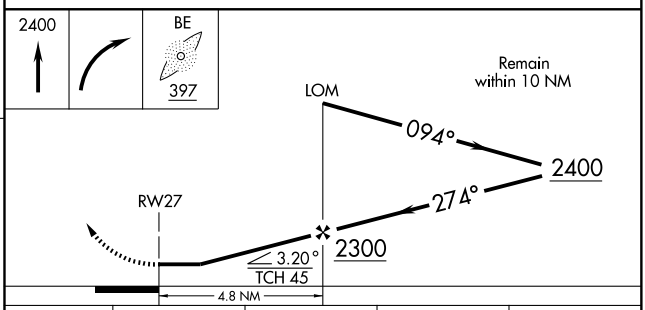
ASOS	SOUTH BEND APP CON ★	SOUTH BEND CLNC DEL	UNICOM
121.55	118.55 257.8	119.7	123.0 (CTAF) L





REIL Rwys 9, 13 and 31 L
MIRL Rwys 13-31 and 18-36 L
HIRL Rwy 9-27 L

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-27	1200-¾ 563 (600-¾)		1200-1 563 (600-1)	1200-1½ 563 (600-1½)
CIRCLING	1200-1 557 (600-1)		1200-1½ 557 (600-1½)	1200-2 557 (600-2)

EC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5107
CH 86912	093°	TDZE	630
W09A		Apt Elev	643

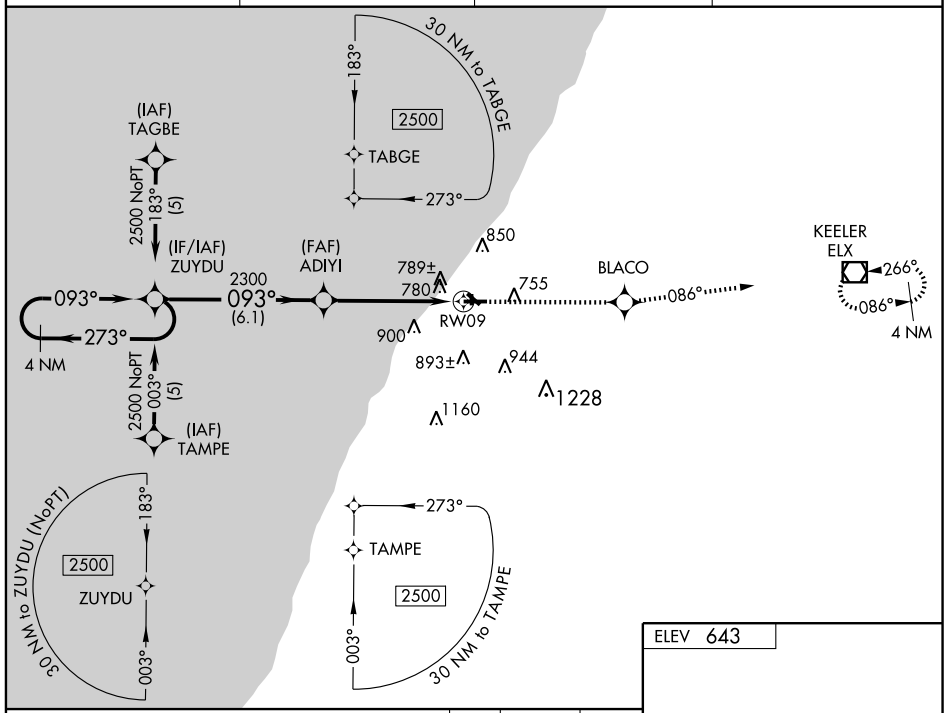
RNAV (GPS) RWY 9

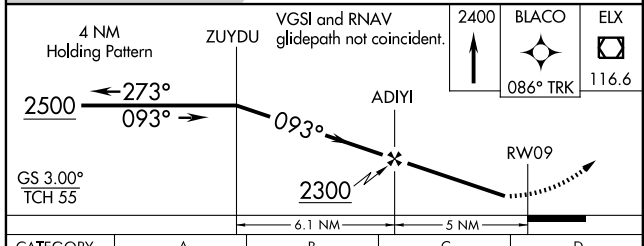
BENTON HARBOR/SOUTHWEST MICHIGAN RGNL (BEH)

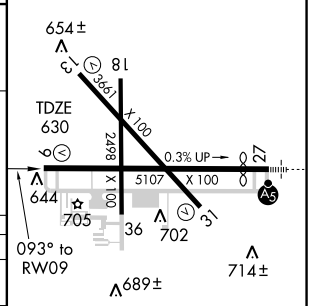
T A Baro-VNAV NA when using South Haven altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use South Haven altimeter setting and increase all DA/MDA 40 feet and LPV all Cats visibility ¼ mile and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2400 direct BLACO and via 086° track to ELX VOR/DME and hold.

ASOS	SOUTH BEND APP CON★	SOUTH BEND CLNC DEL	UNICOM
121.55	118.55 257.8	119.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1019-1¼ 389 (400- 1¼)			
LNAV/VNAV DA	1101-1¾ 471 (500- 1¾)			
LNAV MDA	1040-1 410 (500- 1)		1040-1¼ 410 (500- 1¼)	
CIRCLING	1120-1 477 (500- 1)		1160-1½ 517 (600- 1½)	1200-2 557 (600- 2)

REIL Rwys 9, 13 and 31 L
MIRL Rwys 13-31 and 18-36 L
HIRL Rwy 9-27 L

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR RWY 9

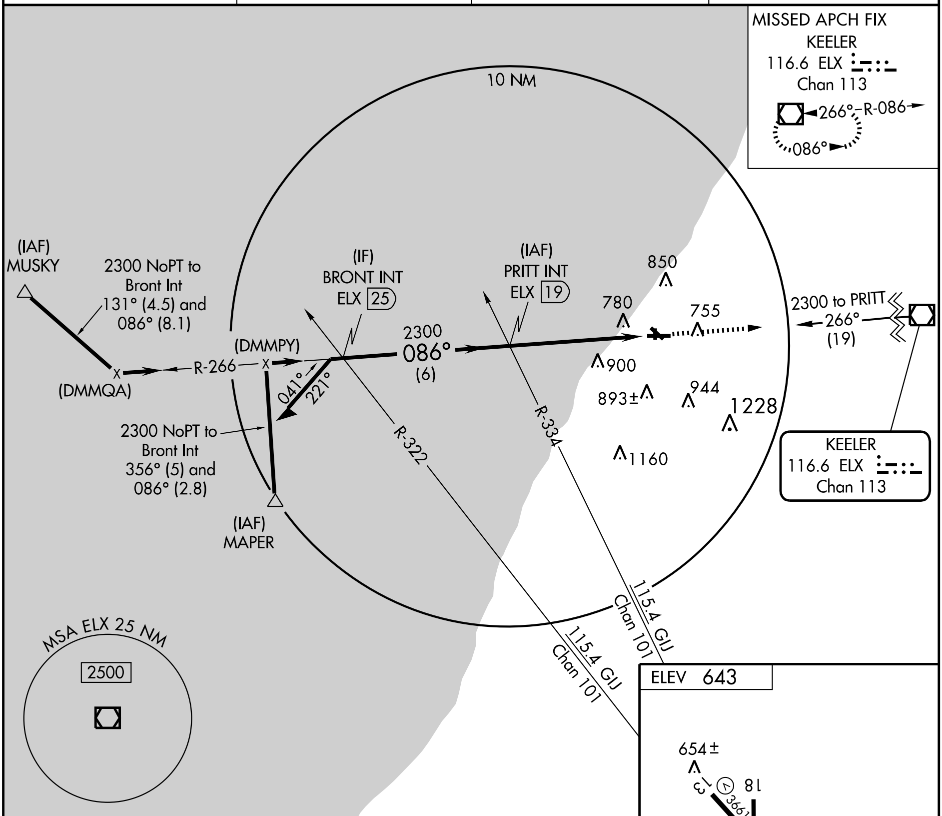
BENTON HARBOR/SOUTHWEST MICHIGAN RGNL (BEH)

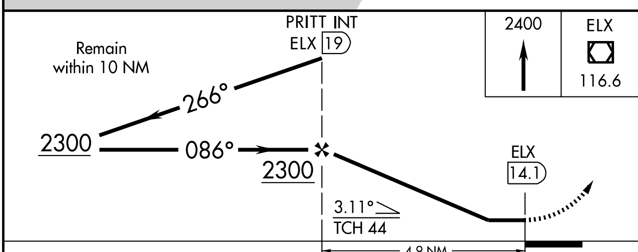
VOR/DME ELX	APP CRS	Rwy ldg	5107
116.6 Chan 113	086°	TDZE	630
		Apt Elev	643

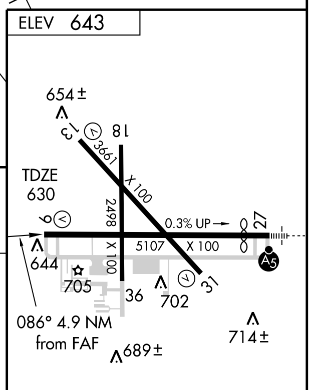
T A Visibility reduction by helicopters NA. When local altimeter setting not received, use South Haven altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2400 direct ELX VOR/DME and hold.

ASOS	SOUTH BEND APP CON★	SOUTH BEND CLNC DEL	UNICOM
121.55	118.55 257.8	119.7	123.0 (CTAF) L







REIL Rwys 9, 13 and 31 L
MIRL Rwys 13-31 and 18-36 L
HIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-9	1160-1 530 (600-1)		1160-1½ 530 (600-1½)	1160-1¾ 530 (600-1¾)
CIRCLING	1160-1 517 (600-1)		1160-1½ 517 (600-1½)	1200-2 557 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME ELX	APP CRS	Rwy Idg	4536
116.6	266°	TDZE	637
Chan 113		Apt Elev	643

VOR RWY 27

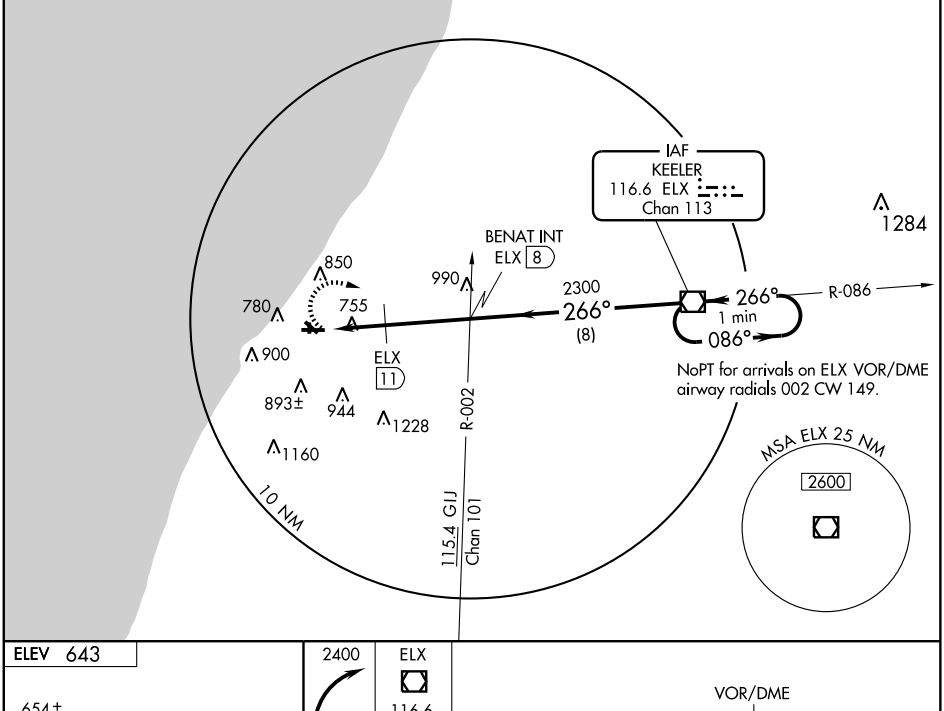
BENTON HARBOR/SOUTHWEST MICHIGAN RGNL (BEH)

Cats A and B S-27 visibility increased ¼ mile for inoperative MALSR.

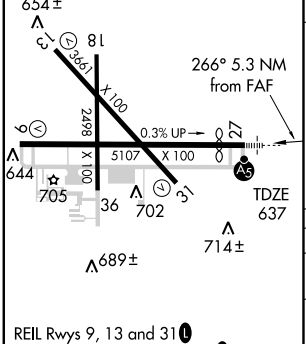
MALSR

MISSED APPROACH: Climbing right turn to 2400 direct ELX VOR/DME and hold.

ASOS	SOUTH BEND APP CON ★	SOUTH BEND CLNC DEL	UNICOM
121.55	118.55 257.8	119.7	123.0 (CTAF) L

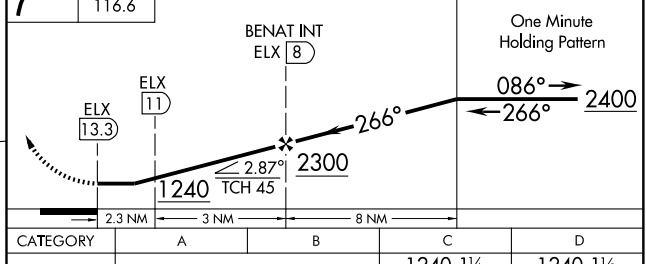


ELEV 643



REIL Rwys 9, 13 and 31 L
MIRL Rwys 13-31 and 18-36 L
HIRL Rwy 9-27 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-27	1240-¾ 603 (600-¾)		1240-1¼ 603 (600-1¼)	1240-1½ 603 (600-1½)
CIRCLING	1240-1 597 (600-1)		1240-1¾ 597 (600-1¾)	1240-2 597 (600-2)
DME MINIMUMS				
S-27	1120-¾ 483 (500-¾)			1120-1 483 (500-1)
CIRCLING	1140-1 497 (500-1)	1160-1 517 (600-1)	1160-1½ 517 (600-1½)	1200-2 557 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME ELX	APP CRS	Rwy Idg	N/A
116.6	224°	TDZE	N/A
Chan 113		Apt Elev	668

VOR-A

BERRIEN SPRINGS / ANDREWS UNIVERSITY AIRPARK (C20)

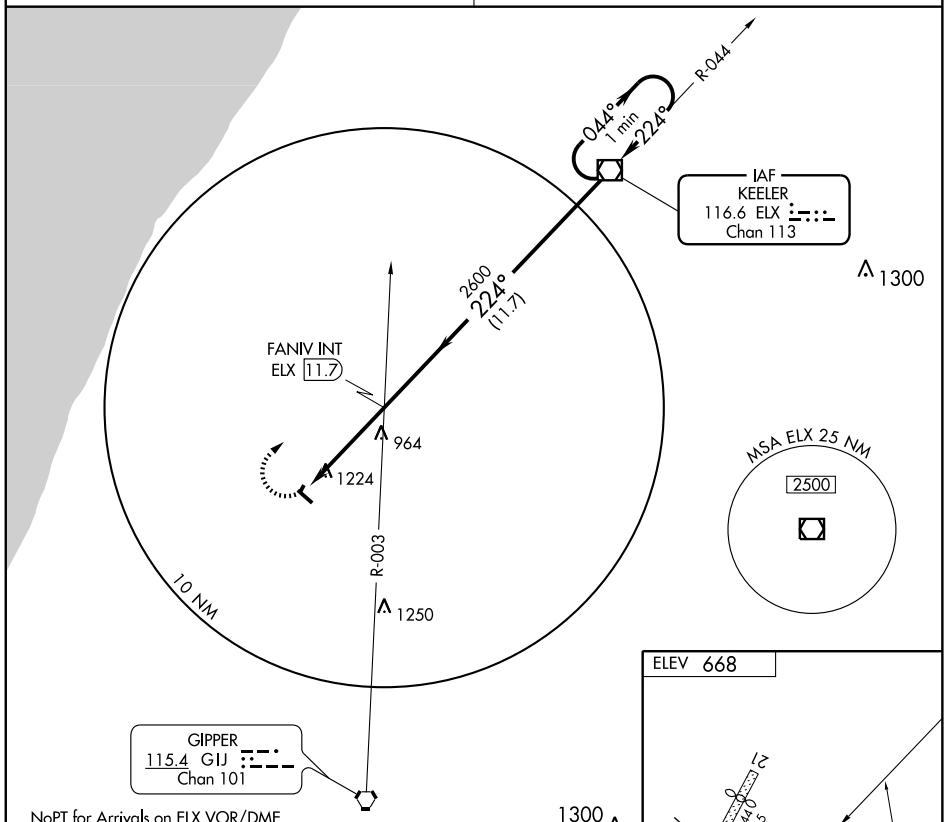
NA

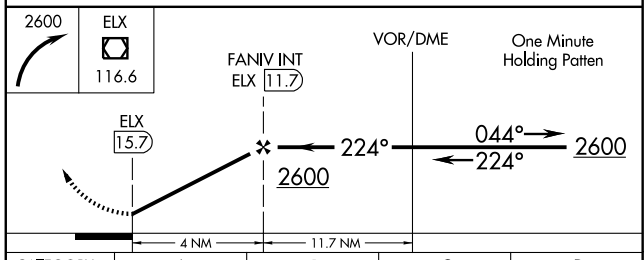
Use Benton Harbor altimeter setting.
Procedure NA at night.

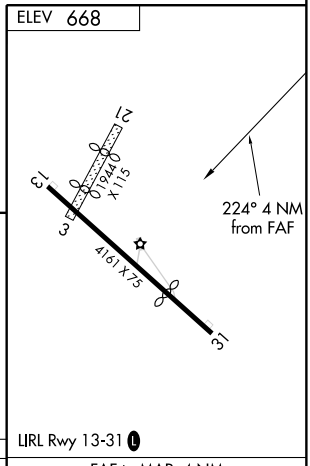
MISSED APPROACH: Climbing right turn to 2600 direct ELX VOR/DME and hold.

SOUTH BEND APP CON *
118.55 257.8

UNICOM
122.7 (CTAF) L







LIRL Rwy 13-31 L

CATEGORY	A	B	C	D
CIRCLING	1620-1¼ 952 (1000-1¼)	1620-1½ 952 (1000-1½)	NA	

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4300
275°	TDZE	977
	Apt Elev	990

GPS RWY 27

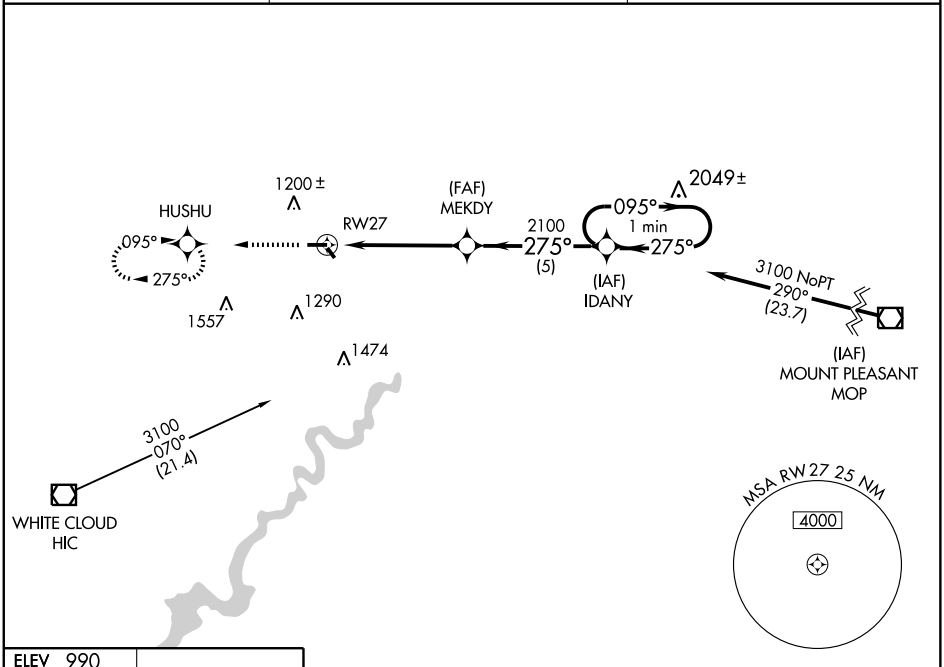
BIG RAPIDS / ROBEN-HOOD (RQB)

Obtain local altimeter setting on CTAF; when not received, use Muskegon altimeter setting.

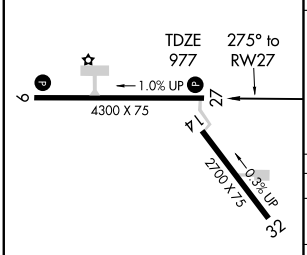
NA

MISSED APPROACH: Climb to 2900 direct HUSHU WP and hold.

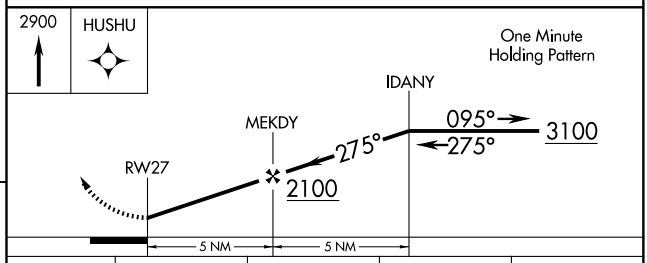
AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.125	120.85 322.35	122.8 (CTAF) L



ELEV 990



REIL Rwys 9 and 27 L
MIRL Rwys 9-27 and 14-32 L



CATEGORY	A	B	C	D
S-27	1460-1	483 (500-1)	1460-1¼ 483 (500-1¼)	1460-1½ 483 (500-1½)
CIRCLING	1500-1	510 (600-1)	1540-1½ 550 (600-1½)	1600-2 610 (700-2)
MUSKEGON ALTIMETER SETTING MINIMUMS				
S-27	1620-1	643 (700-1)	1620-1¾ 643 (700-1¾)	1620-2 643 (700-2)
CIRCLING	1660-1	670 (700-1)	1700-2 710 (800-2)	1760-2½ 770 (800-2½)

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME HIC	APP CRS	Rwy Idg	N/A
117.6 Chan 123	047°	TDZE	N/A
		Apt Elev	990

VOR/DME or GPS-A

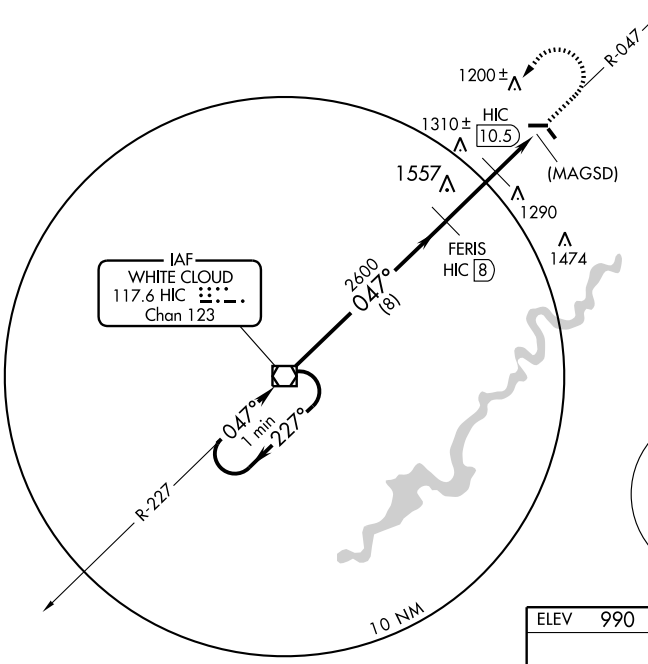
BIG RAPIDS / ROBEN-HOOD (RQB)

Obtain local altimeter setting on CTAF; when not received, use Muskegon altimeter setting.

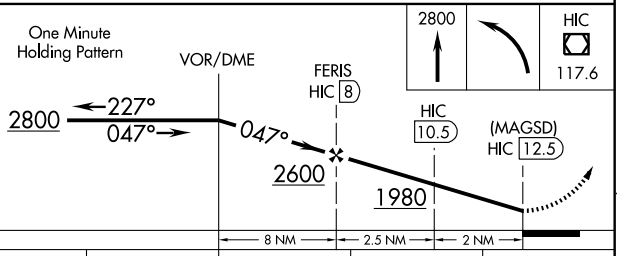
NA

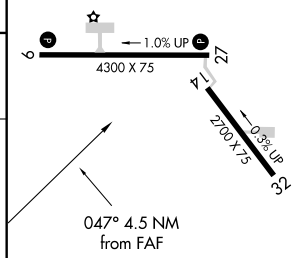
MISSED APPROACH: Climb to 2800, then left turn direct HIC VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.125	120.85 322.35	122.8 (CTAF) L



NoPT for arrivals on HIC VOR/DME airway radials 140 CW 303.





CATEGORY	A	B	C	D
CIRCLING	1540-1 550 (600-1)		1540-1½ 550 (600-1½)	1600-2 610 (700-2)
MUSKEGON ALTIMETER SETTING MINIMUMS				
CIRCLING	1700-1 710 (800-1)		1700-2 710 (800-2)	1760-2½ 770 (800-2½)

REIL Rwys 9 and 27 L
MIRL Rwys 9-27 and 14-32 L

Knots	60	90	120	150	180
Min:Sec					

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4887
175°	TDZE	707
	Apt Elev	719

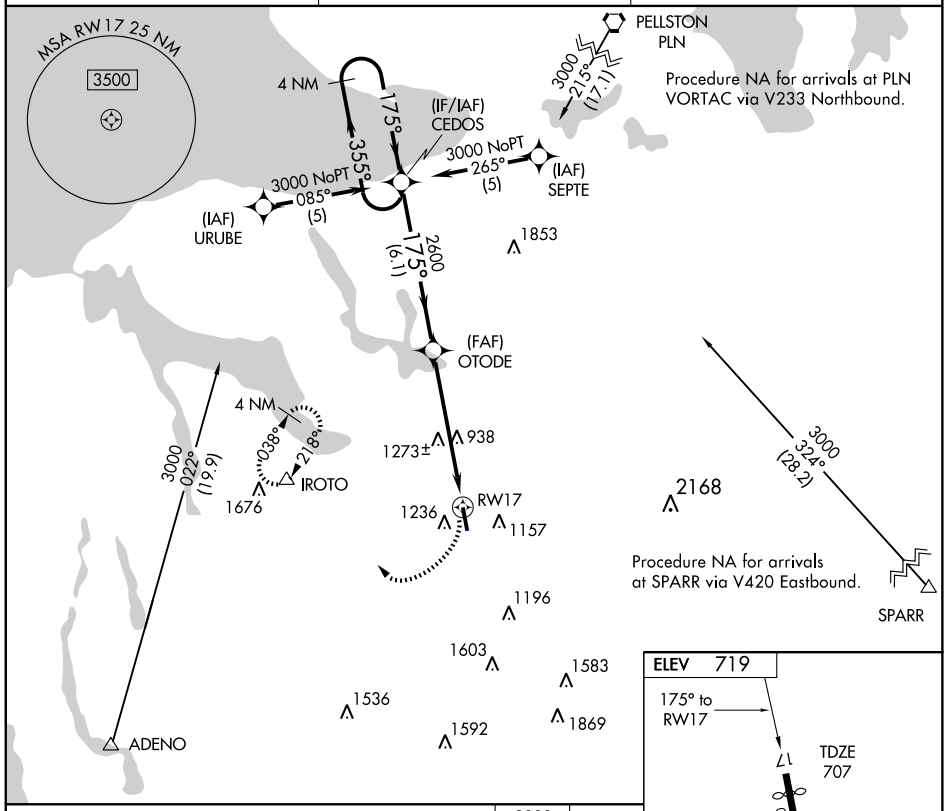
RNAV (GPS) RWY 17

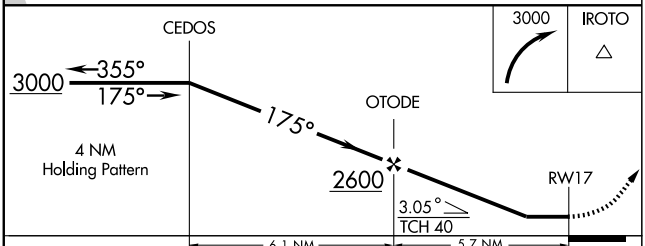
BOYNE FALLS/ BOYNE MOUNTAIN (BFA)

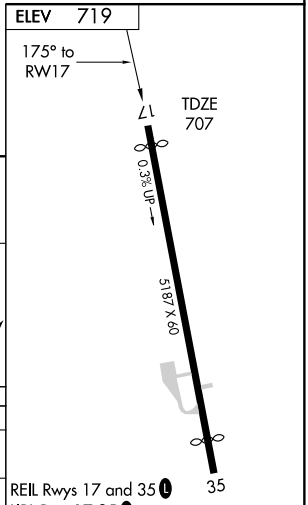
T NA — Circling NA west of Rwy 17-35. DME/DME RNP-0.3 NA. Use Bellaire altimeter setting; when not received, use Pellston altimeter setting and increase all MDAs 20 feet and increase LNAV CATs A, C, and D visibility ¼ mile, and Circling CATs A and C ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct IROTO and hold.

MINNEAPOLIS CENTER	UNICOM	
134.6 354.05	122.8 (CTAF)	122.85 L







CATEGORY	A	B	C	D
LNAV MDA	1580 - 1 873 (900-1)	1580 - 1¼ 873 (900-1¼)	1580 - 2½ 873 (900-2½)	1580 - 2¾ 873 (900-2¾)
CIRCLING	1580 - 1 861 (900-1)	1580 - 1¼ 861 (900-1¼)	1580 - 2½ 861 (900-2½)	1640 - 3 921 (1000-3)

REIL Rwys 17 and 35 L
LIRL Rwy 17-35 L

APP CRS	Rwy Idg	4687
355°	TDZE	719
	Apt Elev	719

RNAV (GPS) RWY 35

BOYNE FALLS/ BOYNE MOUNTAIN (BFA)

T NA — Circling NA west of Rwy 17-35. DME/DME RNP-0.3 NA.Visibility reduction by helicopters NA. Use Bellaire altimeter setting; when not received, use Pellston altimeter setting.

MISSED APPROACH: Climb to 3000 direct CEDOS and hold.

MINNEAPOLIS CENTER	UNICOM	
134.6 354.05	122.8 (CTAF)	122.85 L

MISSED APCH FIX
4 NM 175° 355° CEDOS

MSA RW35 25 NM
3500

938
1676
1236
1157
2168
RW35
355°
1526±
1196
(FAF)
1603
ROCOR
1583
1536
1869
1592
ADENO
3000
130°
(10.5)
2500
006°
(8.3)
(IF/IAF)
ELBOT
3000 NoPT
096°
(5)
(IAF)
DUVRE
186°
006°
4 NM
3000 NoPT
010°
(7.1)
(IAF)
CARGA
Procedure NA for arrivals at CARGA via V215-233 southwest bound.
R-4201A

ELEV 719
17
0.3% UP
5187 X 60
TDZE
719
35
355° to RW35
REIL Rwys 17 and 35 L
LIRL Rwy 17-35 L

3000
CEDOS
ELBOT
186°
006°
3000
ROCOR
006°
4 NM
Holding Pattern
RW35
355°
2500
3.05°
TCH 40
5.4 NM
8.3 NM

CATEGORY	A	B	C	D
LNAV MDA	1840 - 1¼ 1121 (1200-1¼)	1840 - 1½ 1121 (1200-1½)	1840 - 3	1121 (1200-3)
CIRCLING	1840 - 1¼ 1121 (1200-1¼)	1840 - 1½ 1121 (1200-1½)	1840 - 3	1121 (1200-3)

EC-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-MAY	APP CRS	Rwy Idg	5000
108.55	070°	TDZE	1307
Chan 22		Apt Elev	1307

ILS or LOC RWY 7

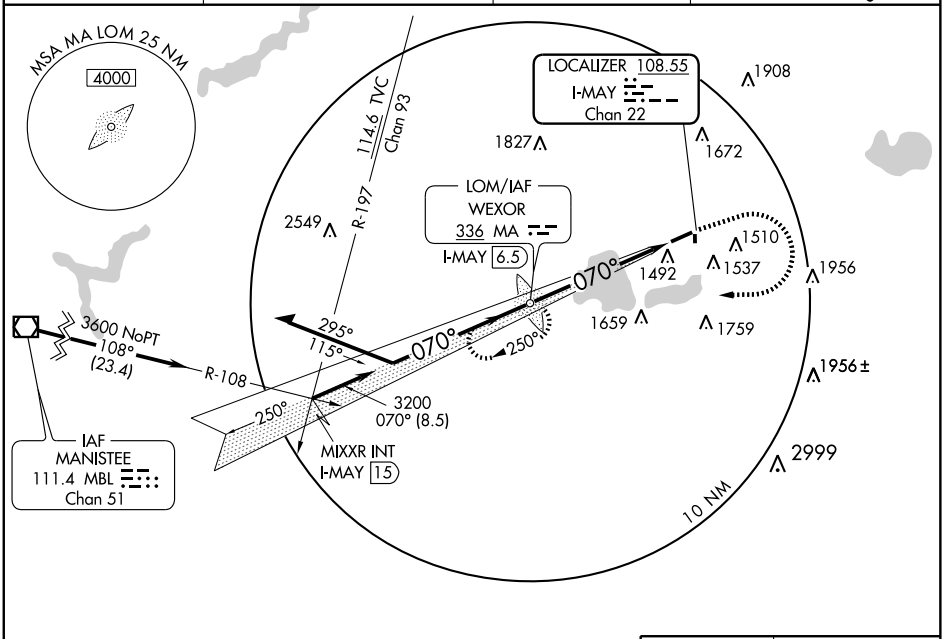
CADILLAC / WEXFORD COUNTY (CAD)

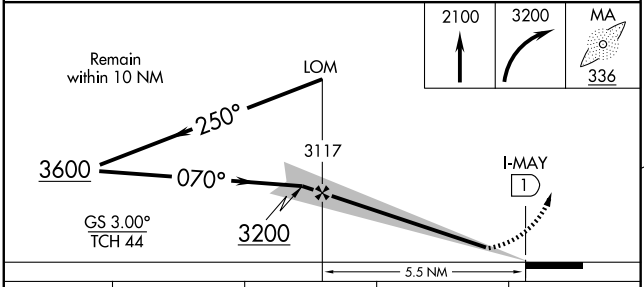
T ADF Required. When local altimeter setting not received, use Houghton Lake altimeter setting and increase all DA 137 feet and all MDA 140 feet and increase S-ILS 7 all Cats visibility ¼ mile, S-LOC 7 visibility Cats C and D ¼ mile, Circling visibility Cat C ½ mile and Cat D ¼ mile. For inoperative MALSR when using Houghton Lake altimeter setting increase S-ILS 7 all Cats visibility to 1¼ mile.

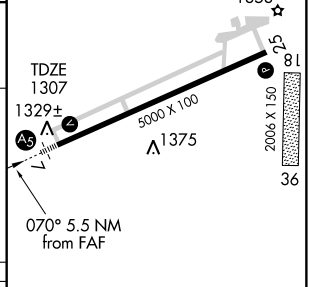
MALSR (A5)

MISSED APPROACH: Climb to 2100, then climbing right turn to 3200 direct WEXOR LOM I-MAY 6.5 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
128.325	132.9 338.3	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 7	1507-½ 200 (200-½)			
S-LOC 7	1660-½ 353 (400-½)			1660-¾ 353 (400-¾)
CIRCLING	1860-1 553 (600-1)		1860-1½ 553 (600-1½)	1880-2 573 (600-2)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

EC-1, 14 JAN 2010 to 11 FEB 2010

NDB CAD	APP CRS	Rwy Idg	5000
269	079°	TDZE	1307
		Apt Elev	1307

NDB RWY 7

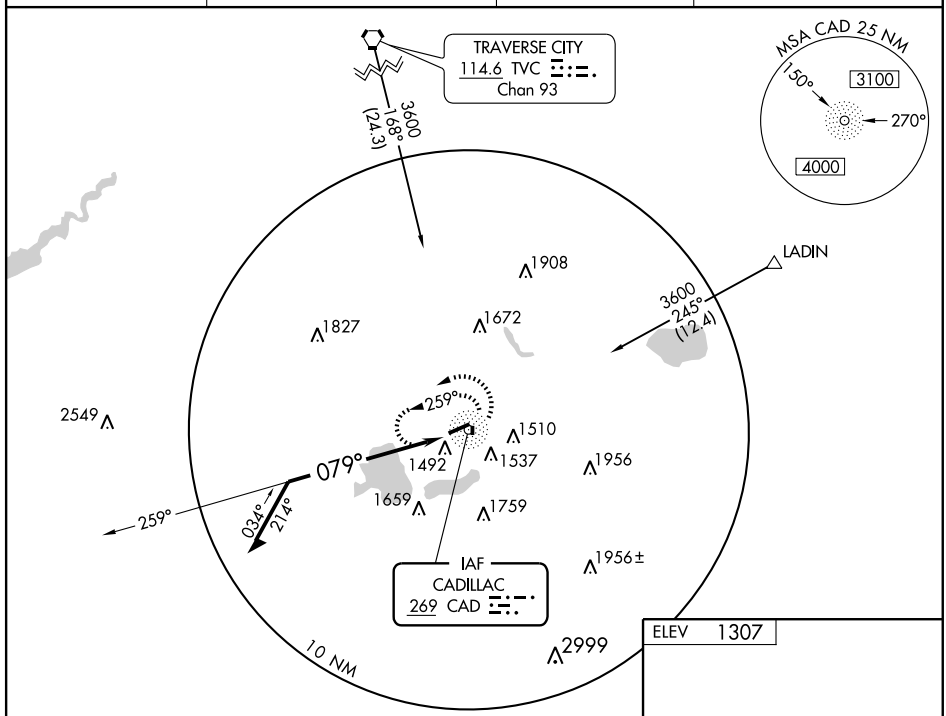
CADILLAC / WEXFORD COUNTY (CAD)

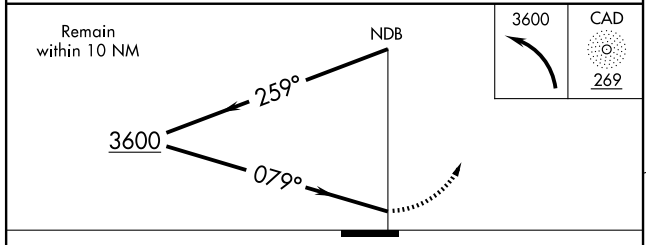
When local altimeter setting not received, use Houghton Lake altimeter setting and increase all MDA 140 feet. Increase S-7 Cats B and D visibility ¼ mile, Cat C ½ mile, and Circling Cat A, B and D visibility ¼ mile, Cat C ½ mile. For inoperative MALSR increase S-7 Cat B visibility to 1¼ miles. For inoperative MALSR when using Houghton Lake altimeter setting increase S-7 Cat A visibility to 1¼ and Cat B to 1½ mile.

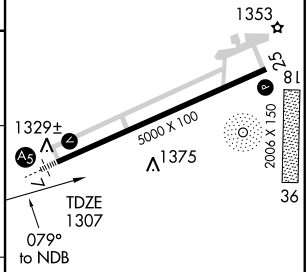
MALSR

MISSED APPROACH: Climbing left turn to 3600 in CAD NDB holding pattern.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
128.325	132.9 338.3	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-7	2120-¾ 813 (900-¾)		2120-2 813 (900-2)	2120-2½ 813 (900-2½)
CIRCLING	2120-1 813 (900-1)	2120-1¼ 813 (900-1¼)	2120-2½ 813 (900-2½)	2120-2¾ 813 (900-2¾)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-1, 14 JAN 2010 to 11 FEB 2010

NDB CAD	APP CRS	Rwy Idg	5000
269	235°	TDZE	1305
		Apt Elev	1307

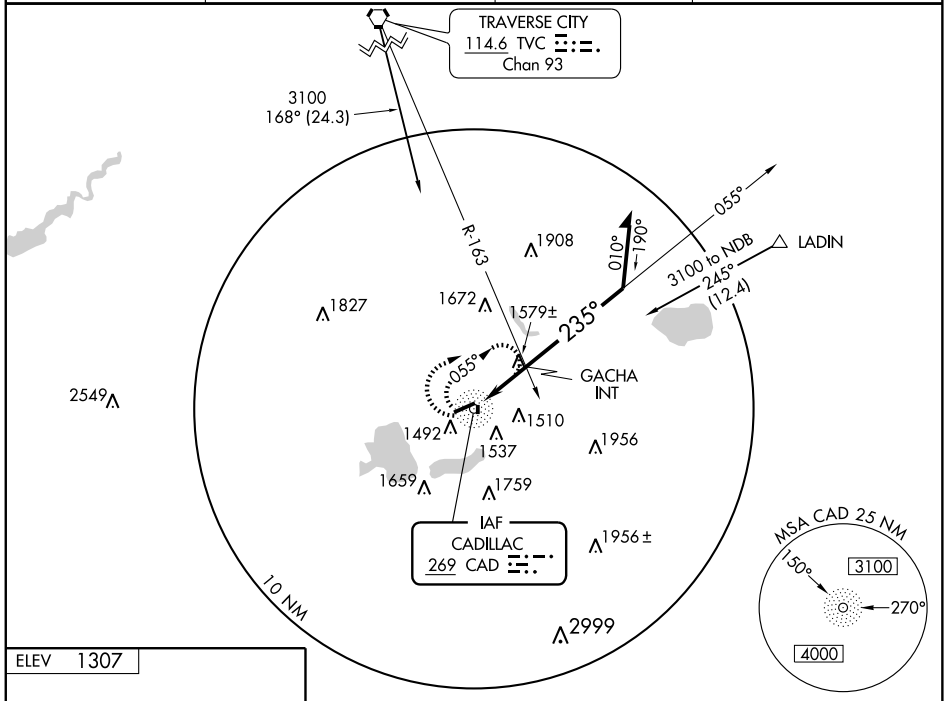
NDB RWY 25

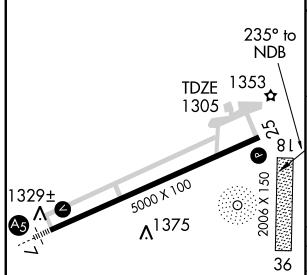
CADILLAC / WEXFORD COUNTY (CAD)

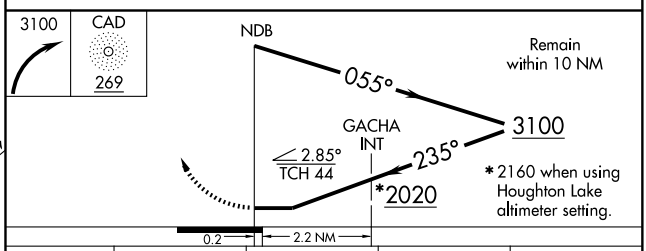
T A Visibility reduction by helicopters NA. When local altimeter setting not received, use Houghton Lake altimeter setting and increase all MDA 140 feet, S-25 and Circling visibilities Cat B ¼ mile, Cats C and D ½ mile. Increase GACHA fix minimums S-25 visibilities Cats C and D ½ mile, Circling Cat C ½ mile, Cat D ¼ mile.

MISSED APPROACH: Climbing right turn to 3100 in CAD NDB holding pattern.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
128.325	132.9 338.3	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-25	2020-1 715 (800-1)		2020-2 715 (800-2)	2020-2¼ 715 (800-2¼)
CIRCLING	2020-1 713 (800-1)		2020-2 713 (800-2)	2020-2¼ 713 (800-2¼)
GACHA MINIMUMS				
S-25	1880-1 575 (600-1)		1880-1½ 575 (600-1½)	1880-1¾ 575 (600-1¾)
CIRCLING	1880-1 573 (600-1)		1880-1½ 573 (600-1½)	1880-2 573 (600-2)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 86413 W07A	APP CRS 070°	Rwy Idg 5000 TDZE 1307 Apt Elev 1307

RNAV (GPS) RWY 7

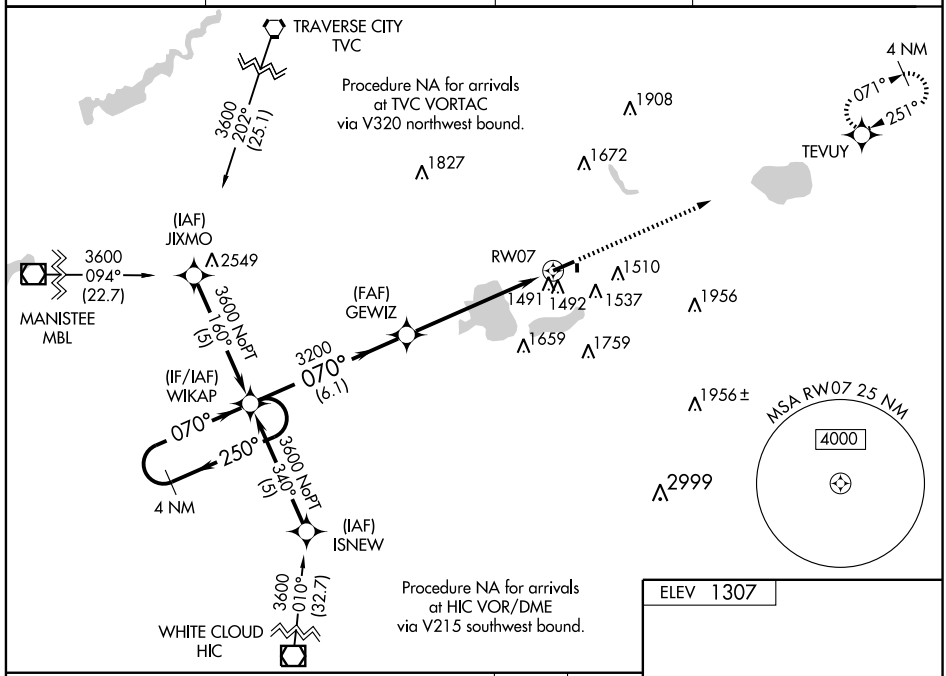
CADILLAC / WEXFORD COUNTY (CAD)

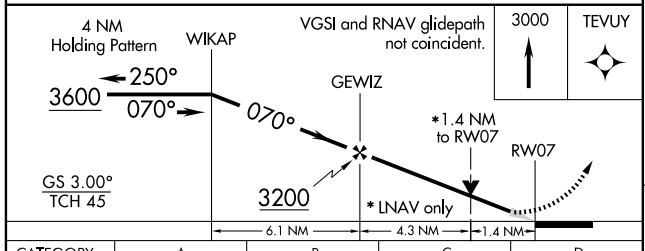
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Houghton Lake altimeter setting and increase all DA 137 feet and all MDA 140 feet, LPV visibilities all Cats ¼ mile, LNAV/VNAV visibilities all Cats ½ mile, LNAV visibilities Cats C and D ½ mile, Circling visibilities Cat C ½ mile and Cat D ¼ mile. For inoperative MALSR when using Houghton Lake altimeter setting, increase LPV all Cats visibility to 1¼.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Baro-VNAV and VDP NA when using Houghton Lake altimeter setting.

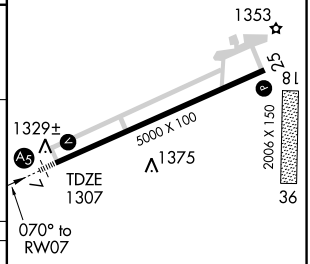
MALSR

MISSED APPROACH: Climb to 3000 direct TEVUY and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
128.325	132.9 338.3	121.725	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1507-½ 200 (200-½)			
LNAV/VNAV DA	1761-1 454 (500-1)			
LNAV MDA	1780-½ 473 (500-½)		1780-¾ 473 (500-¾)	1780-1 473 (500-1)
CIRCLING	1860-1 553 (600-1)		1860-1½ 553 (600-1½)	1880-2 573 (600-2)

MIRL Rwy 7-25 (L)
REIL Rwys 7 and 25 (L)

EC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5000
CH 97513	250°	TDZE	1305
W25A		Apt Elev	1307

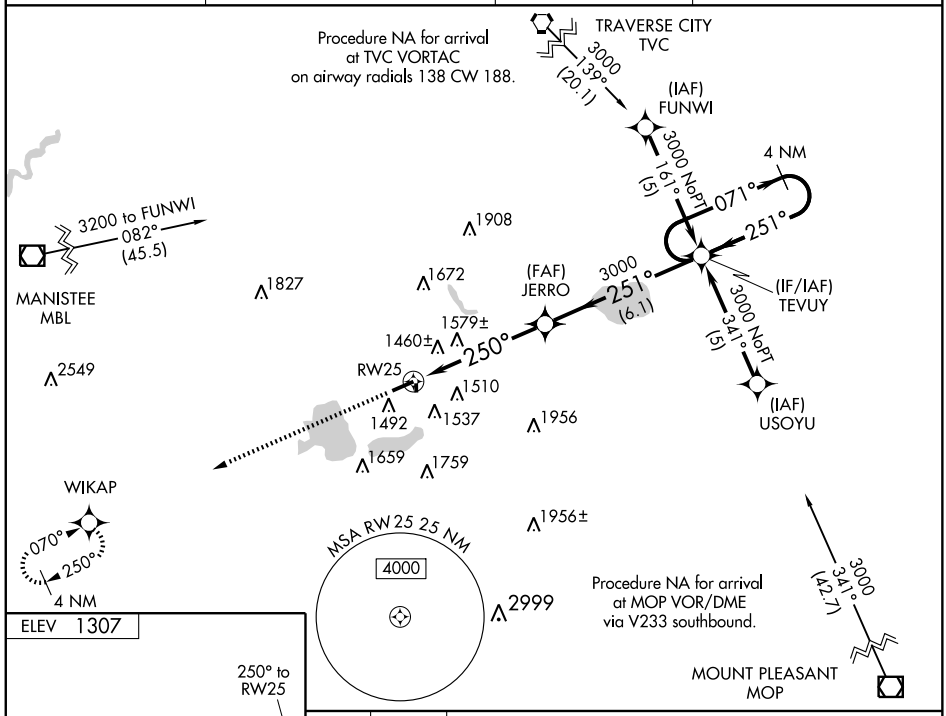
RNAV (GPS) RWY 25

CADILLAC / WEXFORD COUNTY (CAD)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Baro-VNAV and VDP NA when using Houghton Lake altimeter setting. When local altimeter setting not received, use Houghton Lake altimeter setting and increase all DA 137 feet, all MDA 140 feet, LPV and LNAV/VNAV visibilities all Cats ½ mile, LNAV visibilities Cats C and D ½ mile, Circling visibilities Cat C ½ mile and Cat D ¼ mile.

MISSED APPROACH: Climb to 3600 direct WIKAP and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
128.325	132.9 338.3	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1625-1¼	320 (400-1¼)		
LNAV/VNAV DA	1869-2	564 (600-2)		
LNAV MDA	1840-1 535 (600-1)		1840-1½ 535 (600-1½)	1840-1¾ 535 (600-1¾)
CIRCLING	1860-1 553 (600-1)		1860-1½ 553 (600-1½)	1880-2 573 (600-2)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4300
058°	TDZE	692
	Apt Elev	701

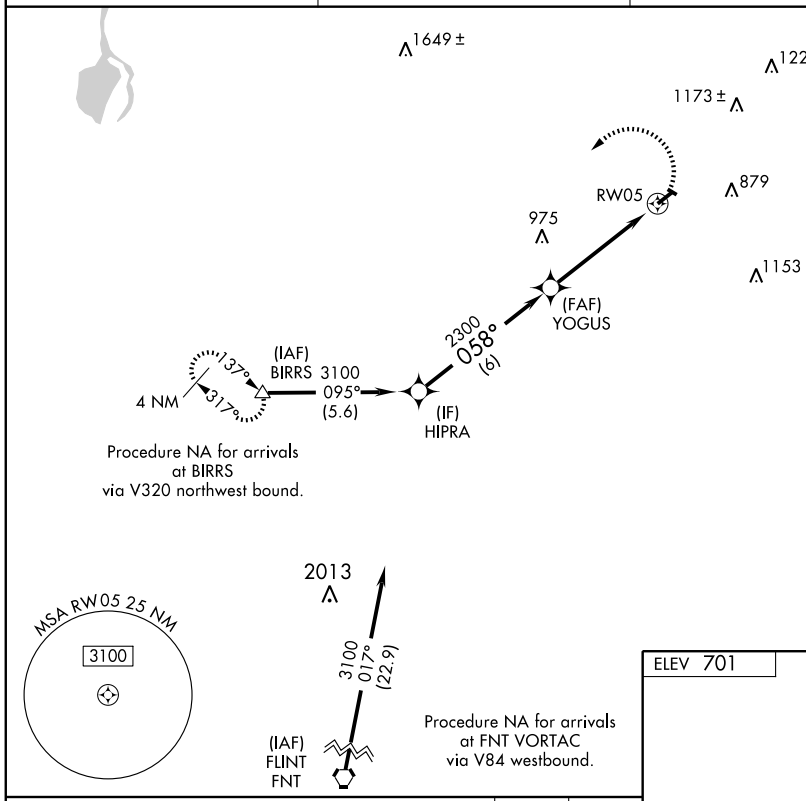
RNAV (GPS) RWY 5

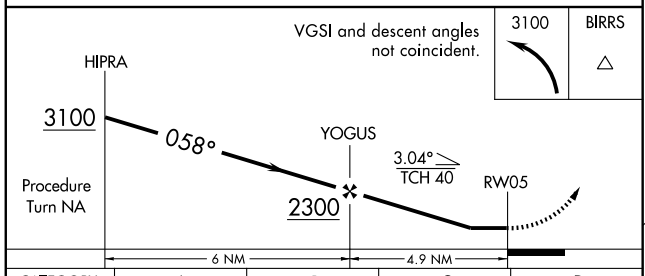
CARO / TUSCOLA AREA (CFS)

When local altimeter setting not received, use Saginaw/MBS Intl altimeter setting and increase all MDA 80 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

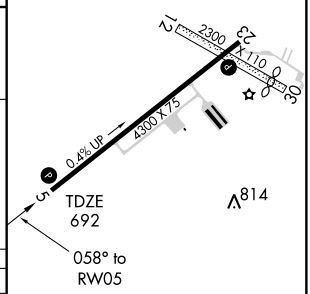
MISSED APPROACH: Climbing left turn to 3100 direct BIRRS and hold.

AWOS-3	SAGINAW APP CON ★	UNICOM
119.275	120.95 235.625	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1100-1	408 (400-1)	NA	
CIRCLING	1220-1	519 (600-1)	NA	



REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4300
238°	TDZE	701
	Apt Elev	701

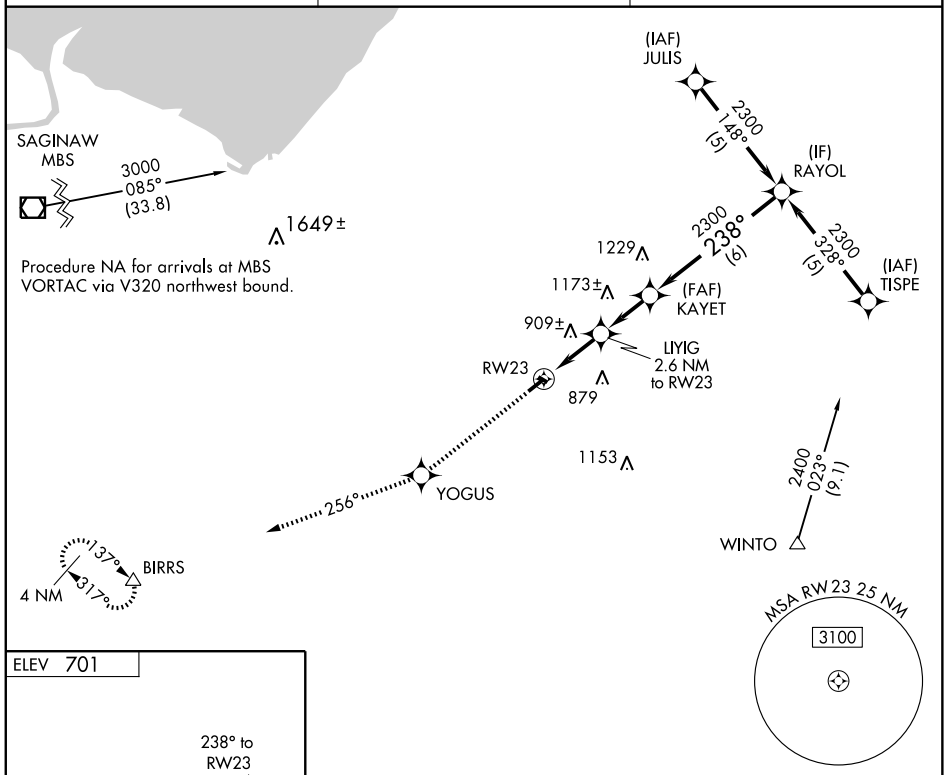
RNAV (GPS) RWY 23

CARO / TUSCOLA AREA (CFS)

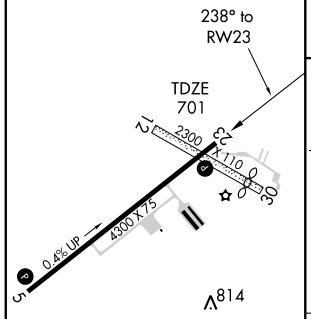
When local altimeter setting not received, use Saginaw/MBS Intl altimeter setting and increase all MDA 80 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct YOGUS and via 256° track to BIRRS and hold.

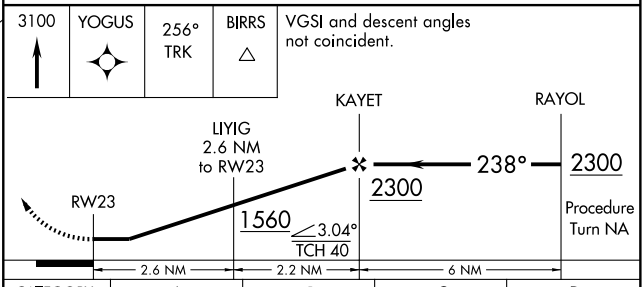
AWOS-3	SAGINAW APP CON ★	UNICOM
119.275	120.95 235.625	123.0 (CTAF) L



Procedure NA for arrivals at MBS VORTAC via V320 northwest bound.



REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L



CATEGORY	A	B	C	D
LNAV MDA	1160-1	459 (500-1)	NA	
CIRCLING	1220-1	519 (600-1)	NA	

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME MBS 112.9 Chan 76	APP CRS 102°	Rwy Idg N/A TDZE N/A Apt Elev 701

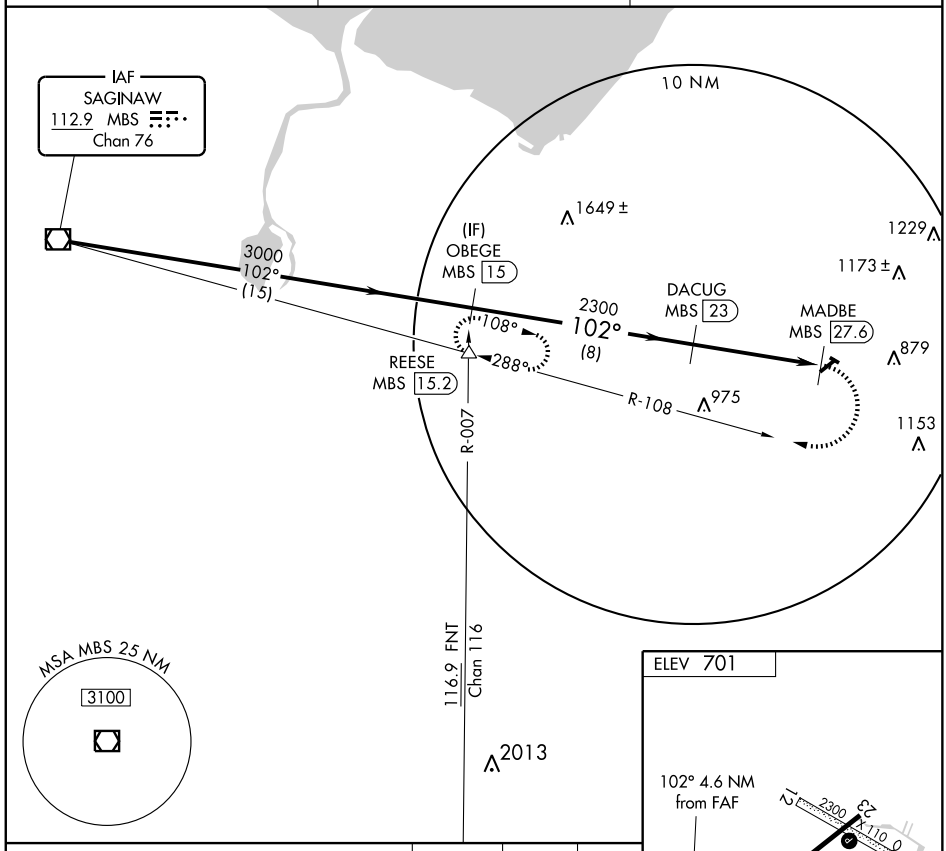
VOR/DME-A

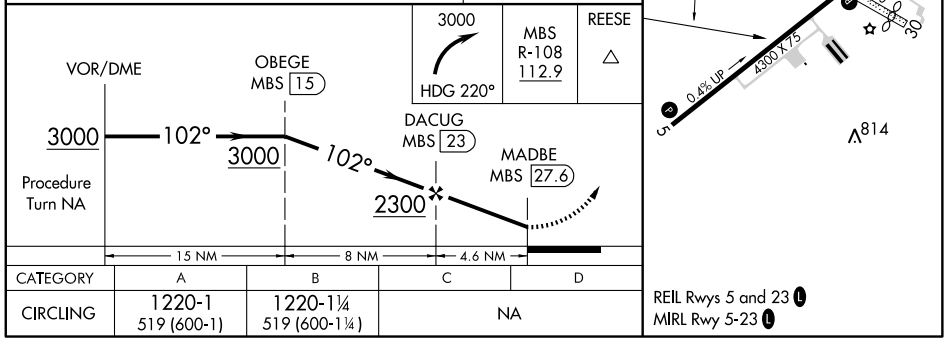
CARO / TUSCOLA AREA (CFS)

When local altimeter setting not received, use Saginaw/MBS Intl altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing right turn to 3000 via heading 220° and MBS VOR/DME R-108 to REESE INT and hold.

AWOS-3	SAGINAW APP CON*	UNICOM
119.275	120.95 235.625	123.0 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1220-1 519 (600-1)	1220-1¼ 519 (600-1¼)	NA	

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

EC-1. 14 JAN 2010 to 11 FEB 2010

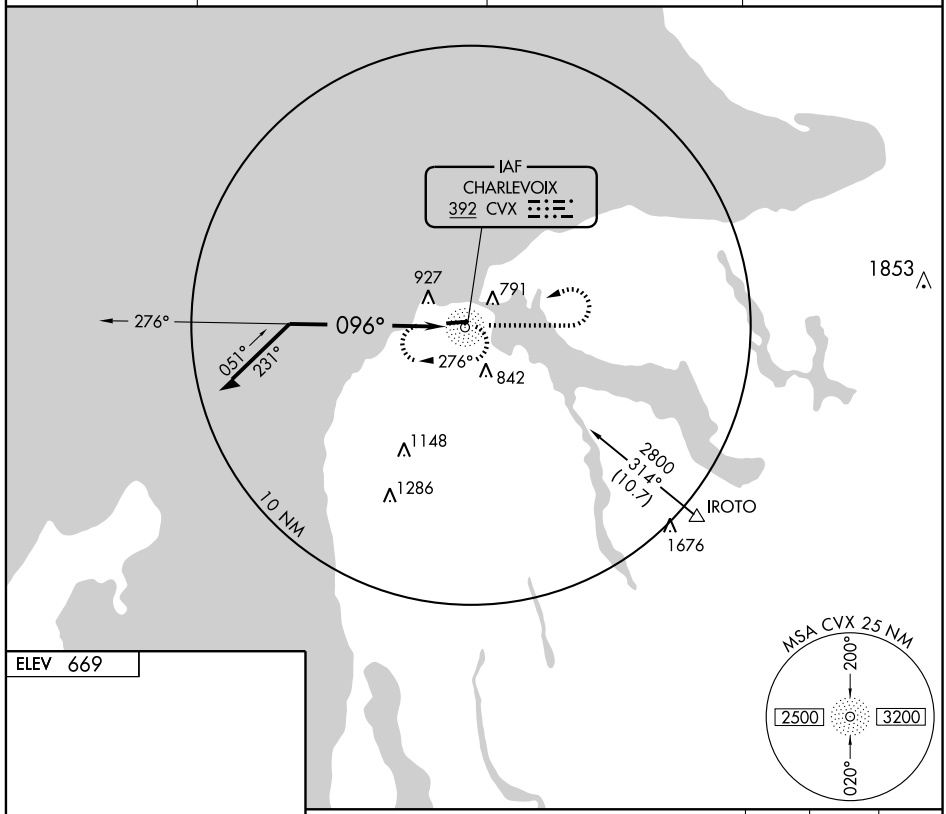
NDB CVX 392	APP CRS 096°	Rwy Idg 4550 TDZE 669 Apt Elev 669

NDB RWY 9
CHARLEVOIX MUNI (CVX)

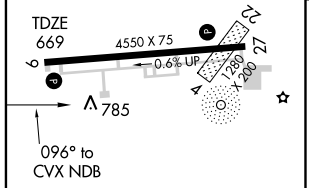
▼ If local altimeter setting not received, use Pellston altimeter setting and increase all MDAs 80 feet.
▲ NA Circling to Rwy 4/22 NA at night.

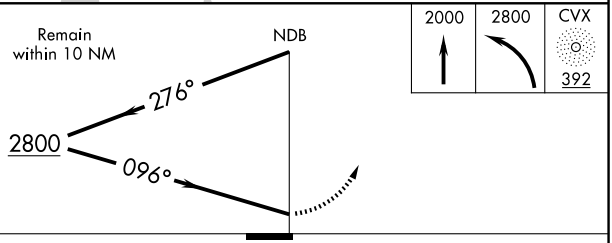
MISSED APPROACH: Climb to 2000 then climbing left turn to 2800 direct CVX NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM	GCO
120.0	134.6 354.05	122.8 (CTAF) L	121.725



ELEV 669





2000	2800	CVX
		392

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-9	1340-1	671 (700-1)	1340-2 671 (700-2)	1340-2¼ 671 (700-2¼)
CIRCLING	1340-1	671 (700-1)	1340-2 671 (700-2)	1340-2¼ 671 (700-2¼)

EC-1. 14 JAN 2010 to 11 FEB 2010

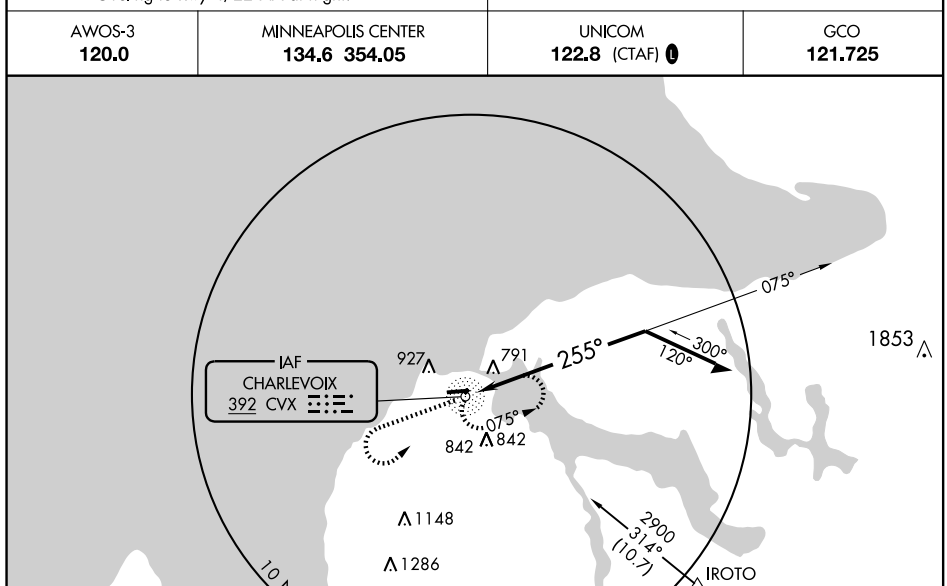
NDB CVX	APP CRS	Rwy Idg	4550
392	255°	TDZE	662
		Apt Elev	669

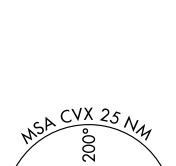
NDB RWY 27
CHARLEVOIX MUNI (CVX)

▼ If local altimeter setting not received, use Pellston altimeter setting and increase all MDAs 80 feet.
NA Circling to Rwy 4/22 NA at night.

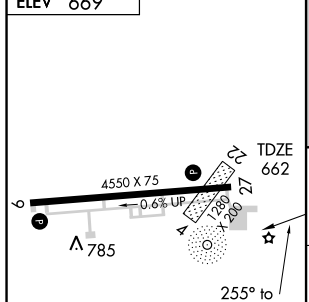
MISSED APPROACH: Climb to 2000 then climbing left turn to 2900 direct CVX NDB and hold.

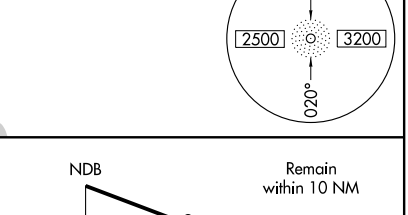
AWOS-3	MINNEAPOLIS CENTER	UNICOM	GCO
120.0	134.6 354.05	122.8 (CTAF) L	121.725





ELEV 669





REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-27	1460-1 798 (800-1)	1460-1¼ 798 (800-1¼)	1460-2¼ 798 (800-2¼)	1460-2½ 798 (800-2½)
CIRCLING	1460-1 791 (800-1)	1460-1¼ 791 (800-1¼)	1460-2¼ 791 (800-2¼)	1460-2½ 791 (800-2½)

EC-1. 14 JAN 2010 to 11 FEB 2010

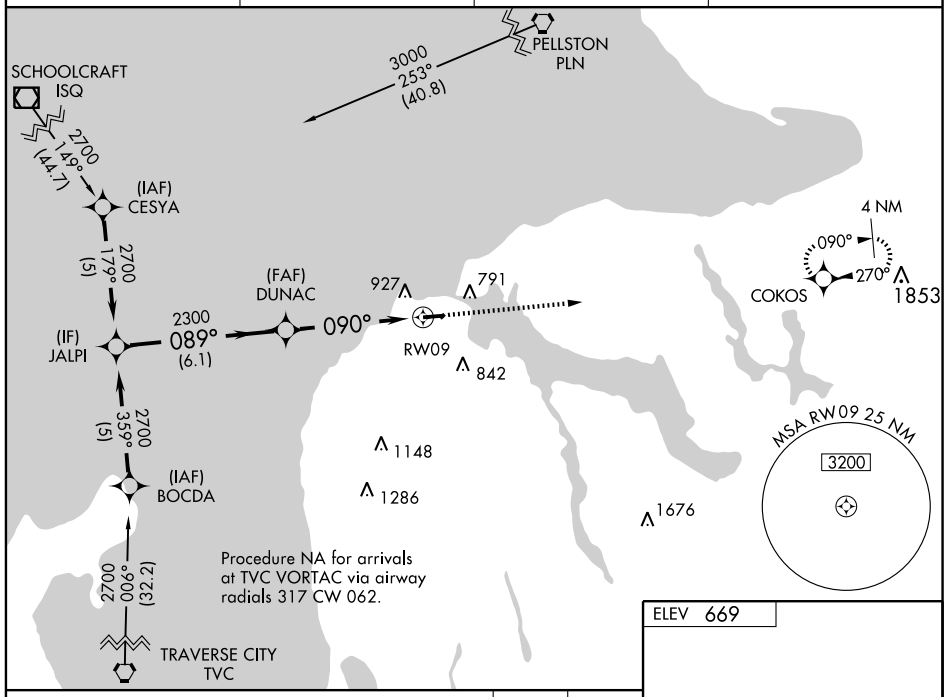
WAAS	APP CRS	Rwy ldg	4550
CH **97708**	**090°**	TDZE	**669**
W09A		Apt Elev	**669**

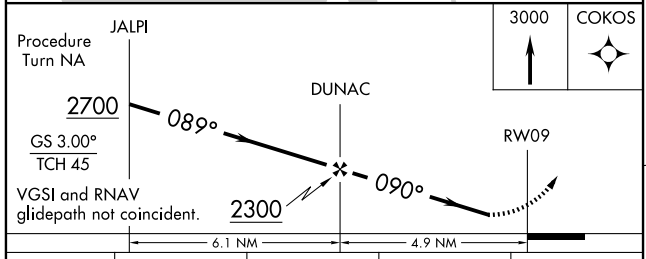
RNAV (GPS) RWY 9
CHARLEVOIX MUNI (CVX)

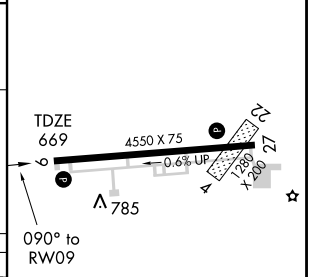
Circling to Rwy 4/22 NA at night. Baro-VNAV NA when using Pellston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pellston altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct COKOS and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM	GCO
120.0	**134.6 354.05**	**122.8** (CTAF) L	**121.725**







CATEGORY	A	B	C	D
LPV DA	919-1 250 (300-1)			
LNAV/VNAV DA	1203-2 534 (600-2)			
LNAV MDA	1160-1 491 (500-1)		1160-1¼ 491 (500-1¼)	1160-1½ 491 (500-1½)
CIRCLING	1280-1 611 (700-1)		1280-1¾ 611 (700-1¾)	1280-2 611 (700-2)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-1. 14 JAN 2010 to 11 FEB 2010

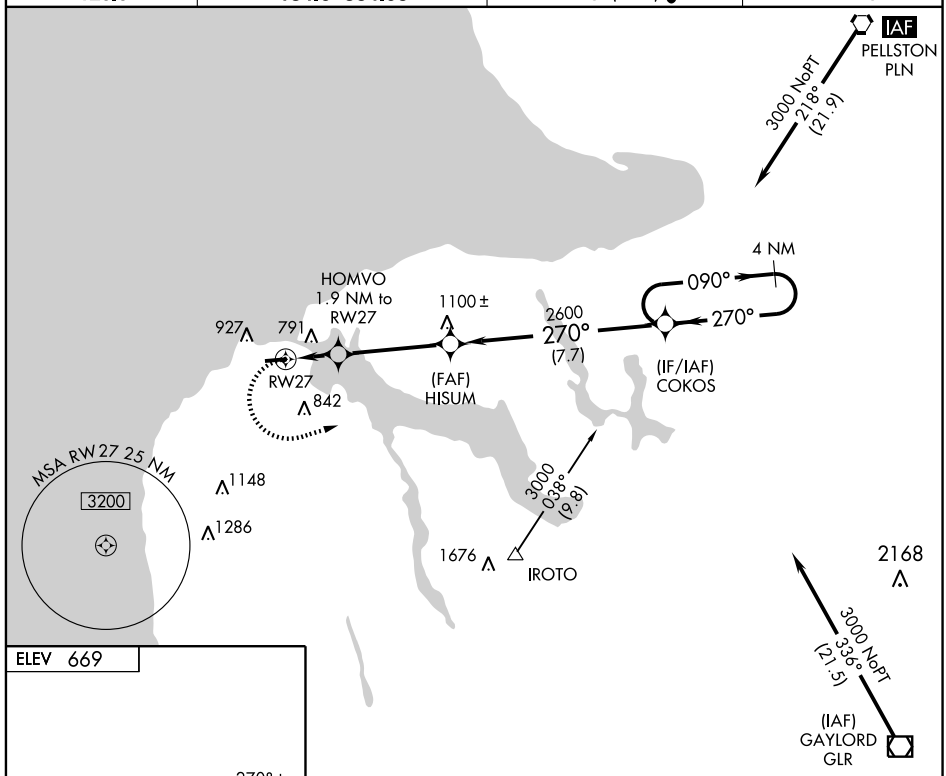
APP CRS	Rwy ldg	4550
270°	TDZE	662
	Apt Elev	669

RNAV (GPS) RWY 27
CHARLEVOIX MUNI (CVX)

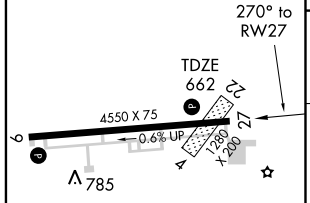
If local altimeter setting not received, use Pellston altimeter setting and increase all MDAs 80 feet.
DME/DME RNP-0.3 NA. Circling to Rwy 4/22 NA at night.
IAF ARM APPROACH MODE PRIOR TO IAf.

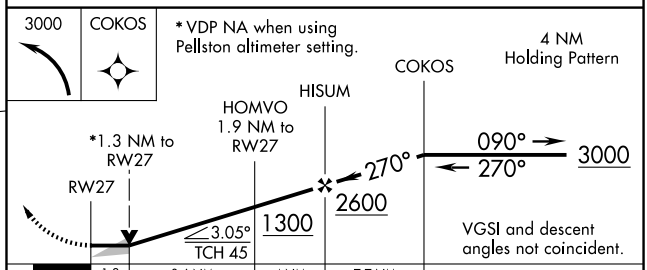
MISSED APPROACH: Climbing left turn to 3000 direct COKOS and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM	GCO
120.0	134.6 354.05	122.8 (CTAF) L	121.725



ELEV 669





CATEGORY	A	B	C	D
LNAV MDA	1100-1 438 (500-1)		1100-1¼ 438 (500-1¼)	1100-1½ 438 (500-1½)
CIRCLING	1280-1 611 (700-1)		1280-1¾ 611 (700-1¾)	1280-2 611 (700-2)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3500
204°	TDZE	891
	Apt Elev	891

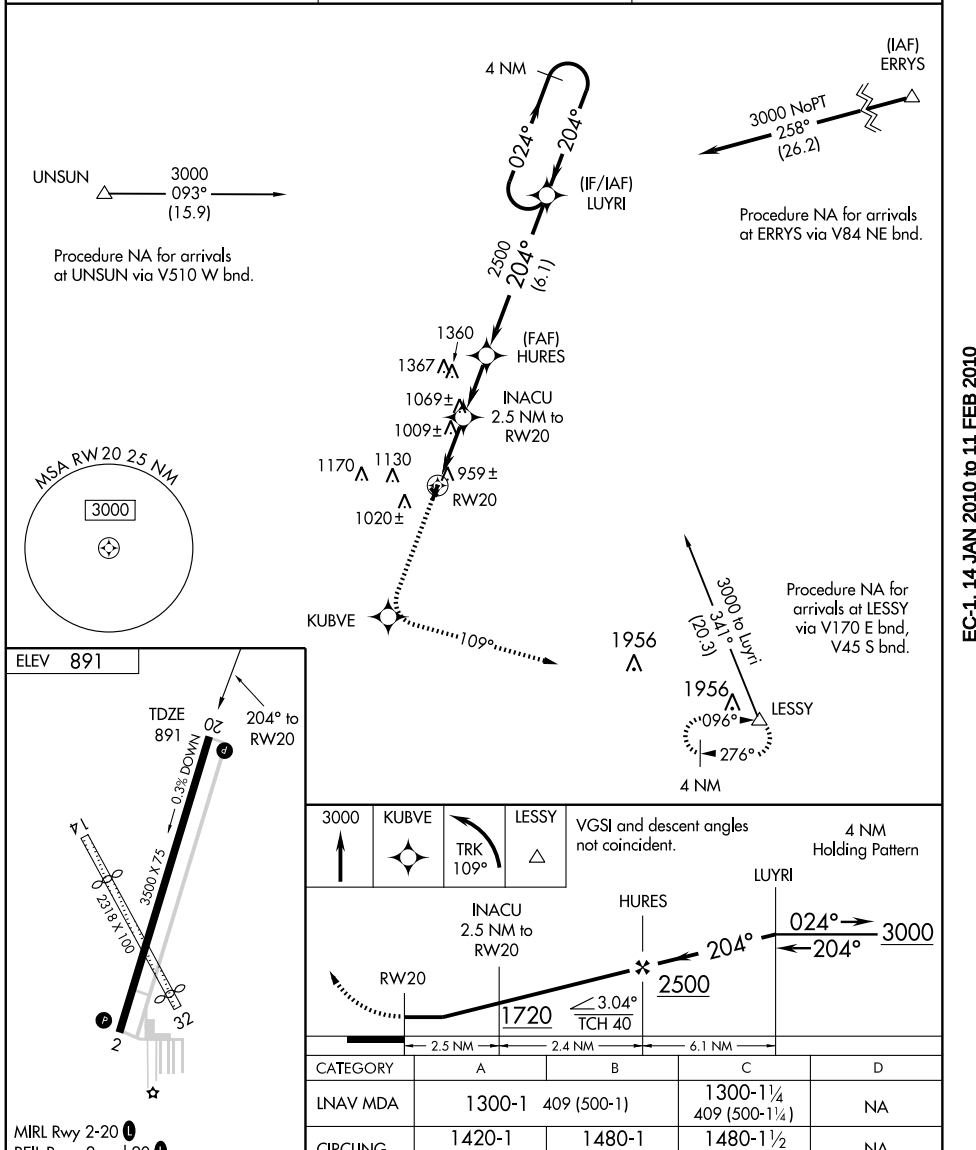
RNAV (GPS) RWY 20

CHARLOTTE / FITCH H. BEACH (FPK)

If local altimeter setting not received, use Capital City altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct KUBVE and left turn via 109° track to LESSY and hold.

AWOS-3	LANSING APP CON	UNICOM
118.075	118.65 226.4	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1300-1	409 (500-1)	1300-1¼ 409 (500-1¼)	NA
CIRCLING	1420-1 529 (600-1)	1480-1 589 (600-1)	1480-1½ 589 (600-1½)	NA

EC-1. 14 JAN 2010 to 11 FEB 2010

VORTAC LAN	APP CRS	Rwy Idg	3500
110.8	216°	TDZE	891
Chan 45		Apt Elev	891

VOR or GPS RWY 20

CHARLOTTE / FITCH H. BEACH (FPK)

NA

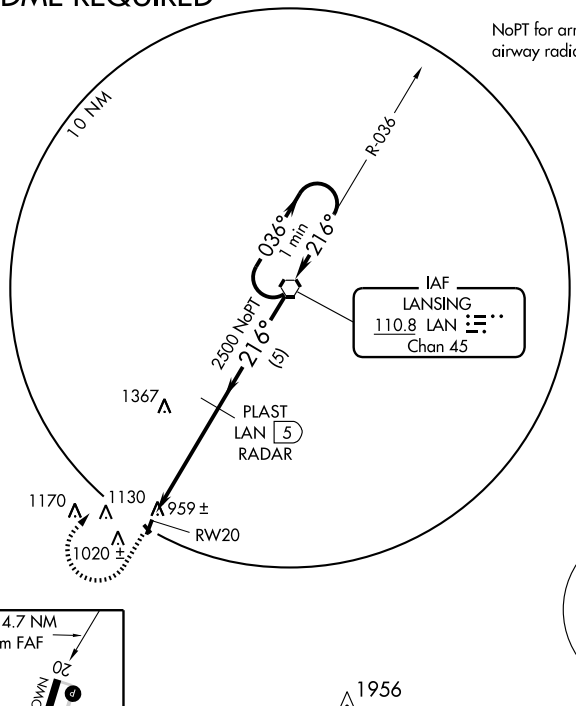
Use Lansing altimeter setting.

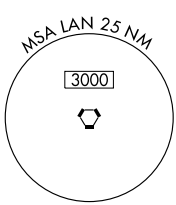
MISSED APPROACH: Climb to 2500 via LAN R-216 then right turn direct LAN VORTAC and hold.

AWOS-3	LANSING APP CON	UNICOM
118.075	118.65 226.4	123.0 (CTAF) L

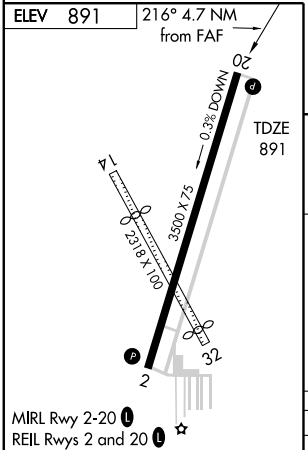
RADAR or DME REQUIRED

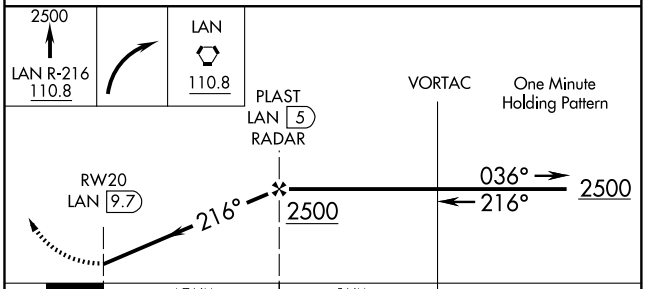
NoPT for arrivals on LAN VORTAC airway radials 324 CW 115.





1956





FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-20	1400-1 509 (600-1)		1400-1½ 509 (600-1½)	NA
CIRCLING	1460-1 569 (600-1)	1520-1 629 (700-1)	1520-1¾ 629 (700-1¾)	NA

EC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
096°	TDZE	641
	Apt Elev	641

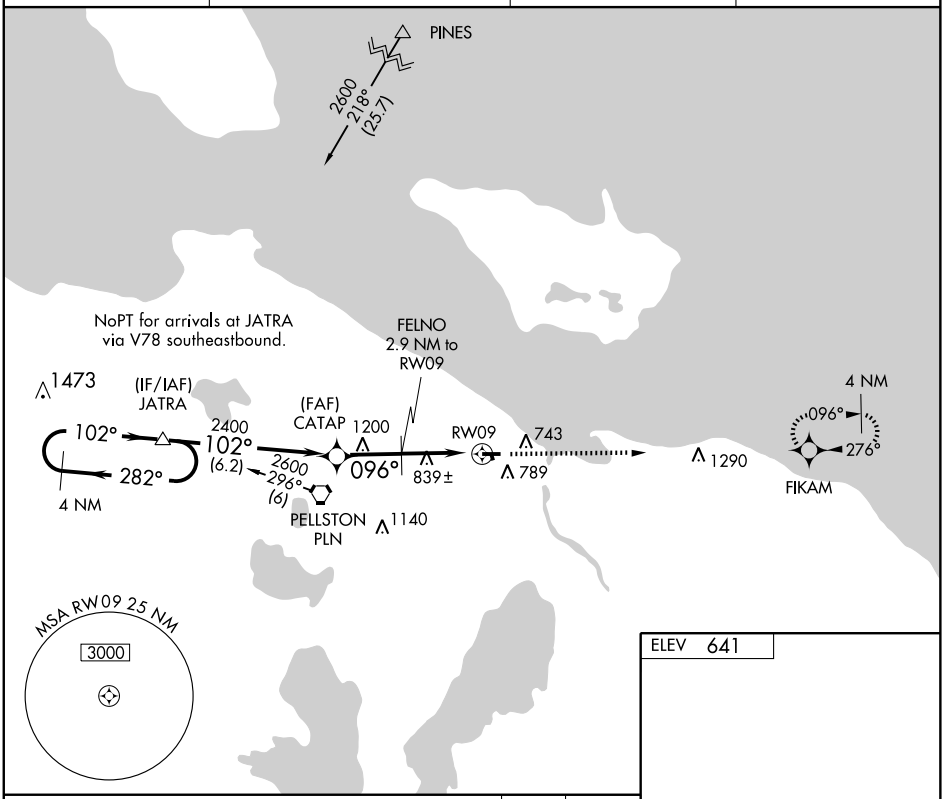
RNAV (GPS) RWY 9
CHEBOYGAN COUNTY (SLH)

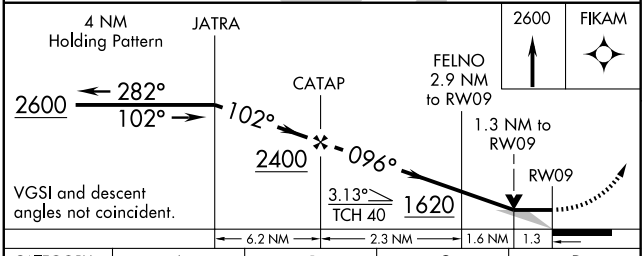
▼ NA

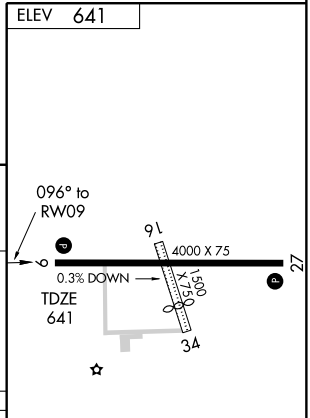
If local altimeter setting not received, use Pellston altimeter setting and increase all MDAs 60 feet.
DME/DME RNP -0.3 NA.
VDP NA with Pellston altimeter setting.

MISSED APPROACH: Climb to 2600 direct FIKAM and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM	
118.175	134.6 354.05	122.8 (CTAF)	122.5 L







CATEGORY	A	B	C	D
LNAV MDA	1100-1	459 (500-1)	1100-1¼ 459 (500-1¼)	NA
CIRCLING	1140-1	499 (500-1)	1140-1½ 499 (500-1½)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-1. 14 JAN 2010 to 11 FEB 2010

CHEBOYGAN, MICHIGAN

AL-6096 (FAA)

APP CRS	Rwy Idg	4000
276°	TDZE	641
	Apt Elev	641

RNAV (GPS) RWY 27

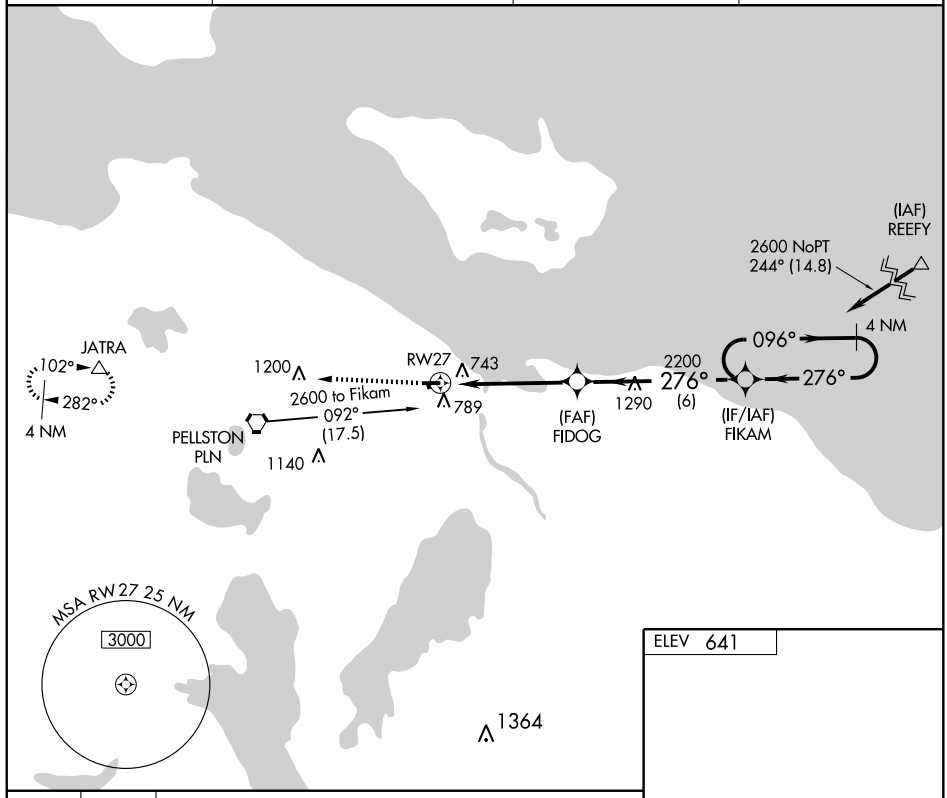
CHEBOYGAN COUNTY (SLH)

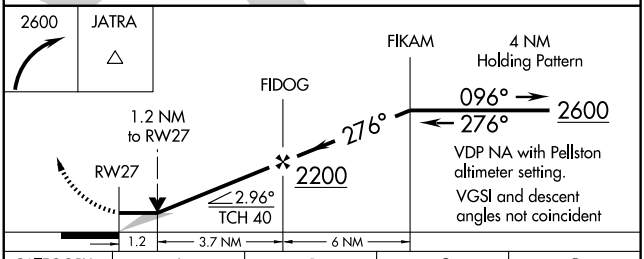
If local altimeter setting not received, use Pellston altimeter setting and increase all MDAs 60 feet. GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

NA

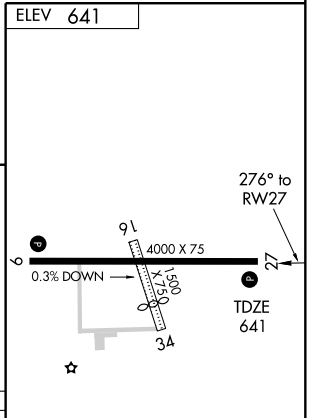
MISSED APPROACH: Climbing right turn to 2600 direct JATRA WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM	
118.175	134.6 354.05	122.8 (CTAF)	122.5 L





CATEGORY	A	B	C	D
LNAV MDA	1060-1	419 (500-1)	1060-1¼ 419 (500-1¼)	NA
CIRCLING	1140-1	499 (500-1)	1140-1½ 499 (500-1½)	NA



REIL Rwys 9 and 27 L

MIRL Rwy 9-27 L

EC-1. 14 JAN 2010 to 11 FEB 2010

VORTAC PLN	APP CRS	Rwy Idg	4000
111.8	082°	TDZE	641
Chan 55		Apt Elev	641

VOR RWY 9

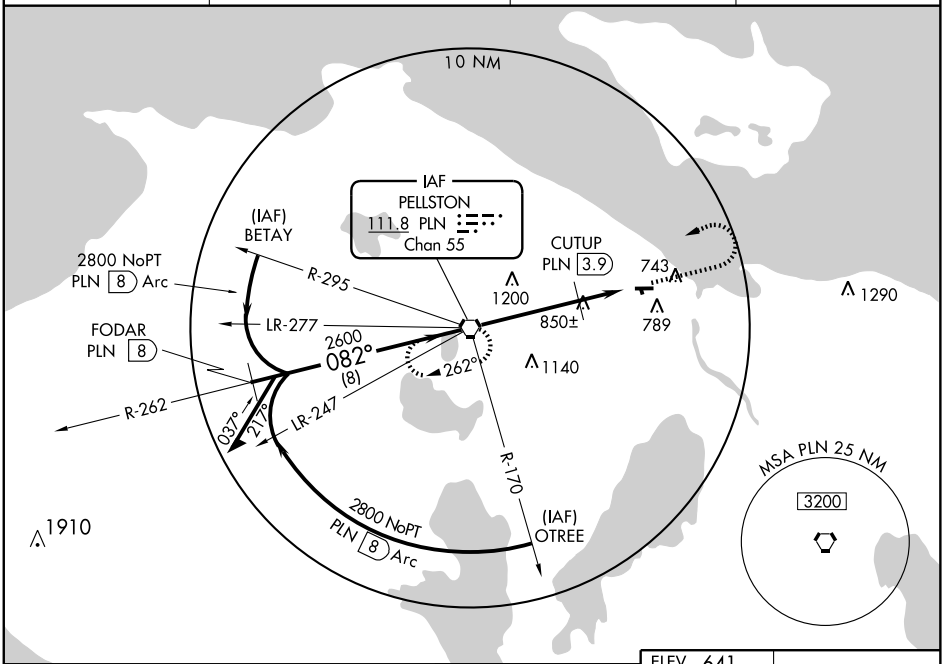
CHEBOYGAN COUNTY (SLH)

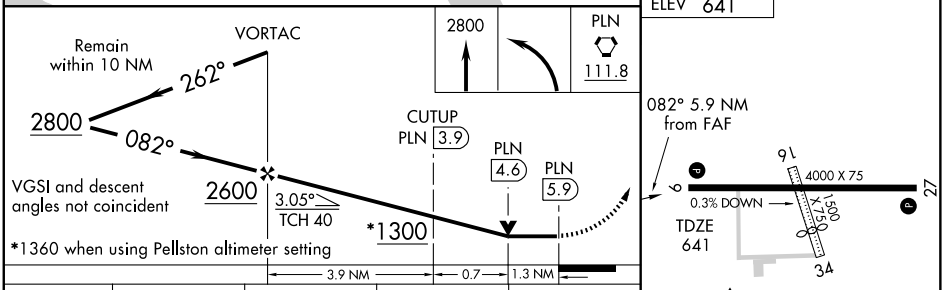
If local altimeter setting not received, use Pellston altimeter setting and increase all MDAs 60 feet. VDP NA when using Pellston altimeter setting.

NA

MISSED APPROACH: Climb to 2800 then left turn direct PLN VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM	
118.175	134.6 354.05	122.8 (CTAF)	122.5 L





CATEGORY	A	B	C	D
S-9	1300-1	659 (700-1)	1300-1¾ 659 (700-1¾)	NA
CIRCLING	1300-1	659 (700-1)	1300-1¾ 659 (700-1¾)	NA
DME MINIMUMS				
S-9	1100-1	459 (500-1)	1100-1¼ 459 (500-1¼)	NA
CIRCLING	1140-1	499 (500-1)	1140-1½ 499 (500-1½)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

EC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME MOP	APP CRS	Rwy Idg	N/A
110.6	004°	TDZE	N/A
Chan 43		Apt Elev	857

VOR or GPS-A
CLARE MUNI (48D)

NA

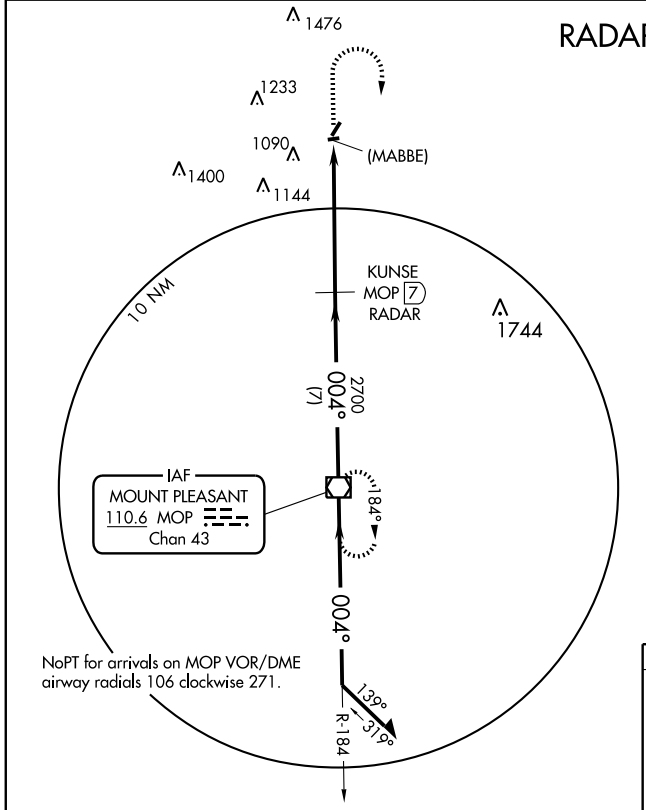
Use Saginaw altimeter setting.

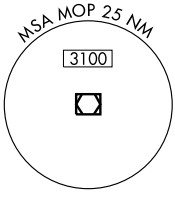
MISSED APPROACH: Climb to 2700, then right turn direct MOP VOR/DME and hold.

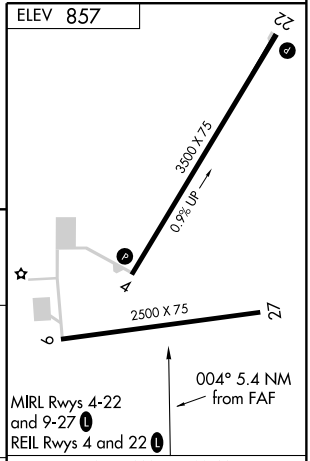
SAGINAW APP CON ★
126.45 235.625

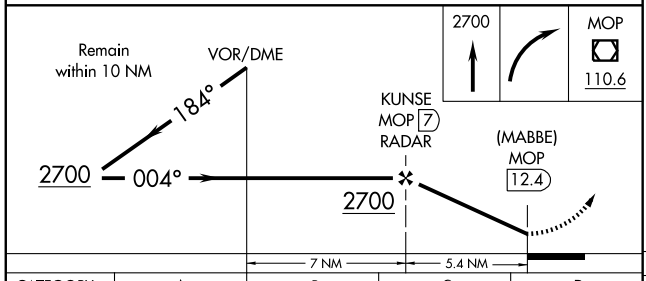
UNICOM
122.8 (CTAF) L

RADAR or DME REQUIRED









CATEGORY	A	B	C	D
CIRCLING	1580-1	723 (800-1)	NA	

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

WAAS CH 56506 W07A	APP CRS 069°	Rwy ldg 5350 TDZE 959 Apt Elev 959

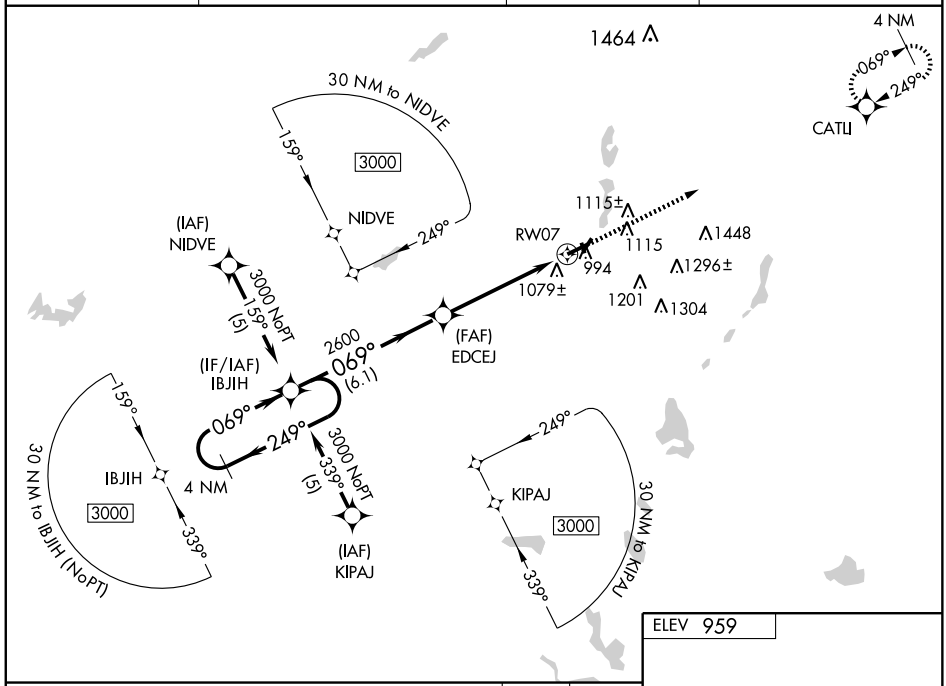
RNAV (GPS) RWY 7

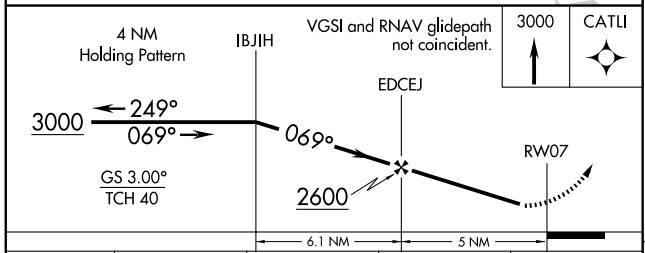
COLDWATER/BRANCH COUNTY MEMORIAL (OEB)

When local altimeter setting not received, use Sturgis altimeter setting and increase all DAs 48 feet and LPV visibility ¼ mile all Cats and all MDAs 60 feet and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Sturgis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 16-34 NA.

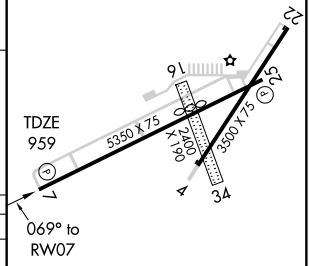
MISSED APPROACH: Climb to 3000 direct CATLI and hold.

AWOS-3	KALAMAZOO APP CON ★	GCO	UNICOM
118.125	121.2 340.9	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1307-1¼ 348 (400-1¼)			NA
LNAV/VNAV DA	1418-1¾ 459 (500-1¾)			NA
LNAV MDA	1420-1 461 (500-1)		1420-1¼ 461 (500-1¼)	NA
CIRCLING	1420-1 461 (500-1)		1480-1½ 521 (600-1½)	NA



MIRL Rwys 4-22 and 7-25 L
REIL Rwy 25 L

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy ldg	5350
CH 99606	249°	TDZE	959
W25A		Apt Elev	959

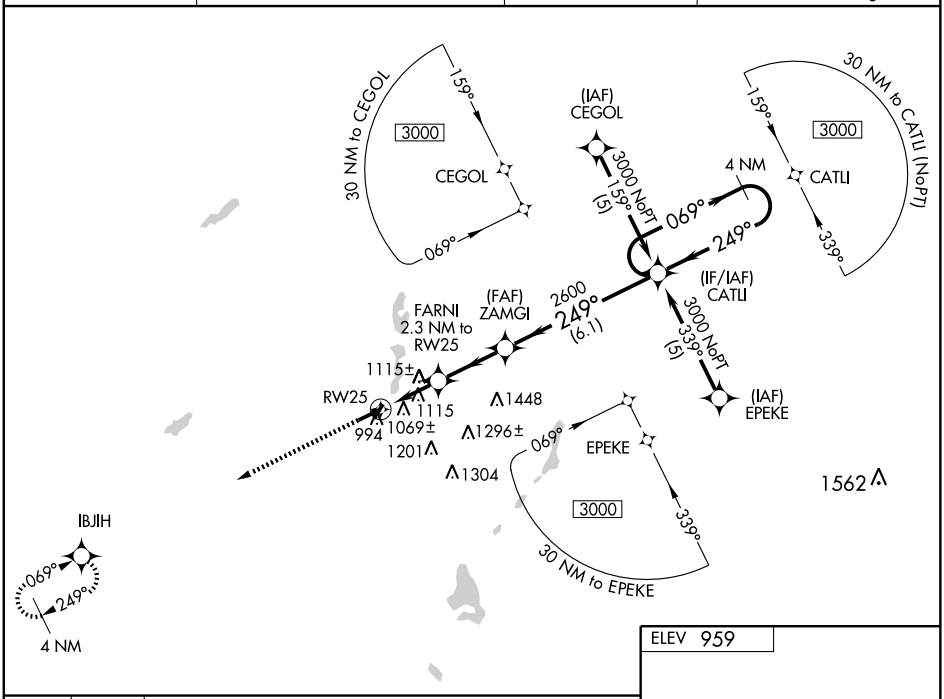
RNAV (GPS) RWY 25

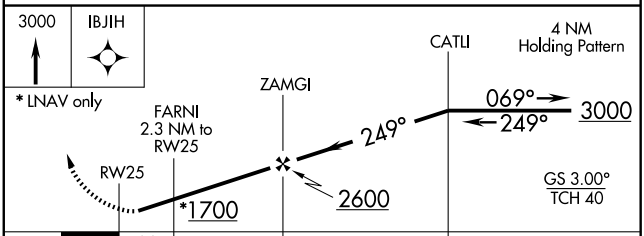
COLDWATER/BRANCH COUNTY MEMORIAL (OEB)

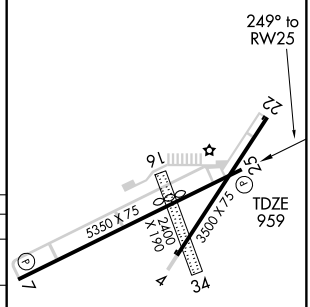
When local altimeter setting not received, use Sturgis altimeter setting and increase all DAs 48 feet and LPV visibility ¼ mile all Cats and all MDAs 60 feet and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Sturgis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 16-34 NA.

MISSED APPROACH: Climb to 3000 direct IBJIH and hold.

AWOS-3	KALAMAZOO APP CON ★	GCO	UNICOM
118.125	121.2 340.9	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1306-1¼ 347 (400-1¼)			NA
LNAV/VNAV DA	1424-1¾ 465 (500-1¾)			NA
LNAV MDA	1420-1 461 (500-1)		1420-1¼ 461 (500-1¼)	NA
CIRCLING	1420-1 461 (500-1)		1480-1½ 521 (600-1½)	NA

MIRL Rwys 4-22 and 7-25 L
REIL Rwy 25 L

EC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME LFD 111.2 Chan 49	APP CRS 244°	Rwy Idg 5350 TDZE 959 Apt Elev 959

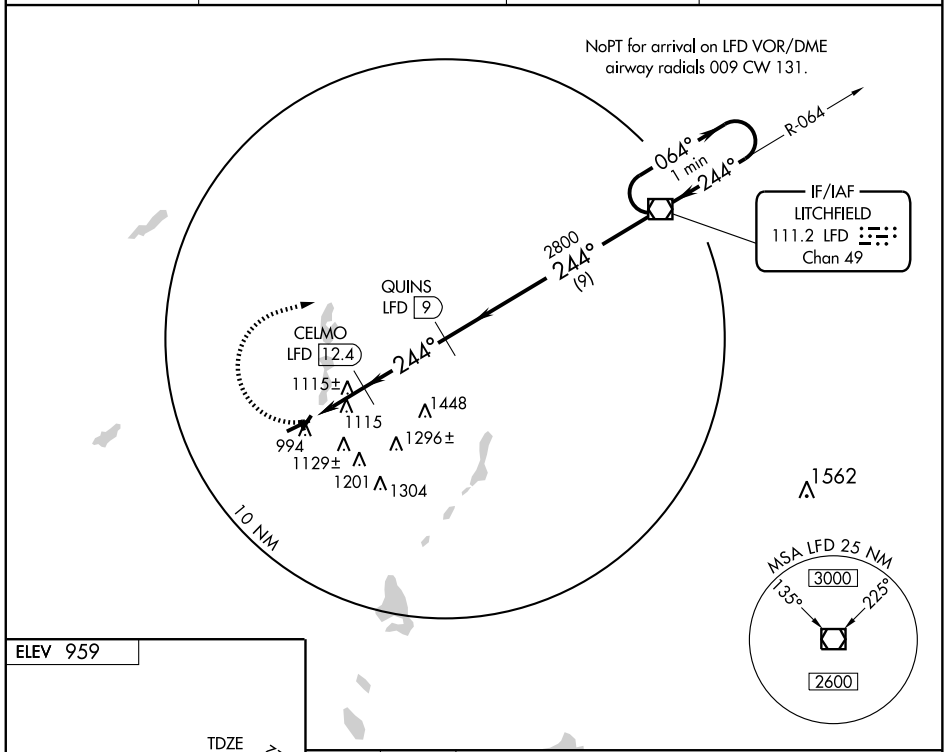
VOR/DME RWY 25

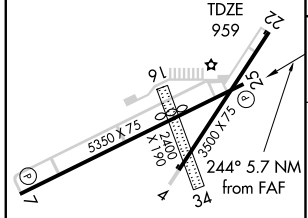
COLDWATER/ BRANCH COUNTY MEMORIAL (OEB)

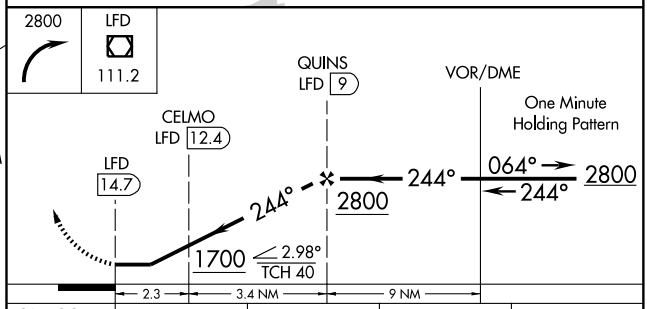
When local altimeter setting not received, use Sturgis altimeter setting and increase all MDAs 60 feet and S-25 Cat C visibility ¼ mile. Circling to Rwy 16-34 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2800 direct LFD VOR/DME and hold.

AWOS-3	KALAMAZOO APP CON ★	GCO	UNICOM
118.125	121.2 340.9	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-25	1420 - 1 461 (500-1)		1420 - 1¼ 461 (500-1¼)	NA
CIRCLING	1420 - 1 461 (500-1)		1480 - 1½ 521 (600-1½)	NA

MIRL Rwys 4-22 and 7-25 L
REIL Rwy 25 L

EC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME LFD	APP CRS	Rwy Idg	5350
111.2	064°	TDZE	959
Chan 49		Apt Elev	959

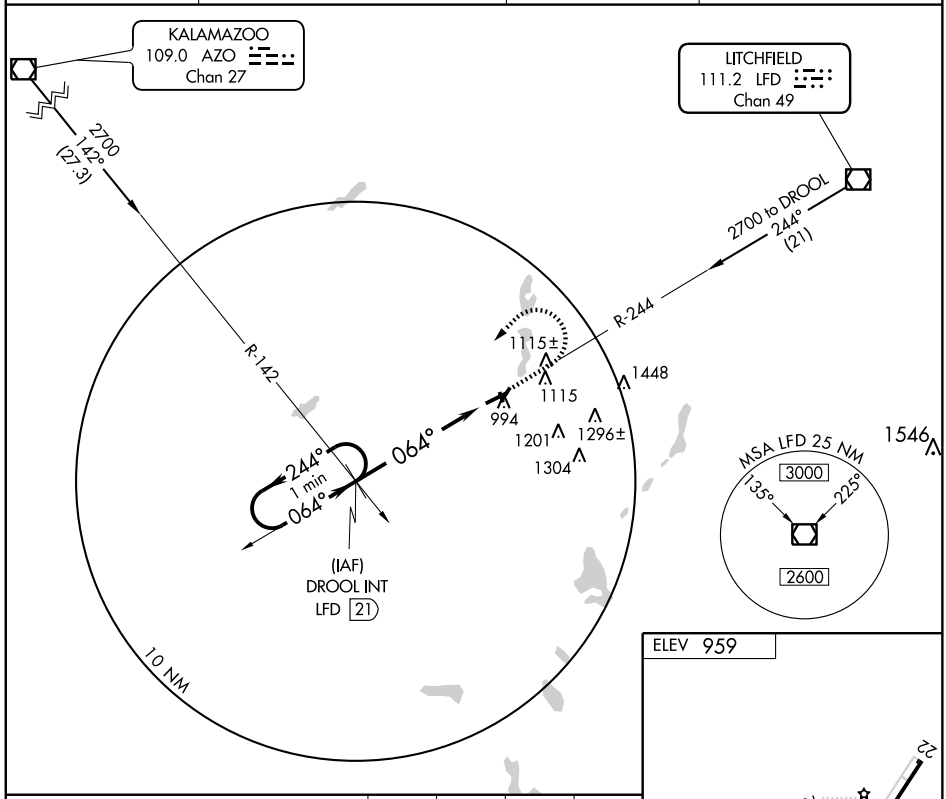
VOR RWY 7

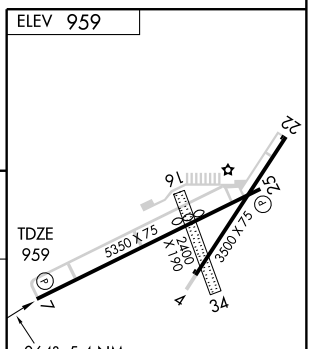
COLDWATER / BRANCH COUNTY MEMORIAL (OEB)

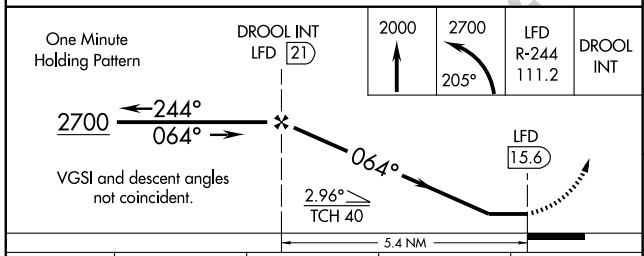
When local altimeter setting not received, use Sturgis altimeter setting and increase all MDAs 60 feet and S-7 Cat C visibility ¼ mile. Circling to Rwy 16-34 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2700 via heading 205° and LFD R-244 to DROOL INT/LFD 21 DME and hold.

AWOS-3	KALAMAZOO APP CON ★	GCO	UNICOM
118.125	121.2 340.9	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-7	1440-1	481 (500-1)	1440-1¼ 481 (500-1¼)	NA
CIRCLING	1440-1	481 (500-1)	1480-1½ 521 (600-1½)	NA

MIRL Rwys 4-22 and 7-25 L
REIL Rwy 25 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

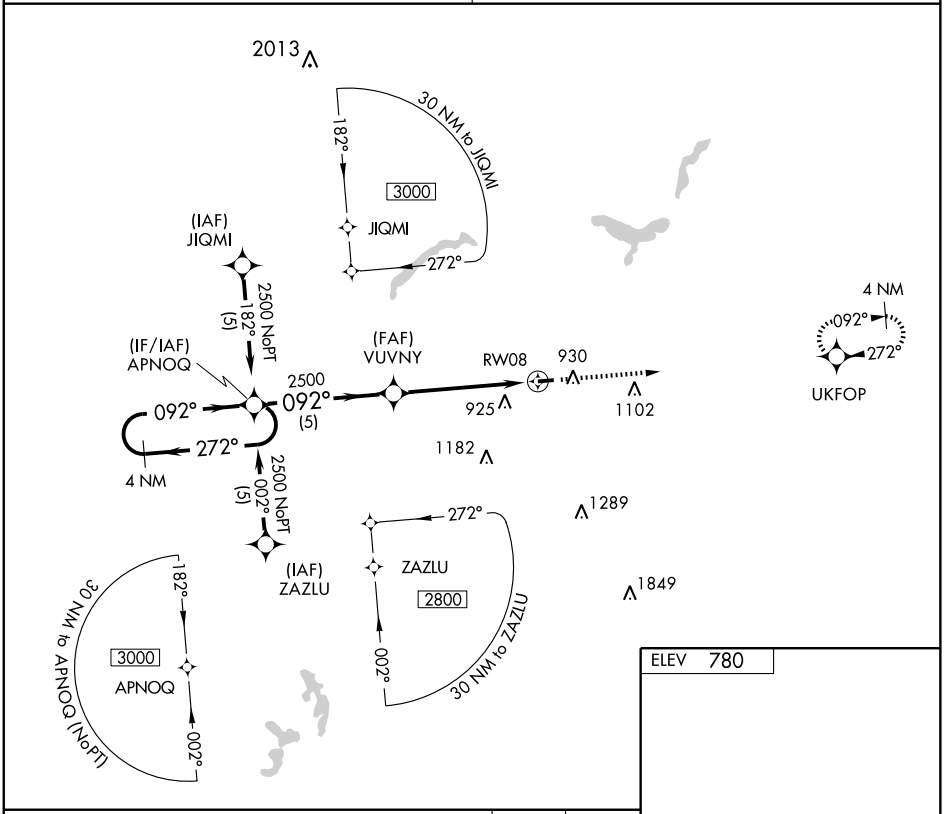
EC-1. 14 JAN 2010 to 11 FEB 2010

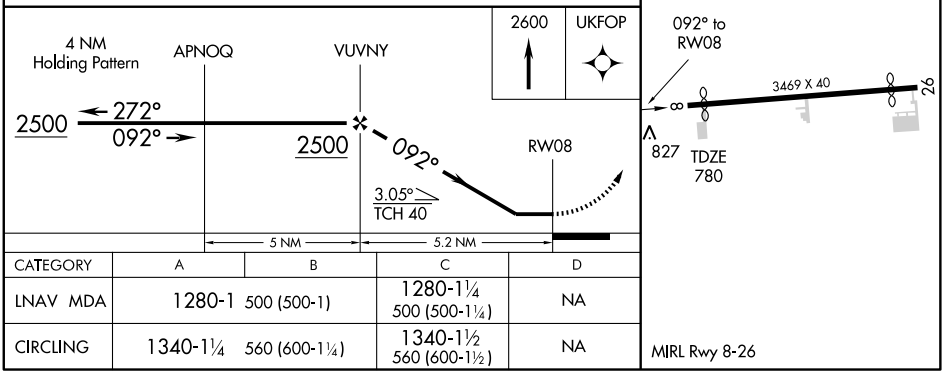
APP CRS	Rwy Idg	3299
092°	TDZE	780
	Apt Elev	780

RNAV (GPS) RWY 8

DAVISON / ATHELONE WILLIAMS MEMORIAL (6G0)

▼ Use Flint altimeter setting. ⚠ NA DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2600 direct UKFOP WP and hold.
FLINT APP CON ★ **118.8 257.9**	CTAF **122.9**





CATEGORY	A	B	C	D
LNAV MDA	1280-1	500 (500-1)	1280-1¼ 500 (500-1¼)	NA
CIRCLING	1340-1¼	560 (600-1¼)	1340-1½ 560 (600-1½)	NA

MIRL Rwy 8-26

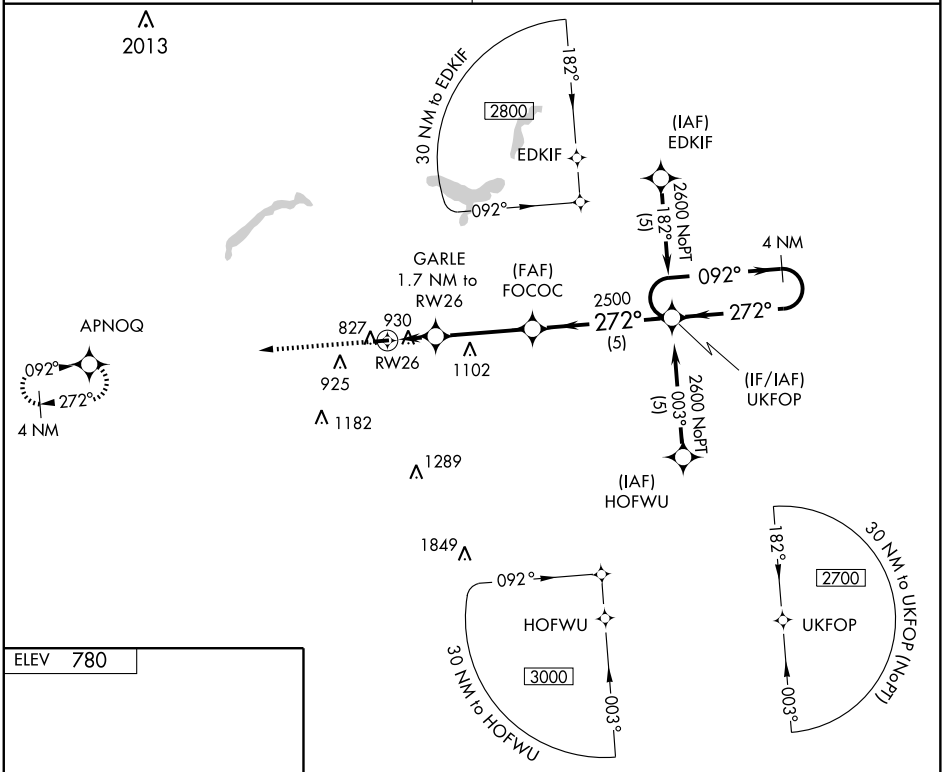
EC-1, 14 JAN 2010 to 11 FEB 2010

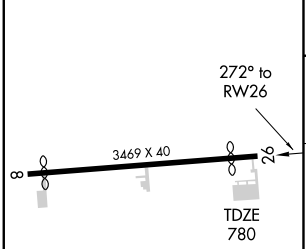
APP CRS	Rwy Idg	3101
272°	TDZE	780
	Apt Elev	780

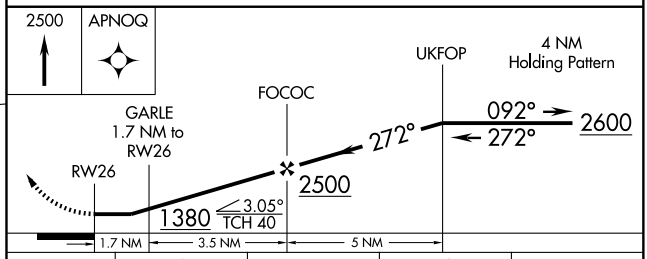
RNAV (GPS) RWY 26

DAVISON / ATHELONE WILLIAMS MEMORIAL (6G0)

Use Flint altimeter setting. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2500 direct APNOQ WP and hold.
FLINT APP CON ★ **118.8 257.9**	CTAF **122.9**







CATEGORY	A	B	C	D
LNAV MDA	1280-1	500 (500-1)	1280-1¼ 500 (500-1¼)	NA
CIRCLING	1340-1¼	560 (600-1¼)	1340-1½ 560 (600-1½)	NA

MIRL Rwy 8-26

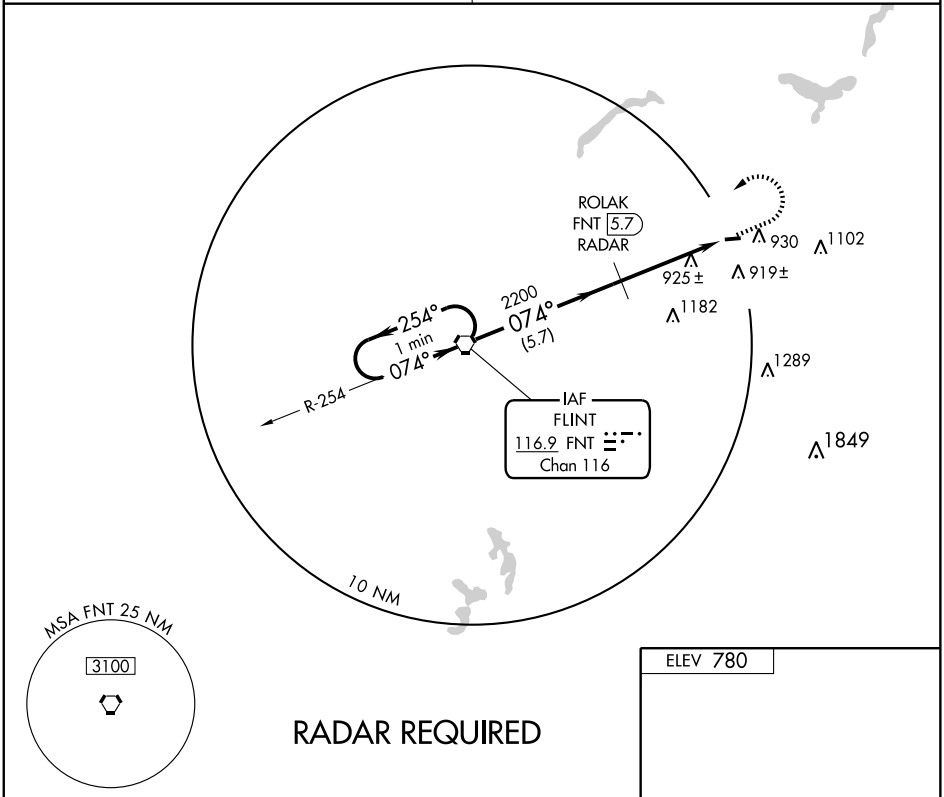
EC-1. 14 JAN 2010 to 11 FEB 2010

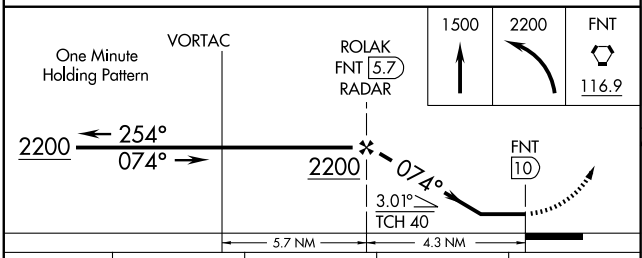
VORTAC FNT 116.9 Chan 116	APP CRS 074°	Rwy Idg 3299 TDZE 780 Apt Elev 780

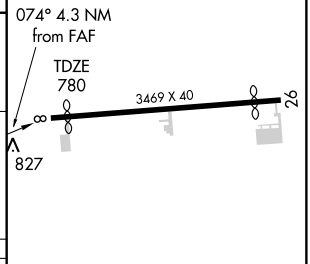
VOR RWY 8

DAVISON / ATHELONE WILLIAMS MEMORIAL (6GØ)

▼ NA	Use Flint altimeter setting.
MISSED APPROACH: Climb to 1500, then climbing left turn to 2200 direct FNT VORTAC and hold.	
FLINT APP CON ★ 118.8 257.9	CTAF 122.9







CATEGORY	A	B	C	D
S-8	1280-1	500 (500-1)	1280-1 ¼ 500 (500-1¼)	NA
CIRCLING	1340-1	560 (600-1)	1340-1 ½ 560 (600-1½)	NA

MIRL Rwy 8-26

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-1. 14 JAN 2010 to 11 FEB 2010

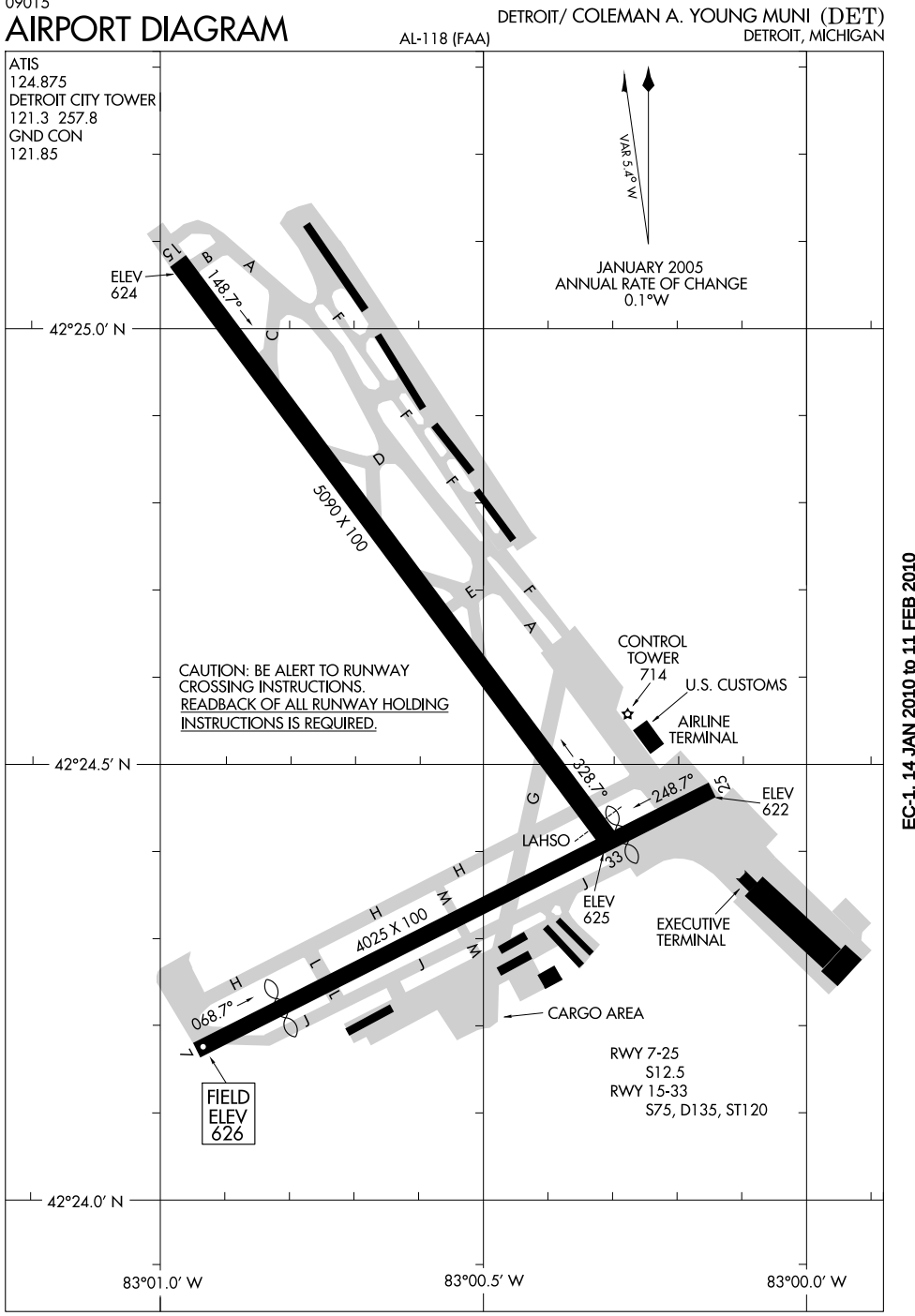
09015

AIRPORT DIAGRAM

AL-118 (FAA)

DETROIT/ COLEMAN A. YOUNG MUNI (DET)
DETROIT, MICHIGAN

ATIS
124.875
DETROIT CITY TOWER
121.3 257.8
GND CON
121.85



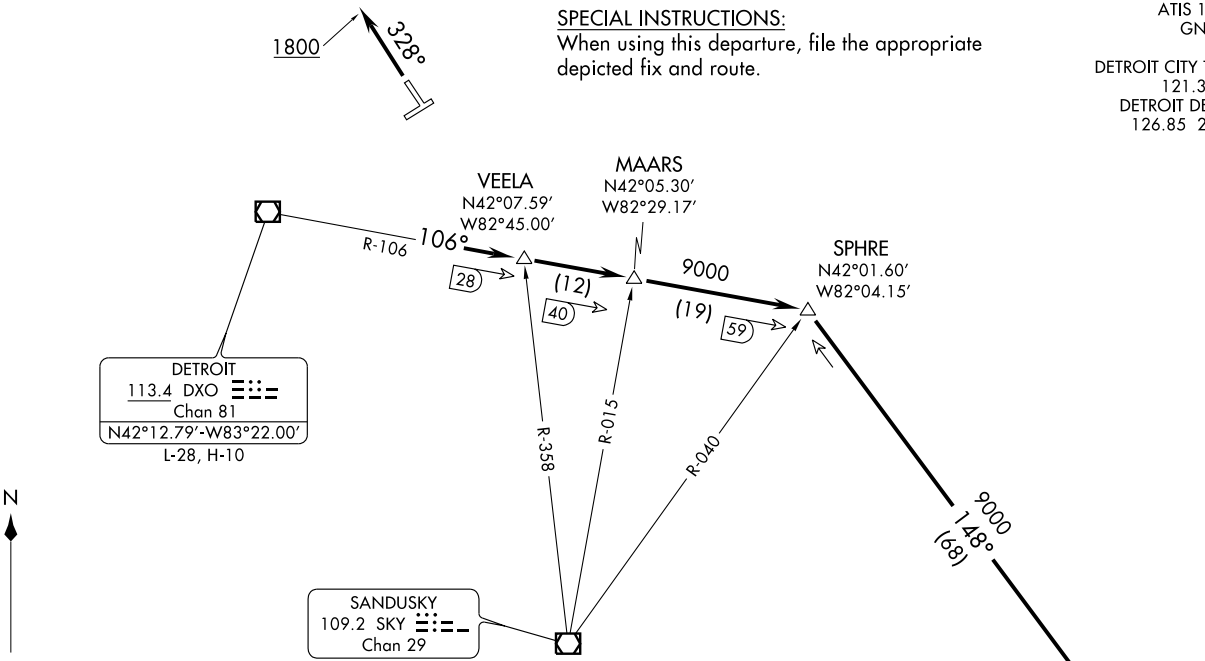
EC-1, 14 JAN 2010 to 11 FEB 2010

AKRON TWO DEPARTURE

DETROIT/ COLEMAN A. YOUNG MUNI (DET)
DETROIT, MICHIGAN

ATIS 124.875
GND CON
121.85
DETROIT CITY TOWER
121.3 257.8
DETROIT DEP CON
126.85 239.275

SPECIAL INSTRUCTIONS:
When using this departure, file the appropriate depicted fix and route.



TAKE-OFF MINIMUMS
Rwys 7, 15, 33: STANDARD.
Rwy 25: 300-2 or STANDARD with minimum climb of 211 feet per NM to 1400, or alternatively, with Standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1,500 ft prior to departure end of runway.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 33: Climb heading 328° to 1800 before turning, expect radar vectors, thence. . . .

TAKE-OFF ALL OTHER RUNWAYS: Climb via assigned heading for radar vectors, thence. . . .

. . . .to intercept DXO VOR/DME R-106 to SPHRE INT, then via ACO R-329 to ACO VOR/DME. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

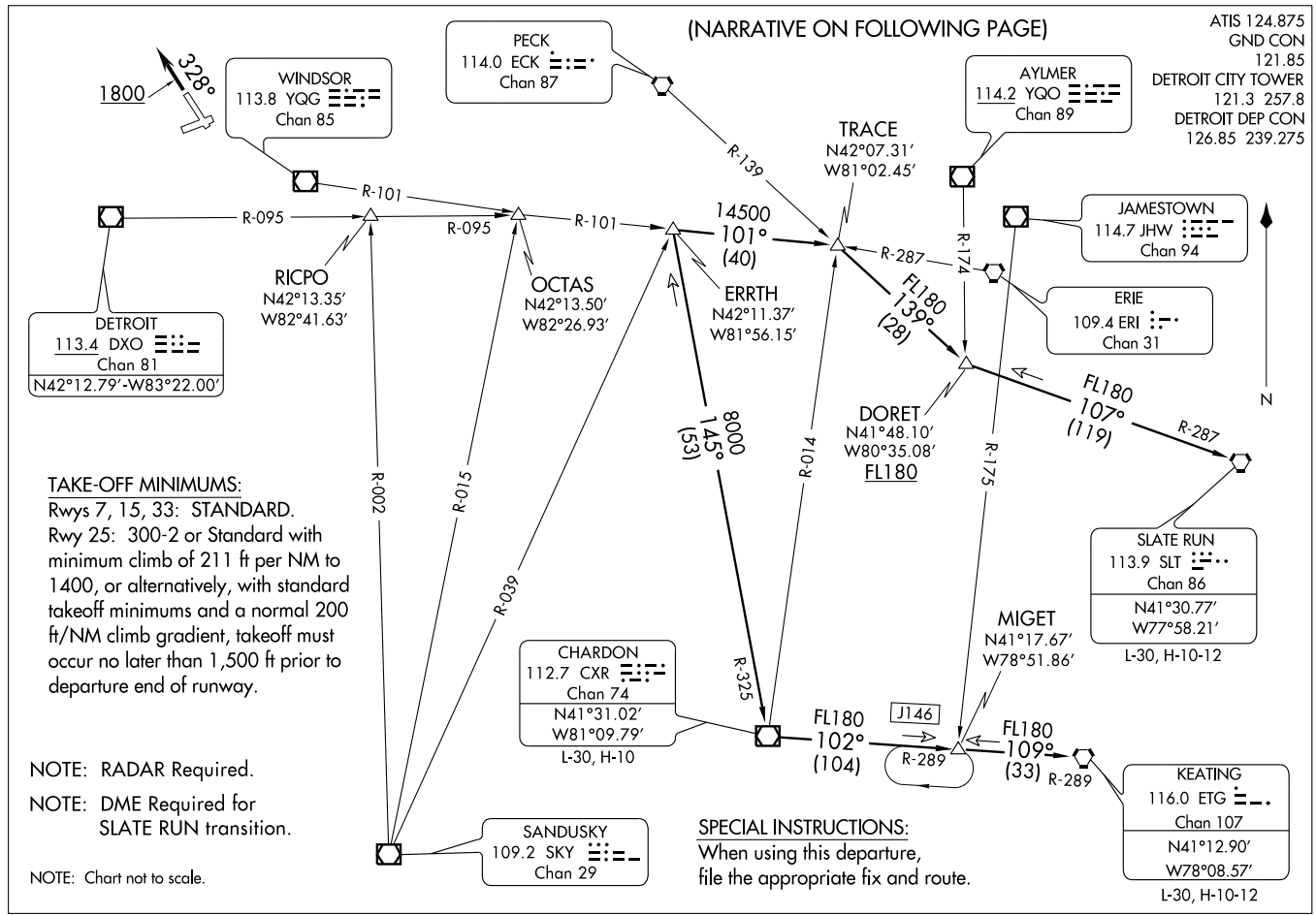
TAKE-OFF OBSTACLES

Rwy 7: Multiple Trees beginning 232′ from DER, 20′ left of centerline, up to 60′ AGL/687′ MSL.
Multiple Trees beginning 283′ from DER, 44′ right of centerline, up to 56′ AGL/680′ MSL.
Stack 533′ from DER, 66′ right of centerline, 50′ AGL/671′ MSL.
OL on Stack on Bldg 566′ from DER, 18′ right of centerline, 50′ AGL/671′ MSL.
OL on Floodlight 622′ from DER, 104′ left of centerline, 41′ AGL/668′ MSL.
Light Standard 149′ from DER, 138′ left of centerline, 37′ AGL/654′ MSL.
Light Standard 227′ from DER, 105′ right of centerline, 33′ AGL/654′ MSL.
Antenna on Bldg 936′ from DER, 84′ right of centerline, 43′ AGL/670′ MSL.
OL on Floodlight 909′ from DER, 96′ right of centerline, 41′ AGL/668′ MSL.
Pole 466′ from DER, 198′ right of centerline, 30′ AGL/654′ MSL.
OL on Pole 132′ from DER, on centerline, 16′ AGL/637′ MSL.

Rwy 15: Multiple Trees beginning 589′ from DER, 221′ left of centerline, up to 69′ AGL/683′ MSL.
Multiple Trees beginning 299′ from DER, 289′ right of centerline, up to 52′ AGL/679′ MSL.
Ant on APBN 662′ from DER, 667′ left of centerline, 81′ AGL/695′ MSL.
Pipe on Bldg 783′ from DER, 597′ left of centerline, 62′ AGL/676′ MSL.
OL on Bldg 1473′ from DER, 556′ right of centerline, 68′ AGL/692′ MSL.
Tower 3,376′ from DER, 1,118′ right of centerline, 103′ AGL/723′ MSL.
Antenna on Bldg 803′ from DER, 522′ right of centerline, 35′ AGL/656′ MSL.
Building 3,749′ from DER, 569′ left of centerline, 114′ AGL/723′ MSL.
Floodlight on Bldg 1,611′ from DER, 657′ left of centerline, 53′ AGL/667′ MSL.
Rod on OL Building 450′ from DER, 317′ left of centerline, 20′ AGL/637′ MSL.

Rwy 25: Tower 2,828′ from DER, 1,225′ left of centerline, 141′ AGL/770′ MSL.
Multiple Trees beginning 909′ from DER, 133′ left of centerline, up to 76′ AGL/703′ MSL.
Multiple Trees beginning 334′ from DER, 132′ right of centerline, 58′ AGL/685′ MSL.
OL on Building 48′ from DER, 240′ left of centerline, 41′ AGL/662′ MSL.
Railroad 1′ from DER, 126′ left of centerline, 29′ AGL/650′ MSL.
OL on Stack 454′ from DER, 45′ left of centerline, 35′ AGL/659′ MSL.
Railroad 190′ from DER, 40′ left of centerline, 29′ AGL/650′ MSL.
OL Stack on Bldg 949′ from DER, 44′ left of centerline, 41′ AGL/668′ MSL.
Stack 958′ from DER, 12′ left of centerline, 41′ AGL/668′ MSL.
Light Standard 701′ from DER, 145′ right of centerline, 26′ AGL/653′ MSL.
Stack 9,474′ from DER, 2,415′ left of centerline, 241′ AGL/872′ MSL.

Rwy 33: Multiple Trees beginning 113′ from DER, 118′ left of centerline, up to 73′ AGL/694′ MSL.
Multiple Trees beginning 572′ from DER, 84′ right of centerline, up to 92′ AGL/709′ MSL.
Flag Pole 963′ from DER, 379′ left of centerline, 28′ AGL/658′ MSL.


(NARRATIVE ON FOLLOWING PAGE)
ATIS 124.875
GND CON
121.85
DETROIT CITY TOWER
121.3 257.8
DETROIT DEP CON
126.85 239.275
1800
328°
WINDSOR
113.8 YQG
Chan 85
PECK
114.0 ECK
Chan 87
AYLMER
114.2 YQO
Chan 89
TRACE
N42°07.31′
W81°02.45′
R-139
R-101
R-095
R-095
R-101
14500
101°
(40)
R-287
R-174
JAMESTOWN
114.7 JHW
Chan 94
ERIE
109.4 ERI
Chan 31
FL180
139°
(28)
RICPO
N42°13.35′
W82°41.63′
OCTAS
N42°13.50′
W82°26.93′
ERRTH
N42°11.37′
W81°56.15′
DETROIT
113.4 DXO
Chan 81
N42°12.79′-W83°22.00′
N
FL180
107°
(119)
R-287
DORET
N41°48.10′
W80°35.08′
FL180
8000
145°
(53)
R-014
R-175
TAKE-OFF MINIMUMS:
Rwys 7, 15, 33: STANDARD.
Rwy 25: 300-2 or Standard with minimum climb of 211 ft per NM to 1400, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1,500 ft prior to departure end of runway.
R-002
R-015
R-039
SLATE RUN
113.9 SLT
Chan 86
N41°30.77′
W77°58.21′
L-30, H-10-12
MIGET
N41°17.67′
W78°51.86′
CHARDON
112.7 CXR
Chan 74
N41°31.02′
W81°09.79′
L-30, H-10
R-325
FL180
102°
(104)
J146
R-289
FL180
109°
(33)
R-289
KEATING
116.0 ETG
Chan 107
N41°12.90′
W78°08.57′
L-30, H-10-12
NOTE: RADAR Required.
NOTE: DME Required for SLATE RUN transition.
NOTE: Chart not to scale.
SANDUSKY
109.2 SKY
Chan 29
SPECIAL INSTRUCTIONS:
When using this departure, file the appropriate fix and route.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 33: Climb heading 328° to 1800 expect radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.
TAKE-OFF ALL OTHER RUNWAYS: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/ flight level ten (10) minutes after departure.

CHARDON TRANSITION (ERRTH2.CXR): From over ERRTH INT via CXR R-325 to CXR VOR/DME.
KEATING TRANSITION (ERRTH2.ETG): From over ERRTH INT via CXR R-325 to CXR VOR/DME, then via CXR R-102 and ETG R-289 to MIGET INT, then via ETG R-289 to ETG VORTAC.
SLATE RUN TRANSITION (ERRTH2.SLT): (DME Required) From over ERRTH INT via YQG R-101 to TRACE INT, then via ECK R-139 to DORET INT, then via SLT R-287 to SLT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 7: Multiple trees beginning 232' from DER, 20' left of centerline, up to 60' AGL/687' MSL.
Multiple trees beginning 283' from DER, 44' right of centerline, up to 56' AGL/680' MSL.
Stack 533' from DER, 66' right of centerline, 50' AGL/671' MSL.
OL on stack on Bldg 566' from DER, 18' right of centerline, 50' AGL/671' MSL.
OL on floodlight 622' from DER, 104' left of centerline, 41' AGL/668' MSL.
Light standard 149' from DER, 138' left of centerline, 37' AGL/654' MSL.
Light standard 227' from DER, 105' right of centerline, 33' AGL/654' MSL.
Antenna on bldg 936' from DER, 84' right of centerline, 43' AGL/670' MSL.
OL on floodlight 909' from DER, 96' right of centerline, 41' AGL/668' MSL.
Pole 466' from DER, 198' right of centerline, 30' AGL/654' MSL.
OL on pole 132' from DER, on centerline, 16' AGL/637' MSL.

Rwy 15: Multiple trees beginning 589' from DER, 221' left of centerline, up to 69' AGL/683' MSL.
Multiple trees beginning 299' from DER, 289' right of centerline, up to 52' AGL/679' MSL.
Ant on APBN 662' from DER, 667' left of centerline, 81' AGL/695' MSL.
Pipe on OL bldg 783' from DER, 597' left of centerline, 62' AGL/676' MSL.
OL on bldg 1,473' from DER, 556' right of centerline, 68' AGL/692' MSL.
Tower 3,376' from DER, 1,118' right of centerline, 103' AGL/723' MSL.
Antenna on bldg 803' from DER, 522' right of centerline, 35' AGL/656' MSL.
Building 3,749' from DER, 569' left of centerline, 114' AGL/723' MSL.
Floodlight on bldg 1,611' from DER, 657' left of centerline, 53' AGL/667' MSL.
Rod on OL building 450' from DER, 317' left of centerline, 20' AGL/637' MSL.

Rwy 25: Tower 2,828' from DER, 1,225' left of centerline, 141' AGL/770' MSL.
Multiple trees beginning 909' from DER, 133' left of centerline, up to 76' AGL/703' MSL.
Multiple trees beginning 334' from DER, 132' right of centerline, 58' AGL/685' MSL.
OL on building 48' from DER, 240' left of centerline, 41' AGL/662' MSL.
Railroad 1' from DER, 126' left of centerline, 29' AGL/650' MSL.
OL on stack 454' from DER, 45' left of centerline, 35' AGL/659' MSL.
Railroad 190' from DER, 40' left of centerline, 29' AGL/650' MSL.
OL stack on Bldg 949' from DER, 44' left of centerline, 41' AGL/668' MSL.
Stack 958' from DER, 12' left of centerline, 41' AGL/668' MSL.
Light standard 701' from DER, 145' right of centerline, 26' AGL/653' MSL.
Stack 9,474' from DER, 2,415' left of centerline, 241' AGL/872' MSL.

Rwy 33: Multiple trees beginning 113' from DER, 118' left of centerline, up to 73' AGL/694' MSL.
Multiple trees beginning 572' from DER, 84' right of centerline, up to 92' AGL/709' MSL.
Flag pole 963' from DER, 379' left of centerline, 28' AGL/658' MSL.

FORT WAYNE THREE DEPARTURE

SL-118 (FAA)

DETROIT/ COLEMAN A. YOUNG MUNI (DET)
DETROIT, MICHIGAN

ATIS 124.875
GND CON
121.85
DETROIT CITY TOWER
121.3 257.8
DETROIT DEP CON
126.85 239.275

DETROIT
113.4 DXO
Chan 81
N42°12.79'-W83°22.00'
L-28, H-10

1800

328°

SPECIAL INSTRUCTIONS:
Jets only.
When using this departure, file the appropriate depicted fix and route.

TAKE-OFF MINIMUMS:

Rwys 7, 15, 33: STANDARD.
Rwy 25: 300-2 or STANDARD with minimum climb of 211 ft per NM to 1400, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1,500 feet prior to departure end of runway.

R-217

217°

37

ANNTS
N41°41.01'
W83°47.44'

R-336

217°
(30)

WATERVILLE
113.1 VWV
Chan 78

ILLIE
N41°14.91'
W84°07.96'

67

252°
(51)

R-071

R-318

FORT WAYNE
117.8 FWA
Chan 125
N40°58.74'-W85°11.28'
L-27, H-5-10

FINDLAY
108.2 FDY
Chan 19

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EC-1, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 33: Climb via heading 328° to 1800 before turning, expect radar vectors, thence. . . .

TAKE-OFF ALL OTHER RUNWAYS: Climb via assigned heading for radar vectors, thence. . . .

. . . .to intercept DXO VOR/DME R-217 to ILLIE INT, then via FWA R-071 to FWA VORTAC. Maintain 3000, expect clearance to filed flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 7: Multiple trees beginning 232′ from DER, 20′ left of centerline, up to 60′ AGL/687′ MSL.
Multiple trees beginning 283′ from DER, 44′ right of centerline, up to 56′ AGL/680′ MSL.
Stack 533′ from DER, 66′ right of centerline, 50′ AGL/671′ MSL.
OL on stack on bldg 566′ from DER, 18′ right of centerline, 50′ AGL/671′ MSL.
OL on floodlight 622′ from DER, 104′ left of centerline, 41′ AGL/668′ MSL.
Light standard 149′ from DER, 138′ left of centerline, 37′ AGL/654′ MSL.
Light standard 227′ from DER, 105′ right of centerline, 33′ AGL/654′ MSL.
Antenna on bldg 936′ from DER, 84′ right of centerline, 43′ AGL/670′ MSL.
OL floodlight 909′ from DER, 96′ right of centerline, 41′ AGL/668′ MSL.
Pole 466′ from DER, 198′ right of centerline, 30′ AGL/654′ MSL.
OL on pole 132′ from DER, on centerline, 16′ AGL/637′ MSL.

Rwy 15: Multiple trees beginning 589′ from DER, 221′ left of centerline up to 69′ AGL/683′ MSL.
Multiple trees beginning 299′ from DER, 289′ right of centerline, up to 52′ AGL/679′ MSL.
Ant on APBN 662′ from DER, 667′ left of centerline, 81′ AGL/695′ MSL.
Pipe on OL Bldg 783′ from DER, 597′ left of centerline, 62′ AGL/676′ MSL.
OL on bldg 1,473′ from DER, 556′ right of centerline, 68′ AGL/692′ MSL.
Tower 3,376′ from DER, 1,118′ right of centerline, 103′ AGL/723′ MSL.
Antenna on Bldg 803′ from DER, 522′ right of centerline, 35′ AGL/656′ MSL.
Building 3,749′ from DER, 569′ left of centerline, 114′ AGL/723′ MSL.
Floodlight on Bldg 1,611′ from DER, 657′ left of centerline, 53′ AGL/667′ MSL.
Rod on OL building 450′ from DER, 317′ left of centerline, 20′ AGL/637′ MSL.

Rwy 25: Tower 2,828′ from DER, 1,225′ left of centerline, 141′ AGL/770′ MSL.
Multiple trees beginning 909′ from DER, 133′ left of centerline, up to 76′ AGL/703′ MSL.
Multiple trees beginning 334′ from DER, 132′ right of centerline, 58′ AGL/685′ MSL.
OL on building 48′ from DER, 240′ left of centerline, 41′ AGL/662′ MSL.
Railroad 1′ from DER, 126′ left of centerline, 29′ AGL/650′ MSL.
OL on stack 454′ from DER, 45′ left of centerline, 35′ AGL/659′ MSL.
Railroad 190′ from DER, 40′ left of centerline, 29′ AGL/650′ MSL.
OL stack on Bldg 949′ from DER, 44′ left of centerline, 41′ AGL/668′ MSL.
Stack 958′ from DER, 12′ left of centerline, 41′ AGL/668′ MSL.
Light standard 701′ from DER, 145′ right of centerline, 26′ AGL/653′ MSL.
Stack 9,474′ from DER, 2,415′ left of centerline, 241′ AGL/872′ MSL.

Rwy 33: Multiple trees beginning 113′ from DER, 118′ left of centerline, up to 73′ AGL/694′ MSL.
Multiple trees beginning 572′ from DER, 84′ right of centerline, up to 92′ AGL/709′ MSL.
Flag pole 963′ from DER, 379′ left of centerline, 28′ AGL/658′ MSL.

DETROIT APP CON
134.3 363.2
PONTIAC ATIS
125.025
COLEMAN A. YOUNG ATIS
124.875
WINDSOR ATIS
134.5
WILLOW RUN ATIS
127.425
ANN ARBOR ATIS
134.55

PECK
114.0 ECK
Chan 87

R-135

R-176

AXXIS
N42°49.84′
W81°59.00′

MAA FL240
10000
260°
(39)

MAA FL240
4000
260°
(27)

PONTIAC
111.0 PSI
Chan 47

R-100

4000
210°
(4)

66

RCADE
N42°40.84′
W82°34.11′

LONDON
117.2 YXU
Chan 119
N43°02.29′
W81°08.91′
L-30-31, H-10-11

COLEMAN A.
YOUNG MUNI

CANTON-
PLYMOUTH-
METTETAL

GOHMA
N42°36.90′
W82°36.51′

24

R-030

WINDSOR

ANN ARBOR
MUNI

WILLOW
RUN

WINDSOR
113.8 YQG
Chan 85

N

LONDON TRANSITION (YXU.GOHMA1): From over YXU VORTAC via YXU R-260 to RCADE INT, then via YQG R-030 to GOHMA INT. Thence . . . .

. . . . From GOHMA, expect radar vectors to final approach course.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(GOHMA.GOHMA1) 09351
GOHMA ONE ARRIVAL

ST-467 (FAA)

DETROIT, MICHIGAN

LOC I-VQM	APP CRS	Rwy Idg	5090
111.3	328°	TDZE	624
		Apt Elev	626

ILS or LOC RWY 33

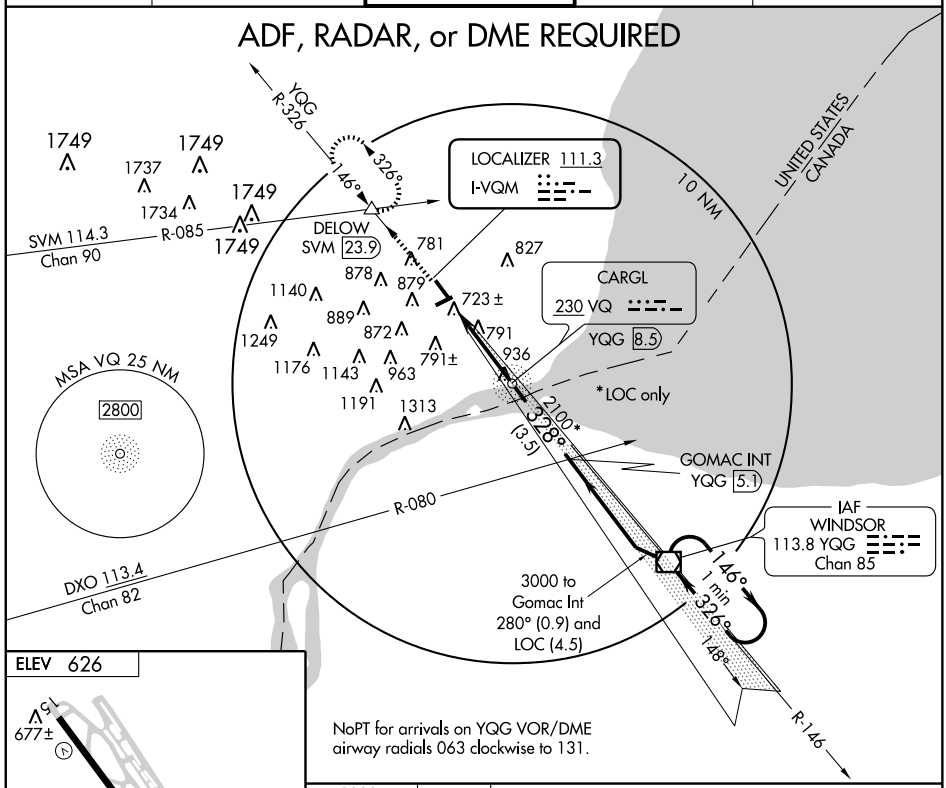
DETROIT/ COLEMAN A. YOUNG MUNI (DET)

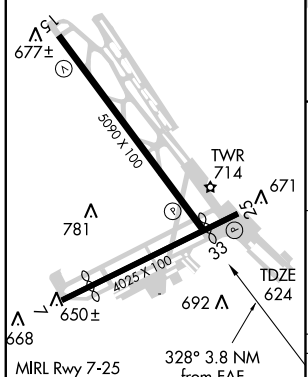
Inoperative table does not apply.

MISSED APPROACH: Climb to 3000 via YQG R-326 to DELOW Int and hold.

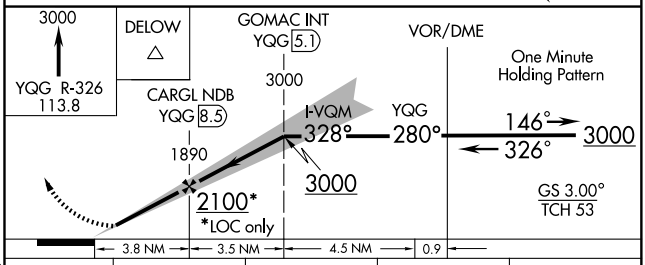
ATIS	DETROIT APP CON	DETROIT CITY TOWER	GND CON	UNICOM
124.875	126.85 363.2	121.3 257.8	121.85	122.95

ADF, RADAR, or DME REQUIRED





FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-ILS 33	874-1 250 (300-1)			
S-LOC 33	1120-1 496 (500-1)		1120-1¼ 496 (500-1¼)	1120-1½ 496 (500-1½)
CIRCLING	1260-1 634 (700-1)		1260-1¾ 634 (700-1¾)	1260-2 634 (700-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

LOC I-DET	APP CRS	Rwy Idg	5090
111.3	148°	TDZE	624
		Apt Elev	626

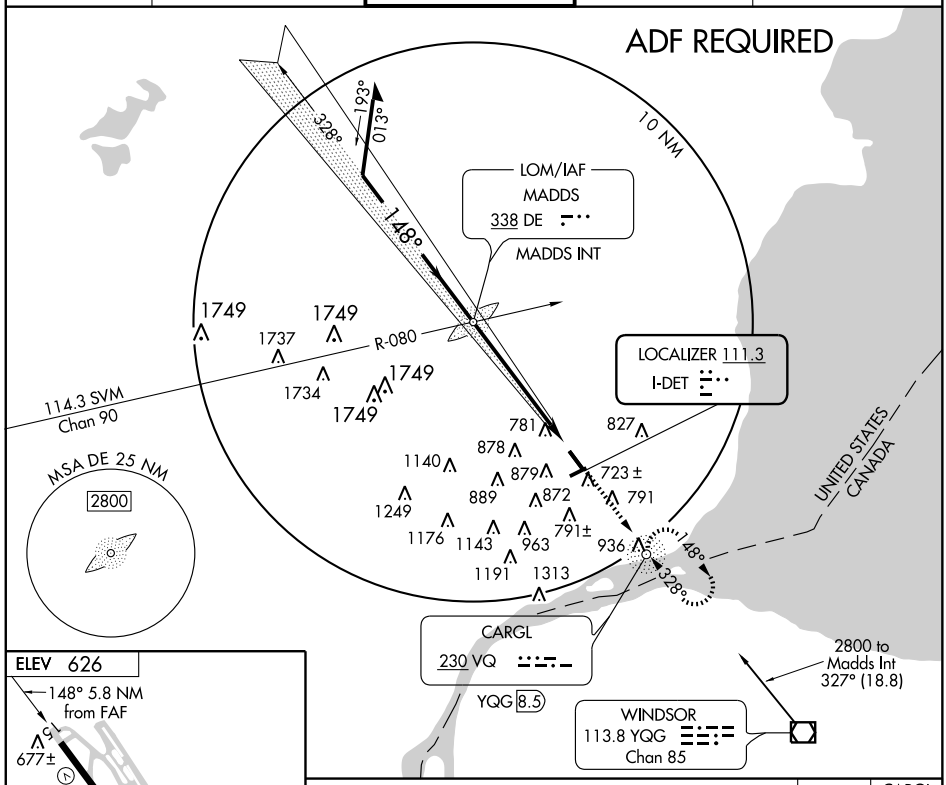
ILS RWY 15

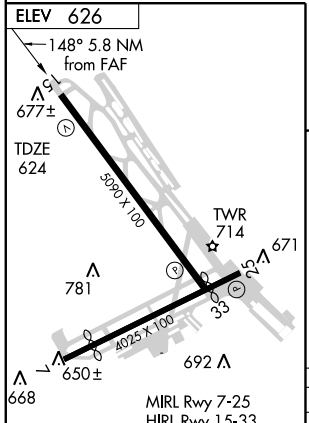
DETROIT/ COLEMAN A. YOUNG MUNI (DET)

Inoperative table does not apply.
Air carrier landing visibility reduction for local conditions not authorized.

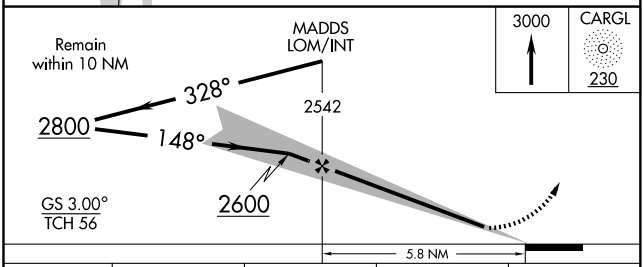
MISSED APPROACH: Climb to 3000 direct Cargl NDB/YQG 8.5 DME and hold.

ATIS	DETROIT APP CON	DETROIT CITY TOWER	GND CON	UNICOM
124.875	126.85 363.2	121.3 257.8	121.85	122.95



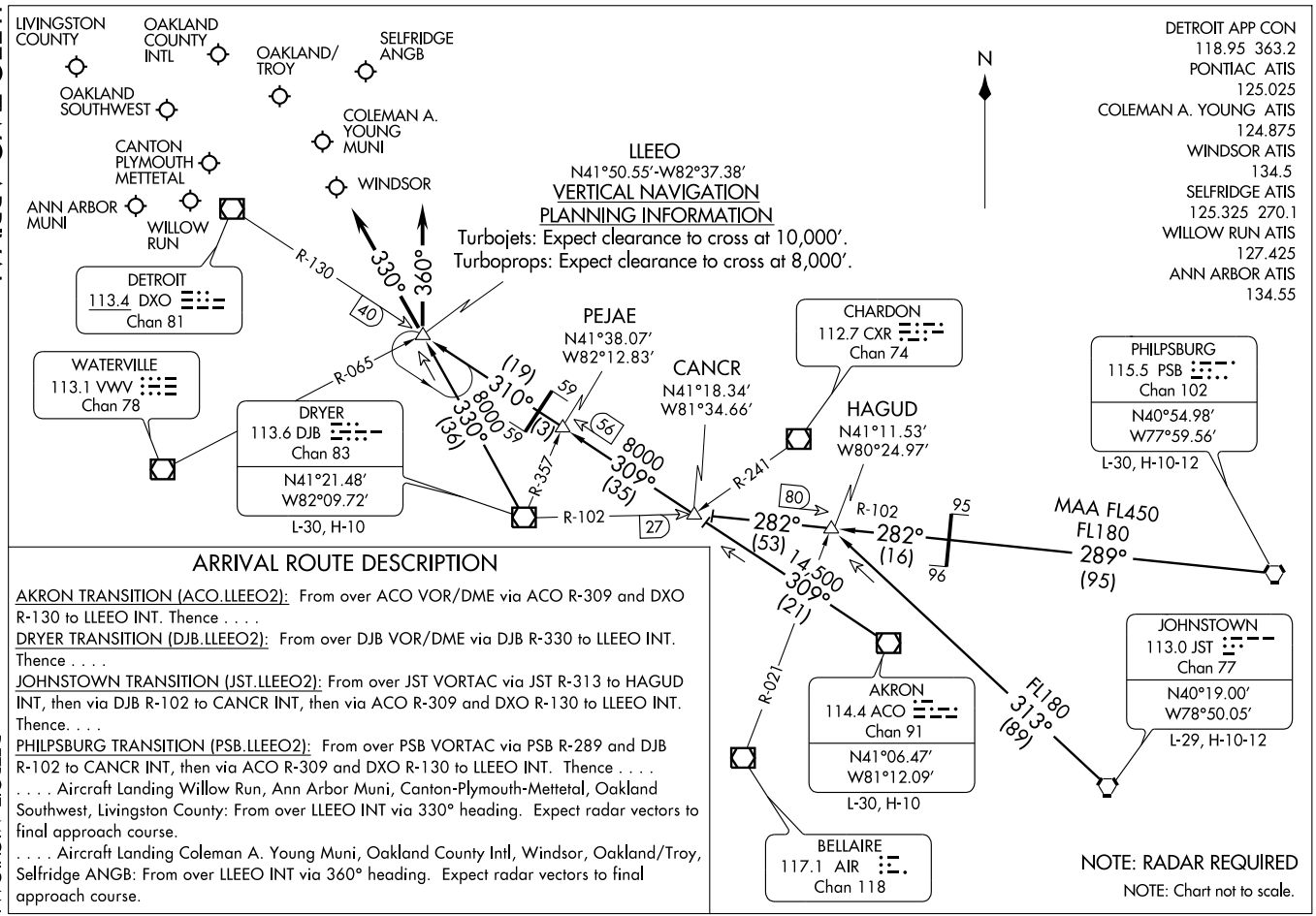


FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-ILS 15	874-1 250 (300-1)			
S-LOC 15	1160-1 536 (600-1)		1160-1½ 536 (600-1½)	1160-1¾ 536 (600-1¾)
CIRCLING	1260-1 634 (700-1)		1260-1¾ 634 (700-1¾)	1260-2 634 (700-2)

EC-1. 14 JAN 2010 to 11 FEB 2010



ARRIVAL ROUTE DESCRIPTION

AKRON TRANSITION (ACO.LLEEO2): From over ACO VOR/DME via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

DRYER TRANSITION (DJB.LLEEO2): From over DJB VOR/DME via DJB R-330 to LLEEO INT. Thence . . . .

JOHNSTOWN TRANSITION (JST.LLEEO2): From over JST VORTAC via JST R-313 to HAGUD INT, then via DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence. . . .

PHILPSBURG TRANSITION (PSB.LLEEO2): From over PSB VORTAC via PSB R-289 and DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

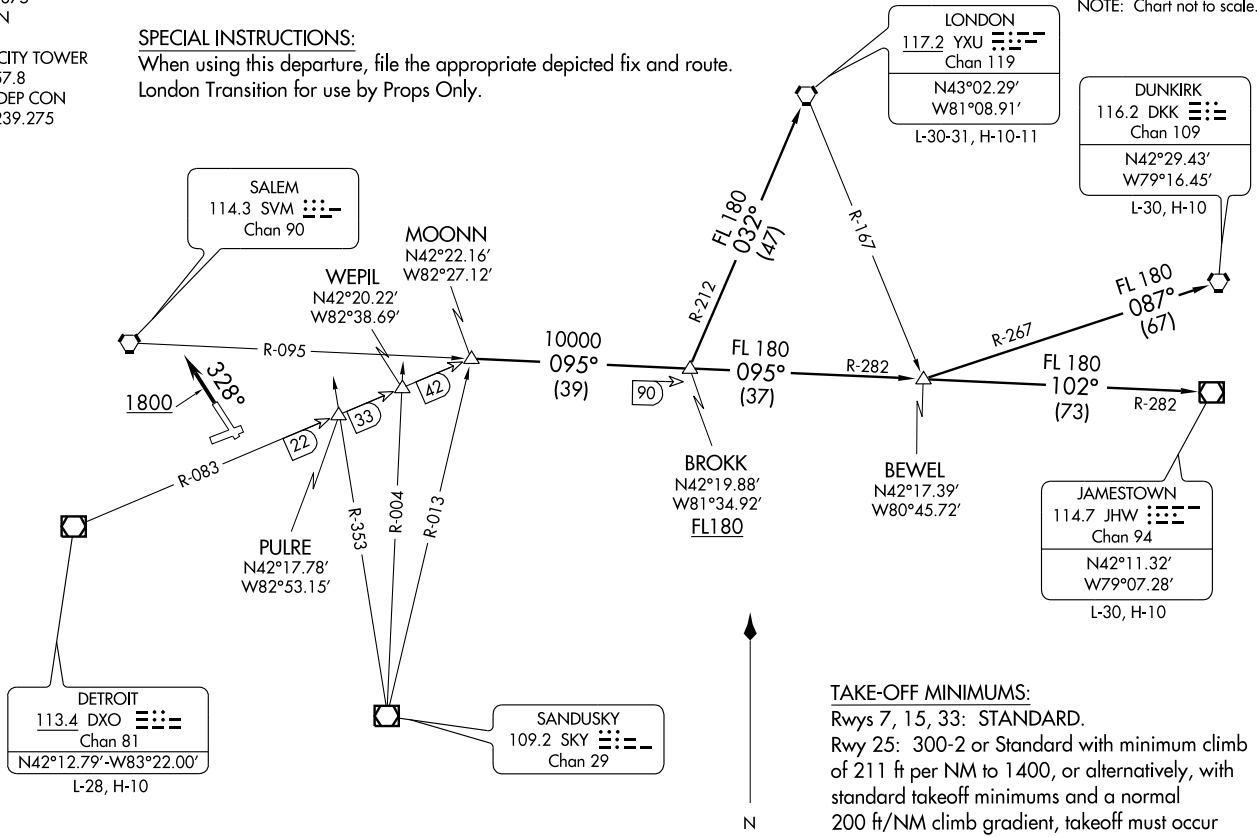
. . . . Aircraft Landing Willow Run, Ann Arbor Muni, Canton-Plymouth-Mettetal, Oakland Southwest, Livingston County: From over LLEEO INT via 330° heading. Expect radar vectors to final approach course.

. . . . Aircraft Landing Coleman A. Young Muni, Oakland County Intl, Windsor, Oakland/Troy, Selfridge ANGB: From over LLEEO INT via 360° heading. Expect radar vectors to final approach course.

ATIS 124.875
GND CON
121.85
DETROIT CITY TOWER
121.3 257.8
DETROIT DEP CON
126.85 239.275

NOTE: Chart not to scale.

SPECIAL INSTRUCTIONS:
When using this departure, file the appropriate depicted fix and route.
London Transition for use by Props Only.



TAKE-OFF MINIMUMS:
Rwys 7, 15, 33: STANDARD.
Rwy 25: 300-2 or Standard with minimum climb of 211 ft per NM to 1400, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1,500 ft prior to departure end of runway.

NOTE: RADAR Required.

(NARRATIVE ON FOLLOWING PAGE)

(MOONN2.MOONN) 07354
MOONN TWO DEPARTURE
SL-118 (FAA)
DETROIT/COLEMAN A. YOUNG MUNI (DET)
DETROIT, MICHIGAN

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 33: Climb heading 328° to 1800′ before turning expect radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF ALL OTHER RUNWAYS: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

DUNKIRK TRANSITION (MOONN2.DKK): From over MOONN INT via SVM R-095 to BROKK INT, then via SVM R-095 and JHW R-282 to BEWEL INT, then via DKK R-267 to DKK VORTAC.

JAMESTOWN TRANSITION (MOONN2.JHW): From over MOONN INT via SVM R-095 to BROKK INT, then via SVM R-095 and JHW R-282 to BEWEL INT, then via JHW R-282 to JHW VOR/DME.

LONDON TRANSITION (MOONN2.YXU): From over MOONN INT via SVM R-095 to BROKK INT, then via YXU R-212 to YXU VORTAC.

TAKE-OFF OBSTACLES

Rwy 7: Multiple trees beginning 232′ from DER, 20′ left of centerline, up to 60′ AGL/687′ MSL.
Multiple trees beginning 283′ from DER, 44′ right of centerline, up to 56′ AGL/680′ MSL.
Stack 533′ from DER, 66′ right of centerline, 50′ AGL/671′ MSL.
OL on stack on Bldg 566′ from DER, 18′ right of centerline, 50′ AGL/671′ MSL.
OL on floodlight 622′ from DER, 104′ left of centerline, 41′ AGL/668′ MSL.
Light standard 149′ from DER, 138′ left of centerline, 37′ AGL/654′ MSL.
Light standard 227′ from DER, 105 right of centerline, 33′ AGL/654′ MSL.
Antenna on Bldg 936′ from DER, 84′ right of centerline, 43′ AGL/670′ MSL.
OL floodlight 909′ from DER, 96′ right of centerline, 41′ AGL/668′ MSL.
Pole 466′ from DER, 198′ right of centerline, 30′ AGL/654′ MSL.
OL on pole 132′ from DER, on centerline, 16′ AGL/637′ MSL.

Rwy 15: Multiple trees beginning 589′ from DER, 221′ left of centerline up to 69′ AGL/683′ MSL.
Multiple trees beginning 299′ from DER, 289′ right of centerline, up to 52′ AGL/679′ MSL.
Ant on APBN 662′ from DER, 667′ left of centerline, 81′ AGL/695′ MSL.
Pipe on OL Bldg 783′ from DER, 597′ left of centerline, 62′ AGL/676′ MSL.
OL on Bldg 1,473′ from DER, 556′ right of centerline, 68′ AGL/692′ MSL.
Tower 3,376′ from DER, 1,118′ right of centerline, 103′ AGL/723′ MSL.
Antenna on Bldg 803′ from DER, 522′ right of centerline, 35′ AGL/656′ MSL.
Building 3,749′ from DER, 569′ left of centerline, 114′ AGL/723′ MSL.
Floodlight on Bldg 1,611′ from DER 657′ left of centerline, 53′ AGL/667′ MSL.
Rod on OL building 450′ from DER, 317′ left of centerline, 20′ AGL/637′ MSL.

Rwy 25: Tower 2,828′ from DER, 1,225′ left of centerline, 141′ AGL/770′ MSL.
Multiple trees beginning 909′ from DER, 133′ left of centerline, up to 76′ AGL/703′ MSL.
Multiple trees beginning 334′ from DER, 132′ right of centerline, 58′ AGL/685′ MSL.
OL on building 48′ from DER, 240′ left of centerline, 41′ AGL/662′ MSL.
Railroad 1′ from DER, 126′ left of centerline, 29′ AGL/650′ MSL.
OL on stack 454′ from DER, 45′ left of centerline, 35′ AGL/659′ MSL.
Railroad 190′ from DER, 40′ left of centerline, 29′ AGL/650′ MSL.
OL stack on Bldg 949′ from DER, 44′ left of centerline, 41′ AGL/668′ MSL.
Stack 958′ from DER, 12′ left of centerline, 41′ AGL/668′ MSL.
Light standard 701′ from DER, 145′ right of centerline, 26′ AGL/653′ MSL.
Stack 9,474 from DER, 2,415′ left of centerline, 241′ AGL/872′ MSL.

Rwy 33: Multiple trees beginning 113′ from DER, 118′ left of centerline, up to 73′ AGL/694′ MSL.
Multiple trees beginning 572′ from DER, 84′ right of centerline, up to 92′ AGL/709′ MSL.
Flag pole 963′ from DER, 379′ left of centerline, 28′ AGL/658′ MSL.

LOM DE	APP CRS	Rwy Idg	5090
338	148°	TDZE	624
		Apt Elev	626

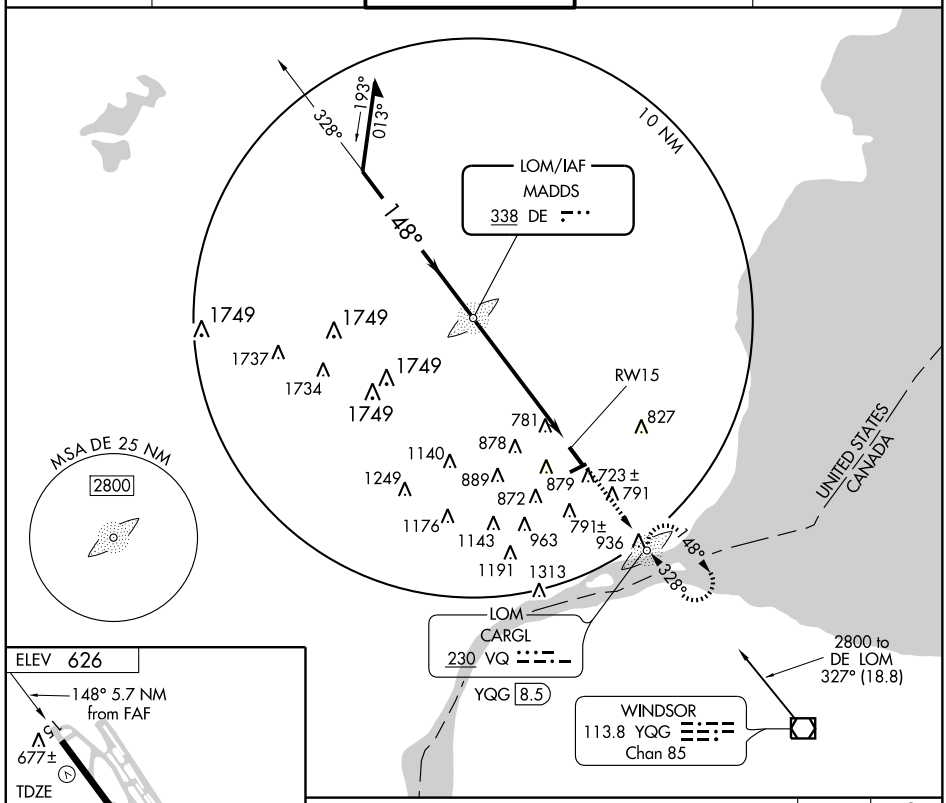
NDB RWY 15

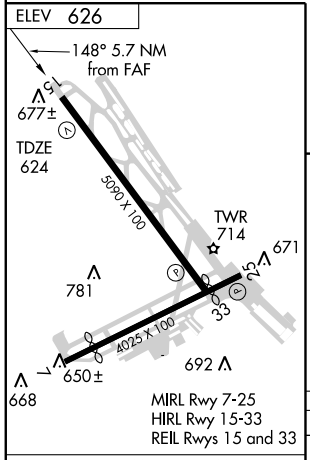
DETROIT/ COLEMAN A. YOUNG MUNI (DET)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Detroit Metro Wayne County altimeter setting and increase all MDA 60 feet and increase S-15 Cat C and D visibility ¼ mile, and Circling Cat C ¼ mile.

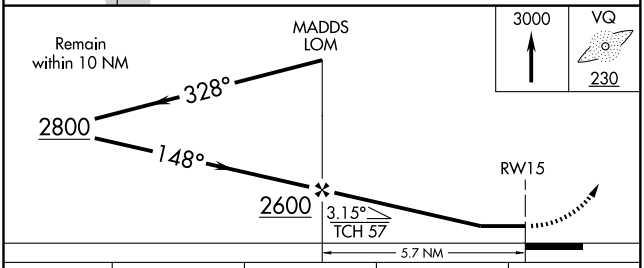
MISSED APPROACH: Climb to 3000 direct VQ LOM/YQG 8.5 DME and hold, continue climb in hold to 3000.

ATIS	DETROIT APP CON	DETROIT CITY TOWER	GND CON	UNICOM
124.875	126.85 363.2	121.3 257.8	121.85	122.95





FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

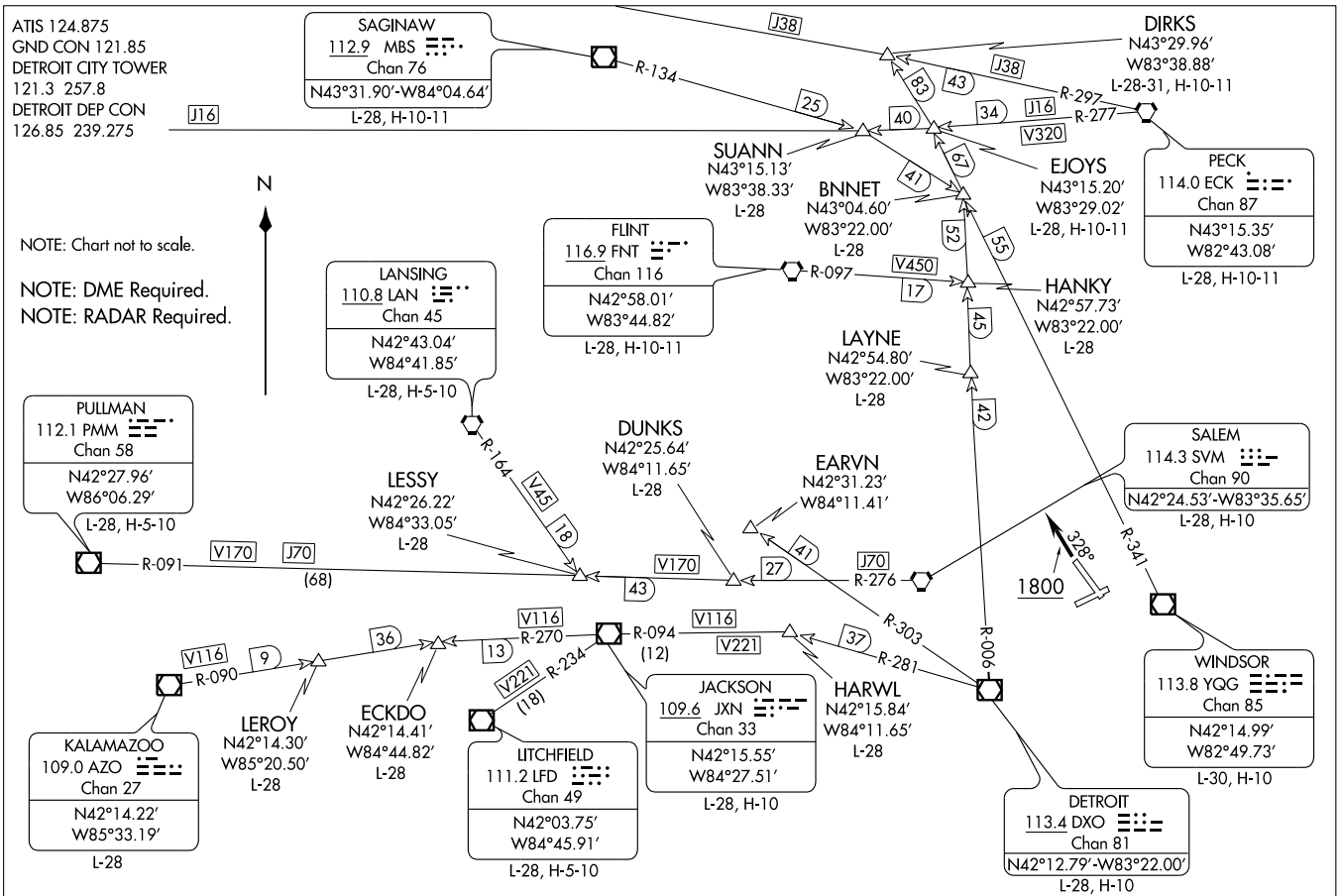


CATEGORY	A	B	C	D
S-15	1220-1 596 (600-1)		1220-1½ 596 (600-1½)	1220-1¾ 596 (600-1¾)
CIRCLING	1220-1 594 (600-1)		1220-1½ 594 (600-1½)	1220-2 594 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

PALACE THREE DEPARTURE

DETROIT/ COLEMAN A. YOUNG MUNI (DET)
DETROIT, MICHIGAN



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF MINIMUMS:

Rwy 7, 15, 33: STANDARD.

Rwy 25: 300-2 or STANDARD with minimum climb of 211 ft per NM to 1400, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1,500 ft prior to departure end of runway.

SPECIAL INSTRUCTIONS:

When using this departure, file the appropriate depicted departure fix and route. Aircraft landing/overflying Lansing (LAN) or overflying Flint (FNT) at 10,000 feet or below, file via EARVN. Aircraft landing Flint (FNT) at 10,000 feet or below, file via LAYNE. Aircraft over HARWL must file FL220 and below.

TAKE-OFF RWY 33: Climb heading 328° to 1800 before turning, expect radar vectors to join assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF ALL OTHER RUNWAYS: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 7: Multiple trees beginning 232′ from DER, 20′ left of centerline, up to 60′ AGL/687′ MSL.
Multiple trees beginning 283′ from DER, 44′ right of centerline, up to 56′ AGL/680′ MSL.
Stack 533′ from DER, 66′ right of centerline, 50′ AGL/671′ MSL.
OL on stack on Bldg 566′ from DER, 18′ right of centerline, 50′ AGL/671′ MSL.
OL on floodlight 622′ from DER, 104′ left of centerline, 41′ AGL/668′ MSL.
Light standard 149′ from DER, 138′ left of centerline, 37′ AGL/654′ MSL.
Light standard 227′ from DER, 105′ right of centerline, 33′ AGL/654′ MSL.
Antenna on Bldg 936′ from DER, 84′ right of centerline, 43′ AGL/670′ MSL.
OL floodlight 909′ from DER, 96′ right of centerline, 41′ AGL/668′ MSL.
Pole 466′ from DER, 198′ right of centerline, 30′ AGL/654′ MSL.
OL on pole 132′ from DER, on centerline, 16′ AGL/637′ MSL.

Rwy 15: Multiple trees beginning 589′ from DER, 221′ left of centerline up to 69′ AGL/683′ MSL.
Multiple trees beginning 299′ from DER, 289′ right of centerline, up to 52′ AGL/679′ MSL.
Ant on APBN 662′ from DER, 667′ left of centerline, 81′ AGL/695′ MSL.
Pipe on OL Bldg 783′ from DER, 597′ left of centerline, 62′ AGL/676′ MSL.
OL on Bldg 1,473′ from DER, 556′ right of centerline, 68′ AGL/692′ MSL.
Tower 3,376′ from DER, 1,118′ right of centerline, 103′ AGL/723′ MSL.
Antenna on Bldg 803′ from DER, 522′ right of centerline, 35′ AGL/656′ MSL.
Building 3,749′ from DER, 569′ left of centerline, 114′ AGL/723′ MSL.
Floodlight on Bldg 1,611′ from DER, 657′ left of centerline, 53′ AGL/667′ MSL.
Rod on OL building 450′ from DER, 317′ left of centerline, 20′ AGL/637′ MSL.

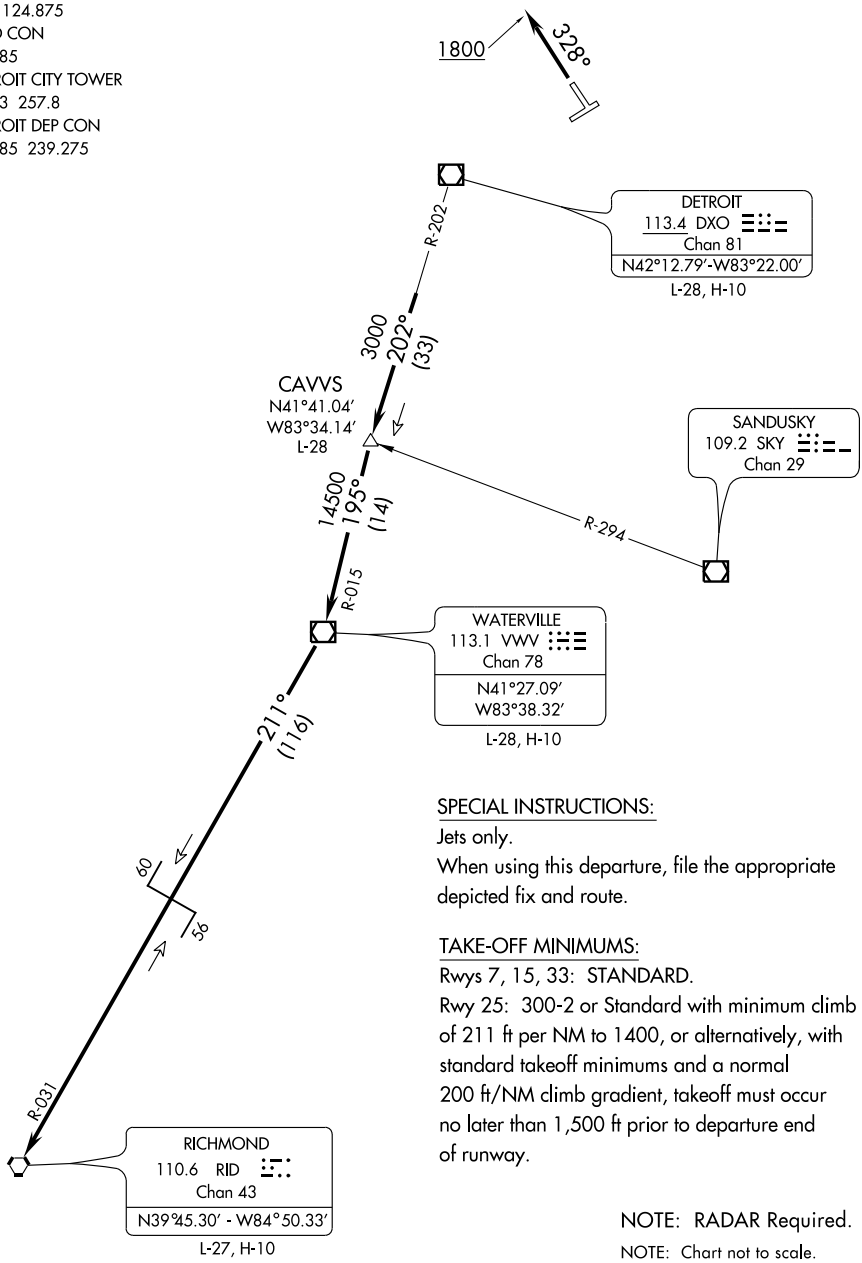
Rwy 25: Tower 2,828′ from DER, 1,225′ left of centerline, 141′ AGL/770′ MSL.
Multiple trees beginning 909′ from DER, 133′ left of centerline, up to 76′ AGL/703′ MSL.
Multiple trees beginning 334′ from DER, 132′ right of centerline, 58′ AGL/685′ MSL.
OL on building 48′ from DER, 240′ left of centerline, 41′ AGL/662′ MSL.
Railroad 1′ from DER, 126′ left of centerline, 29′ AGL/650′ MSL.
OL on stack 454′ from DER, 45′ left of centerline, 35′ AGL/659′ MSL.
Railroad 190′ from DER, 40′ left of centerline, 29′ AGL/650′ MSL.
OL stack on Bldg 949′ from DER, 44′ left of centerline, 41′ AGL/668′ MSL.
Stack 958′ from DER, 12′ left of centerline, 41′ AGL/668′ MSL.
Light standard 701′ from DER, 145′ right of centerline, 26′ AGL/653′ MSL.
Stack 9,474′ from DER, 2,415′ left of centerline, 241′ AGL/872′ MSL.

Rwy 33: Multiple trees beginning 113′ from DER, 118′ left of centerline, up to 73′ AGL/694′ MSL.
Multiple trees beginning 572′ from DER, 84′ right of centerline, up to 92′ AGL/709′ MSL.
Flag pole 963′ from DER, 379′ left of centerline, 28′ AGL/658′ MSL.

RICHMOND FOUR DEPARTURE

DETROIT/ COLEMAN A. YOUNG MUNI (DET)
DETROIT, MICHIGAN
SL-118 (FAA)

ATIS 124.875
GND CON
121.85
DETROIT CITY TOWER
121.3 257.8
DETROIT DEP CON
126.85 239.275



SPECIAL INSTRUCTIONS:

Jets only.

When using this departure, file the appropriate depicted fix and route.

TAKE-OFF MINIMUMS:

Rwys 7, 15, 33: STANDARD.

Rwy 25: 300-2 or Standard with minimum climb of 211 ft per NM to 1400, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1,500 ft prior to departure end of runway.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EC-1, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 33: Climb via heading 328° to 1800 before turning, expect radar vectors, thence ....
TAKE OFF ALL OTHER RWYS: Climb via assigned heading for radar vectors thence ....

....To intercept DXO VOR/DME R-202 to CAVVS INT/DXO 33 DME, then via VWV R-015 to VWV VOR/DME. Then right turn via VWV R-211 and RID R-031 to RID VORTAC. Maintain 3,000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 7: Multiple trees beginning 232' from DER, 20' left of centerline, up to 60' AGL/687' MSL.
Multiple trees beginning 283' from DER, 44' right of centerline, up to 56' AGL/680' MSL.
Stack 533' from DER, 66' right of centerline, 50' AGL/671' MSL.
OL on stack on Bldg 566' from DER, 18' right of centerline, 50' AGL/671' MSL.
OL on floodlight 622' from DER, 104' left of centerline, 41' AGL/668' MSL.
Light standard 149' from DER, 138' left of centerline, 37' AGL/654' MSL.
Light standard 227' from DER, 105' right of centerline, 33' AGL/654' MSL.
Antenna on Bldg 936' from DER, 84' right of centerline, 43' AGL/670' MSL.
OL floodlight 909' from DER, 96' right of centerline, 41' AGL/668' MSL.
Pole 466' from DER, 198' right of centerline, 30' AGL/654' MSL.
OL on pole 132' from DER, on centerline, 16' AGL/637' MSL.

Rwy 15: Multiple trees beginning 589' from DER, 221' left of centerline up to 69' AGL/683' MSL.
Multiple trees beginning 299' from DER, 289' right of centerline, up to 52' AGL/679' MSL.
Ant on APBN 662' from DER, 667' left of centerline, 81' AGL/695' MSL.
Pipe on OL Bldg 783' from DER, 597' left of centerline, 62' AGL/676' MSL.
OL on Bldg 1473' from DER, 556' right of centerline, 68' AGL/692' MSL.
Tower 3376' from DER, 1118' right of centerline, 103' AGL/723' MSL.
Antenna on Bldg 803' from DER, 522' right of centerline, 35' AGL/656' MSL.
Building 3749' from DER, 569' left of centerline, 114' AGL/723' MSL.
Floodlight on Bldg 1611' from DER, 657' left of centerline, 53' AGL/667' MSL.
Rod on OL building 450' from DER, 317' left of centerline, 20' AGL/637' MSL.

Rwy 25: Tower 2828' from DER, 1225' left of centerline, 141' AGL/770' MSL.
Multiple trees beginning 909' from DER, 133' left of centerline, up to 76' AGL/703' MSL.
Multiple trees beginning 334' from DER, 132' right of centerline, 58' AGL/685' MSL.
OL on building 48' from DER, 240' left of centerline, 41' AGL/662' MSL.
Railroad 1' from DER, 126' left of centerline, 29' AGL/650' MSL.
OL on stack 454' from DER, 45' left of centerline, 35' AGL/659' MSL.
Railroad 190' from DER, 40' left of centerline, 29' AGL/650' MSL.
OL stack on Bldg 949' from DER, 44' left of centerline, 41' AGL/668' MSL.
Stack 958' from DER, 12' left of centerline, 41' AGL/668' MSL.
Light standard 701' from DER, 145' right of centerline, 26' AGL/653' MSL.
Stack 9474 from DER, 2415' left of centerline, 241' AGL/872' MSL.

Rwy 33: Multiple trees beginning 113' from DER, 118' left of centerline, up to 73' AGL/694' MSL.
Multiple trees beginning 572' from DER, 84' right of centerline, up to 92' AGL/709' MSL.
Flag pole 963' from DER, 379' left of centerline, 28' AGL/658' MSL.

EC-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 63211 W15A	APP CRS 148°	Rwy Idg 5090 TDZE 624 Apt Elev 626

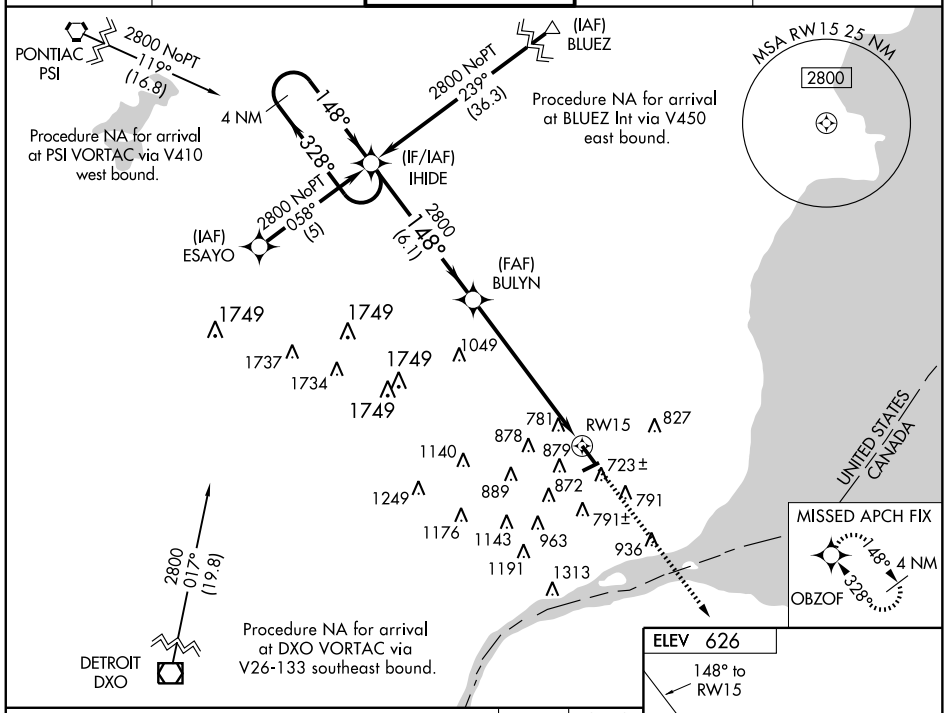
RNAV (GPS) RWY 15

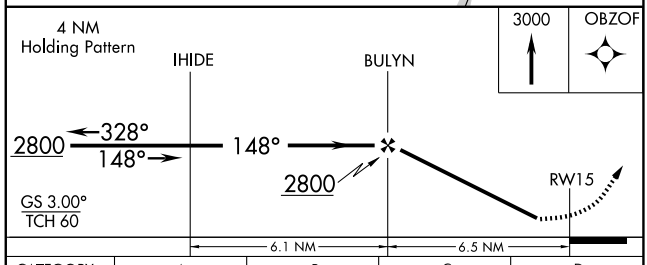
DETROIT/ COLEMAN A. YOUNG MUNI (DET)

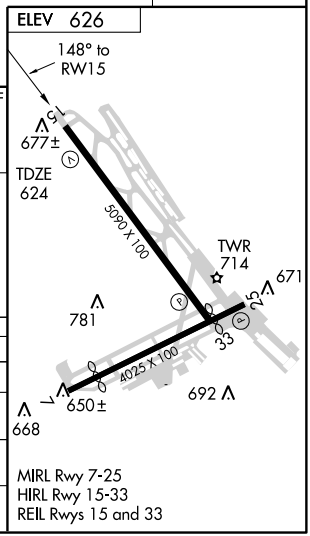
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Detroit Metropolitan Wayne County altimeter setting and increase all DA 48 feet and all MDA 60 feet, increase visibility LPV all Cats, LNAV/VNAV all Cats, and Circling Cat C ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct OBZOF and hold.

ATIS	DETROIT APP CON	DETROIT CITY TOWER	GND CON	UNICOM
124.875	126.85 363.2	121.3 257.8	121.85	122.95







CATEGORY	A	B	C	D
LPV DA	927-1 303 (400-1)			
LNAV/VNAV DA	1079-1½ 455 (500-1½)			
LNAV MDA	1180-1 556 (600-1)		1180-1½ 556 (600-1½)	1180-1¾ 556 (600-1¾)
CIRCLING	1180-1 554 (600-1)		1180-1½ 554 (600-1½)	1200-2 574 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 58211 W33A	APP CRS 328°	Rwy Idg 5090 TDZE 626 Apt Elev 626

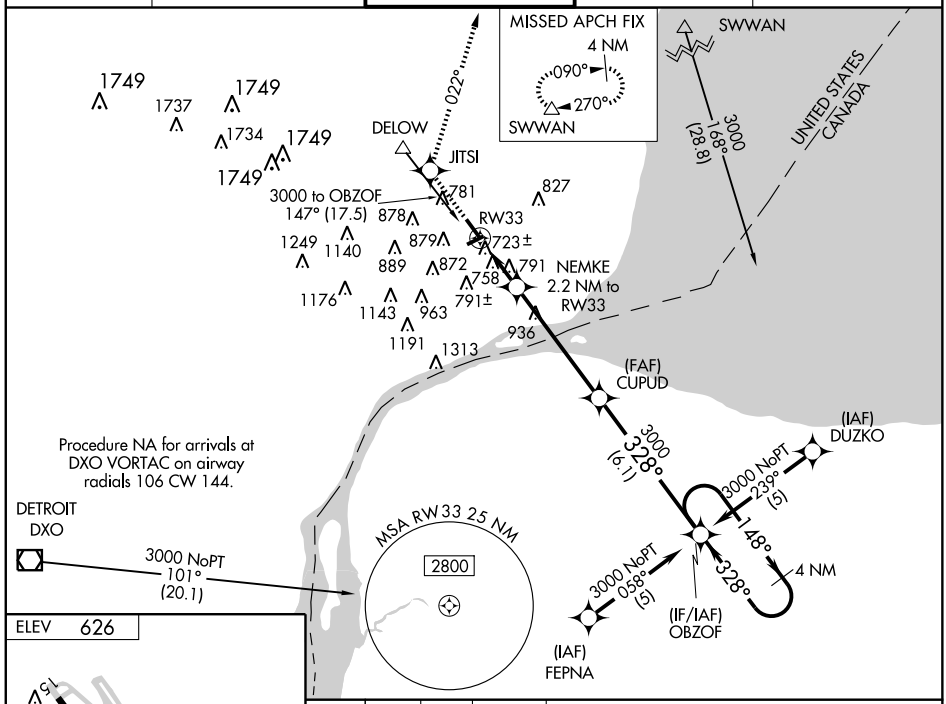
RNAV (GPS) RWY 33

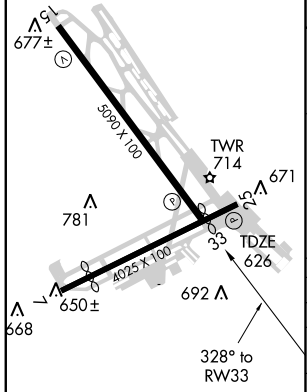
DETROIT/ COLEMAN A. YOUNG MUNI (DET)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Detroit Metropolitan Wayne County altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase visibility LPV all Cats, LNAV Cat C and D and Circling Cat C ¼ mile. DME/DME RNP-0.3 NA.

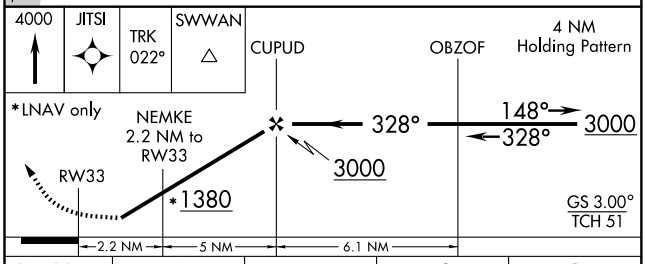
MISSED APPROACH: Climb to 4000 direct JITSI and via 022° track to SWWAN and hold.

ATIS	DETROIT APP CON	DETROIT CITY TOWER	GND CON	UNICOM
124.875	126.85 363.2	121.3 257.8	121.85	122.95





MIRL Rwy 7-25
HIRL Rwy 15-33
REIL Rwys 15 and 33



CATEGORY	A	B	C	D
LPV DA	936-1 310 (400-1)			
LNAV/VNAV DA	1039-1½ 413 (500-1½)			
LNAV MDA	1100-1 474 (500-1)		1100-1¼ 474 (500-1¼)	1100-1½ 474 (500-1½)
CIRCLING	1180-1 554 (600-1)		1180-1½ 554 (600-1½)	1200-2 574 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

(ROD2.ROD) 07354

ROSEWOOD TWO DEPARTURE

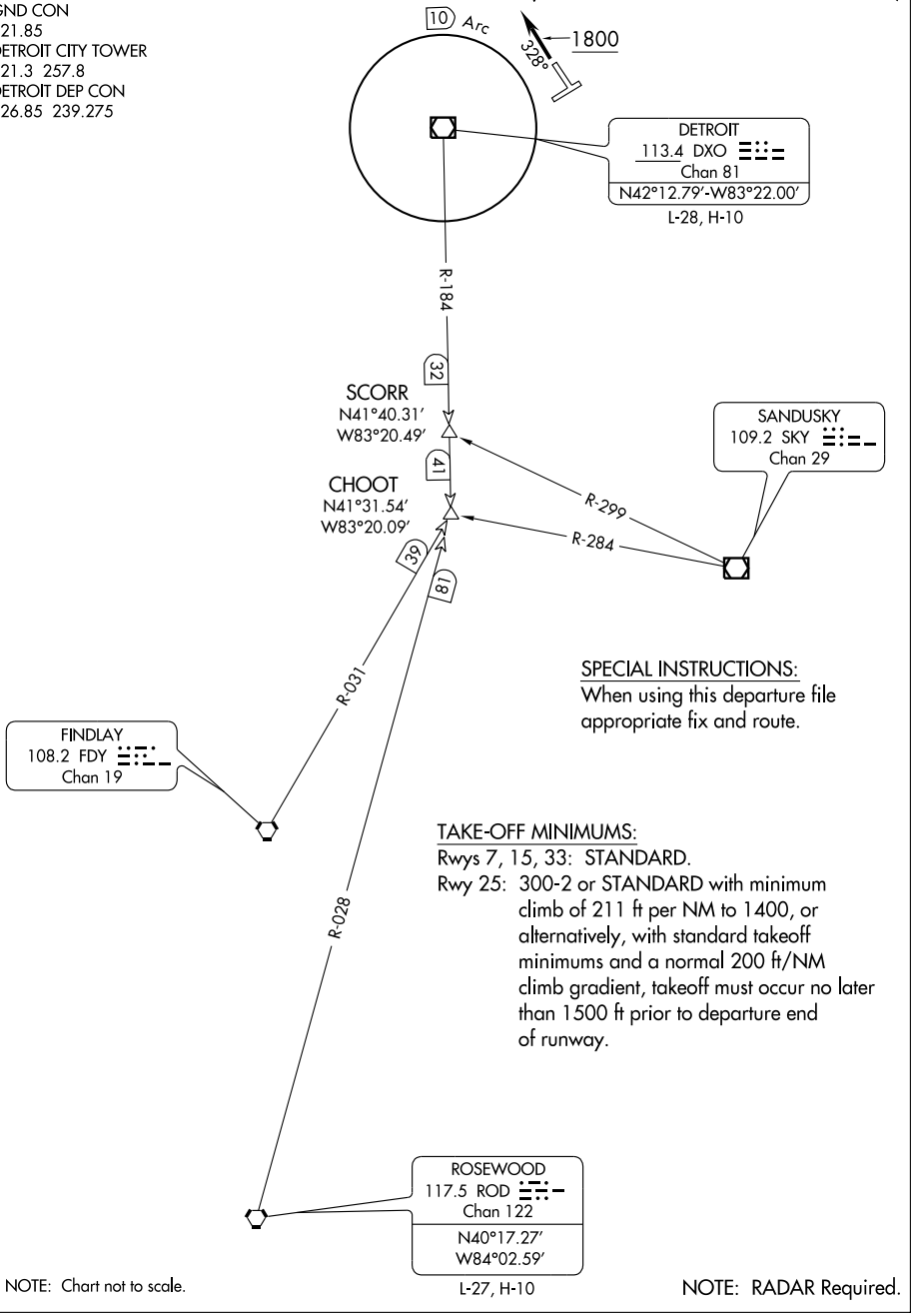
SL-118 (FAA)

DETROIT/ COLEMAN A. YOUNG MUNI (DET)

DETROIT, MICHIGAN

(NARRATIVE ON FOLLOWING PAGE)

ATIS 124.875
GND CON
121.85
DETROIT CITY TOWER
121.3 257.8
DETROIT DEP CON
126.85 239.275



SPECIAL INSTRUCTIONS:
When using this departure file appropriate fix and route.

TAKE-OFF MINIMUMS:
Rwys 7, 15, 33: STANDARD.
Rwy 25: 300-2 or STANDARD with minimum climb of 211 ft per NM to 1400, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1500 ft prior to departure end of runway.

NOTE: Chart not to scale.

NOTE: RADAR Required.

EC-1, 14 JAN 2010 to 11 FEB 2010

ROSEWOOD TWO DEPARTURE SL-118 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 33: Climb heading 328 to 1800 before turning expect vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF ALL OTHER RUNWAYS: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 7: Multiple trees beginning 232' from DER, 20' left of centerline, up to 60' AGL/687' MSL.
Multiple trees beginning 283' from DER, 44' right of centerline, up to 56' AGL/680' MSL.
Stack 533' from DER, 66' right of centerline, 50' AGL/671' MSL.
OL on stack on Bldg 566' from DER, 18' right of centerline, 50' AGL/671' MSL.
OL on floodlight 622' from DER, 104' left of centerline, 41' AGL/668' MSL.
Light standard 149' from DER, 138' left of centerline, 37' AGL/654' MSL.
Light standard 227' from DER, 105 right of centerline, 33' AGL/654' MSL.
Antenna on Bldg 936' from DER, 84' right of centerline, 43' AGL/670' MSL.
OL floodlight 909' from DER, 96' right of centerline, 41' AGL/668' MSL.
Pole 466' from DER, 198' right of centerline, 30' AGL/654' MSL.
OL on pole 132' from DER, on centerline, 16' AGL/637' MSL.

Rwy 15: Multiple trees beginning 589' from DER, 221' left of centerline up to 69' AGL/683' MSL.
Multiple trees beginning 299' from DER, 289' right of centerline, up to 52' AGL/679' MSL.
Ant on APBN 662' from DER, 667' left of centerline, 81' AGL/695' MSL.
Pipe on OL Bldg 783' from DER, 597' left of centerline, 62' AGL/676' MSL.
OL on Bldg 1,473' from DER, 556' right of centerline, 68' AGL/692' MSL.
Tower 3,376' from DER, 1,118' right of centerline, 103' AGL/723' MSL.
Antenna on Bldg 803' from DER, 522' right of centerline, 35' AGL/656' MSL.
Building 3,749' from DER, 569' left of centerline, 114' AGL/723' MSL.
Floodlight on Bldg 1,611' from DER, 657' left of centerline, 53' AGL/667' MSL.
Rod on OL building 450' from DER, 317' left of centerline, 20' AGL/637' MSL.

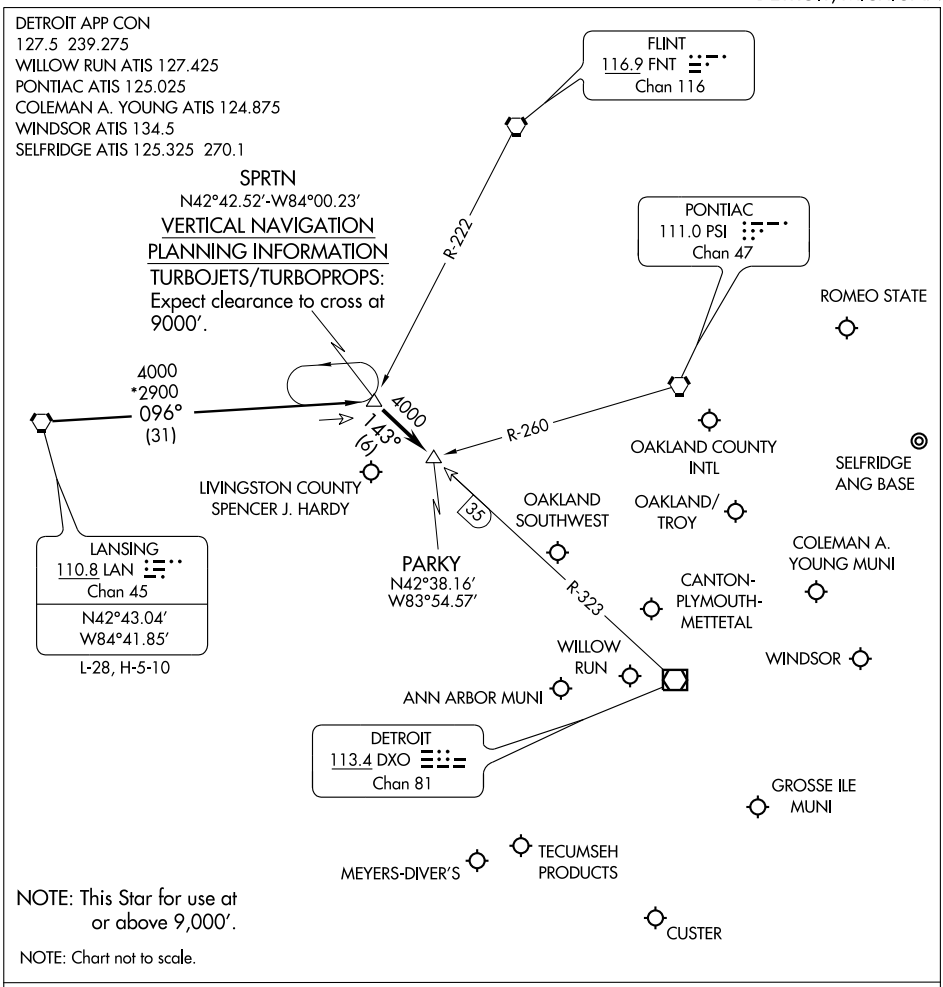
Rwy 25: Tower 2,828' from DER, 1,225' left of centerline, 141' AGL/770' MSL.
Multiple trees beginning 909' from DER, 133' left of centerline, up to 76' AGL/703' MSL.
Multiple trees beginning 334' from DER, 132' right of centerline, 58' AGL/685' MSL.
OL on building 48' from DER, 240' left of centerline, 41' AGL/662' MSL.
Railroad 1' from DER, 126' left of centerline, 29' AGL/650' MSL.
OL on stack 454' from DER, 45' left of centerline, 35' AGL/659' MSL.
Railroad 190' from DER, 40' left of centerline, 29' AGL/650' MSL.
OL stack on Bldg 949' from DER, 44' left of centerline, 41' AGL/668' MSL.
Stack 958' from DER, 12' left of centerline, 41' AGL/668' MSL.
Light standard 701' from DER, 145' right of centerline, 26' AGL/653' MSL.
Stack 9,474 from DER, 2,415' left of centerline, 241' AGL/872' MSL.

Rwy 33: Multiple trees beginning 113' from DER, 118' left of centerline, up to 73' AGL/694' MSL.
Multiple trees beginning 572' from DER, 84' right of centerline, up to 92' AGL/709' MSL.
Flag pole 963' from DER, 379' left of centerline, 28' AGL/658' MSL.

EC-1, 14 JAN 2010 to 11 FEB 2010

SPRTN THREE ARRIVAL

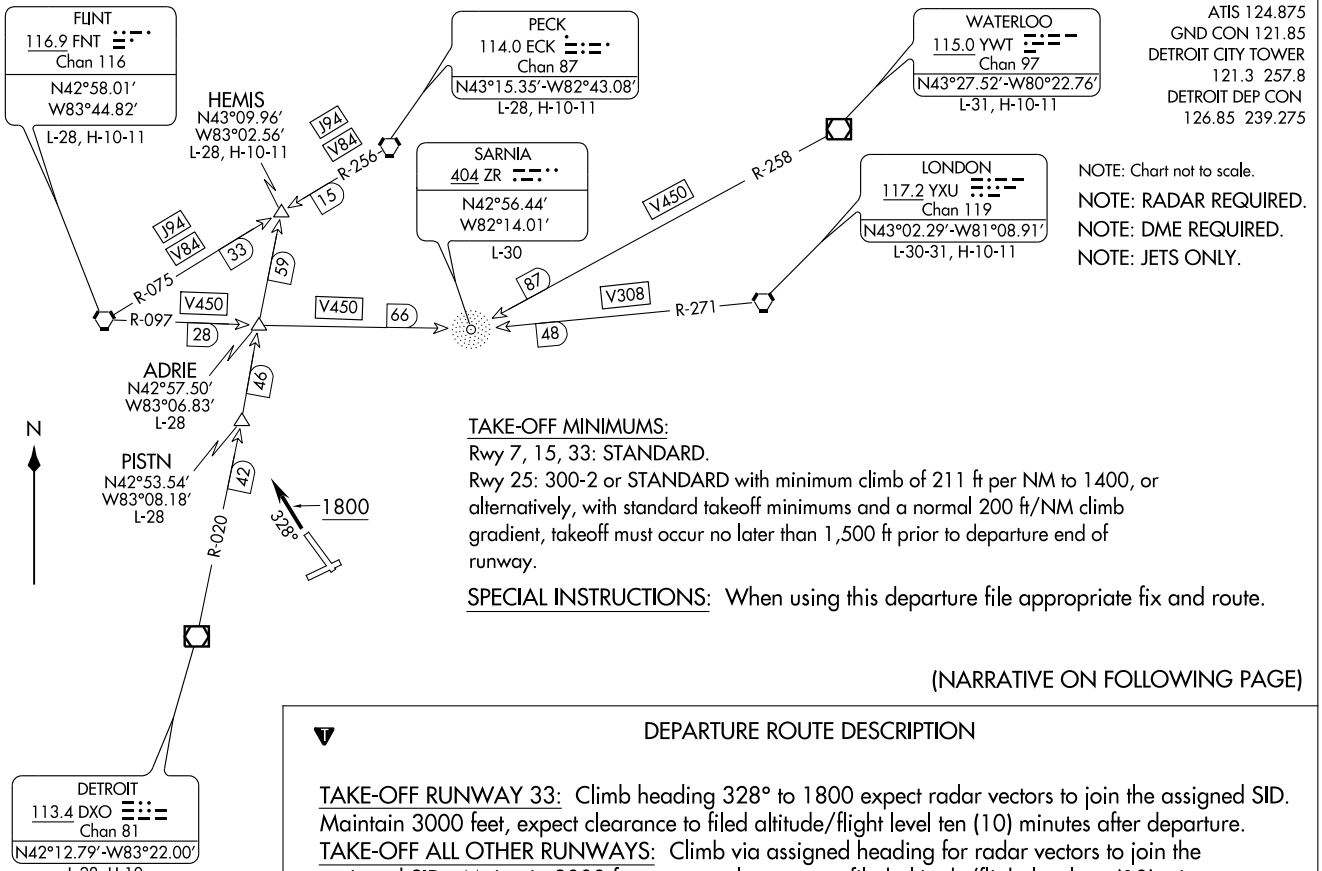
DETROIT, MICHIGAN



LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.



ATIS 124.875
GND CON 121.85
DETROIT CITY TOWER
121.3 257.8
DETROIT DEP CON
126.85 239.275

NOTE: Chart not to scale.

NOTE: RADAR REQUIRED.

NOTE: DME REQUIRED.

NOTE: JETS ONLY.

TAKE-OFF MINIMUMS:
Rwy 7, 15, 33: STANDARD.
Rwy 25: 300-2 or STANDARD with minimum climb of 211 ft per NM to 1400, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1,500 ft prior to departure end of runway.

SPECIAL INSTRUCTIONS: When using this departure file appropriate fix and route.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 33: Climb heading 328° to 1800 expect radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.
TAKE-OFF ALL OTHER RUNWAYS: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 7: Multiple Trees beginning 232′ from DER, 20′ left of centerline, up to 60′ AGL/687′ MSL.
Multiple Trees beginning 283′ from DER, 44′ right of centerline, up to 56′ AGL/680′ MSL.
Stack 533′ from DER, 66′ right of centerline, 50′ AGL/671′ MSL.
OL on Stack on Bldg 566′ from DER, 18′ right of centerline, 50′ AGL/671′ MSL.
OL on Floodlight 622′ from DER, 104′ left of centerline, 41′ AGL/668′ MSL.
Light Standard 149′ from DER, 138′ left of centerline, 37′ AGL/654′ MSL.
Light Standard 227′ from DER, 105 right of centerline, 33′ AGL/654′ MSL.
Antenna on Bldg 936′ from DER, 84′ right of centerline, 43′ AGL/670′ MSL.
OL Floodlight 909′ from DER, 96′ right of centerline, 41′ AGL/668′ MSL.
Pole 466′ from DER, 198′ right of centerline, 30′ AGL/654′ MSL.
OL on Pole 132′ from DER, on centerline, 16′ AGL/637′ MSL.

Rwy 15: Multiple Trees beginning 589′ from DER, 221′ left of centerline up to 69′ AGL/683′ MSL.
Multiple Trees beginning 299′ from DER, 289′ right of centerline, up to 52′ AGL/679′ MSL.
Ant on APBN 662′ from DER, 667′ left of centerline, 81′ AGL/695′ MSL.
Pipe on OL Bldg 783′ from DER, 597′ left of centerline, 62′ AGL/676′ MSL.
OL on Bldg 1,473′ from DER, 556′ right of centerline, 68′ AGL/692′ MSL.
Tower 3,376′ from DER, 1,118′ right of centerline, 103′ AGL/723′ MSL.
Antenna on Bldg 803′ from DER, 522′ right of centerline, 35′ AGL/656′ MSL.
Building 3,749′ from DER, 569′ left of centerline, 114′ AGL/723′ MSL.
Floodlight on Bldg 1,611′ from DER, 657′ left of centerline, 53′ AGL/667′ MSL.
Rod on OL Building 450′ from DER, 317′ left of centerline, 20′ AGL/637′ MSL.

Rwy 25: Tower 2,828′ from DER, 1,225′ left of centerline, 141′ AGL/770′ MSL.
Multiple Trees beginning 909′ from DER, 133′ left of centerline, up to 76′ AGL/703′ MSL.
Multiple Trees beginning 334′ from DER, 132′ right of centerline, 58′ AGL/685′ MSL.
OL on Building 48′ from DER, 240′ left of centerline, 41′ AGL/662′ MSL.
Railroad 1′ from DER, 126′ left of centerline, 29′ AGL/650′ MSL.
OL on Stack 454′ from DER, 45′ left of centerline, 35′ AGL/659′ MSL.
Railroad 190′ from DER, 40′ left of centerline, 29′ AGL/650′ MSL.
OL Stack on Bldg 949′ from DER, 44′ left of centerline, 41′ AGL/668′ MSL.
Stack 958′ from DER, 12′ left of centerline, 41′ AGL/668′ MSL.
Light Standard 701′ from DER, 145′ right of centerline, 26′ AGL/653′ MSL.
Stack 9,474 from DER, 2,415′ left of centerline, 241′ AGL/872′ MSL.

Rwy 33: Multiple Trees beginning 113′ from DER, 118′ left of centerline, up to 73′ AGL/694′ MSL.
Multiple Trees beginning 572′ from DER, 84′ right of centerline, up to 92′ AGL/709′ MSL.
Flag Pole 963′ from DER, 379′ left of centerline, 28′ AGL/658′ MSL.

VOR/DME YQG	APP CRS	Rwy Idg	5090
113.8	326°	TDZE	626
Chan 85		Apt Elev	626

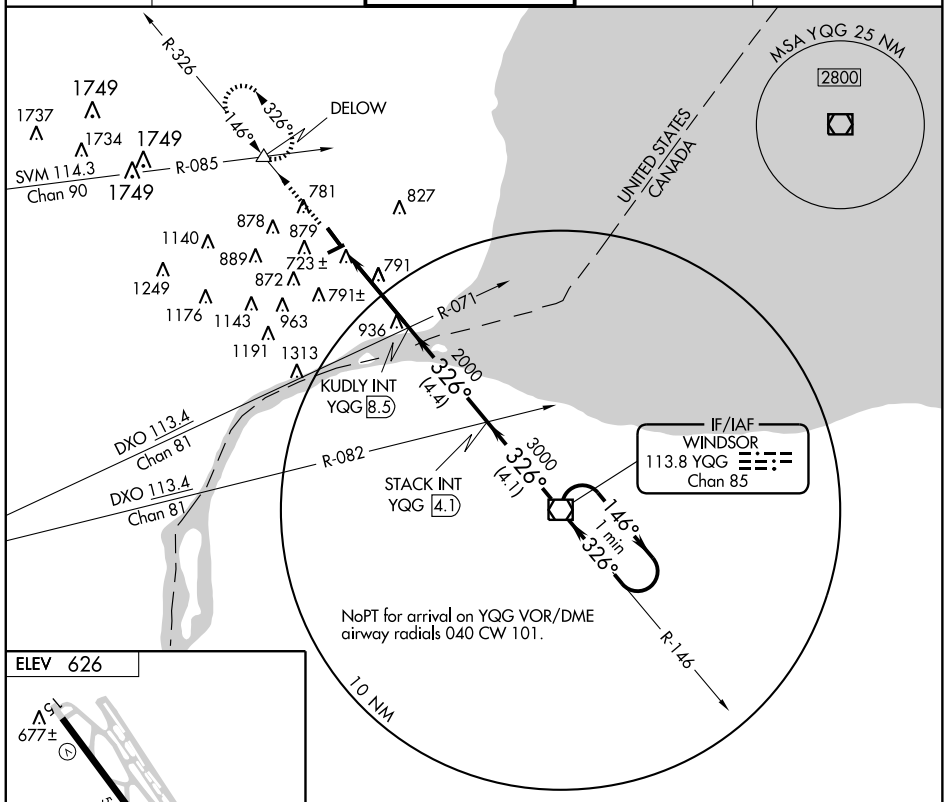
VOR RWY 33

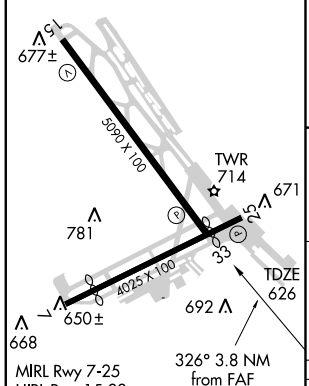
DETROIT/ COLEMAN A. YOUNG MUNI (DET)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Detroit Metro Wayne County altimeter setting and increase all MDA 60 feet and increase Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 via YQG VOR/DME R-326 to DELOW Int and hold, continue climb-in-hold to 3000.

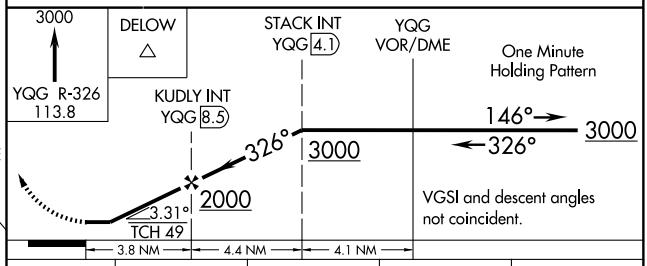
ATIS	DETROIT APP CON	DETROIT CITY TOWER	GND CON	UNICOM
124.875	126.85 363.2	121.3 257.8	121.85	122.95





MIRL Rwy 7-25
HIRL Rwy 15-33
REIL Rwys 15 and 33

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-33	1240-1 614 (700-1)		1240-1¾ 614 (700-1¾)	1240-2 614 (700-2)
CIRCLING	1240-1 614 (700-1)		1240-1¾ 614 (700-1¾)	1240-2 614 (700-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

09351

AIRPORT DIAGRAM

DETROIT METROPOLITAN WAYNE COUNTY (DTW)
DETROIT, MICHIGAN
AL-119 (FAA)

ATIS
133.675
METRO TOWER
135.0 287.1 (WEST)
118.4 287.1 (EAST)
CLNC DEL
120.65
D

VAR 6.8°W
JANUARY 2005
ANNUAL RATE
OF CHANGE
0.0°W

42°15′N
42°14′N
42°13′N
42°12′N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWYS 3R-21L, 4L-22R
S100, ST175, D200, DT350, DDT750
RWYS 4R-22L, 3L-21R, 9L-27R, 9R-27L
S100, ST175, D185. DT350

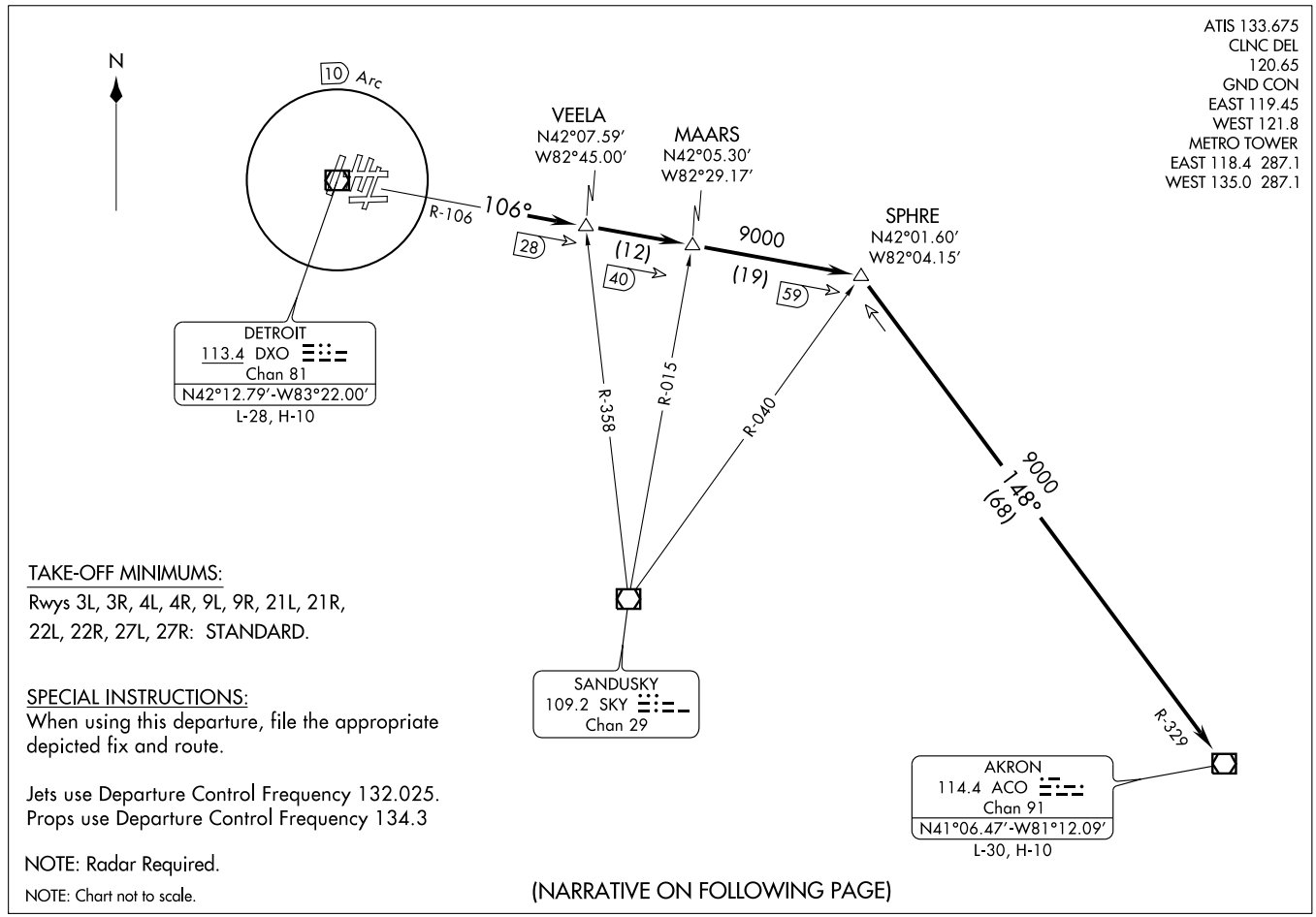
NORTHWEST GND CON 121.8
SOUTHWEST GND CON 132.72
NORTHEAST GND CON 119.45
SOUTHEAST GND CON 119.25

ILS HOLD
ELEV 636
CAT 2 HOLD
U.S. CUSTOMS ASIG NORTH
DEICE PAD
ELEV 632
NORTH TERMINAL D
U.S. CUSTOMS
ELEV 642
FIRE STATION
ELEV 638
8708 X 150
095.5°
275.5°
ELEV 635
10000 X 150
12003 X 200
8501 X 200
CONTROL TOWER 881
GENERAL AVIATION
SOUTH TERMINAL A
ELEV 637
ELEV 636
10001 X 150
035.5°
215.5°
8500 X 150
ELEV 629
ELEV 633
FIELD ELEV 645

ASDE-X Surveillance System in use.
Pilots should operate transponders
with Mode C on all twys and rwys.

83°23′W
83°22′W
83°21′W
83°20′W

EC-1, 14 JAN 2010 to 11 FEB 2010



(ACO2.ACO) 08101

AKRON TWO DEPARTURE

SL-119 (FAA)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DETROIT, MICHIGAN

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to intercept DXO VOR/DME R-106, to SPHRE INT, then via ACO R-329 to ACO VOR/DME. Jets maintain 10,000 feet, cross DXO 10 DME Arc at or above 5,000 feet for noise abatement. If unable to comply, advise ATC prior to departure. Props maintain 4,000 feet or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES

Rwy 3R: Headwall 399' from DER, 566' right of centerline, 17' AGL/647' MSL.

Rwy 4L: Multiple Trmsn Towers 1516' from DER, 827' left of centerline, up to 60' AGL/690' MSL.
Multiple Antennas 2751' from DER, 762' right of centerline, up to 84' AGL/714' MSL.

Rwy 4R: Antenna on Bldg 3348' from DER, 1301' left of centerline, 100' AGL/736' MSL.

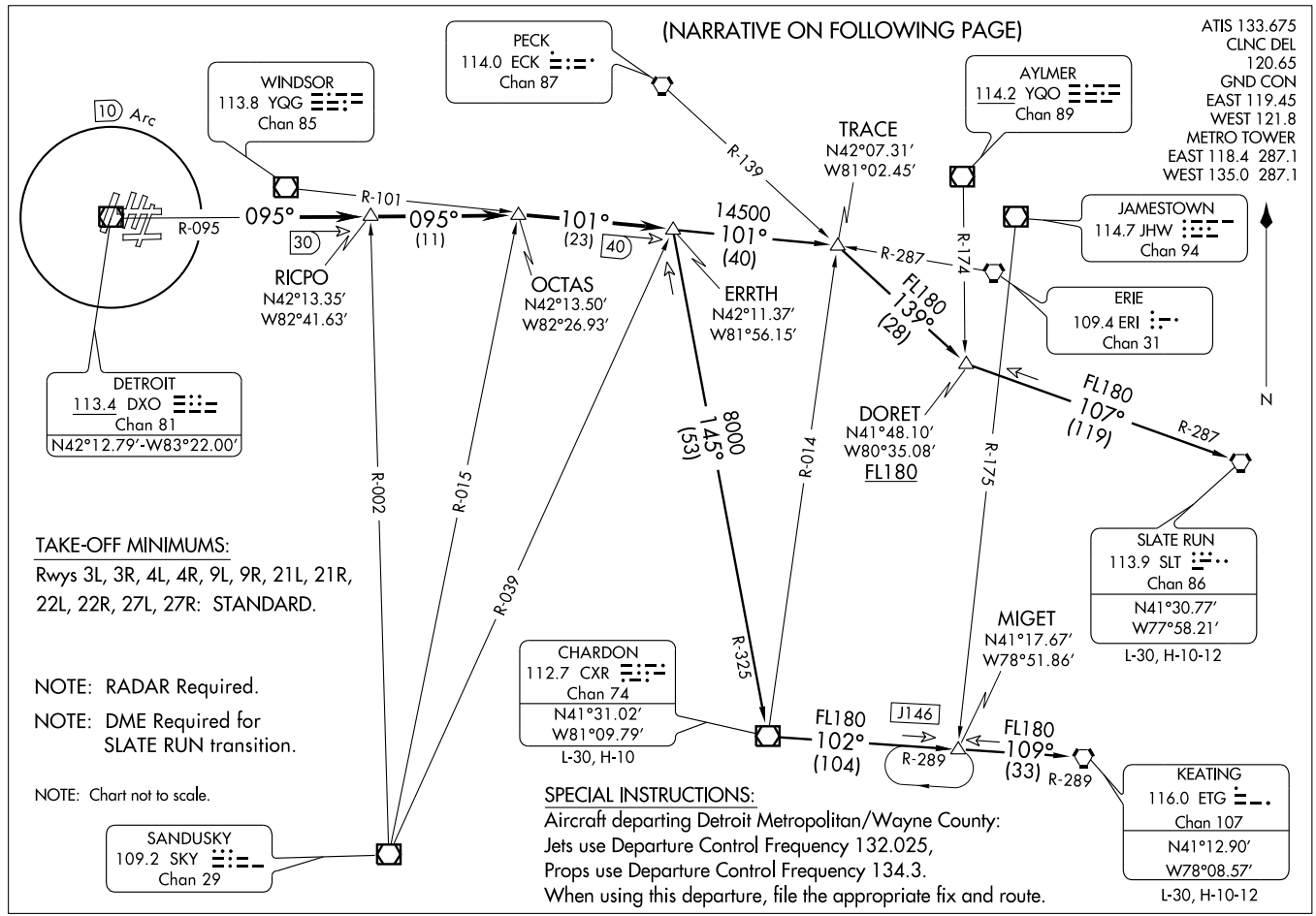
Rwy 9L: Multiple Trees 968' to 2519' from DER, 462' left of centerline and 1173' right of centerline, up to 85' AGL/715' MSL.

Rwy 9R: Tree 1837' from DER, 947' right of centerline, 50' AGL/686' MSL.

Rwy 21L: Multiple Trees 1079' to 3910' from DER, 586' left of centerline and 1188' right of centerline, up to 100' AGL/733' MSL.

Rwy 22L: Multiple Trees 794' to 3694' from DER, 611' right of centerline and 1381' left of centerline, up to 110' AGL/740' MSL.

Rwy 27R: Rod on ASR 4461' from DER, 464' left of centerline, 106' AGL/756' MSL.



(ERRTH2.ERRTH) 07354 ERRTH TWO DEPARTURE

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DETROIT, MICHIGAN

SL-119 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to intercept DXO VOR/DME R-095 to OCTAS INT then via YQG R-101 to ERRTH, then via (transition). Jets maintain 10,000 feet, cross DXO VOR/DME 10 DME at or above 5,000 feet for noise abatement. If unable to comply, advise ATC prior to departure. Props maintain 4,000 feet or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

CHARDON TRANSITION (ERRTH2.CXR): From over ERRTH INT via CXR R-325 to CXR VOR/DME.
KEATING TRANSITION (ERRTH2.ETG): From over ERRTH INT via CXR R-325 to CXR VOR/DME, then via CXR R-102 and ETG R-289 to MIGET INT, then via ETG R-289 to ETG VORTAC.
SLATE RUN TRANSITION (ERRTH2.SLT): (DME Required) From over ERRTH INT via YQG R-101 to TRACE INT, then via ECK R-139 to DORET INT, then via SLT R-287 to SLT VORTAC.

TAKE-OFF OBSTACLES

Rwy 3R: Headwall 399′ from DER, 566′ right of centerline, 17′ AGL/647′ MSL.
Rwy 4L: Multiple transmission towers 1516′ from DER, 827′ left of centerline, up to 60′ AGL/690′ MSL.
Multiple antennas 2751′ from DER, 762′ right of centerline, up to 84′ AGL/714′ MSL.
Rwy 4R: Antenna on building 3348′ from DER, 1301′ left of centerline, 100′ AGL/736′ MSL.
Rwy 9L: Multiple trees 968′ to 2519′ from DER, 462′ left of centerline and 1173′ right of centerline, up to 85′ AGL/715′ MSL.
Rwy 9R: Tree 1837′ from DER, 947′ right of centerline, 50′ AGL/686′ MSL.
Rwy 21L: Multiple trees 1079′ to 3910′ from DER, 586′ left of centerline and 1188′ right of centerline, up to 100′ AGL/733′ MSL.
Rwy 22L: Multiple trees 794′ to 3694′ from DER, 611′ right of centerline and 1381′ left of centerline, up to 110′ AGL/740′ MSL.
Rwy 27R: Rod on ASR, 4461′ from DER, 464′ left of centerline, 106′ AGL/756′ MSL.

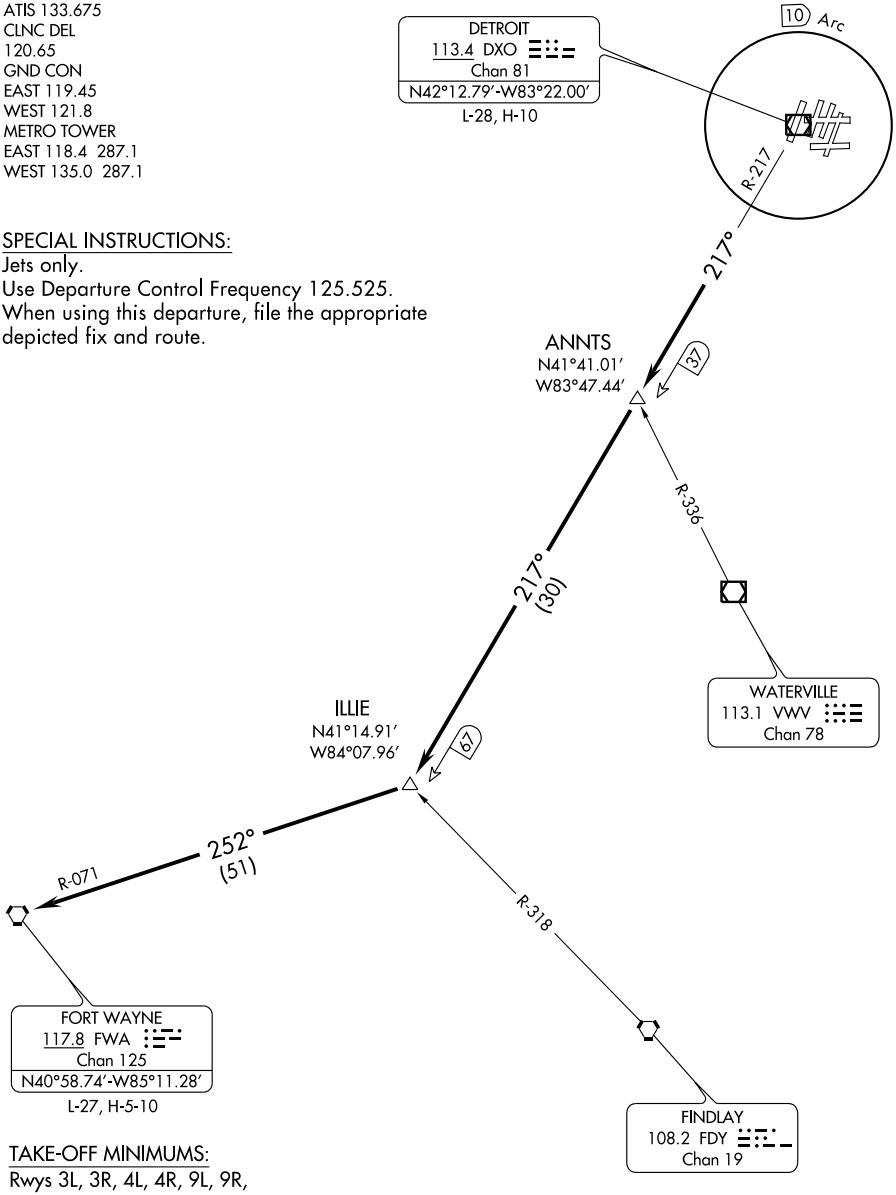
EC-1, 14 JAN 2010 to 11 FEB 2010

FORT WAYNE THREE DEPARTURE

DETROIT METROPOLITAN WAYNE COUNTY (DTW)
SL-119 (FAA)
DETROIT, MICHIGAN

ATIS 133.675
CLNC DEL
120.65
GND CON
EAST 119.45
WEST 121.8
METRO TOWER
EAST 118.4 287.1
WEST 135.0 287.1

SPECIAL INSTRUCTIONS:
Jets only.
Use Departure Control Frequency 125.525.
When using this departure, file the appropriate depicted fix and route.



TAKE-OFF MINIMUMS:
Rwys 3L, 3R, 4L, 4R, 9L, 9R,
21L, 21R, 22L, 22R, 27L, 27R: STANDARD.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to intercept DXO VOR/DME R-217 to ILLIE INT, then via FWA R-071 to FWA VORTAC. Maintain 10,000 feet, cross DXO VOR/DME 10 DME at or above 5,000 feet for noise abatement. If unable to comply, advise ATC prior to departure. Expect clearance to filed flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 3R: Headwall 399′ from DER, 566′ right of centerline, 17′ AGL/647′ MSL.
Rwy 4L: Multiple Trmsn towers 1516′ from DER, 827′ left of centerline, up to 60′ AGL/690′ MSL.
Multiple antennas 2751′ from DER, 762′ right of centerline, up to 84′ AGL/714′ MSL.
Rwy 4R: Antenna on building 3348′ from DER, 1301′ left of centerline, 100′ AGL/736′ MSL.
Rwy 9L: Multiple trees 968′ to 2519′ from DER, 462′ left of centerline and 1173′ right of centerline, up to 85′ AGL/715′ MSL.
Rwy 9R: Tree 1837′ from DER, 947′ right of centerline, 50′ AGL/686′ MSL.
Rwy 21L: Multiple trees 1079′ to 3910′ from DER, 586′ left of centerline and 1188′ right of centerline, up to 100′ AGL/733′ MSL.
Rwy 22L: Multiple trees 794′ to 3694′ from DER, 611′ right of centerline to 1381′ left of centerline, up to 110′ AGL/740′ MSL.
Rwy 27R: Rod on ASR, 4461′ from DER, 464′ left of centerline, 106′ AGL/756′ MSL.

EC-1, 14 JAN 2010 to 11 FEB 2010

(DJB.GEMNI2) 08325

GEMNI TWO ARRIVAL

ST-119 (FAA)

DETROIT METROPOLITAN WAYNE COUNTY
DETROIT, MICHIGAN

ATIS 133.675
DETROIT APP CON
126.22 363.2

DETROIT
113.4 DXO
Chan 81

WINDSOR
113.8 YQG
Chan 85

GEMNI
N41°43.58′
W82°46.82′

GLOZE
N42°06.85′
W83°14.79′

VERTICAL NAVIGATION
PLANNING INFORMATION

Turbojets: Expect clearance to cross at 12,000 feet.
Props: Expect clearance to cross at 11,000 feet.

R-144 (8) (16) R-253 R-208 (24) 2500 (15) (6) (36) 4000 314° (30)

TRYBE
N41°40.15′
W82°41.00′

DRYER
113.6 DJB
Chan 83
N41°21.48′-W82°09.72′
L-30, H-10

MUSCA
N41°54.95′
W83°00.43′

R-069 R-075

WATERVILLE
113.1 VWV
Chan 78

R-177 (49)

BOBCT
N40°32.93′
W82°00.77′

BLISS
N40°19.64′
W81°58.36′

(62) R-054 (13)

OTMAN
N39°56.82′
W81°54.26′
H-10

ELLWOOD CITY
115.8 EWC
Chan 82

R-093 (85) (23) R-117

BELLAIRE
117.1 AIR
Chan 118

JAMOX
N39°42.65′
W81°51.74′
H-10

ROSEWOOD
117.5 ROD
Chan 122

(100) (14) 357° R-257

ARMEL
113.5 AML
Chan 82

R-121 (20) 350° R-236 R-185

APPLETON
116.7 APE
Chan 114

(119)

GEFFS
N39°00.83′
W80°48.83′

SINDE
N39°00.29′
W80°05.36′
H-10-12

VLADY
N39°23.53′
W81°44.23′

(101) 350° (70) FL 300 301° (49) (168)

CHARLESTON
117.4 HVQ
Chan 121

FL 310
281°
(34)

R-281 (123)

R-051

R-104 (22)

BECKLEY
117.7 BKW
Chan 124
N37°46.82′
W81°07.41′
L-26, H-10-12

TARCI
N38°16.60′
W81°18.57′

FL 300 350° (31)

284° (82)

25 MAA FL 410
FL 300
288° (25)
104

BIGAL
N37°59.54′
W79°37.24′

MONTEBELLO
115.3 MOL
Chan 100
N37°54.03′
W79°06.41′
L-26, H-10-12

NOTE: DME Required.
NOTE: RADAR Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EC-1, 14 JAN 2010 to 11 FEB 2010

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.GEMNI2): From over BKW VORTAC via BKW R-350 to JAMOX INT, then via DJB R-177 to DJB VOR/DME. Thence. . . .
MONTEBELLO TRANSITION (MOL.GEMNI2): From over MOL VOR/DME via MOL R-288 to BIGAL INT, then via HVQ R-104 to TARCI INT, then via BKW R-350 to JAMOX INT, then via DJB R-177 to DJB VOR/DME. Thence. . . .
SINDE TRANSITION (SINDE.GEMNI2): From over SINDE INT via AML R-281 to GEFFS INT, then via ROD R-121 to VLADY INT, then via BKW R-350 to JAMOX INT, then via DJB R-177 to DJB VOR/DME. Thence. . . .

. . . . From over DJB VOR/DME via R-314 to GEMNI INT/36 DME, then via DXO VOR/DME R-144, to GLOZE INT/8 DME. Expect radar vectors to final approach course.

EC-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-HUU	APP CRS	Rwy Idg	10001
111.5	035°	TDZE	633
Chan 52		Apt Elev	645

ILS or LOC RWY 3R

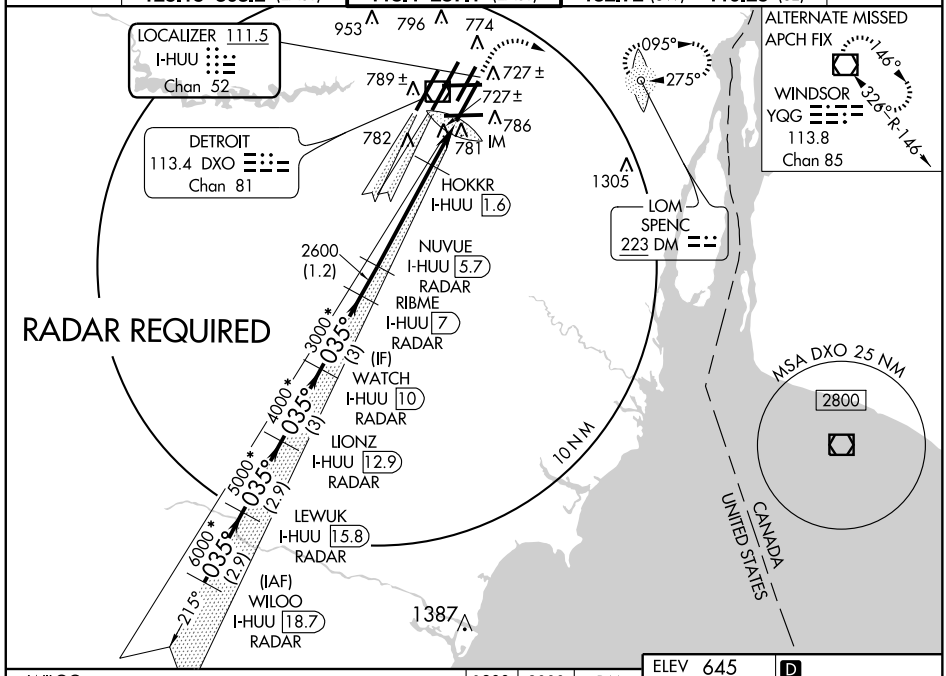
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

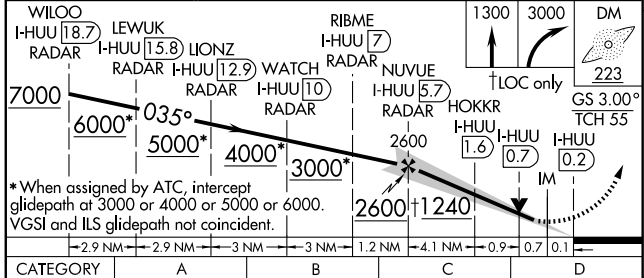
Simultaneous approach authorized with Rwy 4R or Rwy 4L. LOC procedure NA during simultaneous operations. ADF and DME or Radar Required.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct SPENC LOM and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

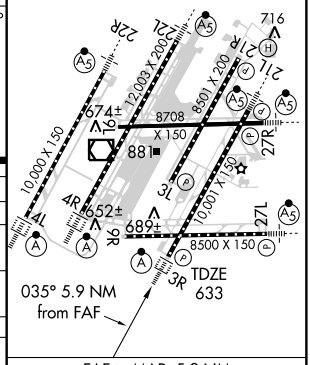




CATEGORY	A	B	C	D
S-ILS 3R	833/18 200 (200-½)			
S-LOC 3R	1240/24 607 (600-½)		1240/60 607 (600-1¼)	1240-1½ 607 (600-1½)
CIRCLING	1240-1 595 (600-1)		1240-1¾ 595 (600-1¾)	1240-2 595 (600-2)
HOKKR FIX MINIMUMS				
S-LOC 3R	980/24 347 (400-½)			980/40 347 (400-¾)
CIRCLING	1200-1 555 (600-1)		1200-1½ 555 (600-1½)	1200-2 555 (600-2)

ELEV 645 D

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways



FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

EC-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-DTW	APP CRS	Rwy Idg 12003
110.7	035°	TDZE 638
Chan 44		Apt Elev 645

ILS or LOC RWY 4R

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

Simultaneous approach authorized with ILS Rwy 3R. ADF and DME or Radar Required. LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct MADDS LOM and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

ALTERNATE MISSED APCH FIX

124°
304°
PONTIAC
111.0 PSI
Chan 47

MISSED APCH FIX

148°
328°
MADDS
338 DE

1391

LOCALIZER 110.7
I-DTW
Chan 44

953 796 774 727± 789± 782 781 786 1305

DETROIT
113.4 DXO
Chan 81

IM

2600
(1.2)

JELLY
I-DTW 9.3
RADAR

ETALE
I-DTW 8
RADAR

*3000
035°
(3)

EVABE
I-DTW 12.3
RADAR

*4000
035°
(3)

(IF)
HIMEX
I-DTW 15.2
RADAR

*5000
035°
(2.9)

CULOP
I-DTW 18.1
RADAR

*6000
035°
(2.9)

(IAF)
JULEP
I-DTW 21
RADAR

215°

MSA DXO 25 NM
2800

10 NM

UNITED STATES
CANADA

RADAR REQUIRED

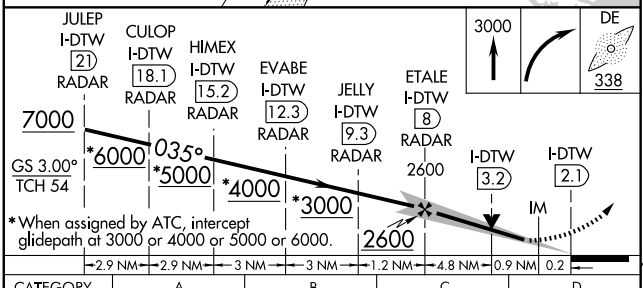
ELEV 645 D

716 22R 22L 2R 21L 674± 8708 X 150 88 27R 12,003 X 200 8501 X 200 10,000 X 150 4R 4L 652± 9R 9L 689± 10,001 X 150 8500 X 150 27L 3L 3R

TDZE
638

035° 5.9 NM
from FAF

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways



CATEGORY	A	B	C	D
S-ILS 4R	838/18 200 (200-½)			
S-LOC 4R	1040/24 402 (400-½)			1040/40 402 (400-¾)
CIRCLING	1200-1 555 (600-1)		1200-1½ 555 (600-1½)	1200-2 555 (600-2)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

EC-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-EJR	APP CRS	Rwy Idg	10001
111.5	215°	TDZE	632
Chan 52		Apt Elev	645

ILS or LOC RWY 21L

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

Simultaneous approach authorized with Rwy 22L or Rwy 22R. ADF and DME or RADAR Required. LOC procedure NA during simultanous operations.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct RYS NDB and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

RADAR REQUIRED

SALEM
114.3 SVM
Chan 90

(IAF) COUNT
I-EJR 20.6
RADAR

(IF) ROBBI
I-EJR 14.9
RADAR

TIGRZ
I-EJR 17.8
RADAR

NESBI
I-EJR 8.9
RADAR

BALAS
I-EJR 11.9
RADAR

R-716

UNITED STATES
CANADA

2600
(1.2)

PUKLE INT
I-EJR 7.7
RADAR

DETROIT
113.4 DXO
Chan 81

LOCALIZER 111.5
I-EJR
Chan 52

MSA DXO 25 NM
2800

10 NM

ALTERNATE MISSED APCH FIX
CARLETON
CRL
115.7
Chan 104
180°
360°-R-180

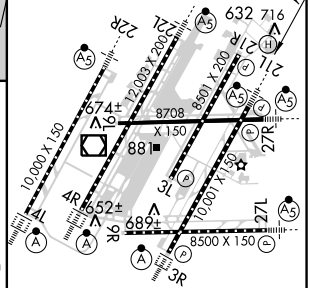
CARLETON
115.7 CRL
Chan 104

GROSSE ILE
419 RYS

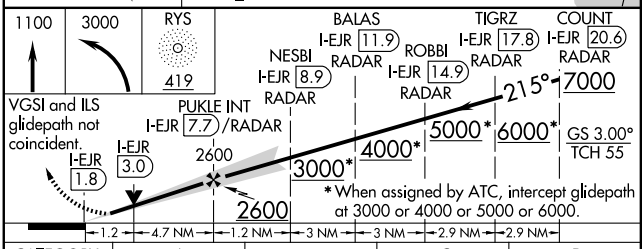
043°
223°

ELEV 645 D
215° 5.9 NM from FAF

TDZE
632 716



TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways



CATEGORY	A	B	C	D
S-ILS 21L	** 832/24	200 (200-½)		
S-LOC 21L	1100/24	468 (500-½)	1100/40 468 (500-¾)	1100/50 468 (500-1)
CIRCLING	1200-1	555 (600-1)	1200-1½ 555 (600-1½)	1200-2 555 (600-2)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

EC-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-DWC	APP CRS	Rwy Idg	12003
110.7	215°	TDZE	637
Chan 44		Apt Elev	645

ILS or LOC RWY 22L

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

Simultaneous approach authorized with Rwy 21L. DME or RADAR Required. LOC procedure NA during simultanous operations.
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 direct CRL VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

RADAR REQUIRED

SALEM
114.3 SVM
Chan 90

DETROIT
113.4 DXO
Chan 81

CARLETON
CRL
115.7
Chan 104

R-196 016° 196°

MISSED APCH FIX

10 NM

R-117

035°

(IAF)
DRBRN
I-DWC 19.6
RADAR

BHOLD
I-DWC 16.6
RADAR

LUPAY
I-DWC 13.5
RADAR

(IF)
OSKER
I-DWC 10.4
RADAR

ROUGE
I-DWC 7.3
RADAR

HULKA INT
I-DWC 5.1
RADAR

6000* 215° (3)
5000* 215° (3)
4000* 215° (3.1)
3000* 215° (3.1)
2300 215° (2.2)

1749 1749 1749
953 796 770± 774 789± 727± 786 781

UNITED STATES
CANADA

MSA DXO 25 NM
2800

LOM
SPENC
223 DM

LOCALIZER 110.7
I-DWC
Chan 44

ELEV 645 D

215° 5.2 NM from FAF

TDZE 637

12,003 X 200
8501 X 200
8708 X 150
10,000 X 150
8500 X 150
674±
652±
689±
881

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L , 9L, 9R and 21R
HIRL all runways

3000 | CRL 115.7

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.

I-DWC 0.2 — I-DWC 1.1 — HULKA INT I-DWC 5.1 RADAR — ROUGE I-DWC 7.3 RADAR — OSKER I-DWC 10.4 RADAR — LUPAY I-DWC 13.5 RADAR — BHOLD I-DWC 16.6 RADAR — DRBRN I-DWC 19.6 RADAR — 7000

2300 — 3000* — 4000* — 5000* — 6000* — 215° — GS 2.85° TCH 57

1.2 | 4.0 | 2.2 NM | 3.1 NM | 3.1 NM | 3 NM | 3 NM

CATEGORY	A	B	C	D
S-ILS 22L	**837/24 200 (200-½)			
S-LOC 22L	1080/24 443 (500-½)		1080/40 443 (500-¾)	1080/50 443 (500-1)
CIRCLING	1200-1 555 (600-1)		1200-1½ 555 (600-1½)	1200-2 555 (600-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-1. 14 JAN 2010 to 11 FEB 2010

LOC I-EPA	APP CRS	Rwy Idg	8500
110.15	275°	TDZE	631
		Apt Elev	646

ILS or LOC RWY 27L

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DME from DXO VOR/DME.
Simultaneous approach authorized with Rwy 27R.
RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct CRL VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

ALTERNATE MISSED APCH FIX
146°
326°
R-146
WINDSOR
113.8 YQG
Chan 85

RADAR REQUIRED

10 NM

DETROIT
113.4 DXO
Chan 81

953 796 774 789± 727± 782 781 786 1305

EMMIT OM/RADAR

KNOIT DXO 8.9 RADAR

JUSTT DXO 12.6 RADAR

(IAF) DONYA DXO 17.6 RADAR

2500 3000 *4000
275° 275° 275° 095°
(2) (3.7) (5)

*3000 when directed by ATC.

1340

LOCALIZER 110.15
I-EPA

CARLETON
115.7 CRL
Chan 104

R-196 016° 196°

CANADA
UNITED STATES

MSA DXO 25 NM
2800

EC-1, 14 JAN 2010 to 11 FEB 2010

1500 3000 CRL 115.7

EMMIT OM/RADAR
2408
2500
KNOIT DXO 8.9 RADAR
3000
JUSTT DXO 12.6 RADAR
*4000
275°
DONYA DXO 17.6 RADAR
*6000
*3000 when directed by ATC.
GS 3.00°
TCH 56

5.3 NM 2 NM 3.7 NM 5 NM

ELEV 646 D

716
674±
652±
689±
881
8708
10,000 X 150
12,003 X 200
8501 X 200
8500 X 150
TDZE 631
275° 5.3 NM from FAF

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

CATEGORY	A	B	C	D
S-ILS 27L	# 831/24 200 (200-½)			
S-LOC 27L	1060/24 429 (500-½)		1060/40 429 (500-¾)	1060/50 429 (500-1)
CIRCLING	1200-1 554 (600-1)		1200-1½ 554 (600-1½)	1200-2 554 (600-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

LOC I-DMI	APP CRS	Rwy Idg	8708
108.5	275°	TDZE	635
		Apt Elev	646

ILS or LOC RWY 27R

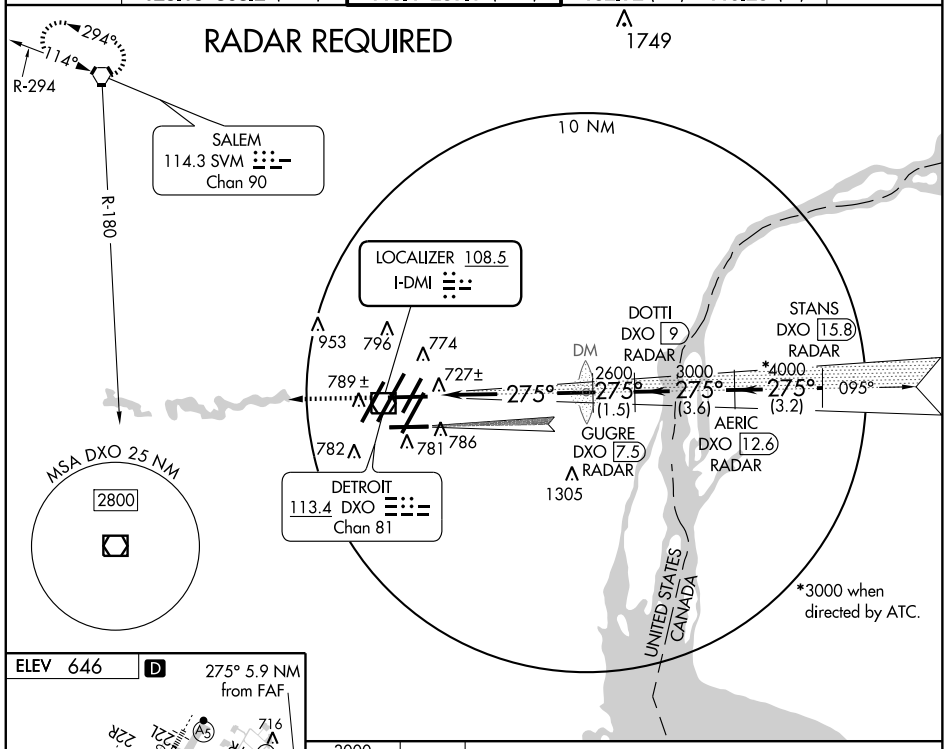
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

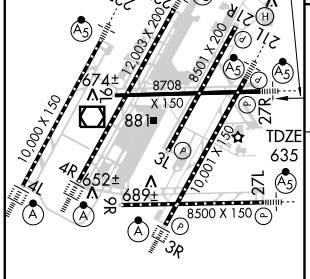
DME from DXO VOR/DME. DME or Radar required.
Simultaneous approach authorized with Rwy 27L.
RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 via heading 275° and SVM R-180 to SVM VORTAC and hold.

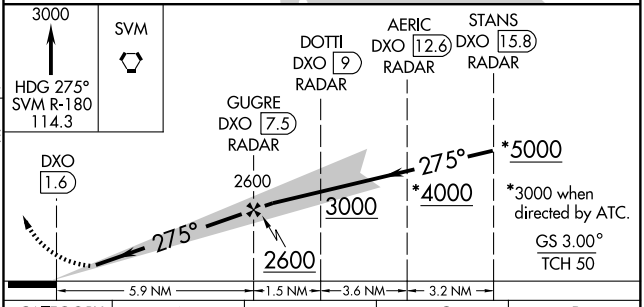
ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65





TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 27R	# 835/24 200 (200-½)			
S-LOC 27R	1060/24 425 (500-½)		1060/40 425 (500-¾)	
CIRCLING	1200-1 554 (600-1)		1200-1½ 554 (600-1½)	1200-2 554 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

DETROIT, MICHIGAN

AL-119 (FAA)

ILS PRM RWY 3R (SIMULTANEOUS CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

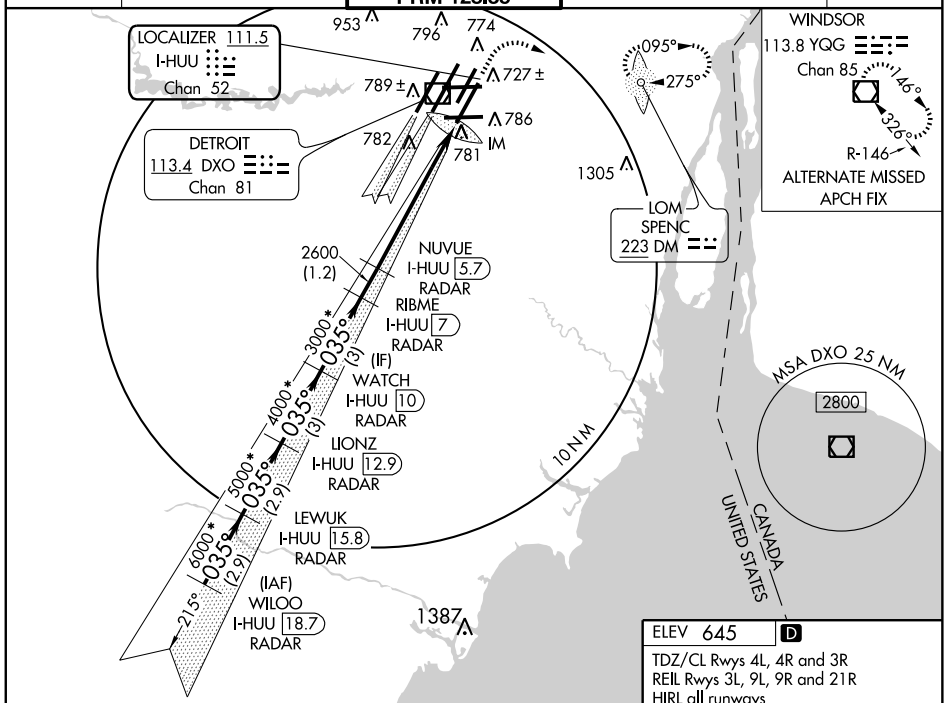
LOC/DME I-HUU	APP CRS	Rwy Idg	10001
111.5	035°	TDZE	633
Chan 52		Apt Elev	645

Simultaneous close parallel approach authorized with ILS PRM Rwy 4R, ILS PRM Rwy 4R (CAT II), ILS PRM Rwy 4R (CAT III) and ILS PRM Rwy 4L. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. ADF and DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct SPENC LOM and hold.

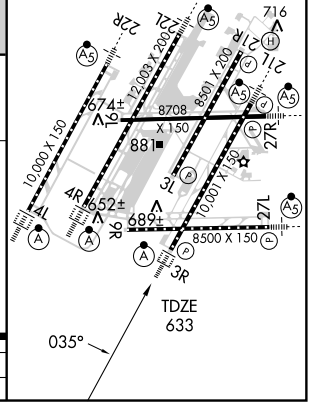
ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST) PRM 128.35	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

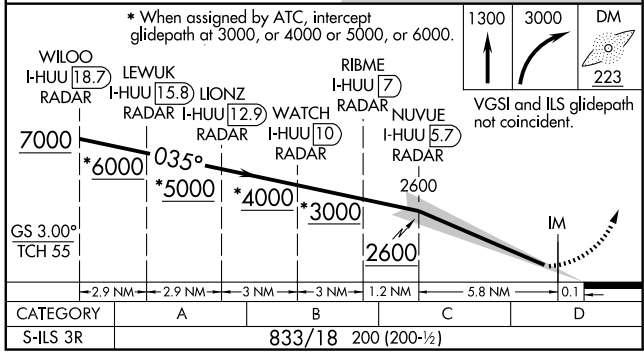


RADAR REQUIRED

ELEV 645 D

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways





CATEGORY	A	B	C	D
S-ILS 3R	833/18 200 (200-½)			

EC-1, 14 JAN 2010 to 11 FEB 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 3R approach. If later advised to expect an ILS 3R approach, the ILS/PRM 3R chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 3R approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The MVA in the final approach segment is 2400 feet south of Detroit Metropolitan Wayne County Airport.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation:** Descending on the ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to DTW as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from DTW.

EC-1. 14 JAN 2010 to 11 FEB 2010

DETROIT, MICHIGAN

AL-119 (FAA)

ILS PRM RWY 3R (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

LOC/DME I-HUU	APP CRS	Rwy Idg	10001
111.5	035°	TDZE	633
Chan 52		Apt Elev	645

Simultaneous close parallel approach authorized with ILS PRM Rwy 4R, ILS PRM Rwy 4R (CAT II), ILS PRM Rwy 4R (CAT III) and ILS PRM Rwy 4L. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. ADF and DME or Radar required.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct SPENC LOM and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST) PRM 128.35	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

LOCALIZER 111.5
I-HUU
Chan 52

DETROIT
113.4 DXO
Chan 81

RADAR REQUIRED

953 796 774 789± 727± 786 782 781 IM 1305

095° 275°

WINDSOR
113.8 YQG
Chan 85
146°
328°
R-146
ALTERNATE MISSED APCH FIX

LOM
SPENC
223 DM

2600 (1.2)
NUVUE
I-HUU 5.7
RADAR

RIBME
I-HUU 7
RADAR
(IF)

WATCH
I-HUU 10
RADAR

LIONZ
I-HUU 12.9
RADAR

LEWUK
I-HUU 15.8
RADAR

(IAF)
WILOO
I-HUU 18.7
RADAR

3000* 035° (3)
4000* 035° (3)
5000* 035° (2.9)
6000* 035° (2.9)
215°

10 NM

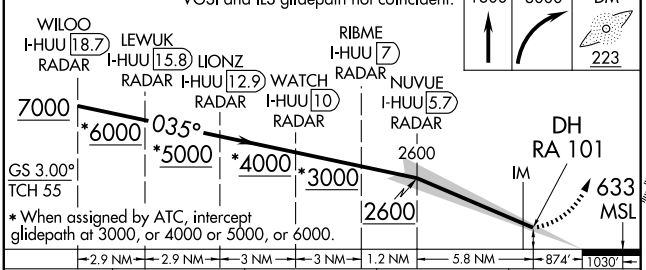
MSA DXO 25 NM
2800

CANADA
UNITED STATES

1387

VGSI and ILS glidepath not coincident.

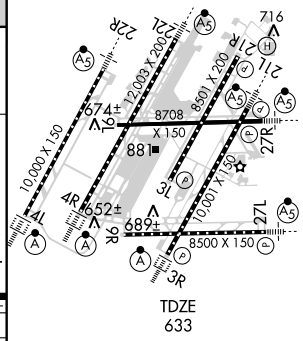
1300	3000	DM
		223



CATEGORY	A	B	C	D
S-ILS PRM 3R	733/12 100 RA 101			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 645 D



TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

EC-1, 14 JAN 2010 to 11 FEB 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 3R approach. If later advised to expect an ILS 3R approach, the ILS/PRM 3R chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 3R approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The MVA in the final approach segment is 2400 feet south of Detroit Metropolitan Wayne County Airport.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation:** Descending on the ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to DTW as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from DTW.

EC-1. 14 JAN 2010 to 11 FEB 2010

DETROIT, MICHIGAN

AL-119 (FAA)

ILS PRM RWY 3R (CAT III)

(SIMULTANEOUS CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

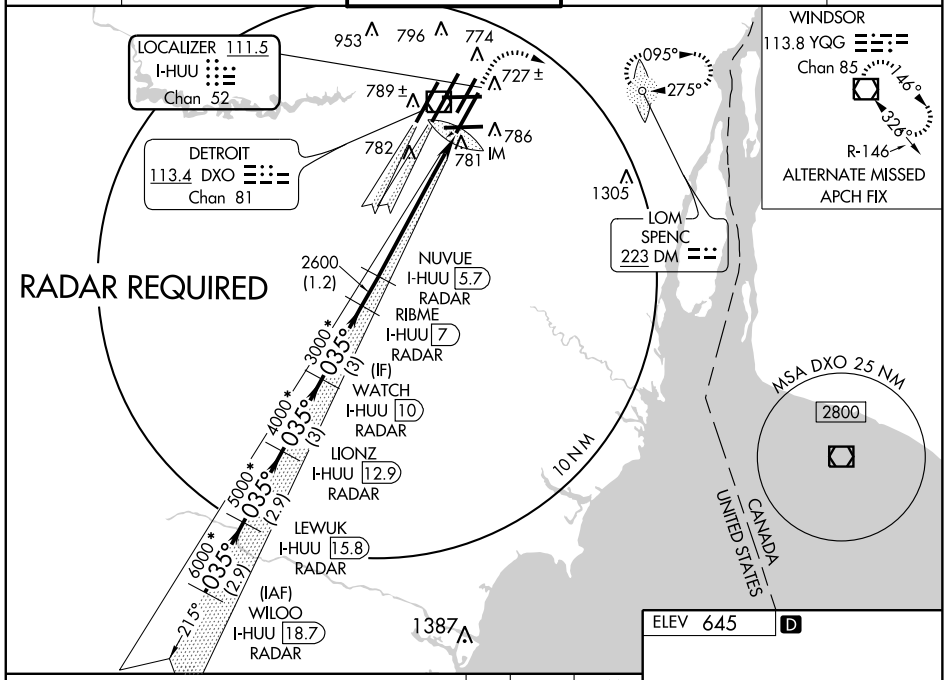
LOC/DME I-HUU	APP CRS	Rwy Idg	10001
111.5	035°	TDZE	633
Chan 52		Apt Elev	645

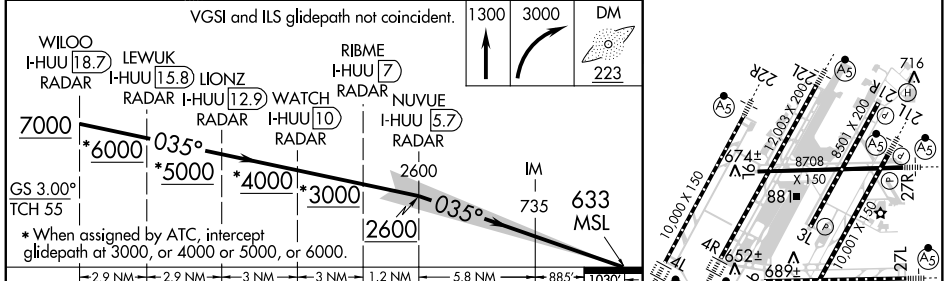
Simultaneous close parallel approach authorized with ILS PRM Rwy 4R, ILS PRM Rwy 4R (CAT II), ILS PRM Rwy 4R (CAT III) and ILS PRM Rwy 4L. Procedure NA when glideslope not available. Dual VHF comm required. See additional requirements on AAUP. ADF and DME or Radar required.

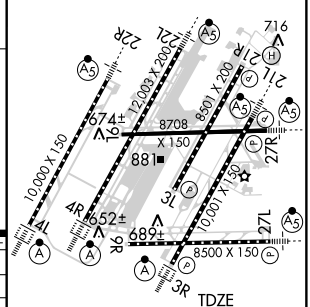
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct SPENC LOM and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST) PRM 128.35	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65







CATEGORY	A	B	C	D
S-ILS PRM 3R	CAT IIIA	RVR 07		
S-ILS PRM 3R	CAT IIIB	RVR 06		
S-ILS PRM 3R	CAT IIIC	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

EC-1. 14 JAN 2010 to 11 FEB 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 3R approach. If later advised to expect an ILS 3R approach, the ILS/PRM 3R chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 3R approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The MVA in the final approach segment is 2400 feet south of Detroit Metropolitan Wayne County Airport.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation:** Descending on the ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to DTW as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from DTW.

EC-1. 14 JAN 2010 to 11 FEB 2010

DETROIT, MICHIGAN

AL-119 (FAA)

ILS PRM RWY 4R
(SIMULTANEOUS CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

LOC/DME I-DTW	APP CRS	Rwy Idg	12003
110.7	035°	TDZE	638
Chan 44		Apt Elev	645

Simultaneous close parallel approach authorized with ILS PRM Rwy 4L and ILS PRM Rwy 3R, ILS PRM Rwy 3R (CAT II), ILS PRM Rwy 3R (CAT III). Procedure not authorized when glideslope not available. Dual VHF Comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct MADDS LOM and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST) PRM 135.775	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

R-304 PONTIAC 111.0 PSI Chan 47 124° 304° ALTERNATE MISSED APCH FIX

MISSED APCH FIX 148° 328° MADDS 338 DE

ADF and DME or RADAR REQUIRED

LOCALIZER 110.7 I-DTW Chan 44

DETROIT 113.4 DXO Chan 81

1391 953 796 774 727± 789± IM 786 782 781 1305

2600 (1.2)

JELLY I-DTW 9.3 RADAR

ETALE I-DTW 8 RADAR

*3000 035° (3)

(IF) EVABE I-DTW 12.3 RADAR

*4000 035° (3)

HIMEX I-DTW 15.2 RADAR

*5000 035° (2.9)

(IAF) JULEP I-DTW 21 RADAR

*6000 035° (2.9)

CULOP I-DTW 18.1 RADAR

215°

10 NM

MSA DXO 25 NM 2800

UNITED STATES CANADA

ELEV 645 D

TDZE 638

035°

JULEP I-DTW 21 RADAR

CULOP I-DTW 18.1 RADAR

HIMEX I-DTW 15.2 RADAR

EVABE I-DTW 12.3 RADAR

JELLY I-DTW 9.3 RADAR

ETALE I-DTW 8 RADAR

7000 *6000 035° *5000 *4000 *3000 2600 IM

GS 3.00° TCH 54

3000 DE 338

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.

2.9 NM 2.9 NM 3 NM 3 NM 1.2 NM 5.7 NM 0.2

CATEGORY	A	B	C	D
S-ILS 4R	838/18 200 (200-½)			

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

EC-1, 14 JAN 2010 to 11 FEB 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 4R approach. If later advised to expect an ILS 4R approach, the ILS/PRM 4R chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 4R approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The MVA in the final approach segment is 2400 feet south of Detroit Metropolitan Wayne County Airport.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation:** Descending on the ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to DTW as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from DTW.

EC-1. 14 JAN 2010 to 11 FEB 2010

DETROIT, MICHIGAN

AL-119 (FAA)

ILS PRM RWY 4R (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

LOC/DME I-DTW	APP CRS	Rwy Idg	12003
110.7	035°	TDZE	638
Chan 44		Apt Elev	645

T Simultaneous close parallel approach authorized with ILS PRM Rwy 4L and ILS PRM Rwy 3R, ILS PRM Rwy 3R (CAT II), ILS PRM Rwy 3R (CAT III). Procedure not authorized when glideslope not available. Dual VHF Comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct MADDS LOM and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST) PRM 135.775	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

R-304 PONTIAC 111.0 PSI Chan 47 124° 304° ALTERNATE MISSED APCH FIX

MISSED APCH FIX 148° 328° MADDS 338 DE

ADF and DME or RADAR REQUIRED

LOCALIZER 110.7 I-DTW Chan 44

DETROIT 113.4 DXO Chan 81

953 796 774 727± 789± IM 786 782 781 1391 1305

2600 (1.2)

JELLY I-DTW 9.3 RADAR

ETALE I-DTW 8 RADAR

*3000 035° (3)

(IF) EVABE I-DTW 12.3 RADAR

HIMEX I-DTW 15.2 RADAR

*4000 035° (3)

*5000 035° (12.9)

CULOP I-DTW 18.1 RADAR

(IAF) JULEP I-DTW 21 RADAR

*6000 035° (12.9)

215°

10 NM

MSA DXO 25 NM 2800

UNITED STATES CANADA

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.

3000 DE 338

JULEP I-DTW 21 RADAR

CULOP I-DTW 18.1 RADAR

HIMEX I-DTW 15.2 RADAR

EVABE I-DTW 12.3 RADAR

JELLY I-DTW 9.3 RADAR

ETALE I-DTW 8 RADAR

7000 *6000 035° *5000 *4000 *3000 2600 IM DH RA 101 638 MSL

GS 3.00° TCH 54

2.9 NM 2.9 NM 3 NM 3 NM 1.2 NM 5.8 NM 891′ 1001′

CATEGORY	A	B	C	D
S-ILS 4R	738/12 100 RA 101			

ELEV 645 D

716 22R 22L 21R 21L 16 12003 X 200 8501 X 200 8708 X 150 27R 674± 881 10,000 X 150 4R 4L 652± 3L 9L 9R 689± 10,001 X 150 27L 8500 X 150 21L 3R TDZE 638

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-1, 14 JAN 2010 to 11 FEB 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 4R approach. If later advised to expect an ILS 4R approach, the ILS/PRM 4R chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 4R approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The MVA in the final approach segment is 2400 feet south of Detroit Metropolitan Wayne County Airport.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation:** Descending on the ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to DTW as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from DTW.

EC-1. 14 JAN 2010 to 11 FEB 2010

DETROIT, MICHIGAN

AL-119 (FAA)

ILS PRM RWY 4R (CAT III)
(SIMULTANEOUS CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

LOC/DME I-DTW	APP CRS	Rwy Idg	12003
110.7	035°	TDZE	638
Chan 44		Apt Elev	645

T Simultaneous close parallel approach authorized with ILS PRM Rwy 4L and ILS PRM Rwy 3R, ILS PRM Rwy 3R (CAT II), ILS PRM Rwy 3R (CAT III). Procedure not authorized when glideslope not available. Dual VHF Comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct MADDS LOM and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST) PRM 135.775	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

ADF and DME or RADAR REQUIRED

LOCALIZER 110.7 I-DTW Chan 44

MISSED APCH FIX 148° 328° MADDS 338 DE

DETROIT 113.4 DXO Chan 81

R-304 PONTIAC 111.0 PSI Chan 47 124° 304° ALTERNATE MISSED APCH FIX

953 796 774 727± 789± IM 782 781 786 1305 1391

2600 (1.2)

JELLY I-DTW 9.3 RADAR

ETALE I-DTW 8 RADAR

*3000 035° (3)

(IF) EVABE I-DTW 12.3 RADAR

HIMEX I-DTW 15.2 RADAR

*4000 035° (3)

*5000 035° (2.9)

CULOP I-DTW 18.1 RADAR

10 NM

MSA DXO 25 NM 2800

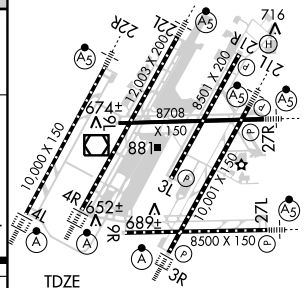
(IAF) JULEP I-DTW 21 RADAR

*6000 035° (2.9)

215°

UNITED STATES CANADA

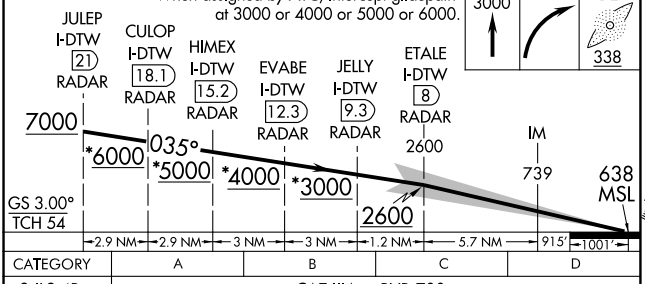
ELEV 645 D



TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.

3000 DE 338



CATEGORY	A	B	C	D
S-ILS 4R	CAT IIIA RVR 700			
S-ILS 4R	CAT IIIB RVR 600			
S-ILS 4R	CAT IIIC NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-1, 14 JAN 2010 to 11 FEB 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 4R approach. If later advised to expect an ILS 4R approach, the ILS/PRM 4R chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 4R approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The MVA in the final approach segment is 2400 feet south of Detroit Metropolitan Wayne County Airport.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation:** Descending on the ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to DTW as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from DTW.

DETROIT, MICHIGAN

AL-119 (FAA)

ILS PRM RWY 21L
(SIMULTANEOUS CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

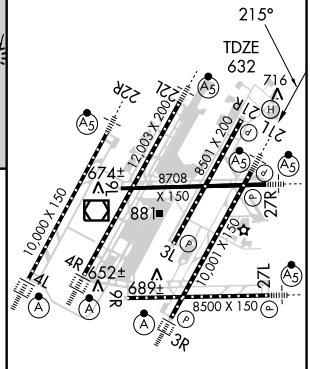
LOC/DME I-EJR	APP CRS	Rwy Idg	10001
111.5	215°	TDZE	632
Chan 52		Apt Elev	645

T Simultaneous close parallel approach authorized with ILS PRM Rwy 22L and ILS PRM Rwy 22R. Procedure NA when glideslope not available. ADF and RADAR or DME Required. Dual VHF Comm Required. See additional requirements on AAUP.
** RVR 1800 authorized with the use of FD or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct RYS NDB and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST) PRM 128.35	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65



1100	3000	RYS 419

VGSI and ILS glidepath not coincident.

CATEGORY	A	B	C	D
S-ILS 21L	**832/24 200 (200-½)			

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

EC-1, 14 JAN 2010 to 11 FEB 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 21L approach. If later advised to expect an ILS 21L approach, the ILS/PRM 21L chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 21L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The MVA in the final approach segment is 2800 feet north of Detroit Metropolitan Wayne County Airport.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation:** Descending on the ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to DTW as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from DTW.

EC-1. 14 JAN 2010 to 11 FEB 2010

DETROIT, MICHIGAN

AL-119 (FAA)

ILS PRM RWY 22L (SIMULTANEOUS CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

LOC/DME I-DWC	APP CRS	Rwy Idg	12003
110.7	215°	TDZE	637
Chan 44		Apt Elev	645

RADAR or DME Required. Simultaneous close parallel approach authorized with ILS PRM Rwy 21L and ILS PRM Rwy 22R. Procedure NA when glideslope not available. Dual VHF Comm Required. See additional requirements on AAUP.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 direct CRL VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST) PRM 135.775	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

RADAR REQUIRED

SALEM 114.3 SVM Chan 90

DETROIT 113.4 DXO Chan 81

035°

(IAF) DRBRN I-DWC 19.6 RADAR

BHOLD I-DWC 16.6 RADAR

LUPAY I-DWC 13.5 RADAR

(IF) OSKER I-DWC 10.4 RADAR

ROUGE I-DWC 7.3 RADAR

HULKA INT I-DWC 5.1 RADAR

LOM SPENC 223 DM

10 NM

R-117

215° *6000 (3)

215° *5000 (3)

215° *4000 (3.1)

215° *3000 (3.1)

215° 2300 (2.2)

1749 1749 1749

796 953 774 789± 727± 786 782 781 1305

UNITED STATES CANADA

MSA DXO 25 NM 2800

LOCALIZER 110.7 I-DWC Chan 44

CARLETON 115.7 CRL Chan 104

R-016 R-196

MISSED APCH FIX

ELEV 645 D

215°

TDZE 637

716

674± 8708 X 150 881■ 652± 689±

12,003 X 200

8,501 X 200

10,000 X 150

10,001 X 150

8500 X 150

22R 21L 21R 21L 16 4R 4L 3C 3R 27R 27L

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L , 9L, 9R and 21R
HIRL all runways

3000 CRL 115.7

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.

DRBRN I-DWC 19.6 RADAR

LUPAY I-DWC 13.5 RADAR

BHOLD I-DWC 16.6 RADAR

OSKER I-DWC 10.4 RADAR

HULKA INT I-DWC 5.1 RADAR

ROUGE I-DWC 7.3 RADAR

7000

215° *6000 *5000 *4000 *3000 2300

GS 2.85° TCH 57

5.2 NM 2.2 NM 3.1 NM 3.1 NM 3 NM 3 NM

CATEGORY	A	B	C	D
S-ILS 22L	** 837/24 200 (200-½)			

EC-1. 14 JAN 2010 to 11 FEB 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 22L approach. If later advised to expect an ILS 22L approach, the ILS/PRM 22L chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 22L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The MVA in the final approach segment is 2800 feet north of Detroit Metropolitan Wayne County Airport.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation:** Descending on the ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to DTW as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from DTW.

LOC/DME I-HUU	APP CRS	Rwy Idg	10001
111.5	035°	TDZE	633
Chan 52		Apt Elev	645

ILS RWY 3R (CAT II)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

Simultaneous approach authorized with Rwy 4R or Rwy 4L. ADF and DME or Radar Required.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct SPENC LOM and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

LOCALIZER 111.5 I-HUU Chan 52

DETROIT 113.4 DXO Chan 81

ALTERNATE MISSED APCH FIX

WINDSOR YQG 113.8 Chan 85

146°

326°-R-146°

095°

275°

953 796 774 727± 727± 786 789± 782 781 IM

1305

HOKKR I-HUU 1.6

LOM SPENC 223 DM

2600 (1.2)

NUVUE I-HUU 5.7 RADAR

RIBME I-HUU 7 RADAR

3000* 035° (3)

(IF) WATCH I-HUU 10 RADAR

4000* 035° (3)

LIONZ I-HUU 12.9 RADAR

5000* 035° (2.9)

LEWUK I-HUU 15.8 RADAR

6000* 035° (2.9)

215°

(IAF) WILOO I-HUU 18.7 RADAR

1387

10 NM

MSA DXO 25 NM

2800

CANADA

UNITED STATES

RADAR REQUIRED

ELEV 645 D

716 674± 652± 689± 881 8708 X 150 12,003 X 200 8,501 X 200 10,000 X 150 10,001 X 150 8500 X 150

2R 2L 21L 21R 4L 4R 3L 9R 27R 27L 3R

TDZE 633

VGSI and ILS glidepath not coincident.

1300 3000 DM 223

WILOO I-HUU 18.7 RADAR

LEWUK I-HUU 15.8 RADAR

LIONZ I-HUU 12.9 RADAR

WATCH I-HUU 10 RADAR

RIBME I-HUU 7 RADAR

NUVUE I-HUU 5.7 RADAR

GS 3.00° TCH 55

7000 6000* 035° 5000* 4000* 3000* 2600

DH RA101

IM

633 MSL

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.

2.9 NM 2.9 NM 3 NM 3 NM 1.2 NM 5.8 NM 864' 1030'

CATEGORY	A	B	C	D
S-ILS 3R	733/12		100 RA 101	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

EC-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-HUU	APP CRS	Rwy Idg	10001
111.5	035°	TDZE	633
Chan 52		Apt Elev	645

ILS RWY 3R (CAT III)

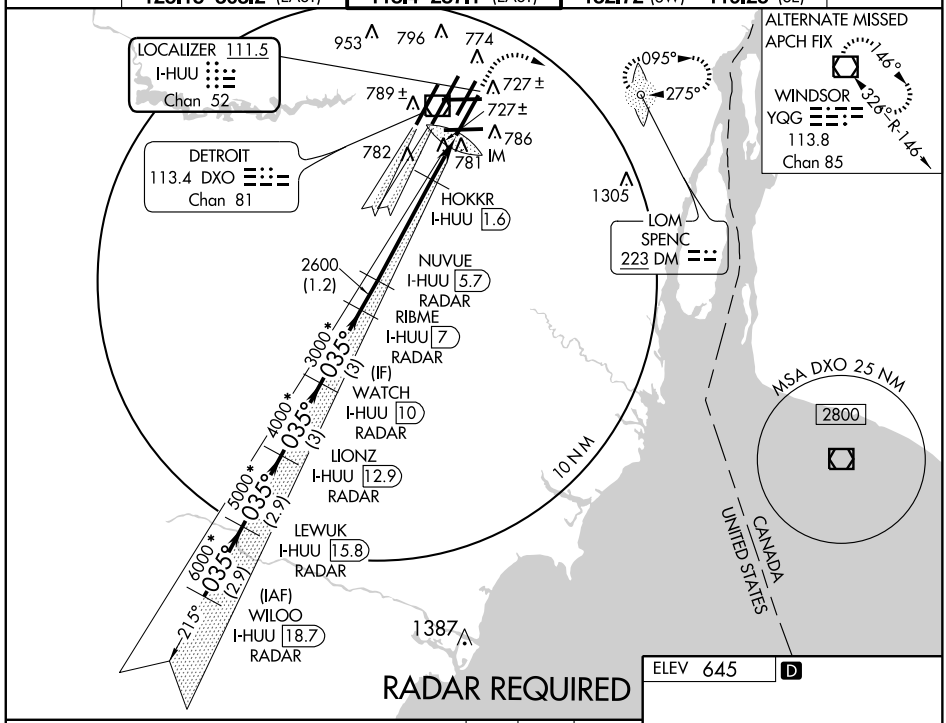
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

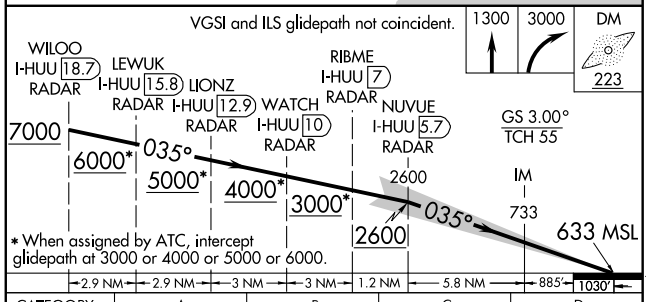
Simultaneous approach authorized with Rwy 4R or Rwy 4L. ADF and DME or Radar Required.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct SPENC LOM and hold.

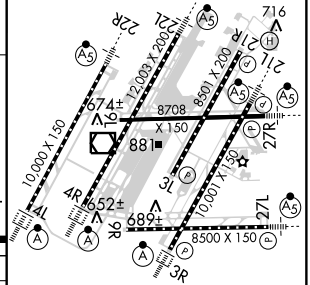
ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65





CATEGORY	A	B	C	D
S-ILS 3R		CAT IIIA RVR 07		
S-ILS 3R		CAT IIIB RVR 06		
S-ILS 3R		CAT IIIC NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

LOC/DME I-DTW	APP CRS	Rwy Idg 12003
110.7	035°	TDZE 638
Chan 44		Apt Elev 645

ILS RWY 4R (CAT II)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

Simultaneous approach authorized with ILS Rwy 3R. ADF and DME or Radar Required.

ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct MADDS LOM and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

ALTERNATE MISSED APCH FIX

124°
304°
PONTIAC
111.0 PSI
Chan 47

MISSED APCH FIX

148°
328°
MADDS
338 DE

1391

LOCALIZER 110.7
I-DTW
Chan 44

953
796
774
727±
789±
IM
782
786
781
1305

DETROIT
113.4 DXO
Chan 81

2600
(1.2)

JELLY
I-DTW 9.3
RADAR

ETALE
I-DTW 8
RADAR

*3000
035°
(3)

*4000
035°
(3)

EVABE
I-DTW 12.3
RADAR

(IF)
HIMEX
I-DTW 15.2
RADAR

*5000
035°
(2.9)

CULOP
I-DTW 18.1
RADAR

*6000
035°
(2.9)

(IAF)
JULEP
I-DTW 21
RADAR

215°

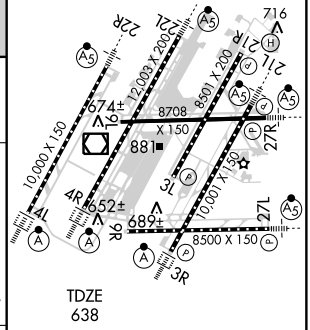
MSA DXO 25 NM
2800

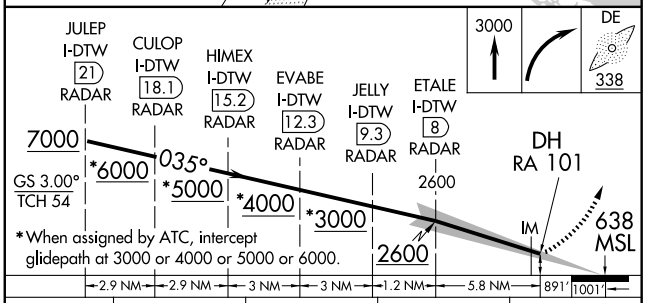
10 NM

UNITED STATES
CANADA

RADAR REQUIRED

ELEV 645 D





CATEGORY	A	B	C	D
S-ILS 4R	738/12		100 RA101	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

EC-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-DTW	APP CRS	Rwy Idg 12003
110.7	035°	TDZE 638
Chan 44		Apt Elev 645

ILS RWY 4R (CAT III)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

Simultaneous approach authorized with ILS Rwy 3R. ADF and DME or Radar Required.

ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct MADDS LOM and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

ALTERNATE MISSED APCH FIX
124°
304°
PONTIAC
111.0 PSI
Chan 47

MISSED APCH FIX
148°
328°
MADDS
338 DE

LOCALIZER 110.7
I-DTW
Chan 44

DETROIT
113.4 DXO
Chan 81

1391 953 796 774 727± 789± IM 782 781 786 1305

2600 (1.2)

JELLY
I-DTW 9.3
RADAR

ETALE
I-DTW 8
RADAR

*3000 035° (3)

(IF)
HIMEX
I-DTW 15.2
RADAR

*4000 035° (3)

EVABE
I-DTW 12.3
RADAR

*5000 035° (2.9)

(IAF)
JULEP
I-DTW 21
RADAR

*6000 035° (2.9)

CULOP
I-DTW 18.1
RADAR

215°

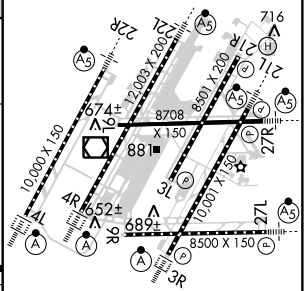
MSA DXO 25 NM
2800

10 NM

UNITED STATES
CANADA

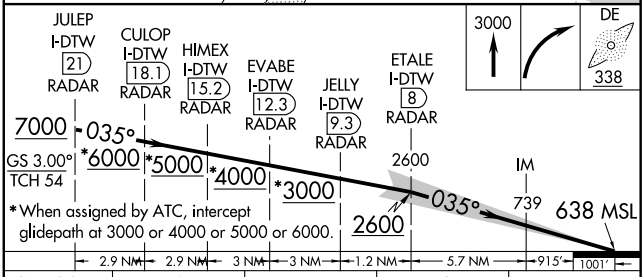
RADAR REQUIRED

ELEV 645 D



TDZE
638

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways



CATEGORY	A	B	C	D
S-ILS 4R		CAT IIIA	RVR 07	
S-ILS 4R		CAT IIIB	RVR 06	
S-ILS 4R		CAT IIIC	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-1. 14 JAN 2010 to 11 FEB 2010

DETROIT, MICHIGAN

AL-119 (FAA)

ILS Y PRM RWY 4L (SIMULTANEOUS CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

LOC/DME I-ALA	APP CRS	Rwy Idg	10000
111.75	037°	TDZE	645
Chan 54 (Y)		Apt Elev	645

DME or RADAR required. Procedure NA when glideslope not available. See additional requirements on AAUP. Dual VHF comm required. Simultaneous close parallel approach authorized with ILS PRM RWY 4R, ILS PRM Rwy 4R (CAT II), ILS PRM Rwy 4R (CAT III) and ILS PRM Rwy 3R, ILS PRM Rwy 3R (CAT II), ILS PRM Rwy 3R (CAT III).

ALSF-2

MISSED APPROACH: Climbing left turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST) PRM 127.05	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

RADAR REQUIRED

1330

MISSED APCH FIX
033° 213° R-033
SALEM
114.3 SVM
Chan 90

DETROIT
113.4 DXO
Chan 81

953 796 774

LOCALIZER 111.75
I-ALA
Chan 54 (Y)
LOC offset 2.52°

UNITED STATES
CANADA

LOM
YIPPS
359 YI

789± (TICUD) 727± 786 781 1305

782

MOTWN
I-ALA 5.7
RADAR

ALTERNATE MISSED APCH FIX
YIPPS
YI
233° 053°
359

PEVSE
I-ALA 6.9
RADAR
2600
(1.2)

JITLI
I-ALA 9.9
RADAR
*3000 037° (3)

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.

(IF)
RUCOB
I-ALA 12.9
RADAR
*4000 037° (3)

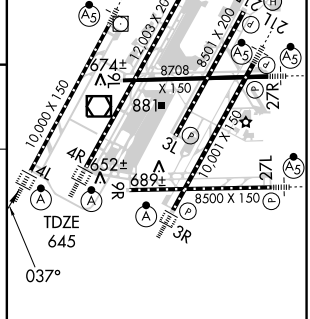
COZZY
I-ALA 15.8
RADAR
*5000 037° (2.9)

MSA DXO 25 NM
2800

10 NM

(IAF)
SMPTR
I-ALA 18.6
RADAR
*6000 037° (2.9)
21°

ELEV 645 D



CATEGORY	A	B	C	D
S-ILS 4L	895/24 250 (300-½)			

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

EC-1, 14 JAN 2010 to 11 FEB 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- Exit the runway at Taxiway A7 (6700 ft) or A8 (7700 ft) whenever practical, see Taxiway Use below.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 4L approach. If later advised to expect an ILS 4L Yankee approach, the ILS/PRM 4L chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 4L Yankee approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The MVA in the final approach segment is 2400 feet south of Detroit Metropolitan Wayne County Airport.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation:** Descending on the ILS glideslope ensures complying with any charted crossing restrictions.

5. **Taxiway Use:** Because of the location of the offset LOC critical area, whenever practical, pilots should exit the runway at taxiway A7, 6700 ft or A8, 7700 ft. If feasible, do not stop on taxiways A9 and A10, or on taxiway A northeast of taxiway V.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to DTW as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from DTW.

EC-1. 14 JAN 2010 to 11 FEB 2010

DETROIT, MICHIGAN

AL-119 (FAA)

ILS Y PRM RWY 22R
(SIMULTANEOUS CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

LOC/DME I-BZB	APP CRS	Rwy Idg	10000
111.75	212°	TDZE	642
Chan 54 (Y)		Apt Elev	645

DME or RADAR Required. Procedure NA when glideslope not available. Simultaneous close parallel approach authorized with ILS PRM Rwy 22L and ILS PRM Rwy 21L. Dual VHF Comm Required. See additional requirements on AAUP.

MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST) PRM 127.05	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

RADAR REQUIRED

SALEM
114.3 SVM
Chan 90

033° 213° R-033

10 NM

(IAF)
GRDCY
I-BZB 20.6
RADAR

032°

1749 MMOTR 1749
I-BZB 17.8
RADAR

*6000
212° (2.9)

*5000
212° (2.9)

1749

(IF)
EMINN
I-BZB 11.9
RADAR

*4000
212° (3)

TAYUL
I-BZB 14.9
RADAR

*3000
212° (3)

2300 (2.1)

WONDR
I-BZB 8.9
RADAR

JELVU
I-BZB 6.8
RADAR

R-304
PONTIAC
111.0 PSI
Chan 47
124°
304°
ALTERNATE
MISSED APCH FIX

DETROIT
113.4 DXO
Chan 81

953 796 774 727± 789± 786 781 782 1305

(KIVTE)

UNITED STATES
CANADA

MSA DXO 25 NM
2800

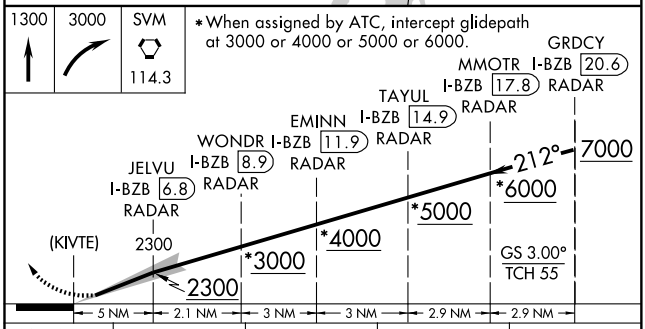
LOCALIZER 111.75
I-BZB
Chan 54 (Y)
LOC offset 2.50°

ELEV 645
D
212°
TDZE
642
716
674±
881■
652±
689±
8708 X 150
12,003 X 200
8501 X 200
10,000 X 150
10,001 X 150
8500 X 150

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

1300	3000	SVM
		114.3

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.



CATEGORY	A	B	C	D
S-ILS 22R	892/24 250 (300-½)			

EC-1, 14 JAN 2010 to 11 FEB 2010

ILS Y PRM RWY 22R (SIMULTANEOUS CLOSE PARALLEL)

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- Exit the runway at Taxiway A4 (6700 ft) or A3 (7700 ft) whenever practical, see Exit Taxiway Use below.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 22R approach. If later advised to expect an ILS 22R Yankee approach, the ILS/PRM 22R chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 22R Yankee approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The MVA in the final approach segment is 2800 feet north of Detroit Metropolitan Wayne County Airport.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation:** Descending on the ILS glideslope ensures complying with any charted crossing restrictions.

5. **Exit Taxiway Use:** Because of the location of the offset LOC critical area, whenever possible, pilots should exit the runway at taxiway A4, 6700 ft or A3, 7700 ft. If practical, do not stop on taxiway A between taxiway A3 and taxiway Q.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to DTW as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from DTW.

LOC/DME I-ALA	APP CRS	Rwy Idg	10000
111.75	037°	TDZE	645
Chan 54 (Y)		Apt Elev	645

ILS Y RWY 4L

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

T DME or RADAR REQUIRED. LOC procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 3R. Procedure NA when glideslope not available.

ALSF-2

MISSED APPROACH: Climbing left turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

RADAR REQUIRED

MISSED APCH FIX

033° 213° R-033

SALEM SVM 114.3 Chan 90

LOM YIPPS 359 YI

LOCALIZER 111.75 I-ALA Chan 54 (Y) LOC offset 2.52°

DETROIT 113.4 DXO Chan 81

1313

UNITED STATES CANADA

953 796 774 789± 727± 786 782 1305

(TICUD)

MOTWN I-ALA 5.7 RADAR

PEVSE I-ALA 6.9 RADAR

JITLI I-ALA 9.9 RADAR

(IF)

RUCOB I-ALA 12.9 RADAR

COZZY I-ALA 15.8 RADAR

(IAF)

SMPTR I-ALA 18.6 RADAR

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.

*3000 037° (3)

*4000 037° (3)

*5000 037° (2.9)

*6000 037° (2.9)

217°

2600 (1.2)

10 NM

ALTERNATE MISSED APCH FIX

233° 053°

YIPPS YI 359

MSA DXO 25 NM

2800

ELEV 645 D

037°

10,000 X 150

12,003 X 200

8501 X 200

8708 X 150

8500 X 150

10,001 X 150

674± 716 652± 689± 881

TDZE 645

22R 4L 4R 3L 9L 9R 3R 21L 21R 27R

SMPTR I-ALA 18.6 RADAR COZZY I-ALA 15.8 RADAR RUCOB I-ALA 12.9 RADAR JITLI I-ALA 9.9 RADAR PEVSE I-ALA 6.9 RADAR MOTWN I-ALA 5.7 RADAR

7000 037° *6000 *5000 *4000 *3000 2600 (TICUD)

GS 3.00° TCH 55

2.9 NM 2.9 NM 3 NM 3 NM 1.2 NM 5.9 NM

3000 SVM 114.3

CATEGORY	A	B	C	D
S-ILS 4L	895/24 250 (300-½)			

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

EC-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-BZB	APP CRS	Rwy Idg	10000
111.75	212°	TDZE	642
Chan 54 (Y)		Apt Elev	645

ILS Y RWY 22R

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DME or RADAR REQUIRED.
Simultaneous approach authorized with Rwy 21L.
Procedure NA when glideslope not available.
LOC procedure NA during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

RADAR REQUIRED

SALEM 114.3 SVM Chan 90

033° 213° R-033

(IAF) GRDCY I-BZB 20.6 RADAR

032°

MMOTR I-BZB 17.8 RADAR

1749

*6000 212° (2.9)

*5000 212° (2.9)

*4000 212° (3)

TAYUL I-BZB 14.9 RADAR

(IF) EMINN I-BZB 11.9 RADAR

*3000 212° (3)

2300 212° (2.1)

WONDR I-BZB 8.9 RADAR

JELVU I-BZB 6.8 RADAR

ALTERNATE MISSED APCH FIX

PONTIAC PSI 111.0 Chan 47

304° 124° 304°

DETROIT 113.4 DXO Chan 81

953 796 774 727± 789± 786 781 782 1305

(KIVTE)

UNITED STATES CANADA

MSA DXO 25 NM 2800

LOCALIZER 111.75 I-BZB Chan 54 (Y) LOC offset 2.50°

ELEV 645 D

212°

TDZE 642

22R 22L 21R 21L 27R 27L 9R 9L 4R 4L 3L 3R

12,003 X 200

8501 X 200

8708 X 150

10,000 X 150

10,001 X 150

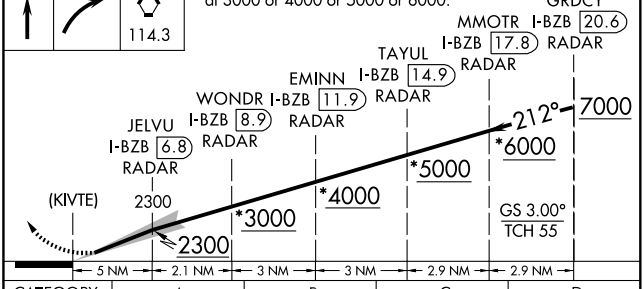
8500 X 150

674± 881 652± 689±

716

1300 3000 SVM 114.3

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.



CATEGORY	A	B	C	D
S-ILS 22R	892/24 250 (300-½)			

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

LOC/DME I-HJT	APP CRS	Rwy Idg	10000
111.95	035°	TDZE	645
Chan 56 (Y)		Apt Elev	645

ILS Z or LOC RWY 4L

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DME or RADAR Required.
Simultaneous approach authorized with Rwy 3R.
LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

MISSED APCH FIX
035° 213° R-033°
SALEM SVM 114.3 Chan 90

LOM YIPPS 359 YI

ALTERNATE MISSED APCH FIX
233° 053°
YIPPS LOM YI 359

LOCALIZER 111.95
I-HJT Chan 56 (Y)

DETROIT 113.4 DXO Chan 81

MSA DXO 25 NM
2800

953 796 774 789± IM 727± 725± 786 781 782 1305

PAYED I-HJT 7.7 RADAR
REGGE I-HJT 8.9 RADAR
NATIY I-HJT 11.9 RADAR
(IF) ASLLI I-HJT 14.9 RADAR
ACIRA I-HJT 17.8 RADAR
(IAF) NBSTN I-HJT 20.6 RADAR

2600
035° (1.2)
*3000 035° (3)
*4000 035° (3)
*5000 035° (2.9)
*6000 035° (2.9)
215°

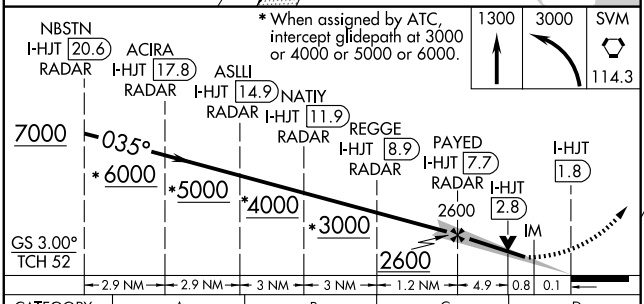
10 NM

CANADA
UNITED STATES

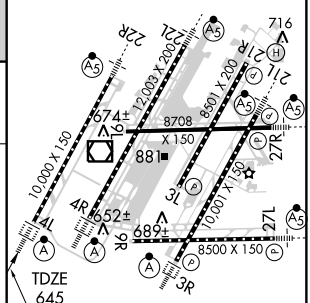
RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.

1300	3000	SVM
		114.3



ELEV 645 D



TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

CATEGORY	A	B	C	D
S-ILS 4L	845/18 200 (200-½)			
S-LOC 4L	1000/24 355 (400-½)			1000/40 355 (400-¾)
CIRCLING	1200-1 555 (600-1)		1200-1½ 555 (600-1½)	1200-2 555 (600-2)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

EC-1. 14 JAN 2010 to 11 FEB 2010

ILS Z or LOC RWY 22R

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

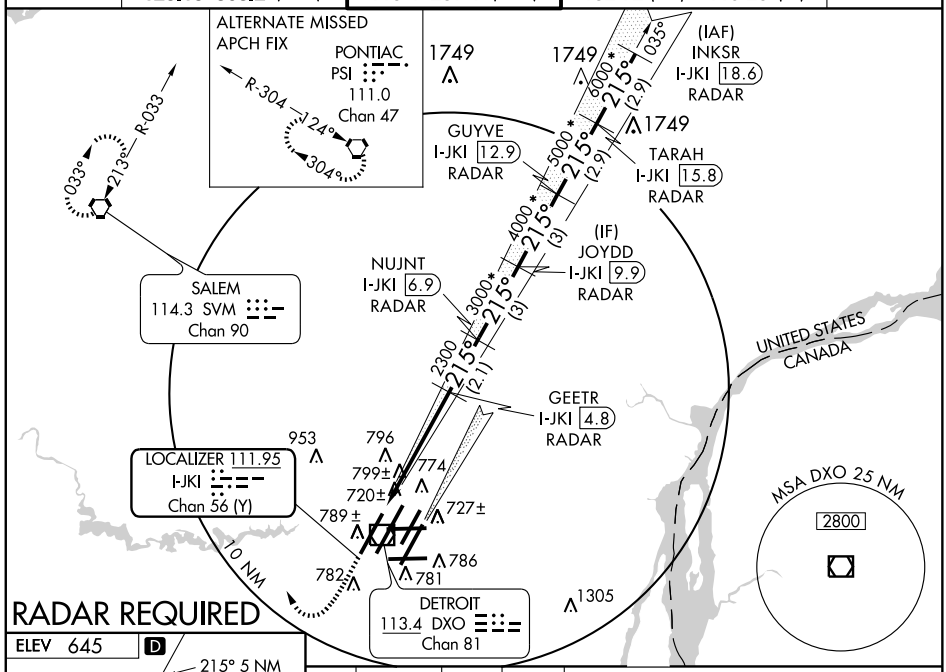
LOC/DME I-JKI	APP CRS	Rwy ldg	10,000
111.95	215°	TDZE	642
Chan 56 (Y)		Apt Elev	645

Simultaneous approach authorized with Rwy 21L.
**RVR 1800 authorized with the use of FD or AP or HUD to DA. DME or RADAR Required. LOC procedure NA during simultaneous operations.

MALSR

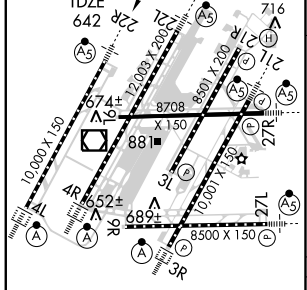
MISSED APPROACH: Climb to 1300 then climbing right turn via heading 225° to 3000 then right turn direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65



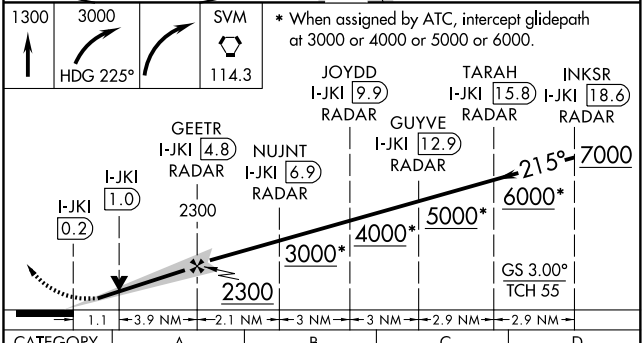
RADAR REQUIRED

ELEV 645 D



TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 22R	**842/24 200 (200-½)			
S-LOC 22R	1060/24 418 (500-½)		1060/40 418 (500-¾)	
CIRCLING	1200-1 555 (600-1)		1200-1½ 555 (600-1½)	1200-2 555 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-HJT	APP CRS	Rwy Idg	10,000
111.95	035°	TDZE	645
Chan 56 (Y)		Apt Elev	645

ILS Z RWY 4L (CAT II)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

Simultaneous approach authorized with Rwy 3R. DME or RADAR Required.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

MISSED APCH FIX
SALEM SVM 114.3 Chan 90
035° 213° R-033°

LOM YIPPS 359 YI

ALTERNATE MISSED APCH FIX
YIPPS LOM YI 359
233° 053°

LOCALIZER 111.95 I-HJT Chan 56 (Y)

DETROIT 113.4 DXO Chan 81

MSA DXO 25 NM
2800

953 796 774 789± IM 727± 786 725± 781 782 1305

PAYED I-HJT 7.7 RADAR
REGGE I-HJT 8.9 RADAR
NATIY I-HJT 11.9 RADAR
(IF) ASLLI I-HJT 14.9 RADAR
ACIRA I-HJT 17.8 RADAR
(IAF) NBSTN I-HJT 20.6 RADAR

2600 035° (1.2)
*3000 035° (3)
*4000 035° (3)
*5000 035° (2.9)
*6000 035° (2.9)
215°

10 NM

CANADA UNITED STATES

RADAR REQUIRED

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.

1300 | 3000 | SVM 114.3

NBSTN I-HJT 20.6 RADAR
ACIRA I-HJT 17.8 RADAR
ASLLI I-HJT 14.9 RADAR
NATIY I-HJT 11.9 RADAR
REGGE I-HJT 8.9 RADAR
PAYED I-HJT 7.7 RADAR

7000 035° *6000 *5000 *4000 *3000 2600 IM DH RA 101 645 MSL
GS 3.00° TCH 52

2.9 NM | 2.9 NM | 3 NM | 3 NM | 1.2 NM | 5.7 | 918′ | 1065′

CATEGORY	A	B	C	D
S-ILS 4L	745/12 100 RA 101			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 645 D

10,000 X 150 | 12,000 X 200 | 8601 X 200 | 8708 X 150 | 8500 X 150 | 10,000 X 150
4R 22R 21L 21R 16L 27R 3L 9L 9R 27L 4L 3R
674± 652± 689± 881
716

TDZE 645

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

EC-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-HJT	APP CRS	Rwy Idg	10,000
111.95	035°	TDZE	645
Chan 56 (Y)		Apt Elev	645

ILS Z RWY 4L (CAT III)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

Simultaneous approach authorized with Rwy 3R. DME or RADAR Required.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

MISSED APCH FIX
035° 213° R-033°
SALEM SVM 114.3 Chan 90

LOCALIZER 111.95
I-HJT Chan 56 (Y)

DETROIT 113.4 DXO Chan 81

LOM YIPPS 359 YI

ALTERNATE MISSED APCH FIX
233° 053°
YIPPS LOM YI 359

MSA DXO 25 NM
2800

953 796 774 789± IM 727± 786 725± 781 782 1305

PAYED I-HJT 7.7 RADAR
REGGE I-HJT 8.9 RADAR
NATIY I-HJT 11.9 RADAR
(IF) ASLLI I-HJT 14.9 RADAR
ACIRA I-HJT 17.8 RADAR
(IAF) NBSTN I-HJT 20.6 RADAR

2600 035° (1.2)
*3000 035° (3)
*4000 035° (3)
*5000 035° (2.9)
*6000 035° (2.9)
215°

10 NM

CANADA
UNITED STATES

RADAR REQUIRED

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000 or 6000.

1300 | 3000 | SVM 114.3

NBSTN I-HJT 20.6 RADAR
ACIRA I-HJT 17.8 RADAR
ASLLI I-HJT 14.9 RADAR
NATIY I-HJT 11.9 RADAR
REGGE I-HJT 8.9 RADAR
PAYED I-HJT 7.7 RADAR

7000 035° *6000 *5000 *4000 *3000 2600 IM 745 645 MSL

GS 3.00° TCH 52

2.9 NM | 2.9 NM | 3 NM | 3 NM | 1.2 NM | 5.7 NM | 859' | 1065'

CATEGORY	A	B	C	D
S-ILS 4L	CAT IIIA		RVR 07	
S-ILS 4L	CAT IIIB		RVR 06	
S-ILS 4L	CAT IIIC		NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 645 D

22R 21L 716 21R 27R 3L 4R 4L 9R 27L 3R

12,003 X 200
8501 X 200
8708 X 150
88
10,000 X 150
674±
652±
689±
10,001 X 150
8500 X 150

TDZE 645

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

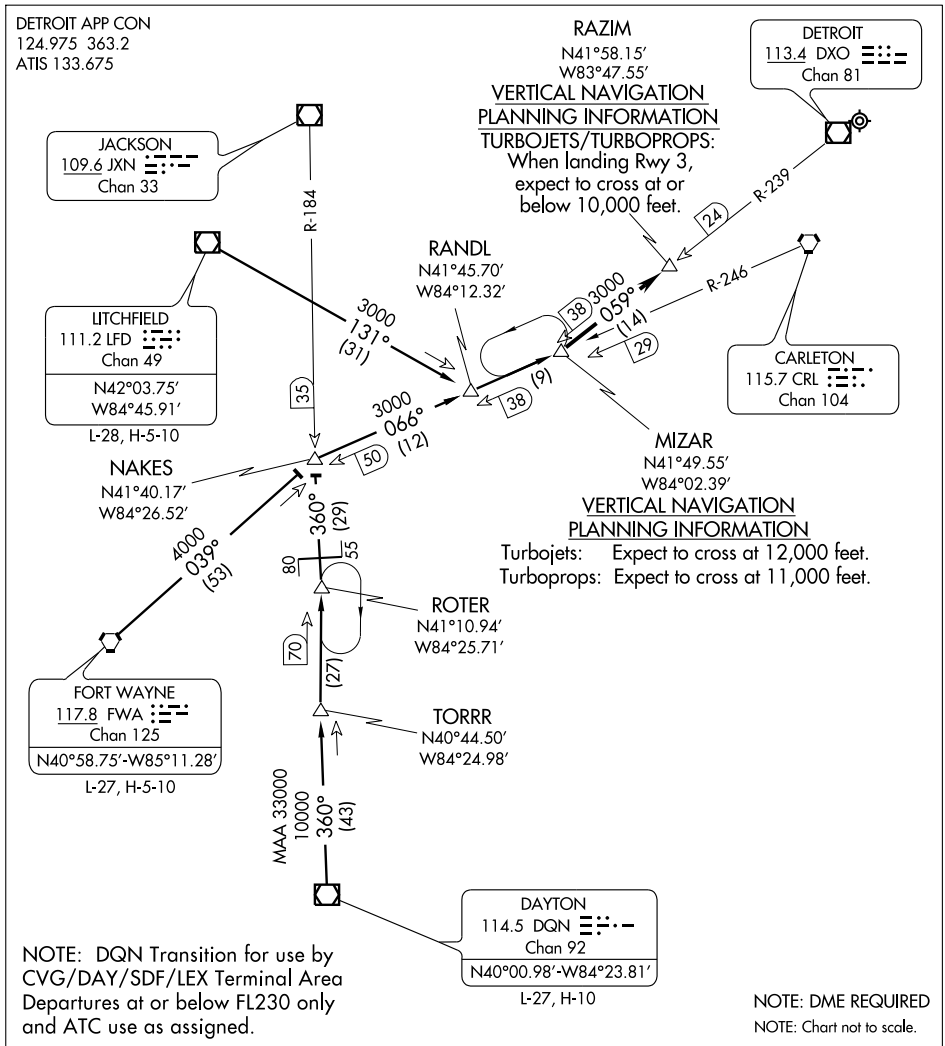
EC-1, 14 JAN 2010 to 11 FEB 2010

(MIZAR.MIZAR3) 08325

MIZAR THREE ARRIVAL

ST-119 (FAA)

DETROIT METROPOLITAN WAYNE COUNTY
DETROIT, MICHIGAN



DAYTON TRANSITION (DQN.MIZAR3): From over DQN VOR/DME via DQN R-360 and JXN R-184 to NAKES INT, then via CRL VORTAC R-246 to MIZAR DME. Thence. . . .

FORT WAYNE TRANSITION (FWA.MIZAR3): From over FWA VORTAC via FWA R-039 to NAKES INT, then via CRL R-246 to MIZAR DME. Thence. . . .

LITCHFIELD TRANSITION (LFD.MIZAR3): From over LFD VOR/DME via LFD R-131 to RANDL INT, then via CRL R-246 to MIZAR DME. Thence. . . .

. . . . From over MIZAR DME via DXO VOR/DME R-239 to RAZIM DME. Expect radar vectors to final approach course.

EC-1, 14 JAN 2010 to 11 FEB 2010

ATIS 133.675
CLNC DEL
120.65
GND CON
EAST 119.45
WEST 121.8
METRO TOWER
EAST 118.4 287.1
WEST 135.0 287.1

NOTE: Chart not to scale.

SPECIAL INSTRUCTIONS:
When using this departure, file the appropriate depicted fix and route.
London Transition for use by Props Only.
Jets use Departure Control Frequency 132.025.
Props use Departure Control Frequency 134.3.

SALEM
114.3 SVM
Chan 90

MOONN
N42°22.16′
W82°27.12′

WEPIL
N42°20.22′
W82°38.69′

PULRE
N42°17.78′
W82°53.15′

R-095

10000
095°
(39)

FL 180
095°
(37)

R-282

FL 180
102°
(73)

R-282

FL 180
032°
(47)

R-212

R-167

FL 180
087°
(67)

R-267

LONDON
117.2 YXU
Chan 119
N43°02.29′
W81°08.91′
L-30-31, H-10-11

DUNKIRK
116.2 DKK
Chan 109
N42°29.43′
W79°16.45′
L-30, H-10

10 Arc

083°

R-083

22

(11)

33

(9)

42

R-353

R-004

R-013

90

BROKK
N42°19.88′
W81°34.92′
FL180

BEWEL
N42°17.39′
W80°45.72′

JAMESTOWN
114.7 JHW
Chan 94
N42°11.32′
W79°07.28′
L-30, H-10

DETROIT
113.4 DXO
Chan 81
N42°12.79′-W83°22.00′
L-28, H-10

SANDUSKY
109.2 SKY
Chan 29

N

TAKE-OFF MINIMUMS:
Rwy 3L, 3R, 4L, 4R, 9L, 9R, 21L, 21R, 22L, 22R, 27L, 27R: STANDARD.

NOTE: RADAR Required.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to intercept DXO VOR/DME R-083 to MOONN INT, then via (transition). Jets maintain 10,000 feet, cross DXO VOR/DME 10 DME at or above 5,000 feet for noise abatement. If unable to comply, advise ATC prior to departure. Props maintain 4,000 feet or lower assigned altitude. Expect clearance to filed altitude/ flight level ten (10) minutes after departure.

DUNKIRK TRANSITION (MOONN2.DKK): From over MOONN INT via SVM R-095 to BROKK INT, then via SVM R-095 and JHW R-282 to BEWEL INT, then via DKK R-267 to DKK VORTAC.

JAMESTOWN TRANSITION (MOONN2.JHW): From over MOONN INT via SVM R-095 to BROKK INT, then via SVM R-095 and JHW R-282 to BEWEL INT, then via JHW R-282 to JHW VOR/DME.

LONDON TRANSITION (MOONN2.YXU): From over MOONN INT via SVM R-095 to BROKK INT, then via YXU R-212 to YXU VORTAC.

TAKE-OFF OBSTACLES

Rwy 3R: Headwall 399′ from DER, 566′ right of centerline, 17′ AGL/647′ MSL.
Rwy 4L: Multiple transmission towers 1516′ from DER, 827′ left of centerline, up to 60′ AGL/690′ MSL.
Multiple antennas 2751′ from DER, 762′ right of centerline, up to 84′ AGL/714′ MSL.
Rwy 4R: Antenna on building 3348′ from DER, 1301′ left of centerline, 100′ AGL/736′ MSL.
Rwy 9L: Multiple trees 968′ to 2519′ from DER, 462′ left of centerline and 1173′ right of centerline, up to 85′ AGL/715′ MSL.
Rwy 9R: Tree 1837′ from DER, 947′ right of centerline, 50′ AGL/686′ MSL.
Rwy 21L: Multiple trees 1079′ to 3910′ from DER, 586′ left of centerline and 1188′ right of centerline, up to 100′ AGL/733′ MSL.
Rwy 22L: Multiple trees 794′ to 3694′ from DER, 611′ right of centerline and 1381′ left of centerline, up to 110′ AGL/740′ MSL.
Rwy 27R: Rod on ASR 4461′ from DER, 464′ left of centerline, 106′ AGL/756′ MSL.

EC-1, 14 JAN 2010 to 11 FEB 2010

PALACE THREE DEPARTURE

DETROIT METROPOLITAN WAYNE COUNTY (DTW)
DETROIT, MICHIGAN

SL-119 (FAA)

ATIS 133.675
CLNC DEL
120.65
GND CON
EAST 119.45
WEST 121.8
METRO TOWER
EAST 118.4 287.1
WEST 135.0 287.1

TAKE-OFF MINIMUMS:
Rwys 3L, 3R, 4L, 4R, 9L, 9R, 21L, 21R, 22L, 22R, 27L, 27R: STANDARD.

SAGINAW
112.9 MBS
Chan 76
N43°31.90′-W84°04.64′
L-28, H-10-11

DIRKS
N43°29.96′
W83°38.88′
L-28-31, H-10-11

PECK
114.0 ECK
Chan 87
N43°15.35′
W82°43.08′
L-28, H-10-11

SUANN
N43°15.13′
W83°38.33′
L-28

BNNET
N43°04.60′
W83°22.00′
L-28

EJOYS
N43°15.20′
W83°29.02′
L-28, H-10-11

FLINT
116.9 FNT
Chan 116
N42°58.01′
W83°44.82′
L-28, H-10-11

LANSING
110.8 LAN
Chan 45
N42°43.04′
W84°41.85′
L-28, H-5-10

HANKY
N42°57.73′
W83°22.00′
L-28

LAYNE
N42°54.80′
W83°22.00′
L-28

PULLMAN
112.1 PMM
Chan 58
N42°27.96′
W86°06.29′
L-28, H-5-10

DUNKS
N42°25.64′
W84°11.65′
L-28

EARVN
N42°31.23′
W84°11.41′

SALEM
114.3 SVM
Chan 90
N42°24.53′-W83°35.65′
L-28, H-10

LESSY
N42°26.22′
W84°33.05′
L-28

WINDSOR
113.8 YQG
Chan 85
N42°14.99′
W82°49.73′
L-30, H-10

KALAMAZOO
109.0 AZO
Chan 27
N42°14.22′
W85°33.19′
L-28

LEROY
N42°14.30′
W85°20.50′
L-28

ECKDO
N42°14.41′
W84°44.82′
L-28

LITCHFIELD
111.2 LFD
Chan 49
N42°03.75′
W84°45.91′
L-28, H-5-10

JACKSON
109.6 JXN
Chan 33
N42°15.55′
W84°27.51′
L-28, H-10

HARWL
N42°15.84′
W84°11.65′
L-28

DETROIT
113.4 DXO
Chan 81
N42°12.79′-W83°22.00′
L-28, H-10

RUZZL
N41°52.50′
W83°57.31′
L-28

NOTE: DME Required.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to join the assigned Airway or Radial then proceed to the assigned departure fix, thence via the assigned route. Jets maintain 10,000 feet, cross the DXO VOR/DME 10 DME Arc at or above 5,000 feet for noise abatement. If unable to comply, advise ATC prior to departure. Props maintain 4,000 feet or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

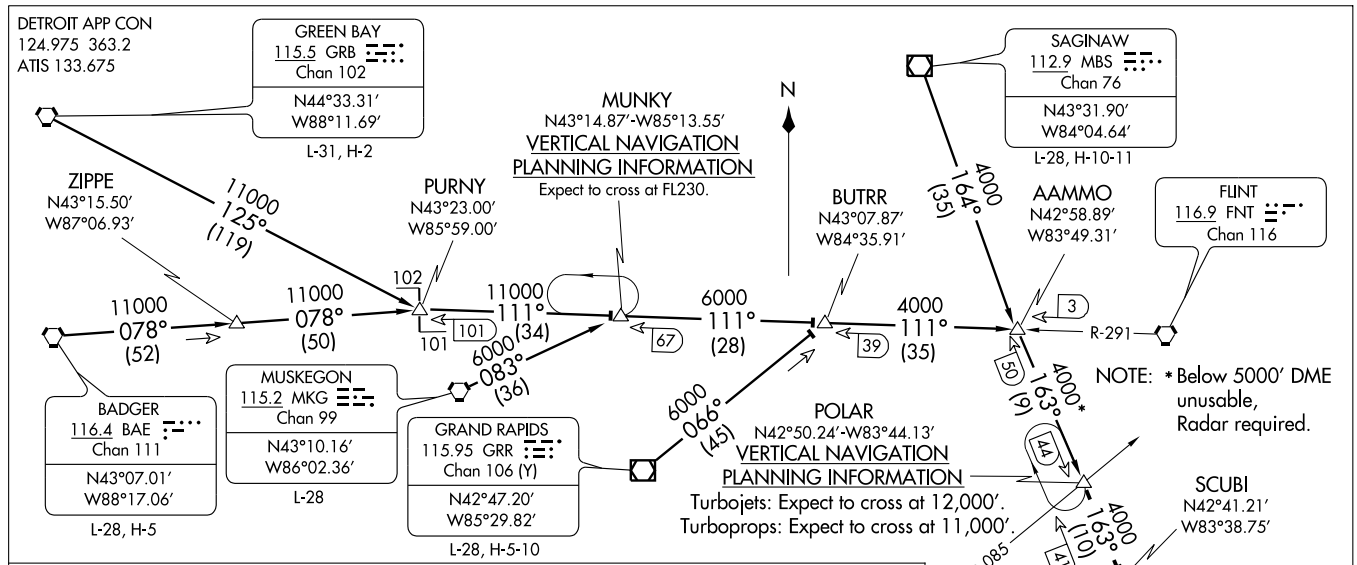
SPECIAL INSTRUCTIONS:
When using this departure, file the appropriate depicted departure fix and route. Aircraft landing/overflying Lansing (LAN) or overflying Flint (FNT) at 10,000 feet or below, file via EARVN. Aircraft landing Flint (FNT) at 10,000 feet or below, file via LAYNE. Aircraft landing/overflying Toledo (TOL) at 10,000 feet or below, file via RUZZL. Aircraft over HARWL must file FL220 and below. Prop aircraft departing Rwy 21L/R and 22L/R westbound cross DXO 3.5 DME at or above 2500 MSL. If unable advise ATC prior to departure. Jets use Departure Control Frequency 125.525. Props use Departure Control Frequency 118.95.

TAKE-OFF OBSTACLES

Rwy 3R: Headwall 399′ from DER, 566′ right of centerline, 17′ AGL/647′ MSL.
Rwy 4L: Multiple transmission towers 1516′ from DER, 827′ left of centerline, up to 60′ AGL/690′ MSL.
Multiple antennas 2751′ from DER, 762′ right of centerline, up to 84′ AGL/714′ MSL.
Rwy 4R: Antenna on building 3348′ from DER, 1301′ left of centerline, 100′ AGL/736′ MSL.
Rwy 9L: Multiple trees 968′ to 2519′ from DER, 462′ left of centerline and 1173′ right of centerline, up to 85′ AGL/715′ MSL.
Rwy 9R: Tree 1837′ from DER, 947′ right of centerline, 50′ AGL/686′ MSL.
Rwy 21L: Multiple trees 1079′ to 3910′ from DER, 586′ left of centerline and 1188′ right of centerline, up to 100′ AGL/733′ MSL.
Rwy 22L: Multiple trees 794′ to 3694′ from DER, 611′ right of centerline and 1381′ left of centerline, up to 110′ AGL/740′ MSL.
Rwy 27R: Rod on ASR, 4461′ from DER, 464′ left of centerline, 106′ AGL/756′ MSL.

EC-1, 14 JAN 2010 to 11 FEB 2010

POLAR THREE ARRIVAL



BADGER TRANSITION (BAE.POLAR3): From over BAE VORTAC via BAE R-078 to PURNY, then via FNT R-291 to AAMMO INT, then via DXO R-343 to POLAR INT. Thence . . . .

GRAND RAPIDS TRANSITION (GRR.POLAR3): From over GRR VOR/DME via GRR R-066 to BUTRR INT, then via FNT R-291 to AAMMO INT, then via DXO R-343 to POLAR INT. Thence . . . .

GREEN BAY TRANSITION (GRB.POLAR3): From over GRB VORTAC via GRB R-125 to PURNY, then via FNT R-291 to AAMMO INT, then via DXO R-343 to POLAR INT. Thence . . . .

MUSKEGON TRANSITION (MKG.POLAR3): From over MKG VORTAC via MKG R-083 to MUNKY, then via FNT R-291 to AAMMO INT, then via DXO R-343 to POLAR INT. Thence . . . .

SAGINAW TRANSITION (MBS.POLAR3): From over MBS VOR/DME via MBS R-164 to AAMMO INT, then via DXO R-343 to POLAR INT. Thence . . . .

. . . . From over POLAR INT via DXO R-343 to SCUBI. Thence. . . .

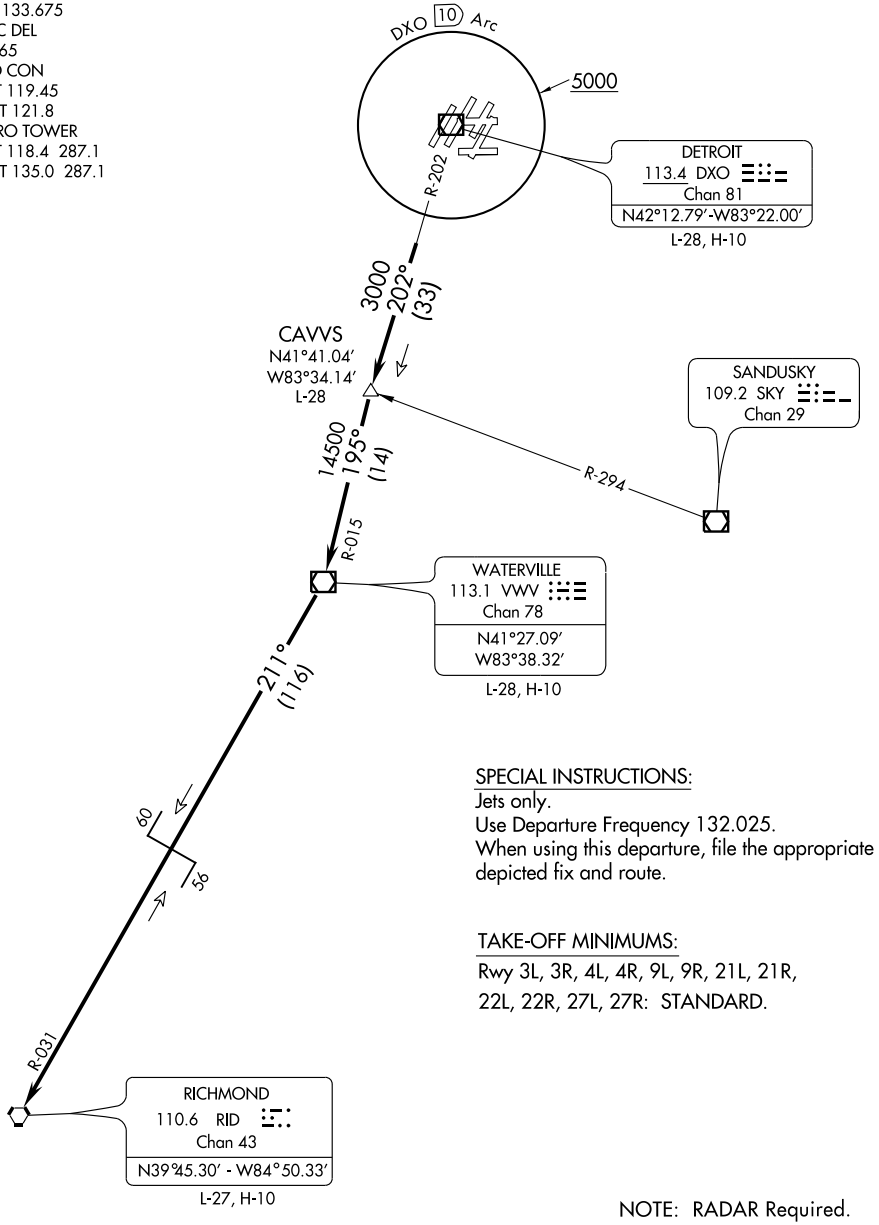
Landing Runway 3L/R or 4L/R: Via DXO R-343 to TRAML. Expect radar vectors to final approach course.

Landing Runway 21L/R or 22L/R: Expect radar vectors to final approach course.

RICHMOND FOUR DEPARTURE

DETROIT METROPOLITAN WAYNE COUNTY (DTW)
SL-119 (FAA)
DETROIT, MICHIGAN

ATIS 133.675
CLNC DEL
120.65
GND CON
EAST 119.45
WEST 121.8
METRO TOWER
EAST 118.4 287.1
WEST 135.0 287.1



SPECIAL INSTRUCTIONS:
Jets only.
Use Departure Frequency 132.025.
When using this departure, file the appropriate depicted fix and route.

TAKE-OFF MINIMUMS:
Rwy 3L, 3R, 4L, 4R, 9L, 9R, 21L, 21R, 22L, 22R, 27L, 27R: STANDARD.

NOTE: RADAR Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EC-1, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to intercept DXO VOR/DME R-202 to CAVVS INT/DXO 33 DME, then via VWV R-015 to VWV VOR/DME. Then right turn via VWV R-211 and RID R-031 to RID VORTAC. Maintain 10,000 feet, cross DXO 10 DME at or above 5,000 feet for noise abatement. If unable to comply, advise ATC prior to departure. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 3R:	Headwall 399′ from DER, 566′ right of centerline, 17′ AGL/647′ MSL.
Rwy 4L:	Multiple transmission towers 1516′ from DER, 827′ left of centerline, up to 60′ AGL/690′ MSL. Multiple antennas 2751′ from DER, 762′ right of centerline, up to 84′ AGL/714′ MSL.
Rwy 4R:	Antenna on building 3348′ from DER, 1301′ left of centerline, 100′ AGL/736′ MSL.
Rwy 9L:	Multiple trees 968′ to 2519′ from DER, 462′ left of centerline and 1173′ right of centerline, up to 85′ AGL/715′ MSL.
Rwy 9R:	Tree 1837′ from DER, 947′ right of centerline, 50′ AGL/686′ MSL.
Rwy 21L:	Multiple trees 1079′ to 3910′ from DER, 586′ left of centerline and 1188′ right of centerline, up to 100′ AGL/733′ MSL.
Rwy 22L:	Multiple trees 794′ to 3694′ from DER, 611′ right of centerline and 1381′ left of centerline, up to 110′ AGL/740′ MSL.
Rwy 27R:	Rod on ASR, 4461′ from DER, 464′ left of centerline, 106′ AGL/756′ MSL.

EC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	10001
CH 61304	035°	TDZE	633
W03A		Apt Elev	645

RNAV (GPS) RWY 3R

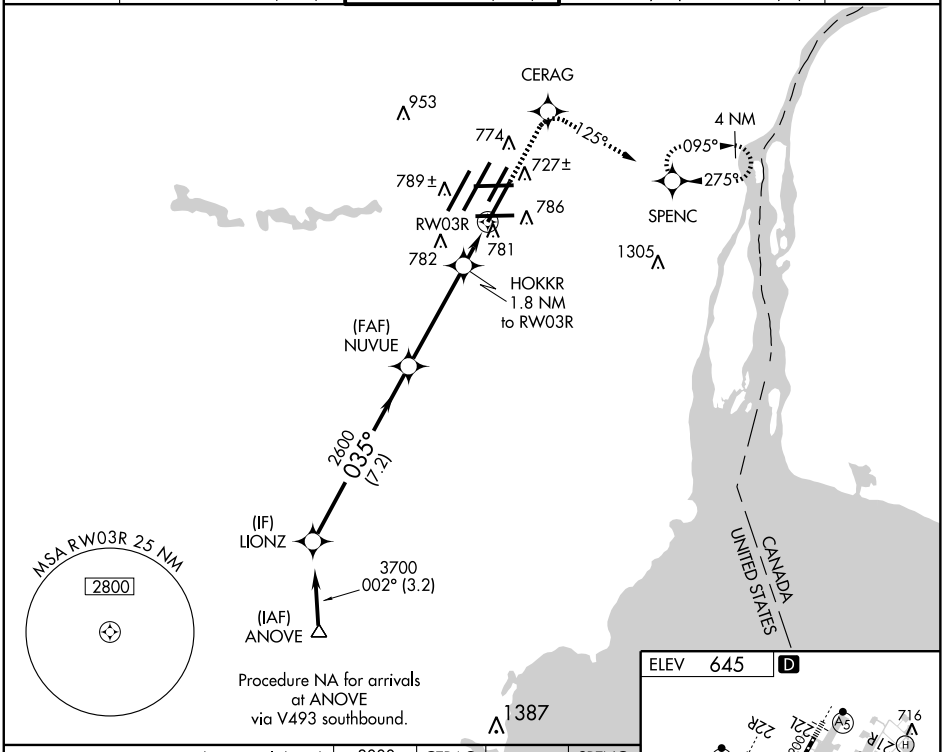
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

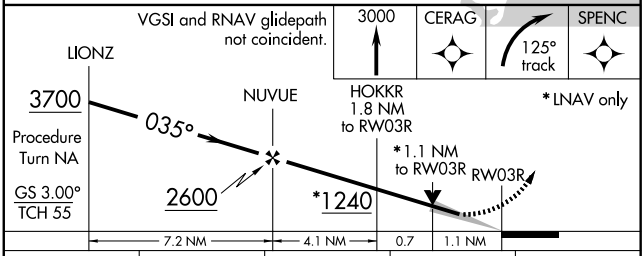
For inoperative ALSF-2, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

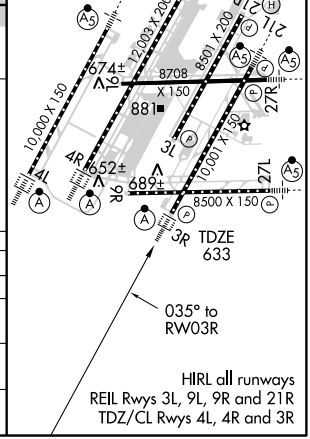
ALSF-2

MISSED APPROACH: Climb to 3000 direct CERAG and right turn via 125° track to SPENC and hold, continue climb-in-hold to 3000.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65







CATEGORY	A	B	C	D
LPV DA	957/24 324 (400-½)			
LNAV/VNAV DA	1031/40 398 (400-¾)			
LNAV MDA	1060/24 427 (500-½)		1060/40 427 (500-¾)	1060/50 427 (500-1)
CIRCLING	1200-1 555 (600-1)		1200-1½ 555 (600-1½)	1200-2 555 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 77520 W04A	APP CRS 035°	Rwy Idg 10000 TDZE 645 Apt Elev 645

RNAV (GPS) RWY 4L

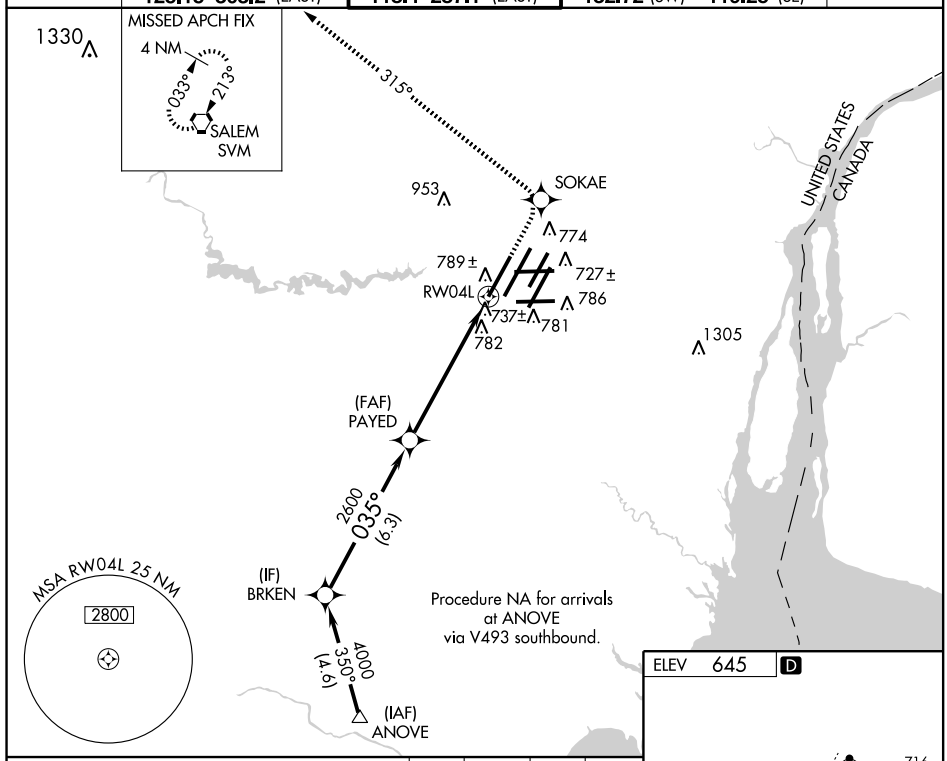
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

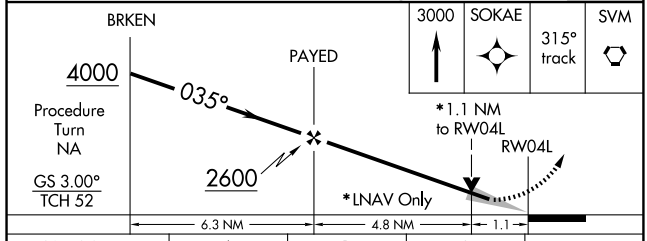
For inoperative ALSF-2, increase LPV all Cats visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

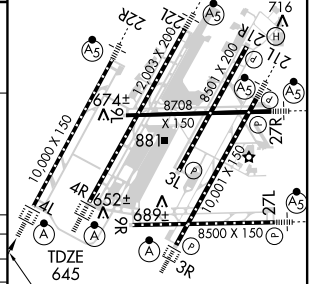
ALSF-2

MISSED APPROACH: Climb to 3000 direct SOKAE and via 315° track to SVM VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65







CATEGORY	A	B	C	D
LPV DA	916/24 271 (300-½)			
LNAV/VNAV DA	1008/40 363 (400-¾)			
LNAV MDA	1040/24 395 (400-½)			1040/50 395 (400-1)
CIRCLING	1200-1 555 (600-1)		1200-1½ 555 (600-1½)	1200-2 555 (600-2)

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

EC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	12003
CH 63004	035°	TDZE	638
W04A		Apt Elev	645

RNAV (GPS) RWY 4R

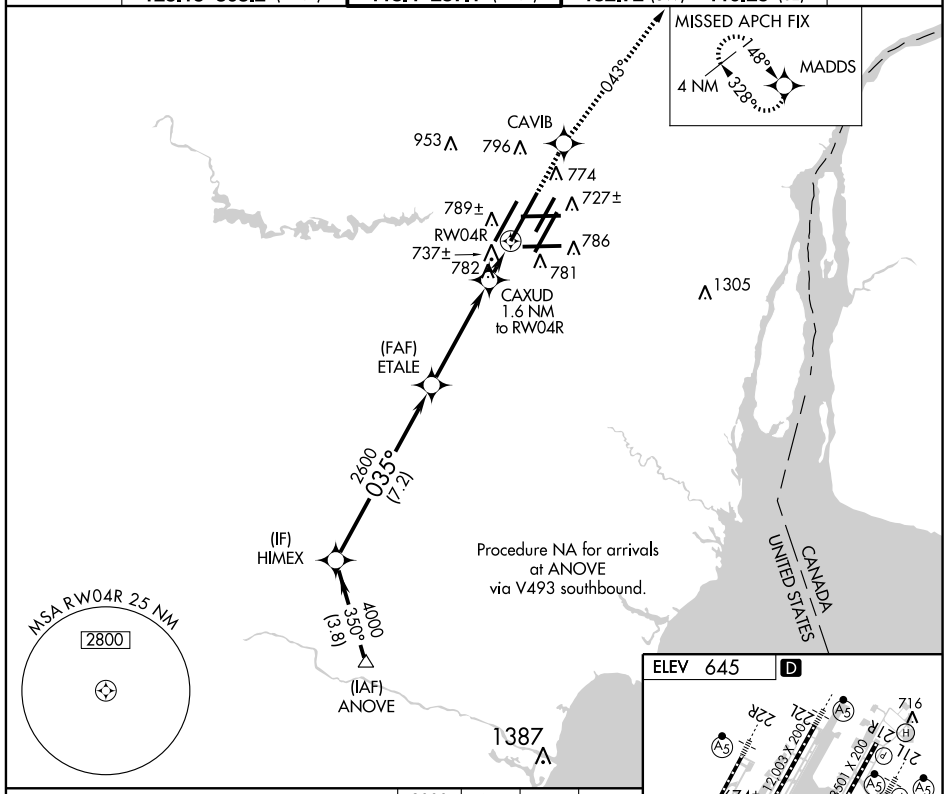
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

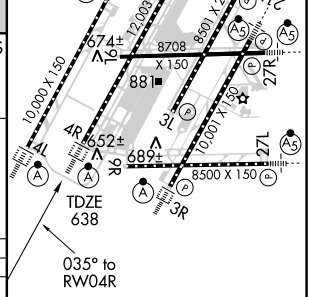
For inoperative ALSF-2, increase LPV all Cats visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above -47°C (116°F). DME/DME RNP-0.3 NA.

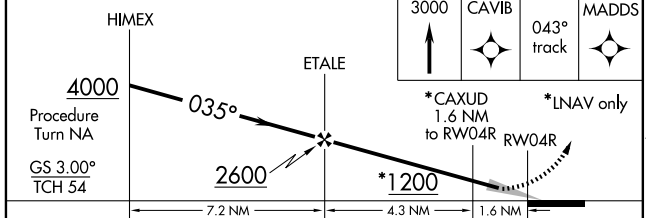
ALSF-2

MISSED APPROACH: Climb to 3000 direct CAVIB and via 043° track to MADDS and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65







CATEGORY	A	B	C	D
LPV DA		964/24	326 (400-½)	
LNAV/VNAV DA		1015/40	377 (400-¾)	
LNAV MDA	1060/24	422 (500-½)	1060/40 422 (500-¾)	1060/50 422 (500-1)
CIRCLING	1200-1	555 (600-1)	1200-1½ 555 (600-1½)	1200-2 555 (600-2)

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

WAAS	APP CRS	Rwy Idg	10001
CH 81820	215°	TDZE	632
W21A		Apt Elev	645

RNAV (GPS) RWY 21L

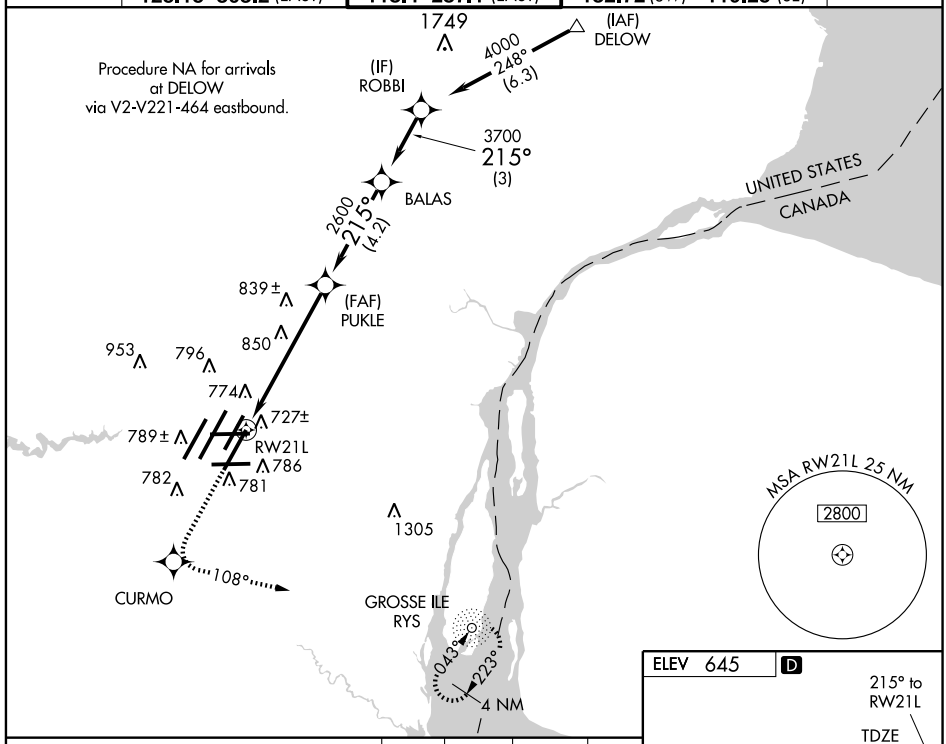
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

For inoperative MALSR increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

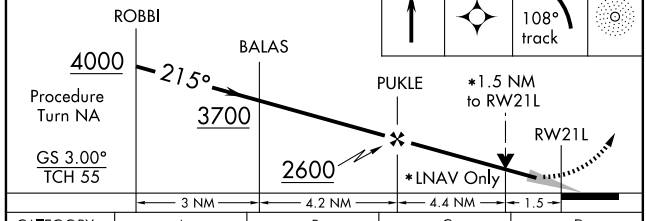
MALSR

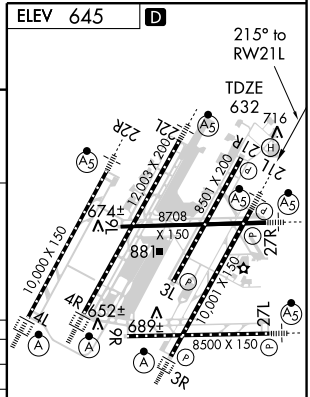
MISSED APPROACH: Climb to 3000 direct CURMO and left turn via 108° track to RYS NDB and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65



VGSI and RNAV glidepath not coincident.





TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

CATEGORY	A	B	C	D
LPV DA	922/24 290 (300-½)			
LNAV/VNAV DA	1118/60 486 (500-1¼)			
LNAV MDA	1180/24 548 (600-½)		1180/50 548 (600-1)	1180/60 548 (600-1¼)
CIRCLING	1200-1 555 (600-1)		1200-1½ 555 (600-1½)	1200-2 555 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	12003
CH 99601	215°	TDZE	637
W22A		Apt Elev	645

RNAV (GPS) RWY 22L

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

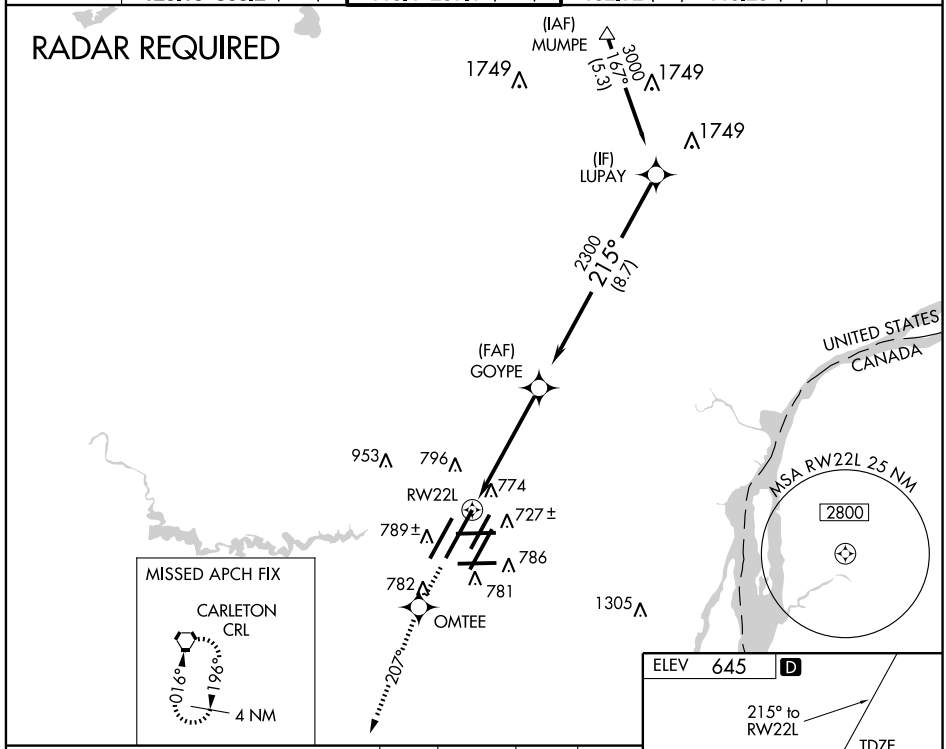
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

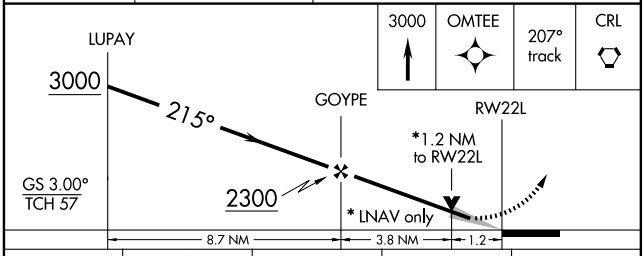
MALSR

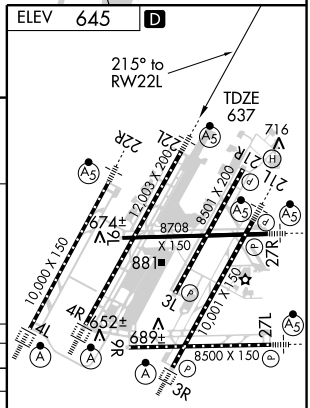
MISSED APPROACH: Climb to 3000 direct OMTEE and via 207° track to CRL VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

RADAR REQUIRED







TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

CATEGORY	A	B	C	D
LPV DA	932/24 295 (300-½)			
LNAV/VNAV DA	1117/60 480 (500-1¼)			
LNAV MDA	1080/24 443 (500-½)		1080/40 443 (500-¾)	1080/50 443 (500-1)
CIRCLING	1200-1 555 (600-1)		1200-1½ 555 (600-1½)	1200-2 555 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	10000
CH 82001	215°	TDZE	642
W22B		Apt Elev	645

RNAV (GPS) RWY 22R

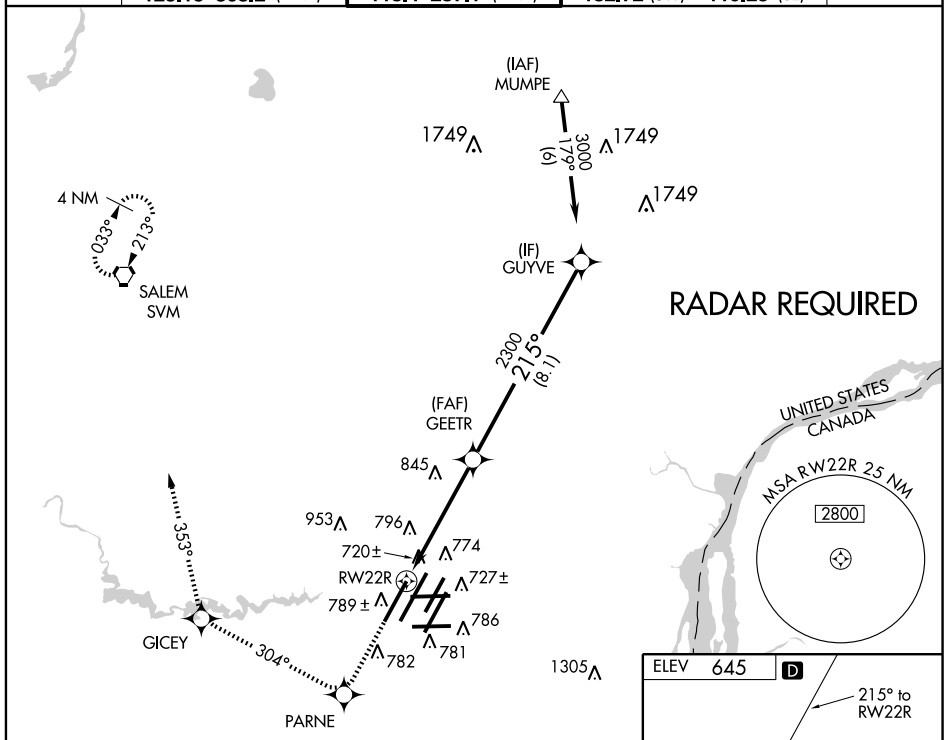
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

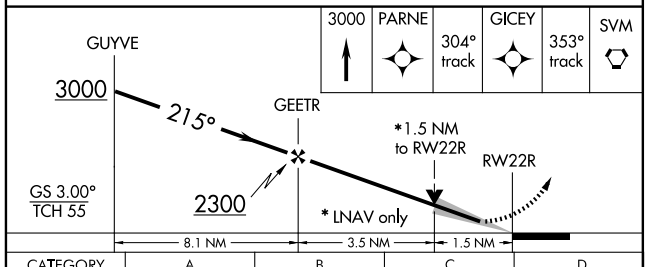
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

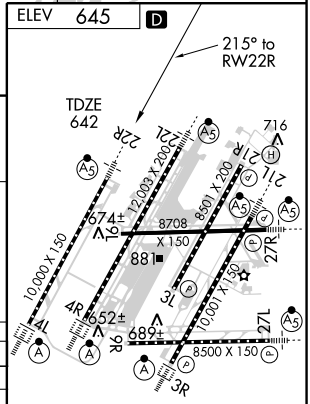
MALSR

MISSED APPROACH: Climb to 3000 direct PARNE and via 304° track to GICEY and via 353° track to SVM VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65







CATEGORY	A	B	C	D
LPV DA	892/24 250 (300-½)			
LNAV/VNAV DA	1006/40 364 (400-¾)			
LNAV MDA	1160/24 518 (600-½)		1160/50 518 (600-1)	1160/60 518 (600-1¼)
CIRCLING	1200-1 555 (600-1)		1200-1½ 555 (600-1½)	1200-2 555 (600-2)

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

EC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg 8500
CH 53300	275°	TDZE 630
W27B		Apt Elev 645

RNAV (GPS) RWY 27L

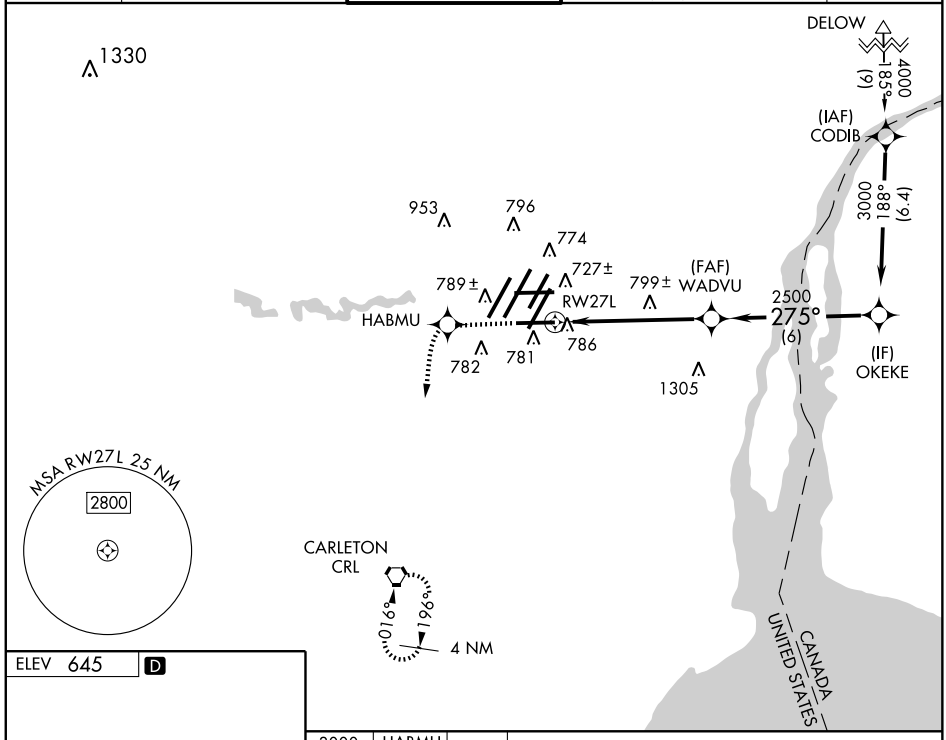
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to RVR 5000 all Cats.

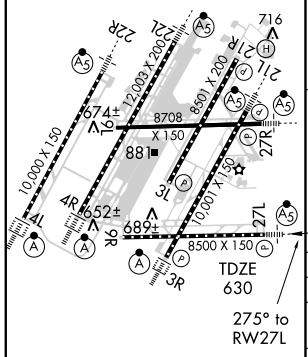
MALSR (A5)

MISSED APPROACH: Climb to 3000 direct HABMU and via 198° track to CRL VORTAC and hold.

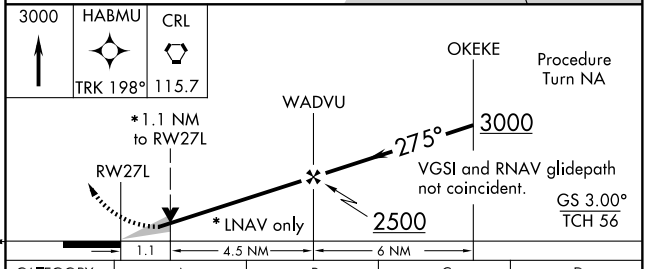
ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65



ELEV 645 D



TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways



CATEGORY	A	B	C	D
LPV DA	930/24 299 (300-½)			
LNAV/VNAV DA	1040/50 410 (400-1)			
LNAV MDA	1060/24 430 (500-½)		1060/40 430 (500-¾)	1060/50 430 (500-1)
CIRCLING	1200-1½ 555 (600-1½)			1200-2 555 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 86220 W27A	APP CRS 275°	Rwy Idg 8708 TDZE 635 Apt Elev 645

RNAV (GPS) RWY 27R

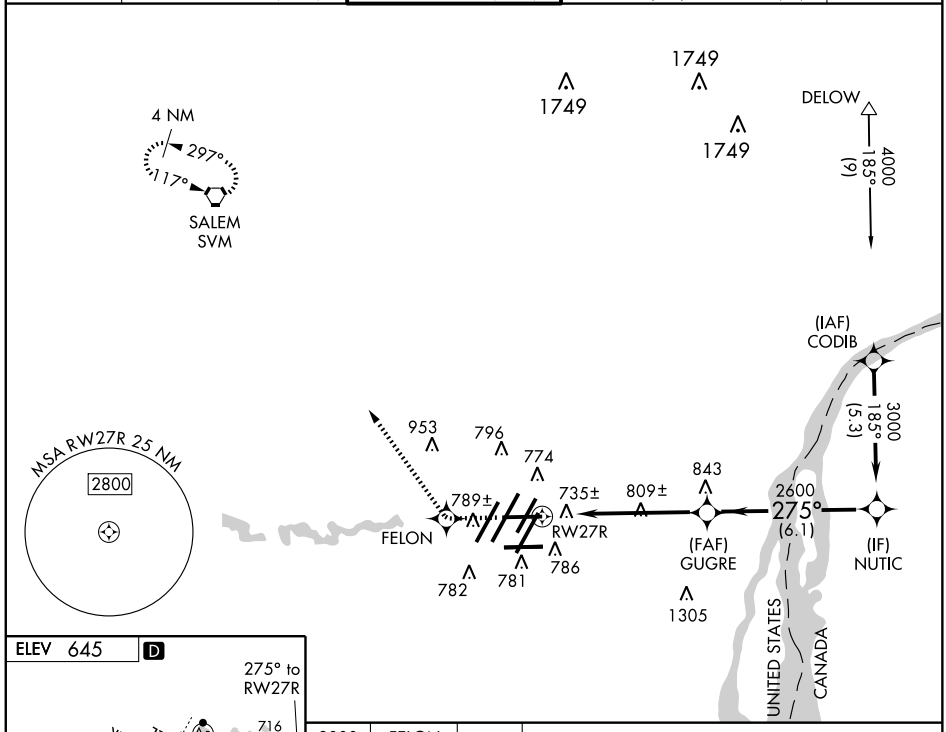
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

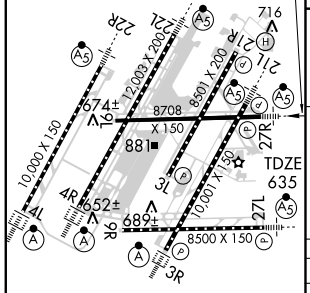
Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA
For inoperative MALSR, increase LPV visibility to RVR 6000 all Cats, LNAV Cat D visibility to RVR 6000.

MALSR

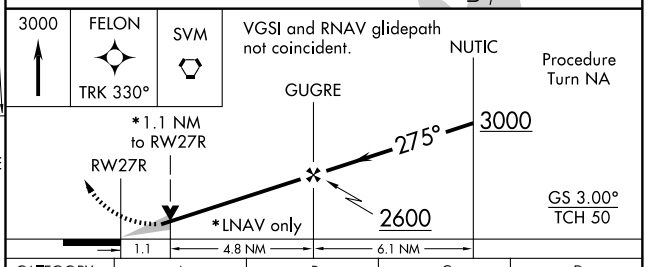
MISSED APPROACH: Climb to 3000 direct FELON and via 330° track to SVM VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 287.1 (WEST) 118.4 287.1 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65





TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways



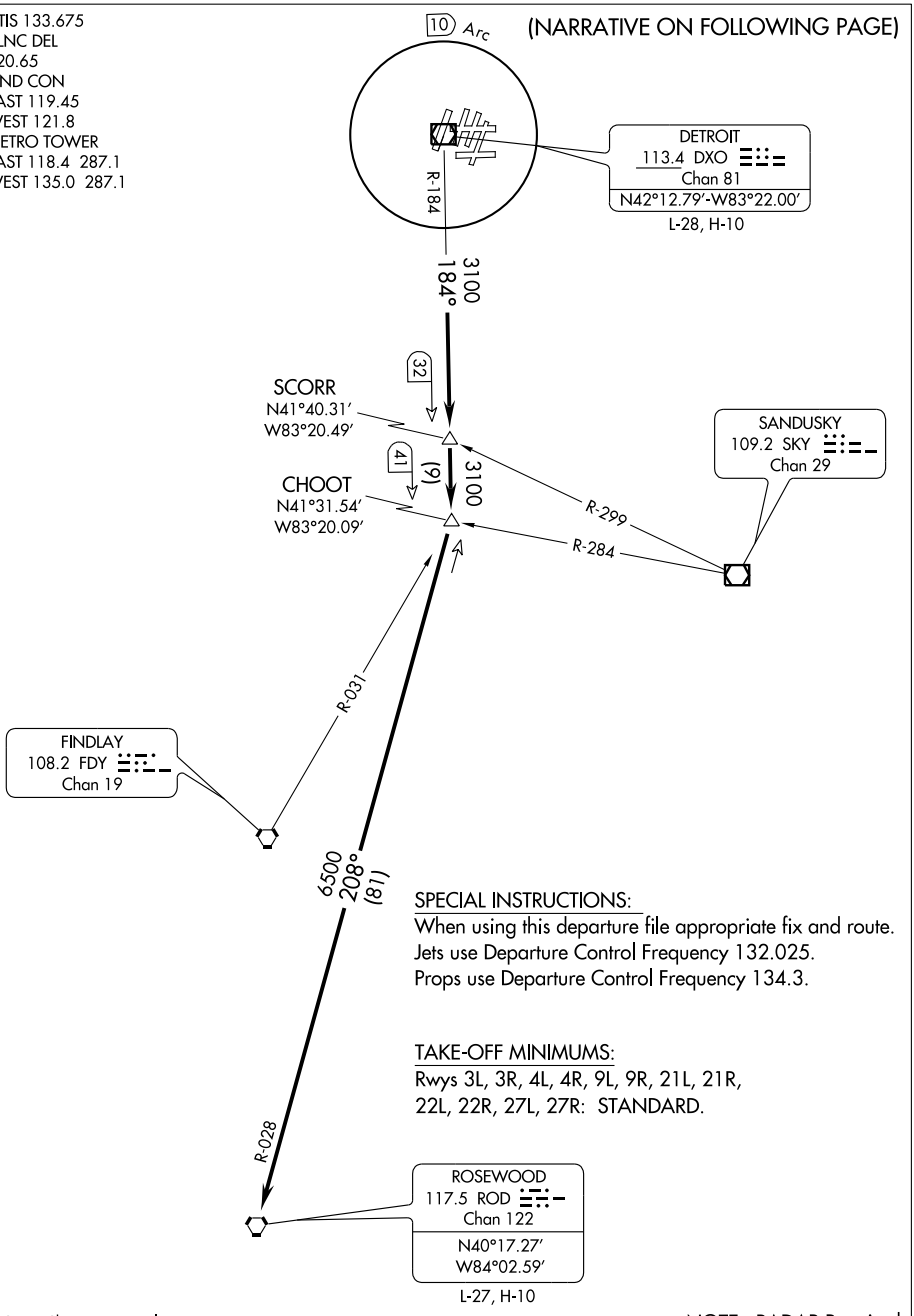
CATEGORY	A	B	C	D
LPV DA		970/40 335 (400-¾)		
LNAV/VNAV DA		1040/50 405 (400-1)		
LNAV MDA	1060/24 425 (500-½)		1060/40 425 (500-¾)	1060/50 425 (500-1)
CIRCLING		1200-1½ 555 (600-1½)		1200-2 555 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

ROSEWOOD TWO DEPARTURE

DETROIT METROPOLITAN WAYNE COUNTY (DTW)
SL-119 (FAA)
DETROIT, MICHIGAN

ATIS 133.675
CLNC DEL
120.65
GND CON
EAST 119.45
WEST 121.8
METRO TOWER
EAST 118.4 287.1
WEST 135.0 287.1



NOTE: Chart not to scale.

NOTE: RADAR Required.

EC-1, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

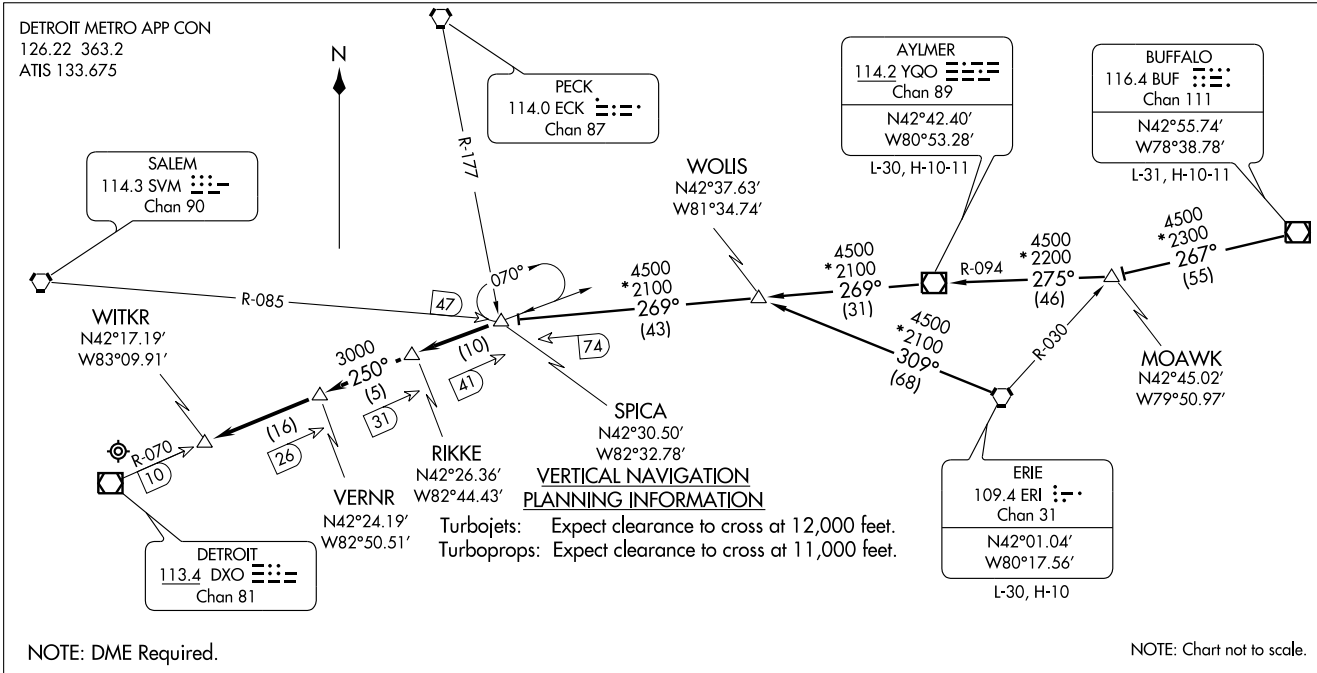
TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to intercept DXO VOR/DME R-184 to CHOOT INT/DXO 41 DME (MEA 3100), then right turn to via ROD R-028 to ROD VORTAC (MEA 6500).
Jets maintain 10,000 feet, cross DXO VOR/DME 10 DME at or above 5,000 feet for noise abatement. If unable to comply, advise ATC prior to departure.
Props maintain 4,000 feet or lower assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

TAKE-OFF OBSTACLES

Rwy 3R: Headwall 399′ from DER, 566′ right of centerline, 17′ AGL/647′ MSL.
Rwy 4L: Multiple transmission towers 1516′ from DER, 827′ left of centerline, up to 60′ AGL/690′ MSL.
Multiple antennas 2751′ from DER, 762′ right of centerline, up to 84′ AGL/714′ MSL.
Rwy 4R: Antenna on building 3348′ from DER, 1301′ left of centerline, 100′ AGL/736′ MSL.
Rwy 9L: Multiple trees 968′ to 2519′ from DER, 462′ left of centerline and 1173′ right of centerline, up to 85′ AGL/715′ MSL.
Rwy 9R: Tree 1837′ from DER, 947′ right of centerline, 50′ AGL/686′ MSL.
Rwy 21L: Multiple trees 1079′ to 3910′ from DER, 586′ left of centerline and 1188′ right of centerline, up to 100′ AGL/733′ MSL.
Rwy 22L: Multiple trees 794′ to 3694′ from DER, 611′ right of centerline and 1381′ left of centerline, up to 110′ AGL/740′ MSL.
Rwy 27R: Rod on ASR 4461′ from DER, 464′ left of centerline, 106′ AGL/756′ MSL.

EC-1, 14 JAN 2010 to 11 FEB 2010

SPICA TWO ARRIVAL

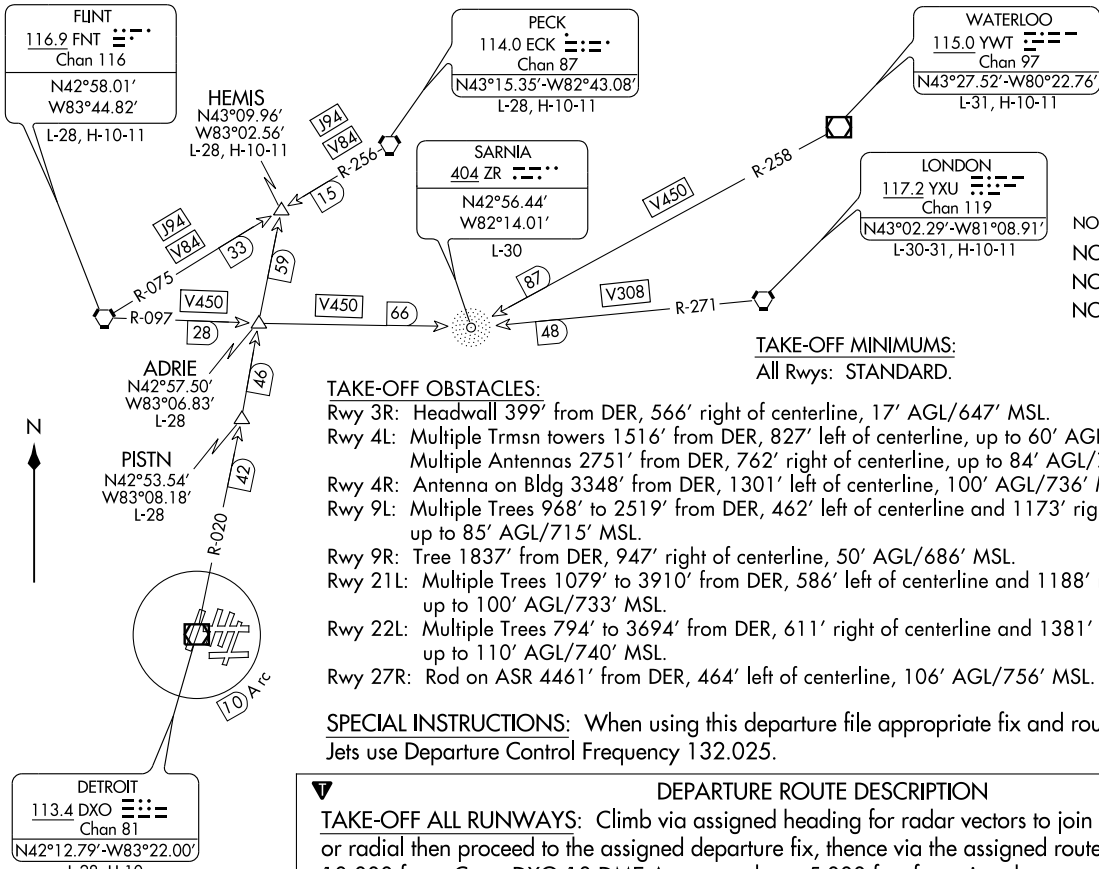


AYLMER TRANSITION (YQO.SPICA2):From over YQO VOR/DME via YQO R-269 to SPICA 74 DME FIX.Thence . . . .
BUFFALO TRANSITION (BUF.SPICA2):From over BUF VOR/DME via BUF R-267 to MOAWK INT, then via YQO R-094 to YQO VOR/DME, then via YQO R-269 to SPICA 74 DME FIX. Thence . . . .
ERIE TRANSITION (ERI.SPICA2): From over ERI VORTAC via ERI R-309 to WOLIS INT, then via YQO R-269 to SPICA 74 DME FIX. Thence....

. . . . From over SPICA 74 DME FIX:
Landing Runway 21L/R or 22L/R via DXO R-070 to VERNR 26 DME FIX. Thence . . . .
Landing Runway 3L/R or 4L/R via DXO R-070 to WITKR 10 DME FIX. Thence . . . .

. . . . Expect radar vectors to final approach course.

ST-119 (FAA)



ATIS 133.675
CLNC DEL
120.65
GND CON
EAST 119.45
WEST 121.8
METRO TOWER
EAST 118.4 287.1
WEST 135.0 287.1

NOTE: Chart not to scale.

NOTE: RADAR REQUIRED.

NOTE: DME REQUIRED.

NOTE: JETS ONLY.

TAKE-OFF MINIMUMS:
All Rwys: STANDARD.

TAKE-OFF OBSTACLES:
Rwy 3R: Headwall 399' from DER, 566' right of centerline, 17' AGL/647' MSL.
Rwy 4L: Multiple Trmsn towers 1516' from DER, 827' left of centerline, up to 60' AGL/690' MSL. Multiple Antennas 2751' from DER, 762' right of centerline, up to 84' AGL/714' MSL.
Rwy 4R: Antenna on Bldg 3348' from DER, 1301' left of centerline, 100' AGL/736' MSL.
Rwy 9L: Multiple Trees 968' to 2519' from DER, 462' left of centerline and 1173' right of centerline, up to 85' AGL/715' MSL.
Rwy 9R: Tree 1837' from DER, 947' right of centerline, 50' AGL/686' MSL.
Rwy 21L: Multiple Trees 1079' to 3910' from DER, 586' left of centerline and 1188' right of centerline, up to 100' AGL/733' MSL.
Rwy 22L: Multiple Trees 794' to 3694' from DER, 611' right of centerline and 1381' left of centerline, up to 110' AGL/740' MSL.
Rwy 27R: Rod on ASR 4461' from DER, 464' left of centerline, 106' AGL/756' MSL.

SPECIAL INSTRUCTIONS: When using this departure file appropriate fix and route. Jets use Departure Control Frequency 132.025.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to join the assigned airway or radial then proceed to the assigned departure fix, thence via the assigned route. Jets maintain 10,000 feet. Cross DXO 10 DME Arc at or above 5,000 feet for noise abatement. If unable to comply, advise ATC prior to departure. Expect clearance to filed altitude/flight level 10 minutes after departure.

ST. CLAIR THREE DEPARTURE (STCLR3.DXO) 08213

SL-119 (FAA)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)
DETROIT, MICHIGAN

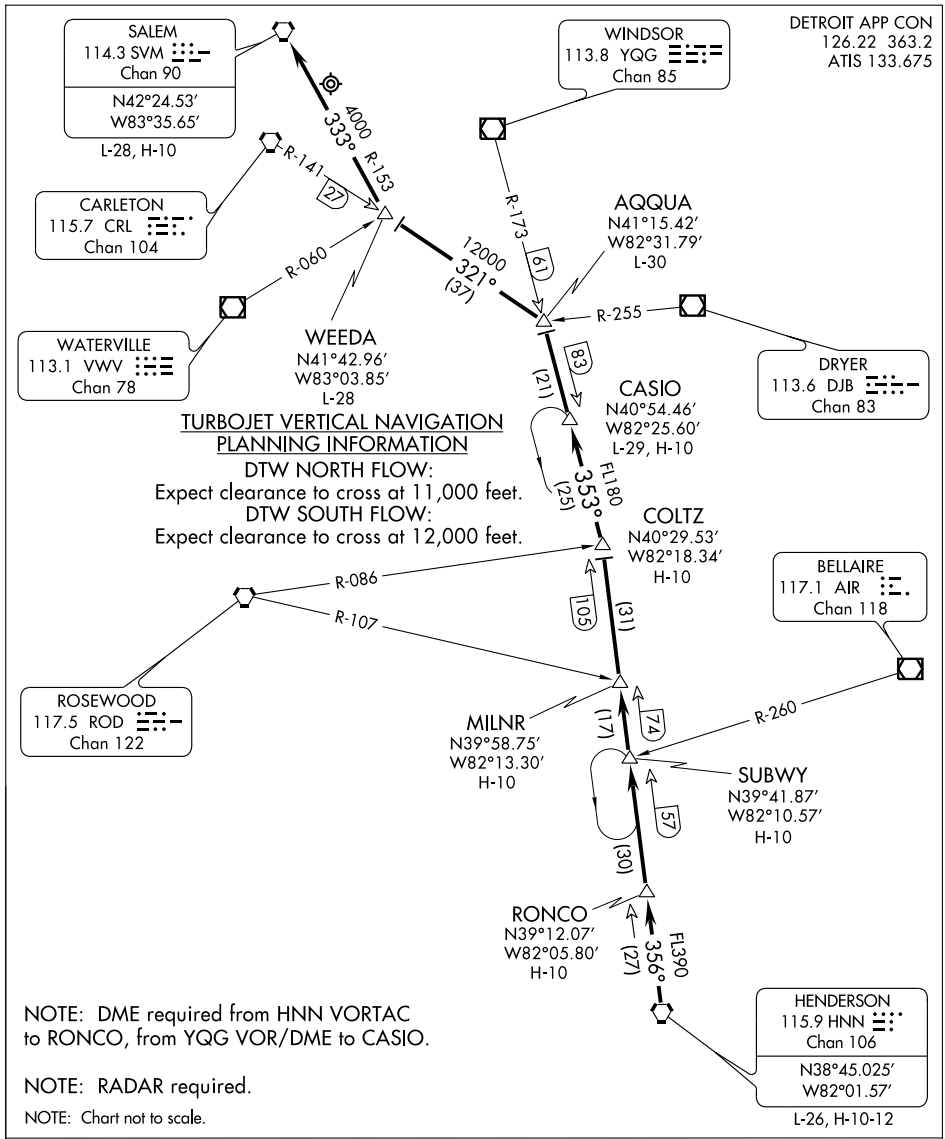
(HNN.WEEDA1) 08325

WEEDA ONE ARRIVAL

ST-119 (FAA)

DETROIT METROPOLITAN WAYNE COUNTY

DETROIT, MICHIGAN



ARRIVAL ROUTE DESCRIPTION

From over HNN VORTAC via R-356 to COLTZ INT (MEA FL390), then via YQG R-173 to AQQUA INT (MEA FL180), then via CRL R-141 TO WEEDA INT (MEA 12000) then via SVM R-153 TO SVM VORTAC (MEA 4000). Expect radar vectors to final approach course.

EC-1, 14 JAN 2010 to 11 FEB 2010

09295

AIRPORT DIAGRAM

DETROIT/ WILLOW RUN (YIP)
DETROIT, MICHIGAN

AL-467 (FAA)

ATIS
127.425
WILLOW RUN TOWER
125.275 256.9
GND CON
121.75

D

VAR 6.7° W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.0°W

42°15.0'N

FIELD ELEV 716

095.3°

7294 X 160

ELEV 702

ELEV 700

23L

27R

275.3°

E-1 HOLD

E1

16

14

G

ELEV 714

142.7°

ELEV 707

23R

233.4°

42°14.5'N

GENERAL AVIATION PARKING

6312 X 160

233.4°

5995 X 160

7526 X 150

B

C

TERMINAL

815

B

WEST RAMP

053.4°

322.7°

CONTROL TOWER

42°14.0'N

E

EAST RAMP

FAA FSDO

E

ELEV 715

B

5L

A

B

5R

053.4°

E2

E-2 HOLD

27L

ELEV 715

9R

095.3°

6511 X 160

32

275.3°

ELEV 703

ELEV 704

D

HANGARS

SOUTH RAMP

42°13.5'N

AIR FREIGHT DISTRIBUTION CENTER

RWY 5R-23L, 9L-27R
S55, D70, ST89, DT120
RWY 5L-23R, 9R-27L, 14-32
S35, D45, DT90

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

42°13.0'N

83°32.5'W 83°32.0'W 83°31.5'W 83°31.0'W

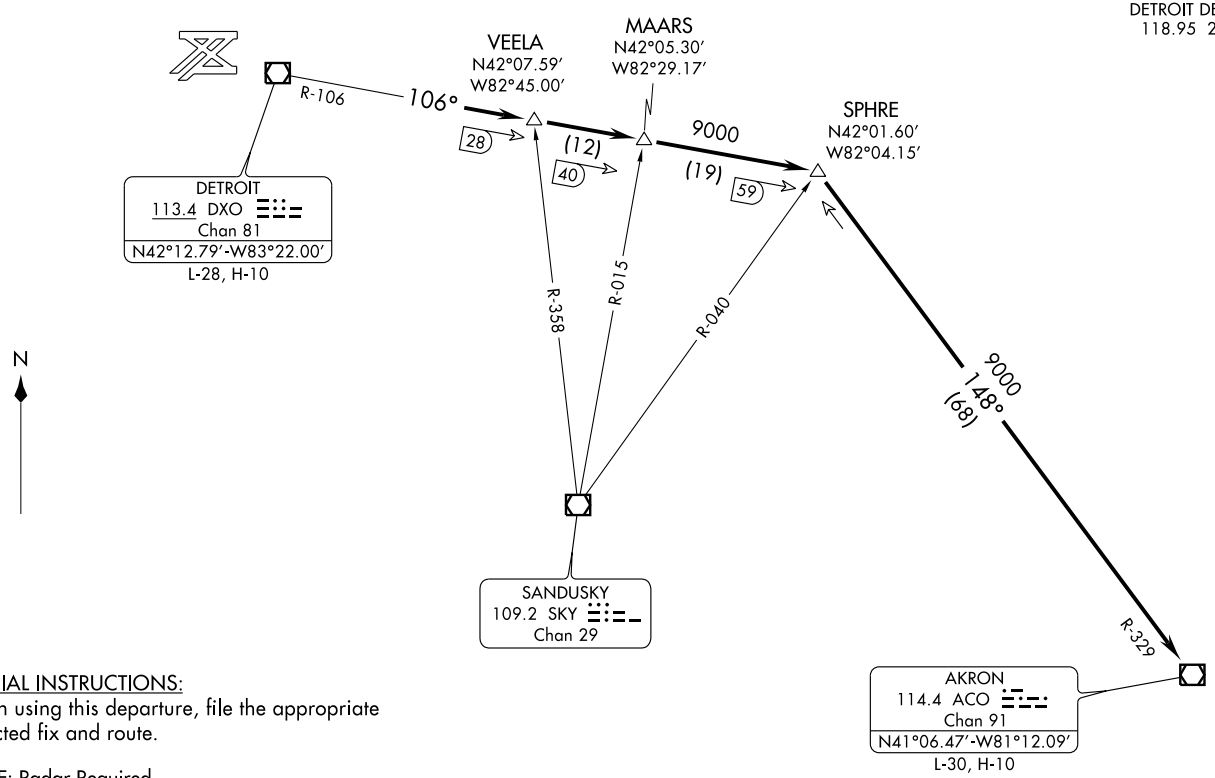
EC-1, 14 JAN 2010 to 11 FEB 2010

TAKE-OFF MINIMUMS

Rwys 5L, 5R, 9L, 9R, 14, 23L, 23R, 27L, 32: STANDARD.

Rwy 27R: 200-1½ or STANDARD with minimum climb of 206 feet per NM to 1000.

ATIS 127.425
GND CON
121.75
WILLOW RUN TOWER
125.275 256.9
DETROIT DEP CON
118.95 239.275



SPECIAL INSTRUCTIONS:

When using this departure, file the appropriate depicted fix and route.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(ACO2.ACO) 08101

AKRON TWO DEPARTURE

SL-467 (FAA)

DETROIT/WILLOW RUN (YIP)

DETROIT, MICHIGAN

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors, thence. . . .

. . . .to intercept DXO VOR/DME R-106 to SPHRE INT, then via ACO R-329 to ACO VOR/DME. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES

Rwy 5L: Multiple Trees beginning 1438′ to 2887′ from DER, from 119′ to 438′ left of centerline, up to 79′ AGL/785′ MSL.

Rwy 5R: Multiple Trees beginning 1877′ to 2472′ from DER, from 134′ to 922′ left and right of centerline, up to 78′ AGL/777′ MSL.

Rwy 9R: Multiple Trees beginning 827′ to 2598′ from DER, from 432′ to 600′ left and right of centerline, up to 77′ AGL/780′ MSL.

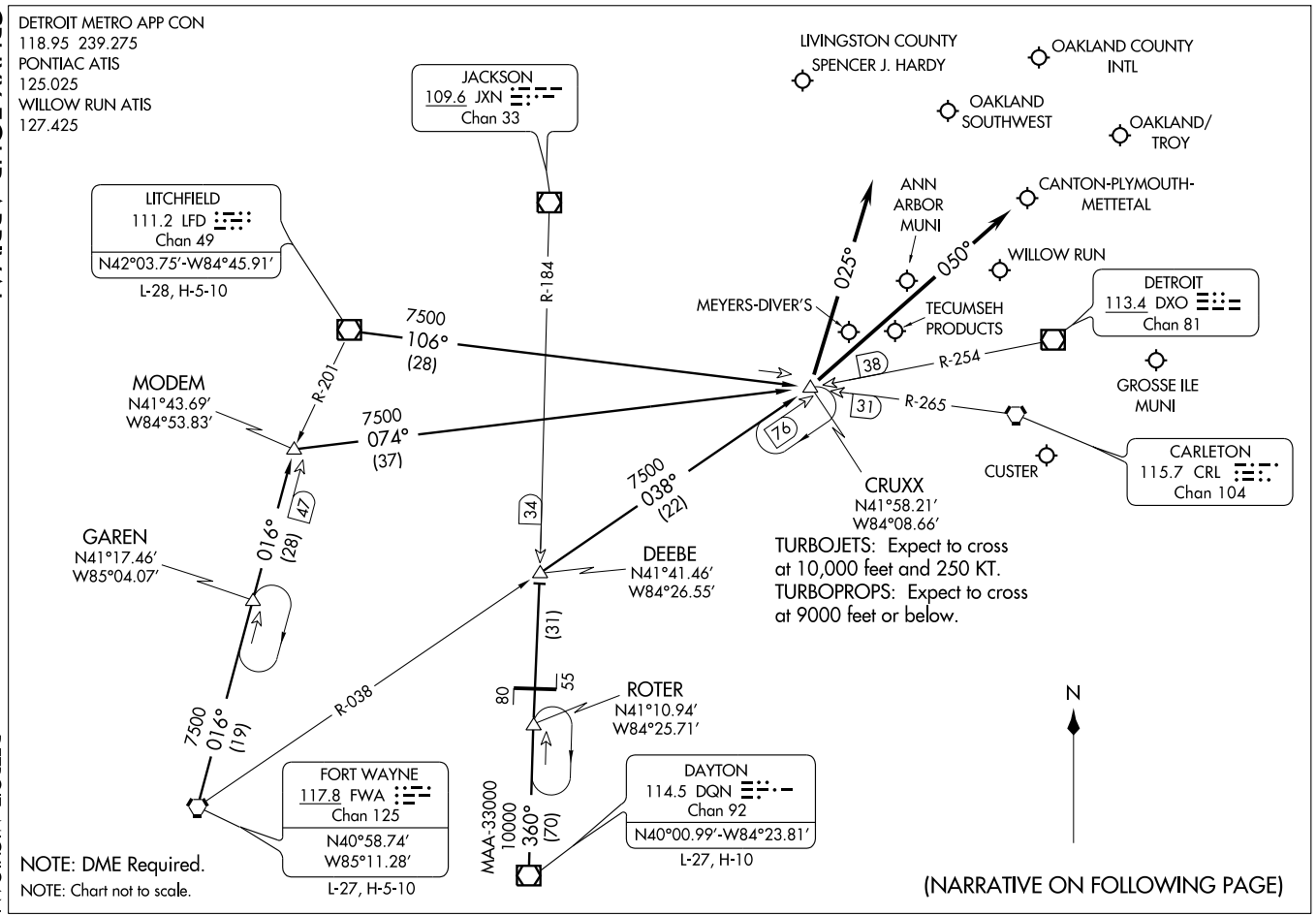
Rwy 23L: Tree 1304′ from DER, 438′ right of centerline, 42′ AGL/757′ MSL.
Tree 2457′ from DER, 720′ left of centerline, 66′ AGL/781′ MSL.

Rwy 23R: Multiple trees and road with vehicle beginning 587′ to 1333′ from DER, from 282′ to 814′ left and right of centerline, up to 77′ AGL/793′ MSL.

Rwy 27L: Multiple Trees and Pole beginning 1273′ to 2024′ from DER, from 47′ to 769′ left and right of centerline, up to 90′ AGL/805′ MSL.

Rwy 27R: Railroad and Lights beginning 564′ to 1565′ from DER, from 4′ to 333′ left of centerline, up to 54′ AGL/770′ MSL.
Tree and Lights beginning 102′ to 1257′ from DER, from 10′ to 485′ right of centerline, up to 55′ AGL/771′ MSL.
Tower 7161′ from DER, 502′ left of centerline, 162′ AGL/900′ MSL.

Rwy 32: Multiple Trees and Poles beginning 701′ to 1884′ from DER, from 78′ to 750′ left of centerline, up to 84′ AGL/798′ MSL.
Multiple Trees 1157′ to 1893′ from DER, from 126′ to 475′ right of centerline, up to 66′ AGL/780′ MSL.


DETROIT METRO APP CON
118.95 239.275
PONTIAC ATIS
125.025
WILLOW RUN ATIS
127.425
LIVINGSTON COUNTY
SPENCER J. HARDY
OAKLAND COUNTY
INTL
OAKLAND
SOUTHWEST
OAKLAND/
TROY
JACKSON
109.6 JXN
Chan 33
LITCHFIELD
111.2 LFD
Chan 49
N42°03.75'-W84°45.91'
L-28, H-5-10
ANN
ARBOR
MUNI
CANTON-PLYMOUTH-
METTETAL
WILLOW RUN
DETROIT
113.4 DXO
Chan 81
MEYERS-DIVER'S
TECUMSEH
PRODUCTS
GROSSE ILE
MUNI
025°
050°
R-184
R-201
R-254
R-265
7500
106°
(28)
7500
074°
(37)
MODEM
N41°43.69'
W84°53.83'
38
31
76
CUSTER
CARLETON
115.7 CRL
Chan 104
CRUXX
N41°58.21'
W84°08.66'
7500
038°
(22)
34
47
GAREN
N41°17.46'
W85°04.07'
016°
(28)
DEEBE
N41°41.46'
W84°26.55'
TURBOJETS: Expect to cross
at 10,000 feet and 250 KT.
TURBOPROPS: Expect to cross
at 9000 feet or below.
(31)
80
55
ROTER
N41°10.94'
W84°25.71'
N
7500
016°
(19)
R-038
FORT WAYNE
117.8 FWA
Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10
MAA-33000
10000
360°
(70)
DAYTON
114.5 DQN
Chan 92
N40°00.99'-W84°23.81'
L-27, H-10
NOTE: DME Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

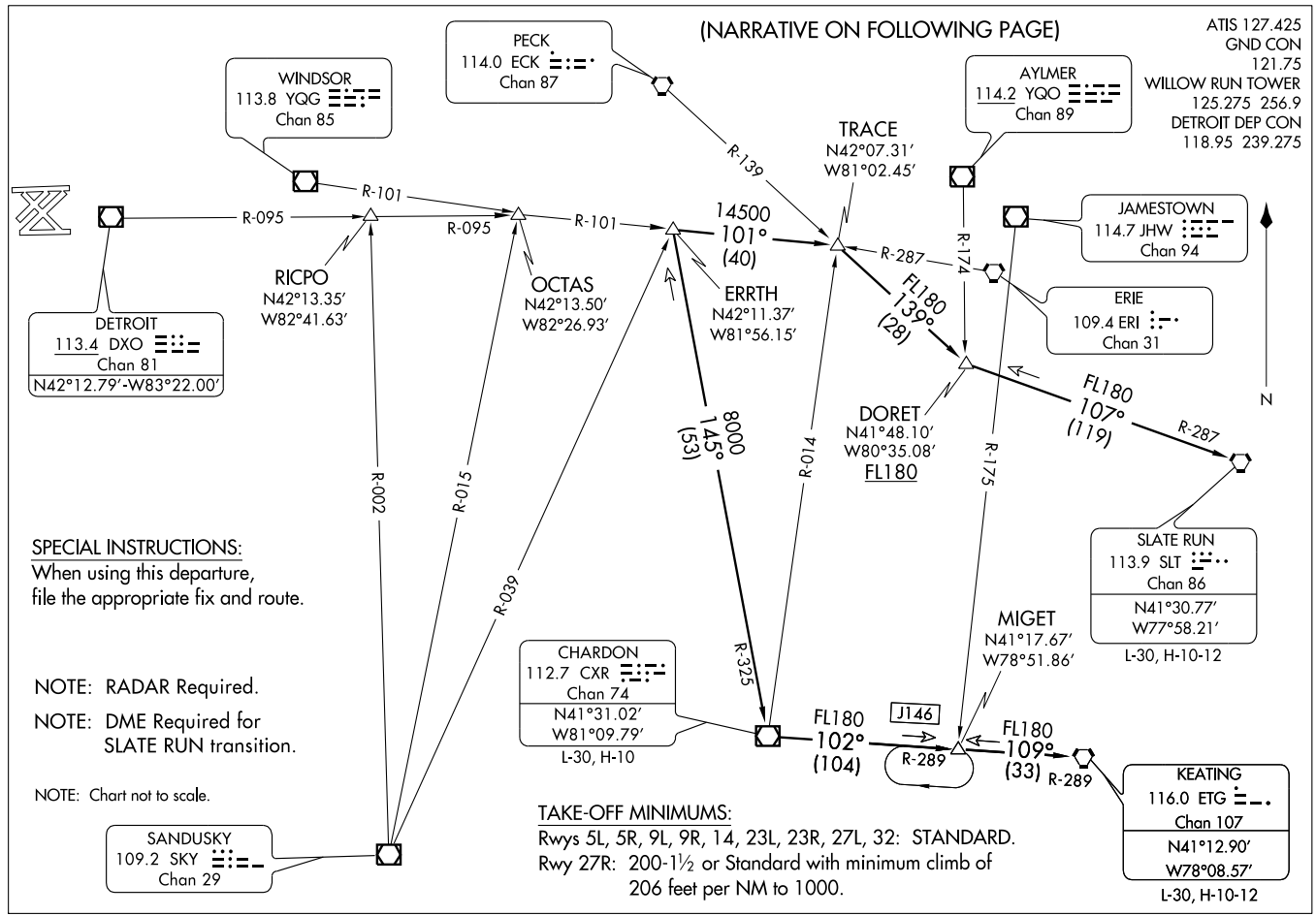
CRUXX FOUR ARRIVAL (CRUXX.CRUXX4)

ARRIVAL DESCRIPTION

DAYTON TRANSITION (DQN.CRUXX4): From over DQN VOR/DME via DQN R-360 and JXN R-184 to DEEBE INT and FWA R-038 to CRUXX INT. Thence . . . .
FORT WAYNE TRANSITION (FWA.CRUXX4): From over FWA VORTAC via FWA R-016 to MODEM INT and DXO R-254 to CRUXX INT. Thence . . . .
LITCHFIELD TRANSITION (LFD.CRUXX4): From over LFD VORTAC via LFD R-106 to CRUXX INT. Thence . . . .

. . . . Aircraft landing Y47, PTK, 36MI, ØMI7, OZW, ONZ, 1D2, TTF, VLL: From over CRUXX INT via 025° heading.
. . . . Aircraft landing YIP or ARB: From over CRUXX INT via 050° heading. Expect radar vector to final approach course.

EC-1, 14 JAN 2010 to 11 FEB 2010



(ERRTH2.ERRTH) 07354
ERRTH TWO DEPARTURE
SL-467 (FAA)
DETROIT /WILLOW RUN (YIP)
DETROIT, MICHIGAN

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

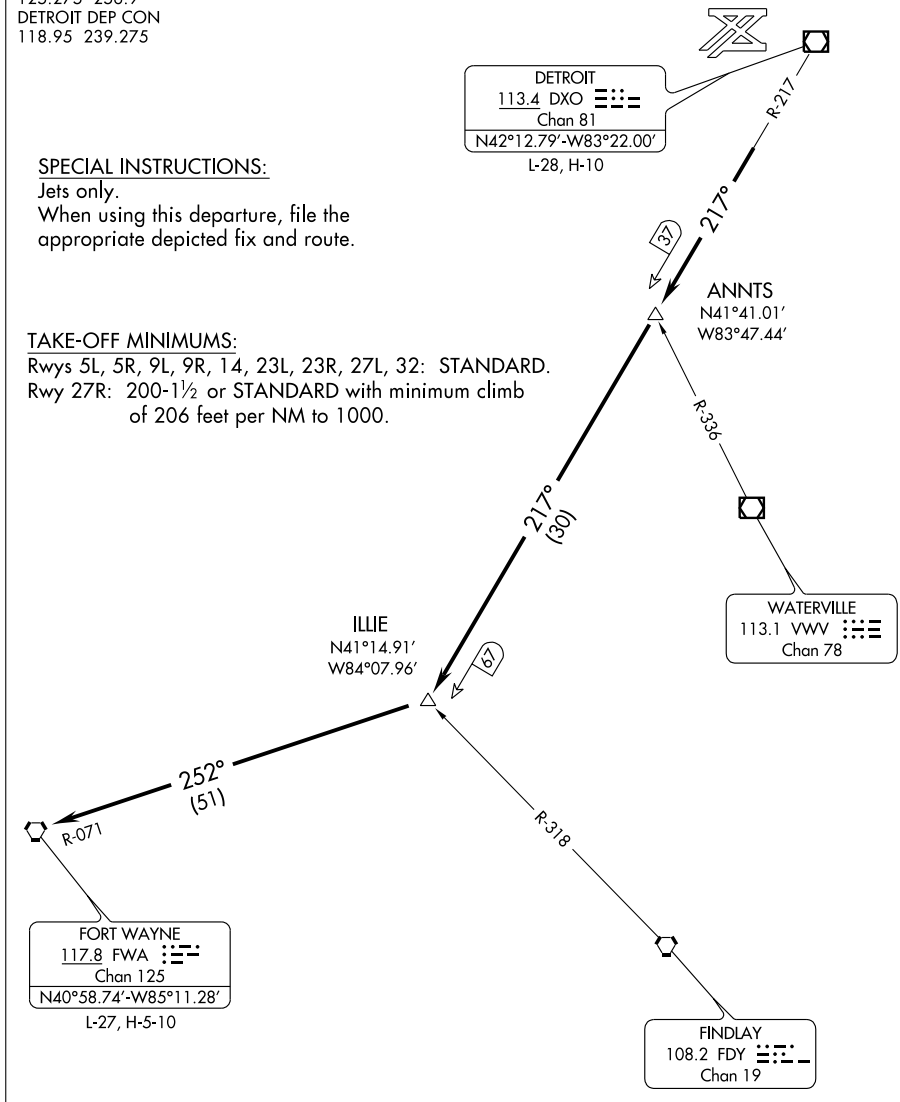
CHARDON TRANSITION (ERRTH2.CXR): From over ERRTH INT via CXR R-325 to CXR VOR/DME.
KEATING TRANSITION (ERRTH2.ETG): From over ERRTH INT via CXR R-325 to CXR VOR/DME, then via CXR R-102 and ETG R-289 to MIGET INT, then via ETG R-289 to ETG VORTAC.
SLATE RUN TRANSITION (ERRTH2.SLT): (DME Required) From over ERRTH INT via YQG R-101 to TRACE INT, then via ECK R-139 to DORET INT, then via SLT R-287 to SLT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 5L: Multiple trees beginning 1438′ to 2887′ from DER, from 119′ to 438′ left of centerline, up to 79′ AGL/785′ MSL.
Rwy 5R: Multiple trees beginning 1877′ to 2472′ from DER, from 134′ to 922′ left and right of centerline, up to 78′ AGL/777′ MSL.
Rwy 9R: Multiple trees beginning 827′ to 2598′ from DER, from 432′ to 600′ left and right of centerline, up to 77′ AGL/780′ MSL.
Rwy 23L Tree 1304′ from DER, 438′ right of centerline, 42′ AGL/757′ MSL. Tree 2457′ from DER, 720′ left of centerline, 66′ AGL/781′ MSL.
Rwy 23R: Multiple trees and road with vehicle beginning 587′ to 1333′ from DER, from 282′ to 814′ left and right of centerline, up to 77′ AGL/793′ MSL.
Rwy 27L: Multiple trees and pole beginning 1273′ to 2024′ from DER, from 47′ to 769′ left and right of centerline, up to 90′ AGL/805′ MSL.
Rwy 27R: Railroad and lights beginning 564′ to 1565′ from DER, from 4′ to 333′ left of centerline, up to 54′ AGL/770′ MSL. Tree and lights beginning 102′ to 1257′ from DER, from 10′ to 485′ right of centerline, up to 55′ AGL/771′ MSL. Tower 7161′ from DER, 502′ left of centerline, 162′ AGL/900′ MSL.
Rwy 32: Multiple trees and poles beginning 701′ to 1884′ from DER, from 78′ to 750′ left of centerline, up to 84′ AGL/798′ MSL. Multiple trees 1157′ to 1893′ from DER, from 126′ to 475′ right of centerline, up to 66′ AGL/780′ MSL.

FORT WAYNE THREE DEPARTURE

ATIS 127.425
GND CON
121.75
WILLOW RUN TOWER
125.275 256.9
DETROIT DEP CON
118.95 239.275



SPECIAL INSTRUCTIONS:
Jets only.
When using this departure, file the appropriate depicted fix and route.

TAKE-OFF MINIMUMS:
Rwys 5L, 5R, 9L, 9R, 14, 23L, 23R, 27L, 32: STANDARD.
Rwy 27R: 200-1½ or STANDARD with minimum climb of 206 feet per NM to 1000.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EC-1, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors, thence. . . .

. . . .to intercept DXO VOR/DME R-217 to ILLIE INT, then via FWA R-071 to FWA VORTAC. Maintain 3000, expect clearance to filed flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 5L: Multiple trees beginning 1438′ to 2887′ from DER, from 119′ to 438′ left of centerline, up to 79′ AGL/785′ MSL.

Rwy 5R: Multiple trees beginning 1877′ to 2472′ from DER, from 134′ to 922′ left and right of centerline, up to 78′ AGL/777′ MSL.

Rwy 9R: Multiple trees beginning 827′ to 2598′ from DER, from 432′ to 600′ left and right of centerline, up to 77′ AGL/780′ MSL.

Rwy 23L: Tree 1304′ from DER, 438′ right of centerline, 42′ AGL/757′ MSL.
Tree 2457′ from DER, 720′ left of centerline, 66′ AGL/781′ MSL.

Rwy 23R: Multiple trees and road beginning 587′ to 1333′ from DER, from 282′ to 814′ left and right of centerline, up to 77′ AGL/793′ MSL.

Rwy 27L: Multiple trees and pole beginning 1273′ to 2024′ from DER, from 47′ to 769′ left and right of centerline, up to 90′ AGL/805′ MSL.

Rwy 27R: Railroad and lights beginning 564′ to 1565′ from DER, from 4′ to 333′ left of centerline, up to 54′ AGL/770′ MSL.
Tree and lights beginning 102′ to 1257′ from DER, from 10′ to 485′ right of centerline, up to 55′ AGL/771′ MSL.
Tower 7161′ from DER, 502′ left of centerline, 162′ AGL/900′ MSL.

Rwy 32: Multiple trees and poles beginning 701′ to 1884′ from DER, from 78′ to 750′ left of centerline, up to 84′ AGL/798′ MSL.
Multiple trees 1157′ to 1893′ from DER, from 126′ to 475′ right of centerline, up to 66′ AGL/780′ MSL.

EC-1, 14 JAN 2010 to 11 FEB 2010

DETROIT APP CON
134.3 363.2
PONTIAC ATIS
125.025
COLEMAN A. YOUNG ATIS
124.875
WINDSOR ATIS
134.5
WILLOW RUN ATIS
127.425
ANN ARBOR ATIS
134.55

PECK
114.0 ECK
Chan 87

R-135

R-176

AXXIS
N42°49.84′
W81°59.00′

MAA FL240
10000
260°
(39)

MAA FL240
4000
260°
(27)

PONTIAC
111.0 PSI
Chan 47

R-100

4000
210°
(4)

66

RCADE
N42°40.84′
W82°34.11′

LONDON
117.2 YXU
Chan 119
N43°02.29′
W81°08.91′
L-30-31, H-10-11

COLEMAN A.
YOUNG MUNI

CANTON-
PLYMOUTH-
METTETAL

GOHMA
N42°36.90′
W82°36.51′

24

R-030

WINDSOR

ANN ARBOR
MUNI

WILLOW
RUN

WINDSOR
113.8 YQG
Chan 85

N

LONDON TRANSITION (YXU.GOHMA1): From over YXU VORTAC via YXU R-260 to RCADE INT, then via YQG R-030 to GOHMA INT. Thence . . . .

. . . . From GOHMA, expect radar vectors to final approach course.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(GOHMA.GOHMA1) 09351
GOHMA ONE ARRIVAL

ST-467 (FAA)

DETROIT, MICHIGAN

LOC/DME I-YIP	APP CRS		5R	5L
109.5	053°	Rwy Idg	7526	5995
Chan 32		TDZE	715	716
		Apt Elev	716	716

ILS or LOC RWY 5R

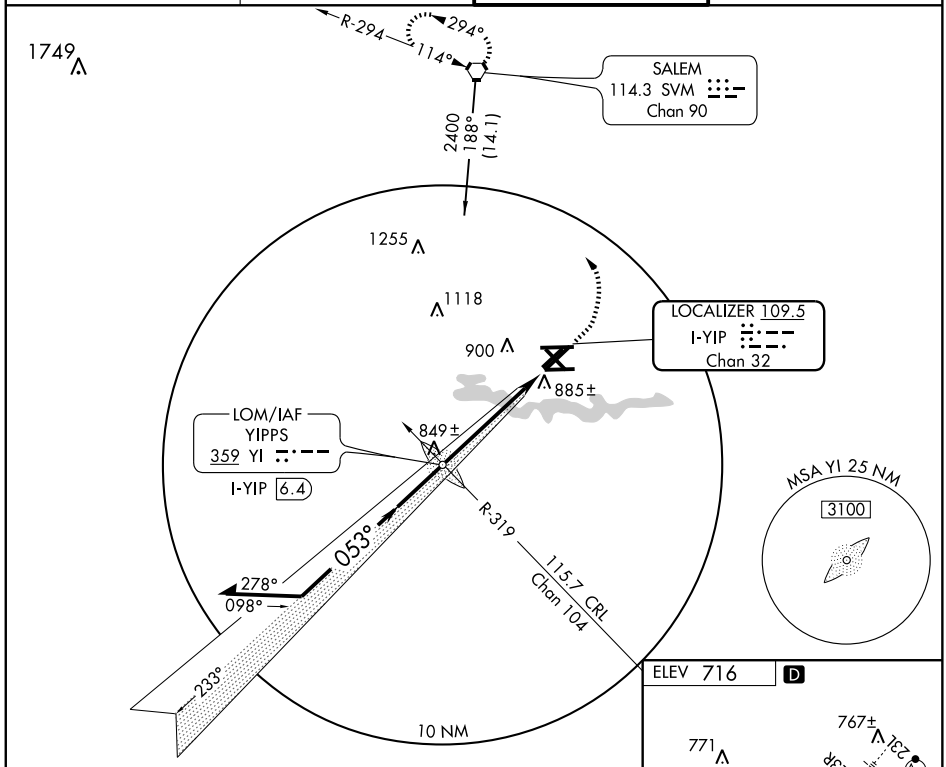
DETROIT/WILLOW RUN (YIP)

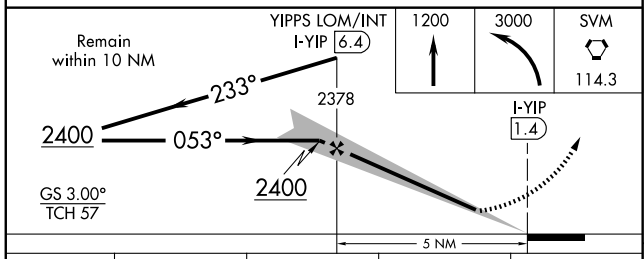
For inoperative MALSR increase S-LOC-5R Cat A and B; visibility to RVR 5000.
Inoperative table does not apply to S-ILS all cats.

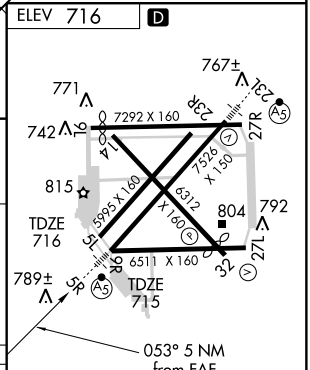
MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	WILLOW RUN TOWER	GND CON
127.425	118.95 363.2	125.275 256.9	121.75







CATEGORY	A	B	C	D
S-ILS 5R	965/40 250 (300-¾)			
S-LOC 5R	1120/40 405 (500-¾)			
CIRCLING	1200-1 484 (500-1)		1200 -1½ 484 (500-1½)	1280-2 564 (600-2)
SIDESTEP RWY 5L	1120-1 404 (500-1)		1120-1½ 404 (500-1½)	1120-2 404 (500-2)

HIRL Rwy 5R-23L
REIL Rwys 27L and 32
MIRL Rwys 9R-27L, 14-32, 5L-23R, and 9L-27R

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-1. 14 JAN 2010 to 11 FEB 2010

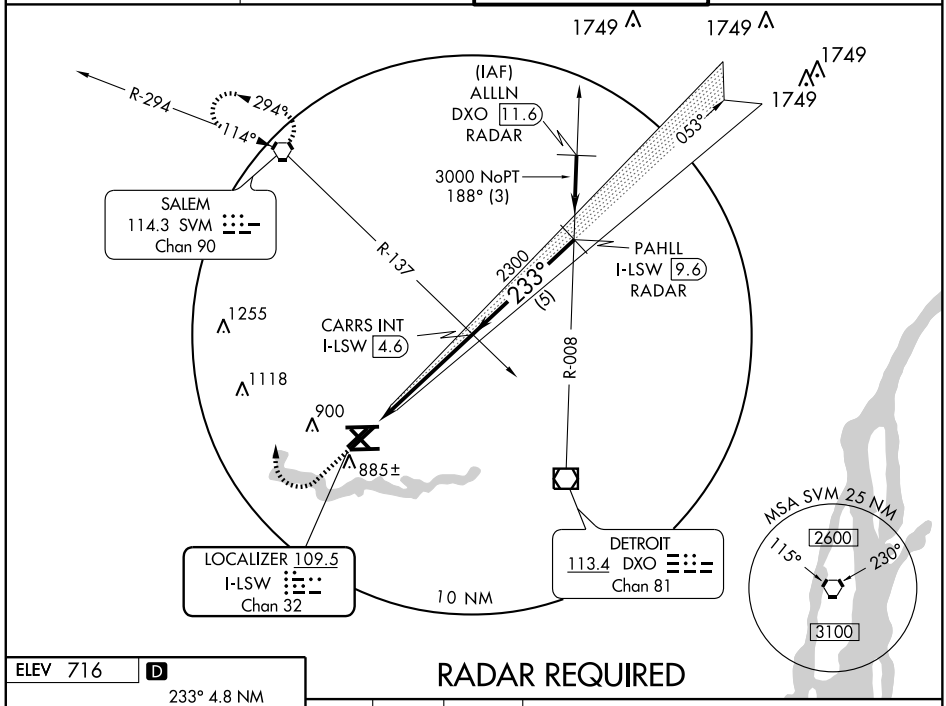
LOC/DME I-LSW	APP CRS	Rwy Idg	7526
109.5	233°	TDZE	708
Chan 32		Apt Elev	716

ILS RWY 23L
DETROIT/ WILLOW RUN (YIP)

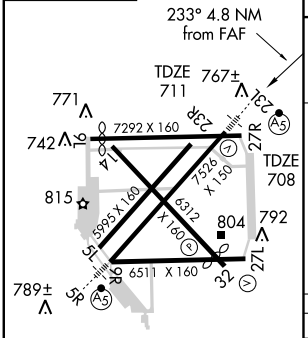
MALSR

MISSED APPROACH: Climb to 1400, then climbing right turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	WILLOW RUN TOWER	GND CON
127.425	118.95 363.2	125.275 256.9	121.75



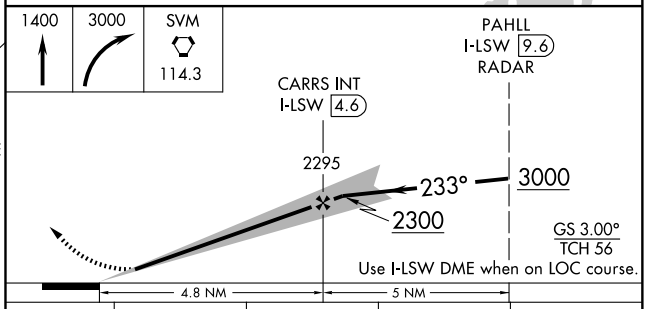
ELEV 716 D



HIRL Rwy 5R-23L
REIL Rwys 27L and 32
MIRL Rwys 9R-27L, 14-32, 5L-23R, and 9L-27R

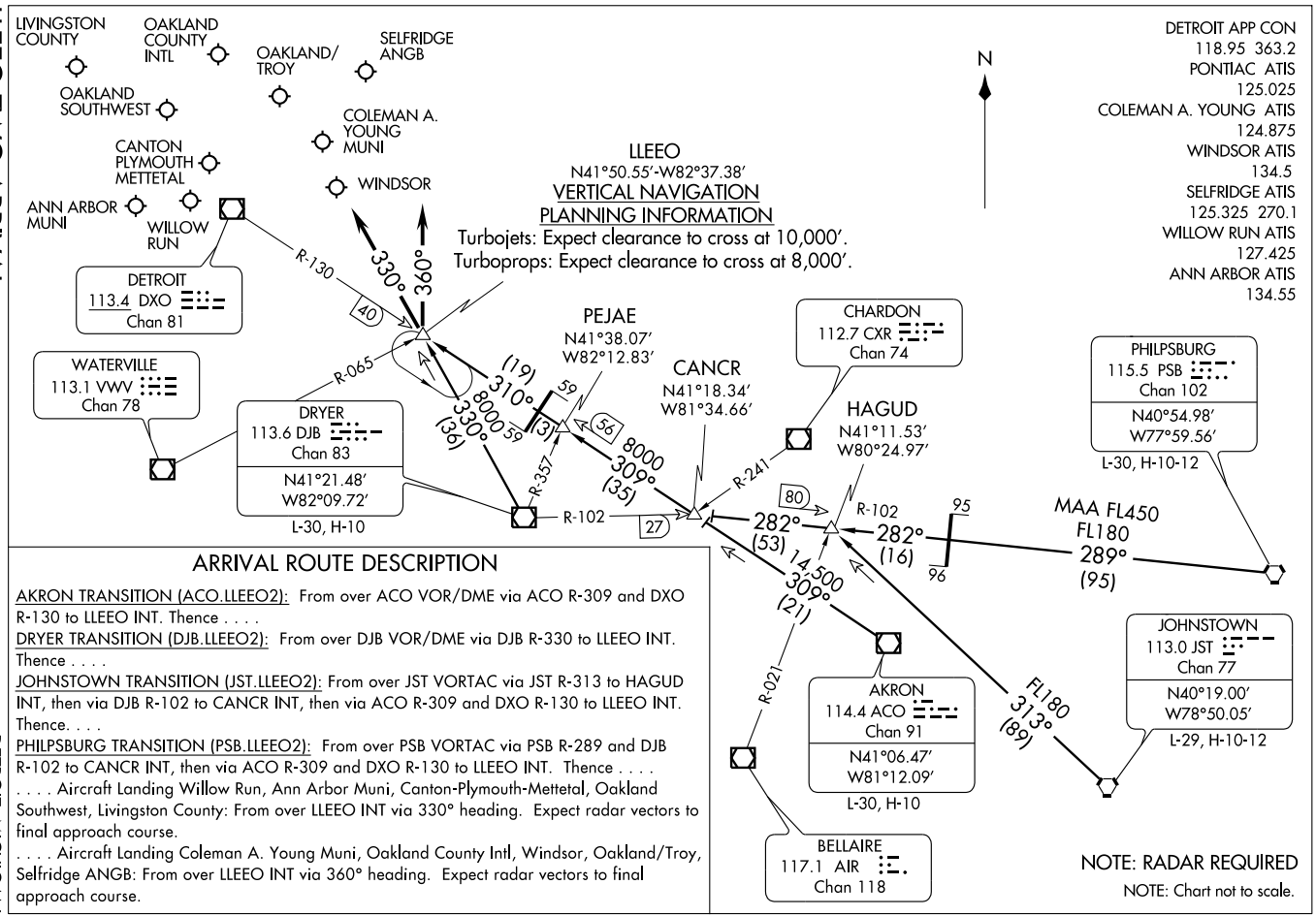
FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 23L	908-½ 200 (200-½)			
S-LOC 23L	1140-½ 432 (500-½)		1140-¾ 432(500-¾)	1140-1 432 (500-1)
SIDESTEP RWY 23R	1140-1 429 (500-1)		1140-1½ 429 (500-1½)	1140-2 429 (500-2)
CIRCLING	1200-1 484 (500-1)		1200-1½ 484 (500-1½)	1280-2 564 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010



ARRIVAL ROUTE DESCRIPTION

AKRON TRANSITION (ACO.LLEEO2): From over ACO VOR/DME via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

DRYER TRANSITION (DJB.LLEEO2): From over DJB VOR/DME via DJB R-330 to LLEEO INT. Thence . . . .

JOHNSTOWN TRANSITION (JST.LLEEO2): From over JST VORTAC via JST R-313 to HAGUD INT, then via DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence. . . .

PHILPSBURG TRANSITION (PSB.LLEEO2): From over PSB VORTAC via PSB R-289 and DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

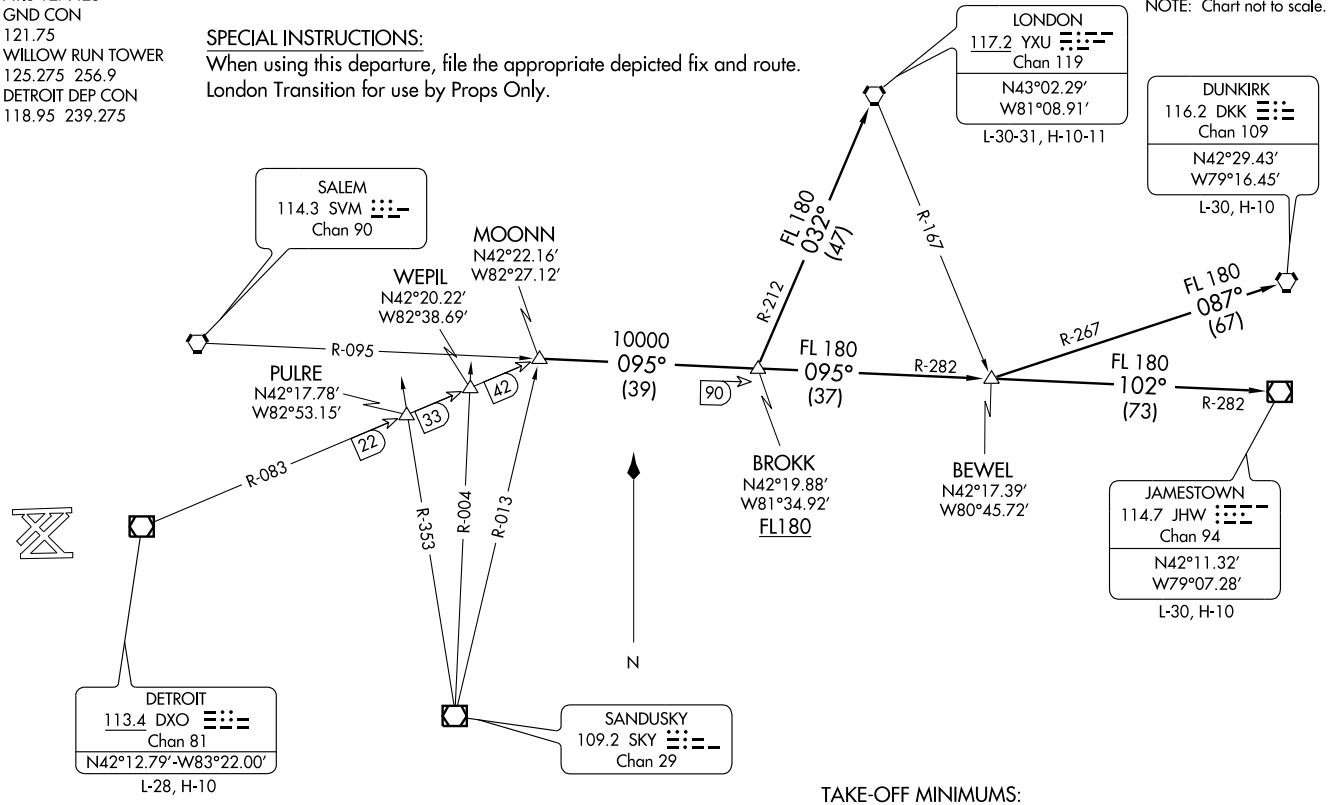
. . . . Aircraft Landing Willow Run, Ann Arbor Muni, Canton-Plymouth-Mettetal, Oakland Southwest, Livingston County: From over LLEEO INT via 330° heading. Expect radar vectors to final approach course.

. . . . Aircraft Landing Coleman A. Young Muni, Oakland County Intl, Windsor, Oakland/Troy, Selfridge ANGB: From over LLEEO INT via 360° heading. Expect radar vectors to final approach course.

ATIS 127.425
GND CON
121.75
WILLOW RUN TOWER
125.275 256.9
DETROIT DEP CON
118.95 239.275

NOTE: Chart not to scale.

SPECIAL INSTRUCTIONS:
When using this departure, file the appropriate depicted fix and route.
London Transition for use by Props Only.



TAKE-OFF MINIMUMS:
Rwys 5L, 5R, 9L, 9R, 14, 23L, 23R, 27L, 32: STANDARD.
Rwy 27R: 200-1½ or Standard with minimum climb of 206 feet per NM to 1000.

NOTE: RADAR Required.

(NARRATIVE ON FOLLOWING PAGE)

(MOONN2.MOONN) 07354
MOONN TWO DEPARTURE
SL-467 (FAA)

DETROIT /WILLOW RUN (YIP)
DETROIT, MICHIGAN

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/ flight level ten (10) minutes after departure.

DUNKIRK TRANSITION (MOONN2.DKK): From over MOONN INT via SVM R-095 to BROKK INT, then via SVM R-095 and JHW R-282 to BEWEL INT, then via DKK R-267 to DKK VORTAC.

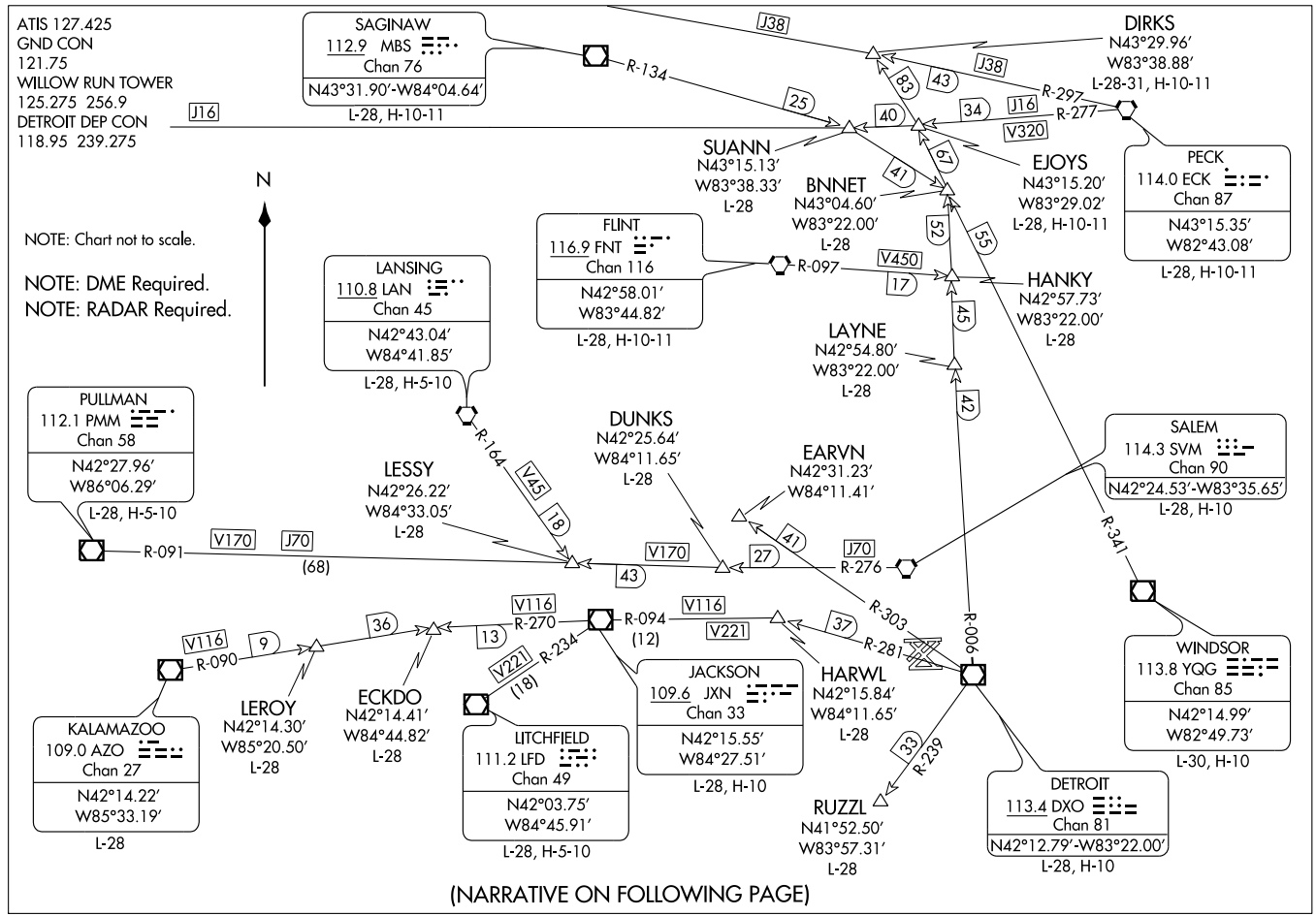
JAMESTOWN TRANSITION (MOONN2.JHW): From over MOONN INT via SVM R-095 to BROKK INT, then via SVM R-095 and JHW R-282 to BEWEL INT, then via JHW R-282 to JHW VOR/DME.

LONDON TRANSITION (MOONN2.YXU): From over MOONN INT via SVM R-095 to BROKK INT, then via YXU R-212 to YXU VORTAC.

TAKE-OFF OBSTACLES

Rwy 5L: Multiple trees beginning 1438' to 2887' from DER, from 119' to 438' left of centerline, up to 79' AGL/785' MSL.
Rwy 5R: Multiple trees beginning 1877' to 2472' from DER, from 134' to 922' left and right of centerline, up to 78' AGL/777' MSL.
Rwy 9R: Multiple trees beginning 827' to 2598' from DER, from 432' to 600' left and right of centerline, up to 77' AGL/780' MSL.
Rwy 23L: Tree 1304' from DER, 438' right of centerline, 42' AGL/757' MSL. Tree 2457' from DER, 720' left of centerline, 66' AGL/781' MSL.
Rwy 23R: Multiple trees and road beginning 587' to 1333' from DER, from 282' to 814' left and right of centerline, up to 77' AGL/793' MSL.
Rwy 27L: Multiple trees and pole beginning 1273' to 2024' from DER, from 47' to 769' left and right of centerline, up to 90' AGL/805' MSL.
Rwy 27R: Railroad and lights beginning 564' to 1565' from DER, from 4' to 333' left of centerline, up to 54' AGL/770' MSL. Tree and lights beginning 102' to 1257' from DER, from 10' to 485' right of centerline, up to 55' AGL/771' MSL. Tower 7161' from DER, 502' left of centerline, 162' AGL/900' MSL.
Rwy 32: Multiple trees and poles beginning 701' to 1884' from DER, from 78' to 750' left of centerline, up to 84' AGL/798' MSL. Multiple trees 1157' to 1893' from DER, from 126' to 475' right of centerline, up to 66' AGL/780' MSL.

PALACE THREE DEPARTURE



(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF MINIMUMS:
Rwy 5L, 5R, 9L, 9R, 14, 23L, 23R, 27L, 32: STANDARD.
Rwy 27R: 200-1½ or STANDARD with minimum climb of 206 feet per NM to 1000.

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

SPECIAL INSTRUCTIONS:
When using this departure, file the appropriate depicted departure fix and route. Aircraft landing/overflying Lansing (LAN) or overflying Flint (FNT) at 10,000 feet or below, file via EARVN. Aircraft landing Flint (FNT) at 10,000 feet or below, file via LAYNE. Aircraft landing/overflying Toledo (TOL) at 10,000 feet or below, file via RUZZL. Aircraft over HARWL must file FL220 and below.

TAKE-OFF OBSTACLES:

Rwy 5L: Multiple trees beginning 1438′ to 2887′ from DER, from 119′ to 438′ left of centerline, up to 79′ AGL/785′ MSL.

Rwy 5R: Multiple trees beginning 1877′ to 2472′ from DER, from 134′ to 922′ left and right of centerline, up to 78′ AGL/777′ MSL.

Rwy 9R: Multiple trees beginning 827′ to 2598′ from DER, from 432′ to 600′ left and right of centerline, up to 77′ AGL/780′ MSL.

Rwy 23L: Tree 1304′ from DER, 438′ right of centerline, 42′ AGL/757′ MSL. Tree 2457′ from DER, 720′ left of centerline, 66′ AGL/781′ MSL.

Rwy 23R: Multiple trees and road with vehicle beginning 587′ to 1333′ from DER, from 282′ to 814′ left and right of centerline, up to 77′ AGL/793′ MSL.

Rwy 27L: Multiple trees and pole beginning 1273′ to 2024′ from DER, from 47′ to 769′ left and right of centerline, up to 90′ AGL/805′ MSL.

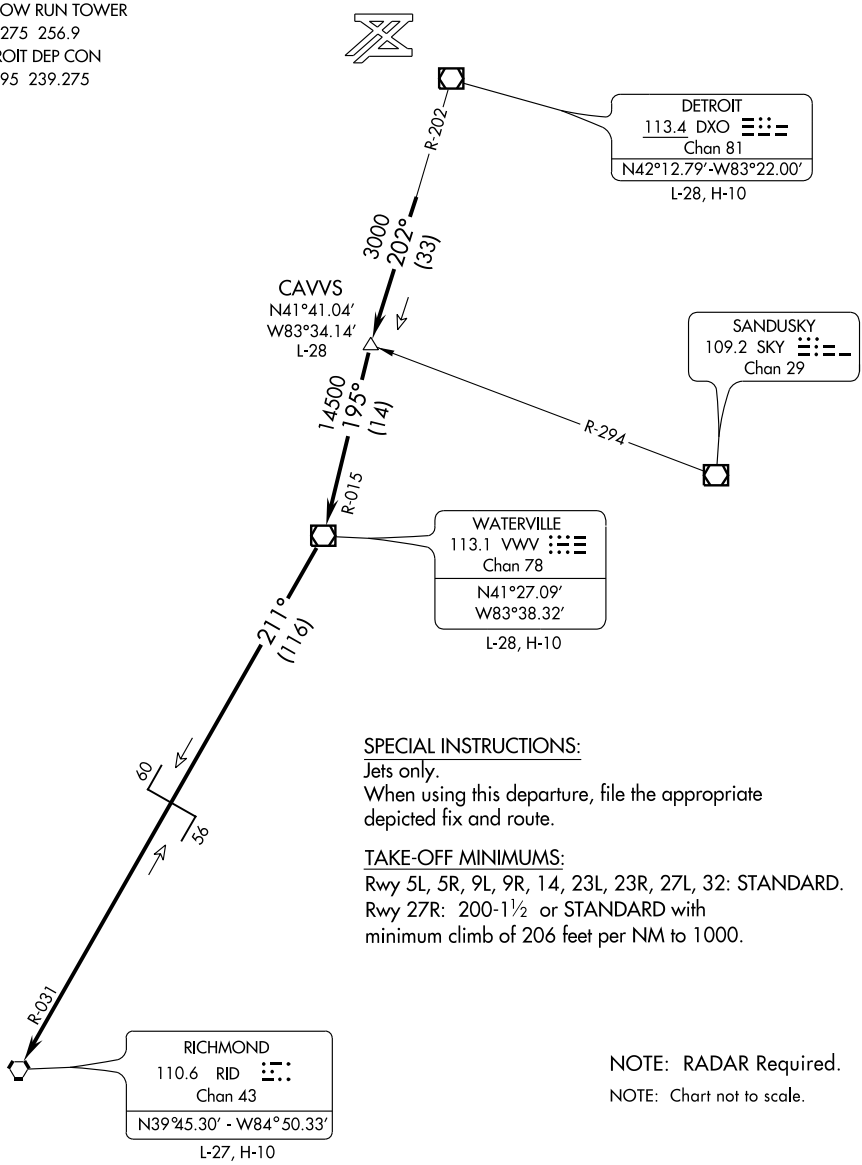
Rwy 27R: Railroad and lights beginning 564′ to 1565′ from DER, from 4′ to 333′ left of centerline, up to 54′ AGL/770′ MSL. Tree and lights beginning 102′ to 1257′ from DER, from 10′ to 485′ right of centerline, up to 55′ AGL/771′ MSL. Tower 7161′ from DER, 502′ left of centerline, 162′ AGL/900′ MSL.

Rwy 32: Multiple trees and poles beginning 701′ to 1884′ from DER, from 78′ to 750′ left of centerline, up to 84′ AGL/798′ MSL. Multiple trees 1157′ to 1893′ from DER, from 126′ to 475′ right of centerline, up to 66′ AGL/780′ MSL.

EC-1, 14 JAN 2010 to 11 FEB 2010

RICHMOND FOUR DEPARTURE SL-467 (FAA)

ATIS 127.425
GND CON
121.75
WILLOW RUN TOWER
125.275 256.9
DETROIT DEP CON
118.95 239.275



SPECIAL INSTRUCTIONS:
Jets only.
When using this departure, file the appropriate depicted fix and route.

TAKE-OFF MINIMUMS:
Rwy 5L, 5R, 9L, 9R, 14, 23L, 23R, 27L, 32: STANDARD.
Rwy 27R: 200-1½ or STANDARD with minimum climb of 206 feet per NM to 1000.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EC-1, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors, thence. . . .

. . . . To intercept DXO VOR/DME R-202 to CAVVS INT/DXO 33 DME, then via VWV R-015 to VWV VOR/DME. Then right turn via VWV R-211 and RID R-031 to RID VORTAC. Maintain 3,000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 5L:	Multiple trees beginning 1438′ to 2887′ from DER, from 119′ to 438′ left of centerline, up to 79′ AGL/785′ MSL.
Rwy 5R:	Multiple trees beginning 1877′ to 2472′ from DER, from 134′ to 922′ left and right of centerline, up to 78′ AGL/777′ MSL.
Rwy 9R:	Multiple trees beginning 827′ to 2598′ from DER, from 432′ to 600′ left and right of centerline, up to 77′ AGL/780′ MSL.
Rwy 23L:	Tree 1304′ from DER, 438′ right of centerline, 42′ AGL/757′ MSL. Tree 2457′ from DER, 720′ left of centerline, 66′ AGL/781′ MSL.
Rwy 23R:	Multiple trees and road beginning 587′ to 1333′ from DER, from 282′ to 814′ left and right of centerline, up to 77′ AGL/793′ MSL.
Rwy 27L:	Multiple trees and pole beginning 1273′ to 2024′ from DER, from 47′ to 769′ left and right of centerline, up to 90′ AGL/805′ MSL.
Rwy 27R:	Railroad and lights beginning 564′ to 1565′ from DER, from 4′ to 333′ left of centerline, up to 54′ AGL/770′ MSL. Tree and lights beginning 102′ to 1257′ from DER, from 10′ to 485′ right of centerline, up to 55′ AGL/771′ MSL. Tower 7161′ from DER, 502′ left of centerline, 162′ AGL/900′ MSL.
Rwy 32:	Multiple trees and poles beginning 701′ to 1884′ from DER, from 78′ to 750′ left of centerline, up to 84′ AGL/798′ MSL. Multiple trees 1157′ to 1893′ from DER, from 126′ to 475′ right of centerline, up to 66′ AGL/780′ MSL.

EC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5995
053°	TDZE	716
	Apt Elev	716

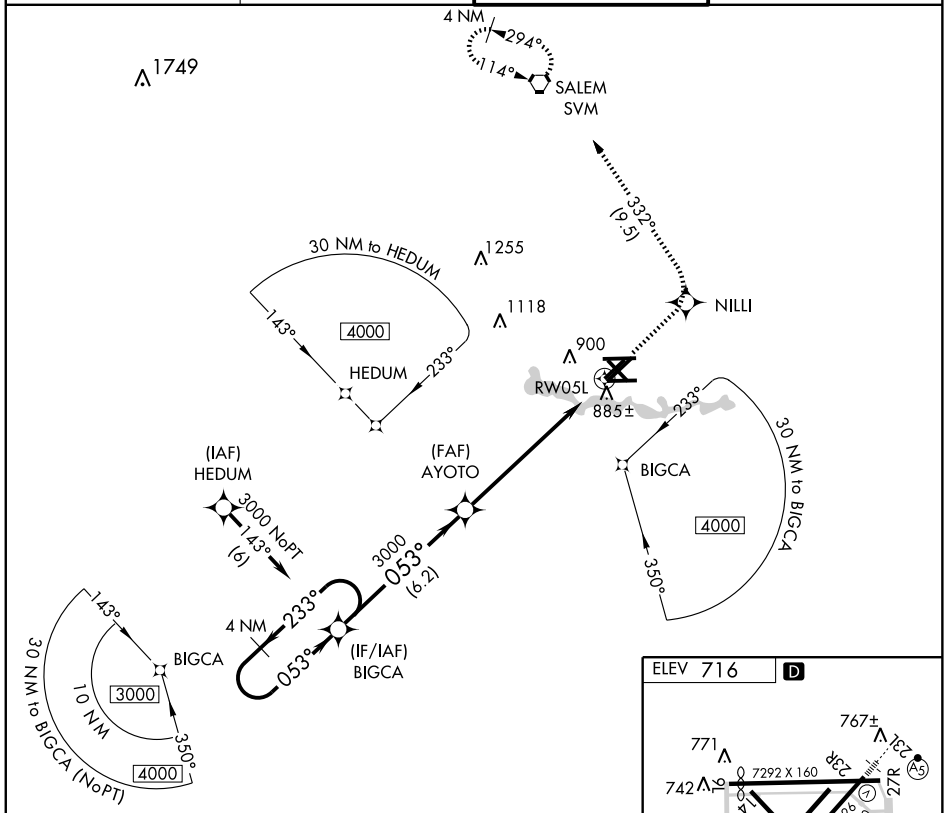
RNAV (GPS) RWY 5L

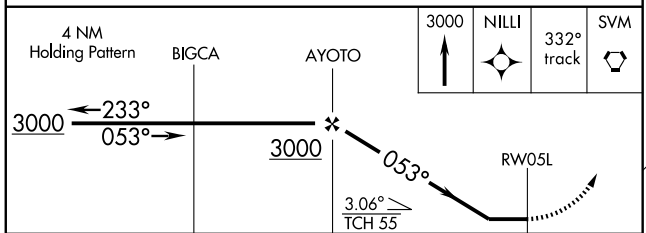
DETROIT/WILLOW RUN (YIP)

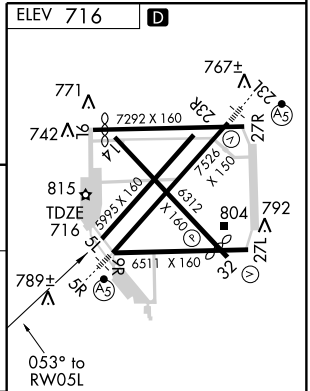
Circling NA at night to RWY 09L, 14, 23R.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Straight-in/Circling NA at night to Rwy 05L.

MISSED APPROACH: Climb to 3000 direct NILLI WP and via 332° track to SVM VORTAC and hold.

ATIS	DETROIT APP CON	WILLOW RUN TOWER	GND CON
127.425	118.95 363.2	125.275 256.9	121.75







CATEGORY	A	B	C	D
LNAV MDA	1240-1	524 (600-1)	1240-1½ 524 (600-1½)	1240-1¾ 524 (600-1¾)
CIRCLING	1240-1	524 (600-1)	1240-1½ 524 (600-1½)	1280-2 564 (600-2)

HIRL Rwy 5R-23L
REIL Rwys 27L and 32
MIRL Rwys 9R-27L, 14-32, 5L-23R, and 9L-27R

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7526
053°	TDZE	715
	Apt Elev	716

RNAV (GPS) RWY 5R

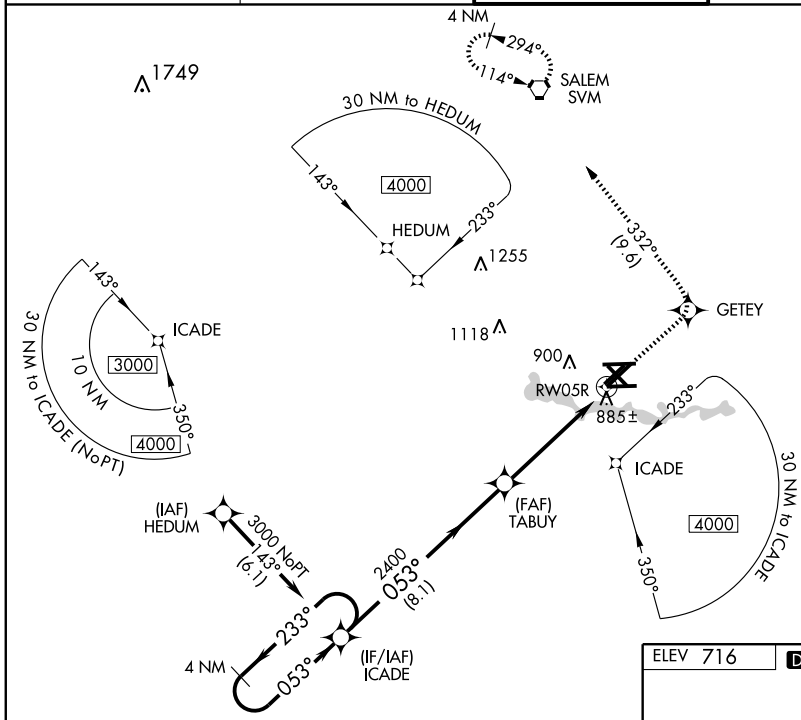
DETROIT/ WILLOW RUN (YIP)

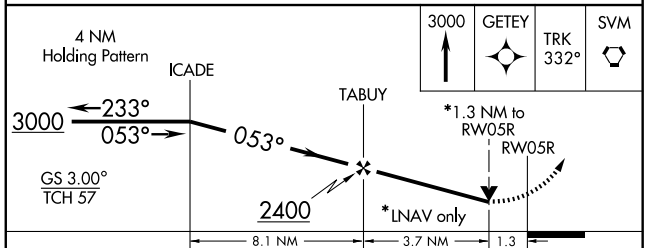
Circling NA at night to Rwy 5L, 9L, 14, 23R. For inoperative MALSR increase LNAV Cat A/B visibilities to RVR 5000. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F)

MALSR

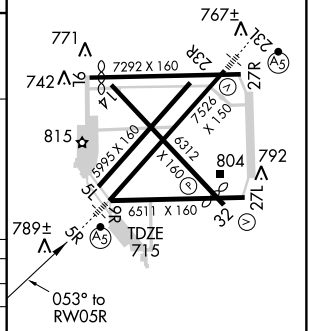
MISSED APPROACH: Climb to 3000 direct GETEY WP and via 332° track to SVM VORTAC and hold.

ATIS	DETROIT APP CON	WILLOW RUN TOWER	GND CON
127.425	118.95 363.2	125.275 256.9	121.75





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ VNAV DA	1200/60 485 (500-1¼)			
LNAV MDA	1200/40 485 (500-¾)			1200/50 485 (500-1)
CIRCLING	1200-1¾ 484 (500-1¾)			1280-2 564 (600-2)



HIRL Rwy 5R-23L
REIL Rwys 27L and 32
MIRL Rwys 9R-27L, 14-32, 5L-23R, and 9L-27R

EC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6718
094°	TDZE	715
	Apt Elev	716

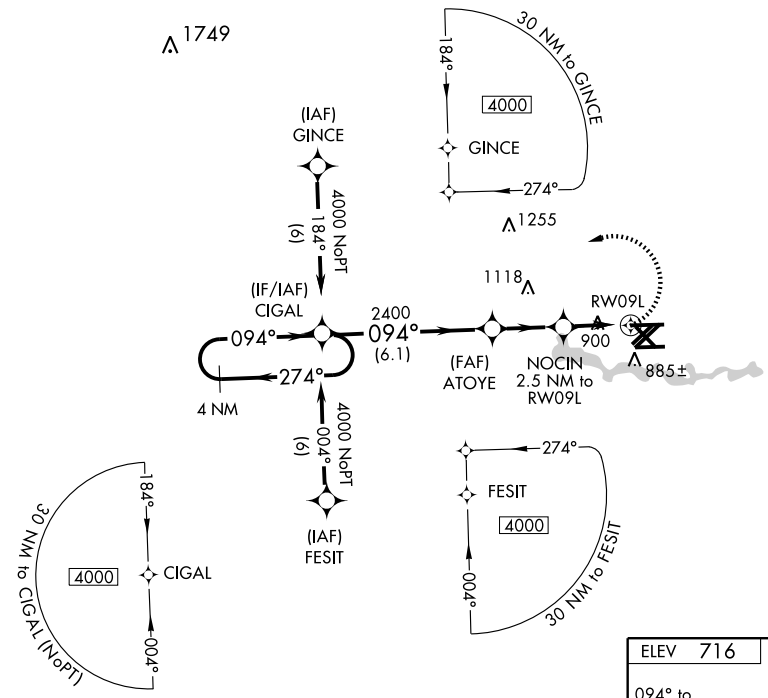
RNAV (GPS) RWY 9L

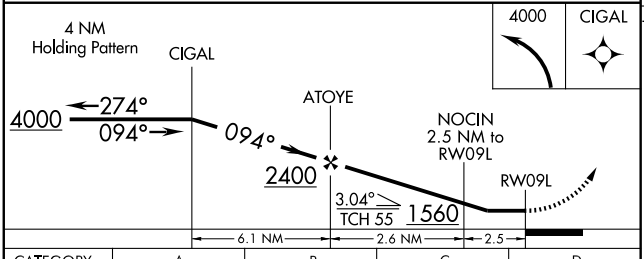
DETROIT/WILLOW RUN (YIP)

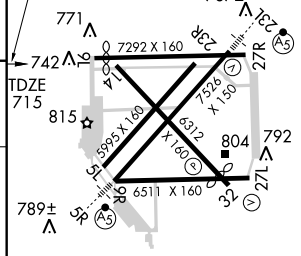
DME/DME RNP-0.3 NA.
Procedure NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 direct CIGAL and hold.

ATIS	DETROIT APP CON	WILLOW RUN TOWER	GND CON
127.425	118.95 363.2	125.275 256.9	121.75







CATEGORY	A	B	C	D
LNAV MDA	1160-1	445 (500-1)	1160-1¼ 445 (500-1¼)	1160-1½ 445 (500-1½)
CIRCLING	1200-1	484 (500-1)	1200-1½ 484 (500-1½)	1280-2 564 (600-2)

HIRL Rwy 5R-23L
REIL Rwys 27L and 32
MIRL Rwys 9R-27L, 14-32, 5L-23R, and 9L-27R

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6511
094°	TDZE	715
	Apt Elev	716

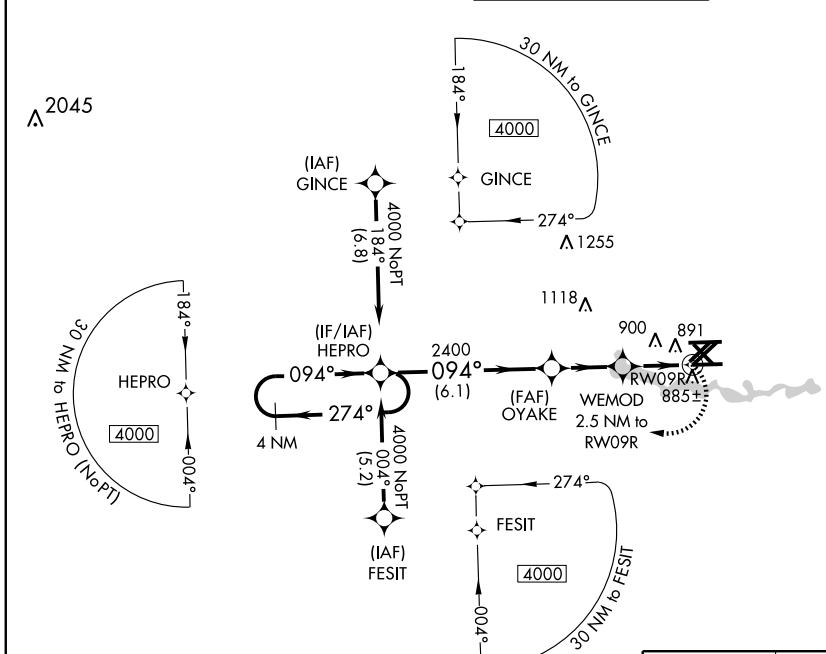
RNAV (GPS) RWY 9R

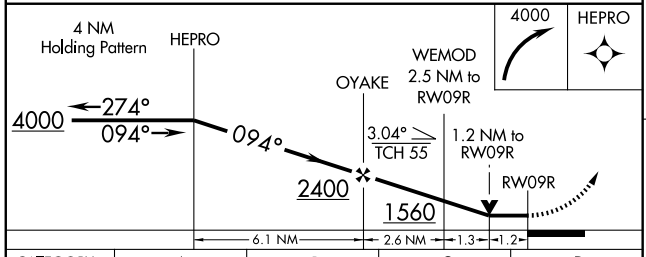
DETROIT/WILLOW RUN (YIP)

Circling to Rwy 5L, 9L, 14, 23R NA at night.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

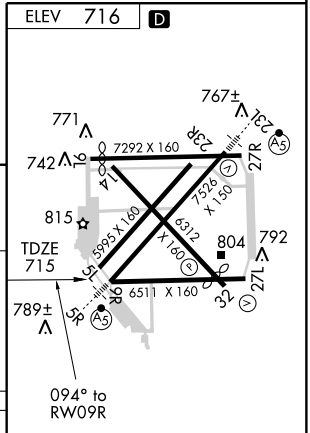
MISSED APPROACH: Climbing right turn to 4000 direct HEPRO and hold.

ATIS	DETROIT APP CON	WILLOW RUN TOWER	GND CON
127.425	118.95 363.2	125.275 256.9	121.75





CATEGORY	A	B	C	D
LNAV MDA	1160-1	445 (500-1)	1160-1¼ 445 (500-1¼)	1160-1½ 445 (500-1½)
CIRCLING	1200-1	484 (500-1)	1200-1½ 484 (500-1½)	1280-2 564 (600-2)



HIRL Rwy 5R-23L
REIL Rwys 27L and 32
MIRL Rwys 9R-27L, 14-32, 5L-23R, and 9L-27R

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6312
142°	TDZE	714
	Apt Elev	716

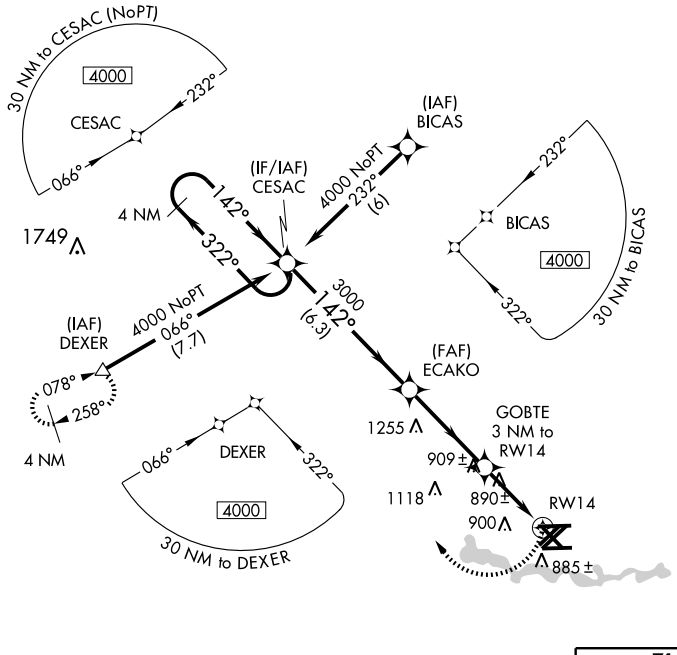
RNAV (GPS) RWY 14

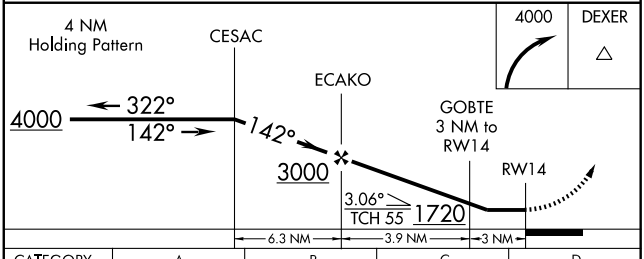
DETROIT/ WILLOW RUN (YIP)

DME/DME RNP-0.3 NA.
Procedure NA at night.
Visibility reduction by helicopters NA.

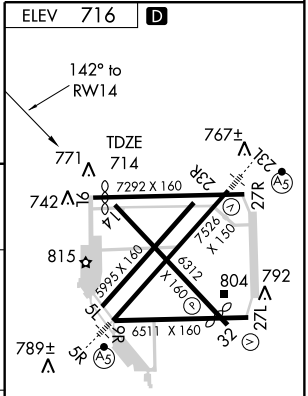
MISSED APPROACH: Climbing right turn to 4000 direct DEXER and hold.

ATIS	DETROIT APP CON	WILLOW RUN TOWER	GND CON
127.425	118.95 363.2	125.275 256.9	121.75





CATEGORY	A	B	C	D
LNAV MDA	1140-1	426 (500-1)	1140-1¼	426 (500-1¼)
CIRCLING	1200-1	484 (500-1)	1200-1½ 484 (500-1½)	1280-2 564 (600-2)



HIRL Rwy 5R-23L
REIL Rwys 27L and 32
MIRL Rwys 9R-27L, 14-32, 5L-23R, and 9L-27R

EC-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 81910 W23A	APP CRS 233°	Rwy Idg 7526 TDZE 708 Apt Elev 716

RNAV (GPS) RWY 23L

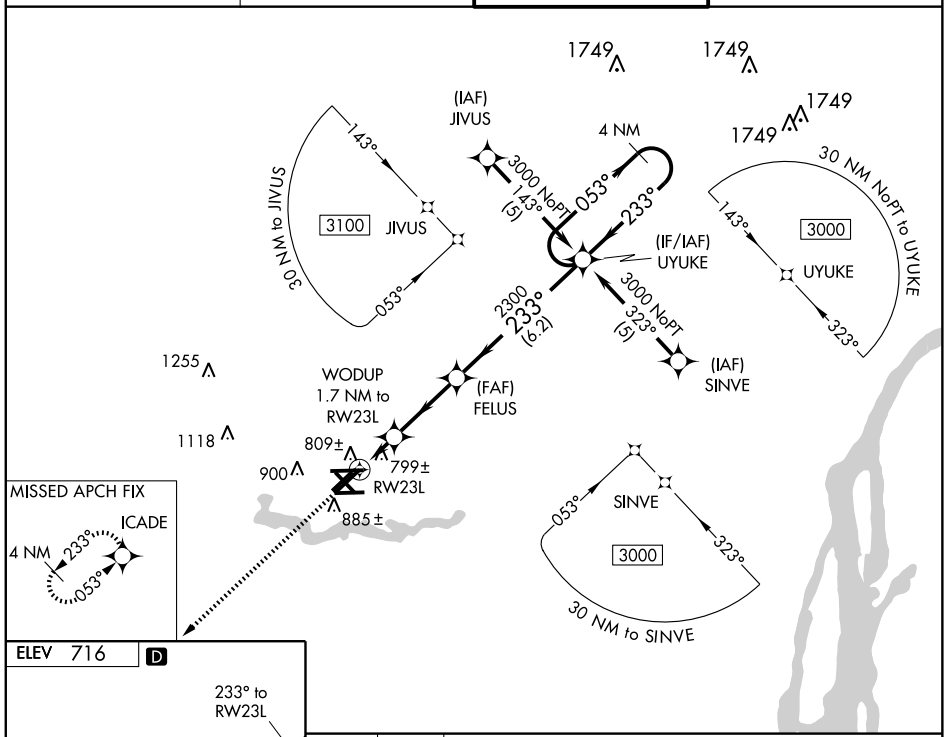
DETROIT/ WILLOW RUN (YIP)

Circling to Rwy 5L, 9L, 14, 23R NA at night.
For inoperative MALSR, increase LNAV Cats. A, B, & C visibility to 1 mile, Cat. D to 1¼ miles. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

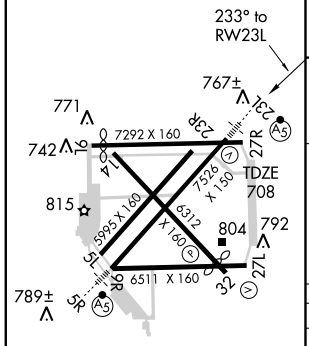
MALSR

MISSED APPROACH: Climb to 3000 direct ICADE and hold.

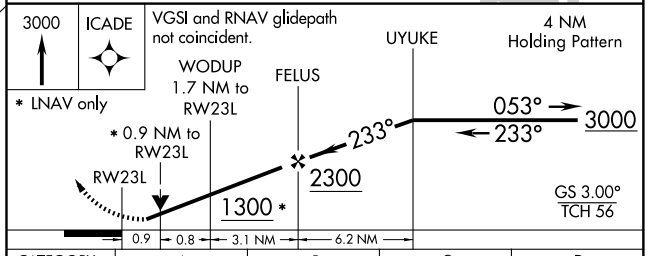
ATIS	DETROIT APP CON	WILLOW RUN TOWER	GND CON
127.425	118.95 363.2	125.275 256.9	121.75



ELEV 716 D



HIRL Rwy 5R-23L
REIL Rwys 27L and 32
MIRL Rwys 9R-27L, 14-32, 5L-23R, and 9L-27R



CATEGORY	A	B	C	D
LPV DA	980- ¾ 272 (300-¾)			
LNAV/VNAV DA	1096- ¾ 388 (400-¾)			
LNAV MDA	1060- ¾ 352 (400-¾)			1060-1 352 (400-1)
CIRCLING	1200-1 484 (500-1)		1200-1½ 484 (500-1½)	1280-2 564 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5995
233°	TDZE	711
	Apt Elev	716

RNAV (GPS) RWY 23R

DETROIT/ WILLOW RUN (YIP)

DME/DME RNP-0.3 NA.
Straight-in/Circling to Rwy 23R NA at night.
Circling NA at night to Rwy 5L, 9L, 14.

NA

MISSED APPROACH: Climb to 3000 direct FATOT WP and via 302° track to DEXER WP and hold.

ATIS	DETROIT APP CON	WILLOW RUN TOWER	GND CON
127.425	118.95 363.2	125.275 256.9	121.75

Procedure NA for arrivals on SVM VORTAC airway radials 085 CW 142.

SALEM SVM 3000 097° (10.5)

4 NM 1749 1749 1749

036° 216° 3000 NoPT 262° (13.3) (IAF) DELOW

(IF/IAF) ALLLN

2300 217° (7.5)

Procedure NA for arrivals at DELOW on V221-464 northeast bound.

DEXER 078° 258° 4 NM

1255 869 (FAF) DAPAY 233°

1118 781± RW23R 900 302° (16.4) 885± FATOT

4000 018° (21.9) CARLETON CRL

MSA RW23R 25 NM 3100

ELEV 716 D

233° to RW23R

TDZE 711 767± 771 742 815 804 792 789±

7292 X 160 7526 X 150 5595 X 160 6312 X 160 6511 X 160

HIRL Rwy 5R-23L
REIL Rwys 27L and 32
MIRL Rwys 9R-27L, 14-32, 5L-23R, and 9L-27R

3000 FATOT 302° track DEXER

ALLLN 4 NM Holding Pattern

DAPAY 036° 216° 3000 217° 233° 2300 3.04° TCH 55 RW23R

4.8 NM 7.5 NM

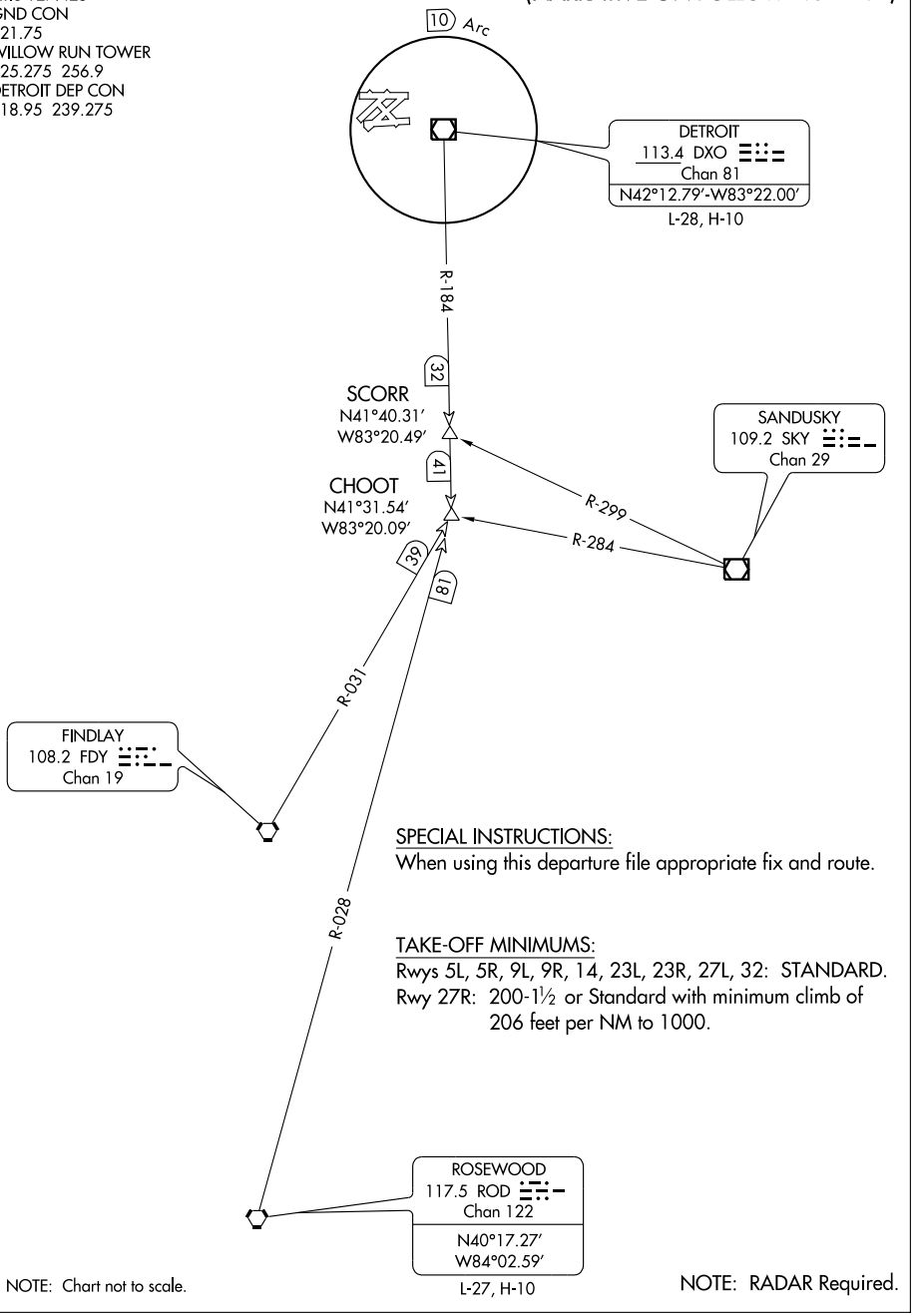
CATEGORY	A	B	C	D
LNAV MDA	1120 - 1	409 (500-1)	1120-1¼	409 (500-1¼)
CIRCLING	1200 - 1	484 (500-1)	1200 - 1½ 484 (500-1½)	1280 - 2 564 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

ROSEWOOD TWO DEPARTURE SL-467 (FAA)

ATIS 127.425
GND CON
121.75
WILLOW RUN TOWER
125.275 256.9
DETROIT DEP CON
118.95 239.275

(NARRATIVE ON FOLLOWING PAGE)



SPECIAL INSTRUCTIONS:
When using this departure file appropriate fix and route.

TAKE-OFF MINIMUMS:
Rwys 5L, 5R, 9L, 9R, 14, 23L, 23R, 27L, 32: STANDARD.
Rwy 27R: 200-1½ or Standard with minimum climb of 206 feet per NM to 1000.

NOTE: Chart not to scale.

NOTE: RADAR Required.

EC-1, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude / flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES

Rwy 5L: Multiple trees beginning 1438′ to 2887′ from DER, from 119′ to 438′ left of centerline, up to 79′ AGL/785′ MSL.

Rwy 5R: Multiple trees beginning 1877′ to 2472′ from DER, from 134′ to 922′ left and right of centerline, up to 78′ AGL/777′ MSL.

Rwy 9R: Multiple trees beginning 827′ to 2598′ from DER, from 432′ to 600′ left and right of centerline, up to 77′ AGL/780′ MSL.

Rwy 23L: Tree 1304′ from DER, 438′ right of centerline, 42′ AGL/757′ MSL.
Tree 2457′ from DER, 720′ left of centerline, 66′ AGL/781′ MSL.

Rwy 23R: Multiple trees and road with vehicle beginning 587′ to 1333′ from DER, from 282′ to 814′ left and right of centerline, up to 77′ AGL/793′ MSL.

Rwy 27L: Multiple trees and pole beginning 1273′ to 2024′ from DER, from 47′ to 769′ left and right of centerline, up to 90′ AGL/805′ MSL.

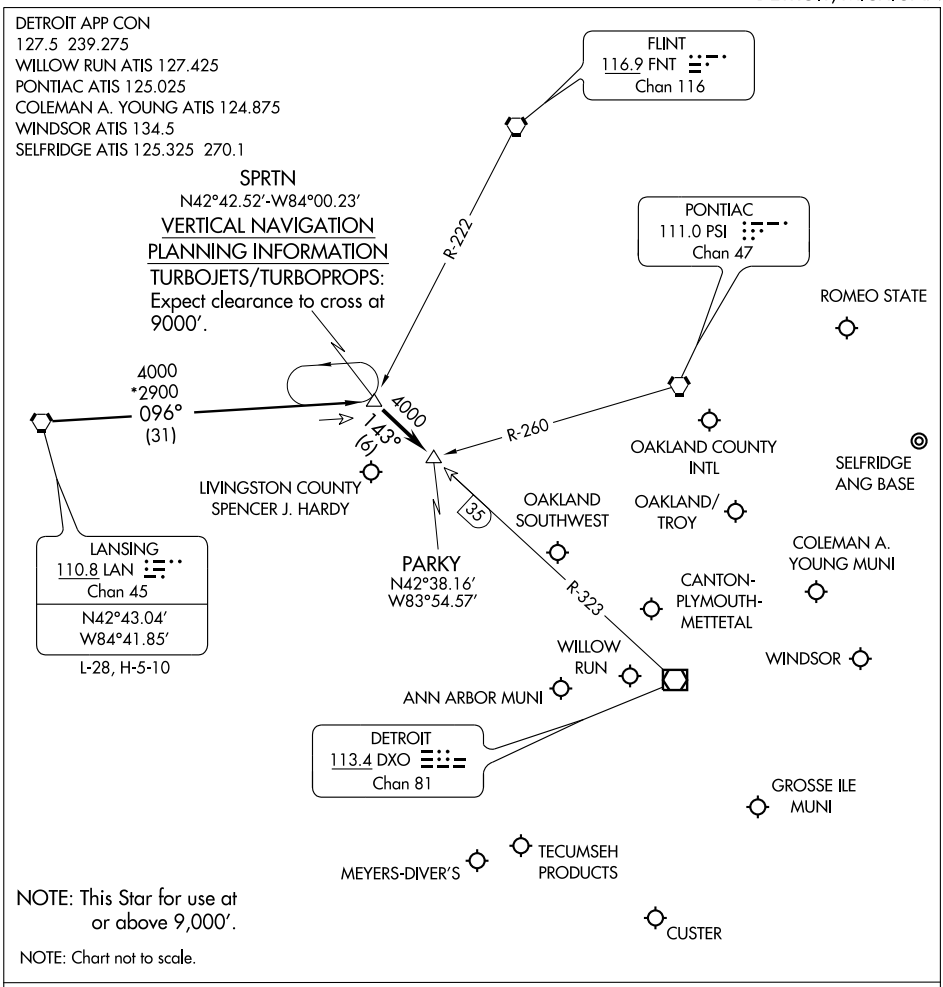
Rwy 27R: Railroad and lights beginning 564′ to 1565′ from DER, from 4′ to 333′ left of centerline, up to 54′ AGL/770′ MSL.
Tree and lights beginning 102′ to 1257′ from DER, from 10′ to 485′ right of centerline, up to 55′ AGL/771′ MSL.
Tower 7161′ from DER, 502′ left of centerline, 162′ AGL/900′ MSL.

Rwy 32: Multiple trees and poles beginning 701′ to 1884′ from DER, from 78′ to 750′ left of centerline, up to 84′ AGL/798′ MSL.
Multiple trees 1157′ to 1893′ from DER, from 126′ to 475′ right of centerline, up to 66′ AGL/780′ MSL.

EC-1, 14 JAN 2010 to 11 FEB 2010

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN



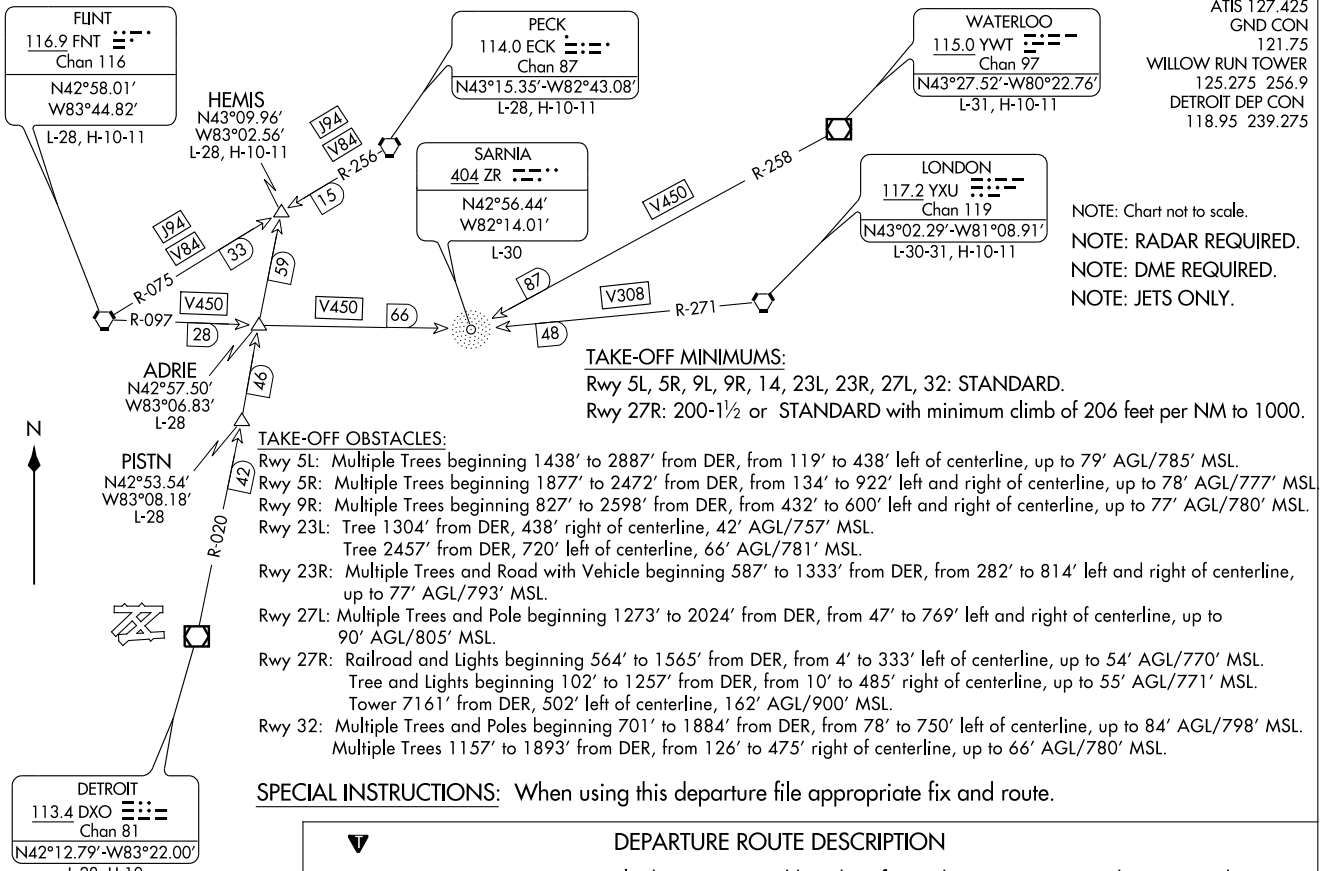
LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.

ST. CLAIR THREE DEPARTURE

ATIS 127.425
GND CON
121.75
WILLOW RUN TOWER
125.275 256.9
DETROIT DEP CON
118.95 239.275



NOTE: Chart not to scale.

NOTE: RADAR REQUIRED.

NOTE: DME REQUIRED.

NOTE: JETS ONLY.

TAKE-OFF MINIMUMS:

Rwy 5L, 5R, 9L, 9R, 14, 23L, 23R, 27L, 32: STANDARD.

Rwy 27R: 200-1½ or STANDARD with minimum climb of 206 feet per NM to 1000.

TAKE-OFF OBSTACLES:

Rwy 5L: Multiple Trees beginning 1438' to 2887' from DER, from 119' to 438' left of centerline, up to 79' AGL/785' MSL.

Rwy 5R: Multiple Trees beginning 1877' to 2472' from DER, from 134' to 922' left and right of centerline, up to 78' AGL/777' MSL.

Rwy 9R: Multiple Trees beginning 827' to 2598' from DER, from 432' to 600' left and right of centerline, up to 77' AGL/780' MSL.

Rwy 23L: Tree 1304' from DER, 438' right of centerline, 42' AGL/757' MSL.
Tree 2457' from DER, 720' left of centerline, 66' AGL/781' MSL.

Rwy 23R: Multiple Trees and Road with Vehicle beginning 587' to 1333' from DER, from 282' to 814' left and right of centerline, up to 77' AGL/793' MSL.

Rwy 27L: Multiple Trees and Pole beginning 1273' to 2024' from DER, from 47' to 769' left and right of centerline, up to 90' AGL/805' MSL.

Rwy 27R: Railroad and Lights beginning 564' to 1565' from DER, from 4' to 333' left of centerline, up to 54' AGL/770' MSL.
Tree and Lights beginning 102' to 1257' from DER, from 10' to 485' right of centerline, up to 55' AGL/771' MSL.
Tower 7161' from DER, 502' left of centerline, 162' AGL/900' MSL.

Rwy 32: Multiple Trees and Poles beginning 701' to 1884' from DER, from 78' to 750' left of centerline, up to 84' AGL/798' MSL.
Multiple Trees 1157' to 1893' from DER, from 126' to 475' right of centerline, up to 66' AGL/780' MSL.

SPECIAL INSTRUCTIONS: When using this departure file appropriate fix and route.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude / flight level ten (10) minutes after departure.

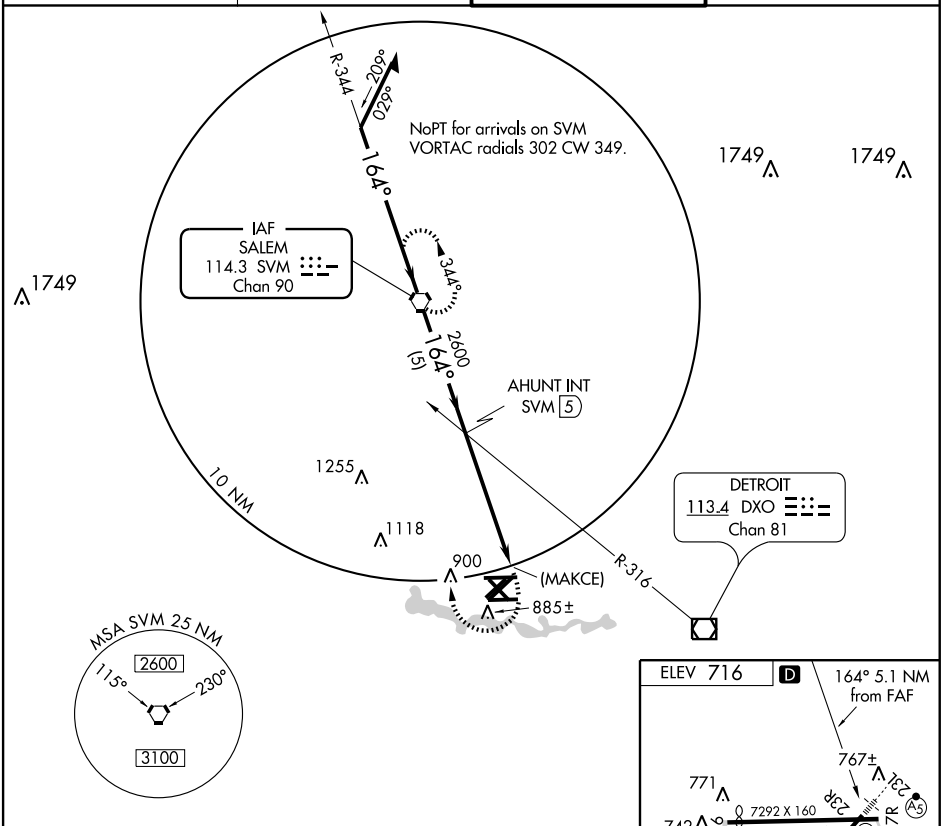
VORTAC SVM	APP CRS	Rwy Idg	N/A
114.3	164°	TDZE	N/A
Chan 90		Apt Elev	716

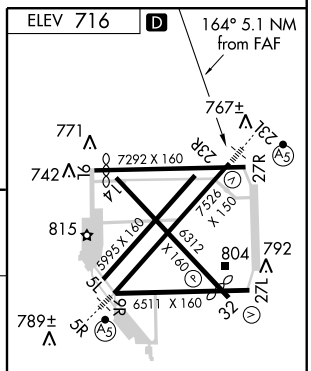
VOR or GPS-A

DETROIT/ WILLOW RUN (YIP)

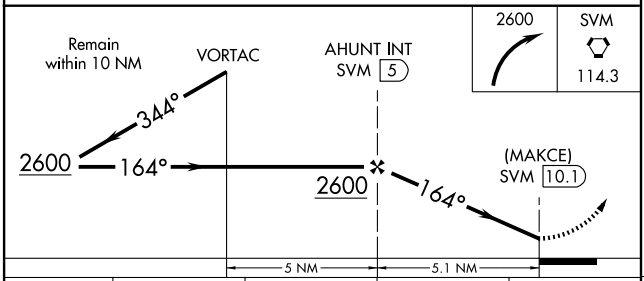
MISSED APPROACH: Climbing right turn to 2600 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	WILLOW RUN TOWER	GND CON
127.425	118.95 363.2	125.275 256.9	121.75





HIRL Rwy 5R-23L
REIL Rwys 27L and 32
MIRL Rwys 9R-27L, 14-32, 5L-23R, and 9L-27R



CATEGORY	A	B	C	D
CIRCLING	1420-1 704 (800-1)		1420-2 704 (800-2)	1420-2¼ 704 (800-2¼)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-1, 14 JAN 2010 to 11 FEB 2010

DETROIT APP CON
134.3 363.2
PONTIAC ATIS
125.025
COLEMAN A. YOUNG ATIS
124.875
WINDSOR ATIS
134.5
WILLOW RUN ATIS
127.425
ANN ARBOR ATIS
134.55

PECK
114.0 ECK
Chan 87

R-135

R-176

AXXIS
N42°49.84′
W81°59.00′

MAA FL240
10000
260°
(39)

MAA FL240
4000
260°
(27)

PONTIAC
111.0 PSI
Chan 47

R-100

4000
210°
(4)

66

RCADE
N42°40.84′
W82°34.11′

LONDON
117.2 YXU
Chan 119
N43°02.29′
W81°08.91′
L-30-31, H-10-11

COLEMAN A.
YOUNG MUNI

CANTON-
PLYMOUTH-
METTETAL

GOHMA
N42°36.90′
W82°36.51′

24

R-030

WINDSOR

ANN ARBOR
MUNI

WILLOW
RUN

WINDSOR
113.8 YQG
Chan 85

N

LONDON TRANSITION (YXU.GOHMA1): From over YXU VORTAC via YXU R-260 to RCADE INT, then via YQG R-030 to GOHMA INT. Thence . . . .

. . . . From GOHMA, expect radar vectors to final approach course.

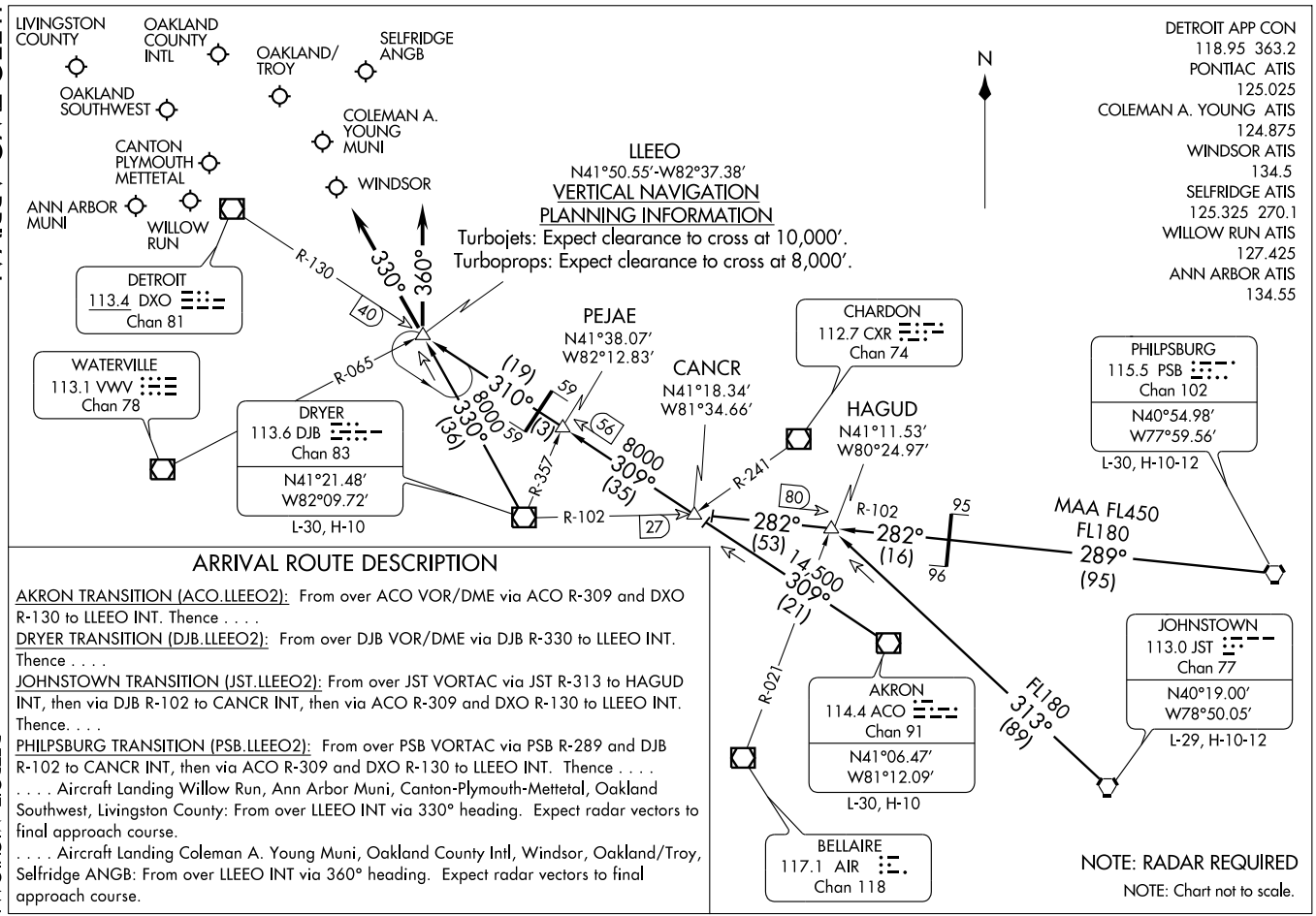
NOTE: RADAR Required.

NOTE: Chart not to scale.

(GOHMA.GOHMA1) 09351
GOHMA ONE ARRIVAL

ST-467 (FAA)

DETROIT, MICHIGAN



ARRIVAL ROUTE DESCRIPTION

AKRON TRANSITION (ACO.LLEEO2): From over ACO VOR/DME via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

DRYER TRANSITION (DJB.LLEEO2): From over DJB VOR/DME via DJB R-330 to LLEEO INT. Thence . . . .

JOHNSTOWN TRANSITION (JST.LLEEO2): From over JST VORTAC via JST R-313 to HAGUD INT, then via DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence. . . .

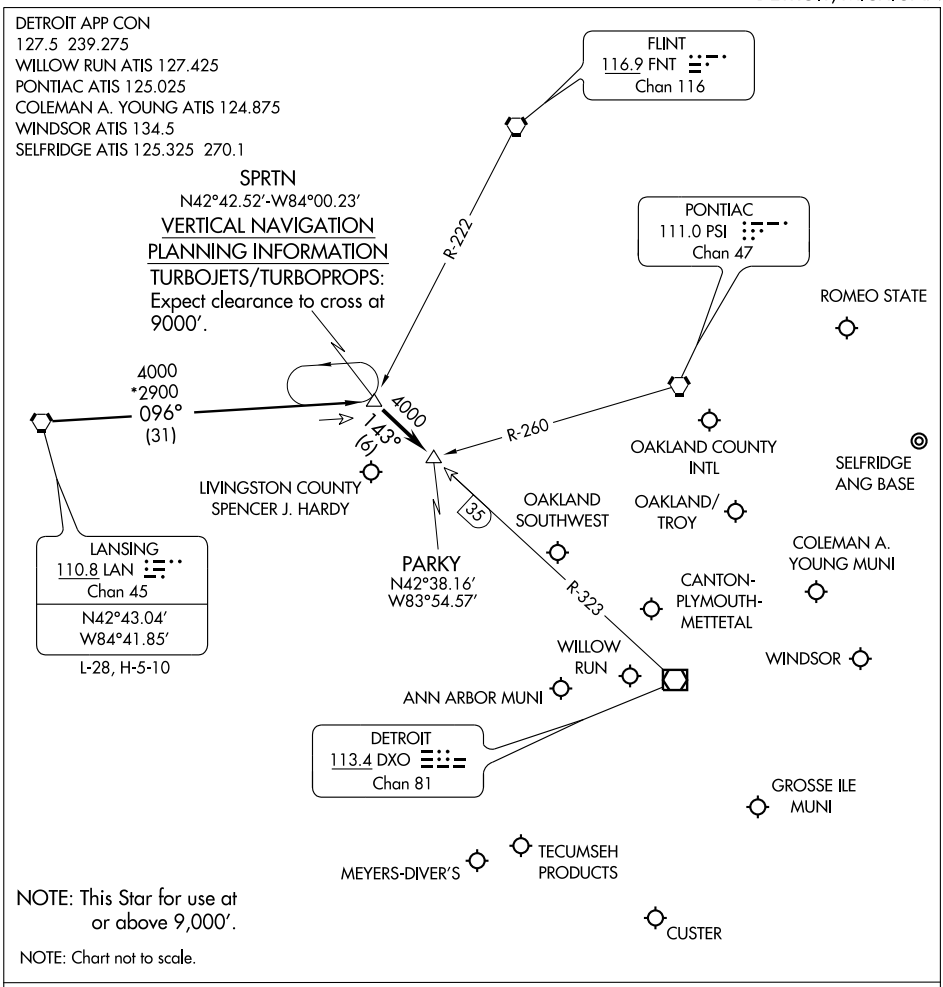
PHILPSBURG TRANSITION (PSB.LLEEO2): From over PSB VORTAC via PSB R-289 and DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

. . . . Aircraft Landing Willow Run, Ann Arbor Muni, Canton-Plymouth-Mettetal, Oakland Southwest, Livingston County: From over LLEEO INT via 330° heading. Expect radar vectors to final approach course.

. . . . Aircraft Landing Coleman A. Young Muni, Oakland County Intl, Windsor, Oakland/Troy, Selfridge ANGB: From over LLEEO INT via 360° heading. Expect radar vectors to final approach course.

SPRTN THREE ARRIVAL

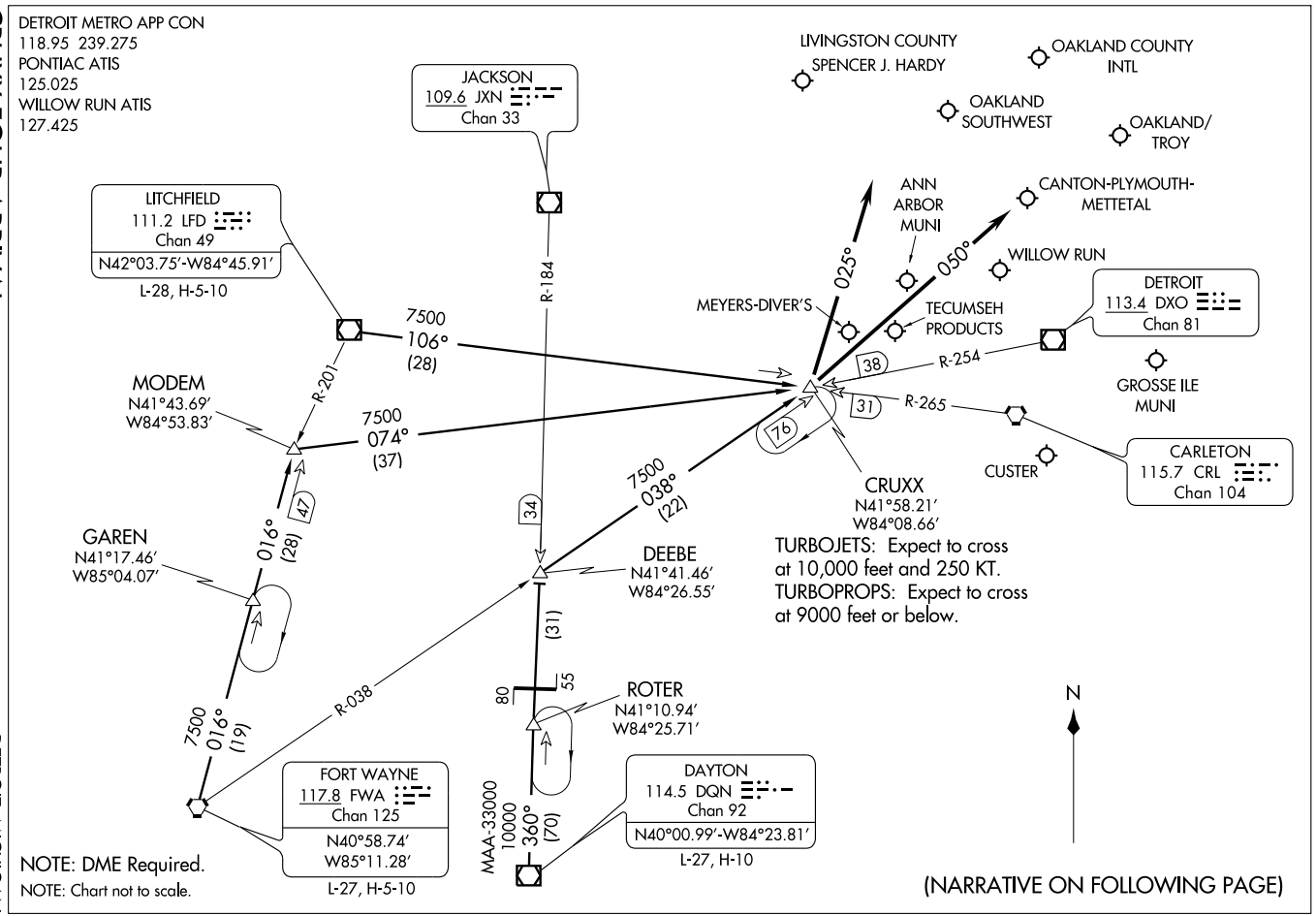
DETROIT, MICHIGAN



LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.


DETROIT METRO APP CON
118.95 239.275
PONTIAC ATIS
125.025
WILLOW RUN ATIS
127.425
LIVINGSTON COUNTY
SPENCER J. HARDY
OAKLAND COUNTY
INTL
OAKLAND
SOUTHWEST
OAKLAND/
TROY
JACKSON
109.6 JXN
Chan 33
LITCHFIELD
111.2 LFD
Chan 49
N42°03.75'-W84°45.91'
L-28, H-5-10
ANN
ARBOR
MUNI
CANTON-PLYMOUTH-
METTETAL
WILLOW RUN
DETROIT
113.4 DXO
Chan 81
MEYERS-DIVER'S
TECUMSEH
PRODUCTS
GROSSE ILE
MUNI
025°
050°
R-184
R-201
R-254
R-265
7500
106°
(28)
7500
074°
(37)
MODEM
N41°43.69'
W84°53.83'
38
31
76
CUSTER
CARLETON
115.7 CRL
Chan 104
CRUXX
N41°58.21'
W84°08.66'
7500
038°
(22)
34
47
GAREN
N41°17.46'
W85°04.07'
016°
(28)
DEEBE
N41°41.46'
W84°26.55'
TURBOJETS: Expect to cross
at 10,000 feet and 250 KT.
TURBOPROPS: Expect to cross
at 9000 feet or below.
(31)
80
55
ROTER
N41°10.94'
W84°25.71'
N
7500
016°
(19)
R-038
FORT WAYNE
117.8 FWA
Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10
MAA-33000
10000
360°
(70)
DAYTON
114.5 DQN
Chan 92
N40°00.99'-W84°23.81'
L-27, H-10
NOTE: DME Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

CRUXX FOUR ARRIVAL (CRUXX.CRUXX4)

ARRIVAL DESCRIPTION

DAYTON TRANSITION (DQN.CRUXX4): From over DQN VOR/DME via DQN R-360 and JXN R-184 to DEEBE INT and FWA R-038 to CRUXX INT. Thence . . . .
FORT WAYNE TRANSITION (FWA.CRUXX4): From over FWA VORTAC via FWA R-016 to MODEM INT and DXO R-254 to CRUXX INT. Thence . . . .
LITCHFIELD TRANSITION (LFD.CRUXX4): From over LFD VORTAC via LFD R-106 to CRUXX INT. Thence . . . .

. . . . Aircraft landing Y47, PTK, 36MI, ØMI7, OZW, ONZ, 1D2, TTF, VLL: From over CRUXX INT via 025° heading.
. . . . Aircraft landing YIP or ARB: From over CRUXX INT via 050° heading. Expect radar vector to final approach course.

EC-1, 14 JAN 2010 to 11 FEB 2010

NDB RYS	APP CRS	Rwy Idg	4846
419	044°	TDZE	590
		Apt Elev	591

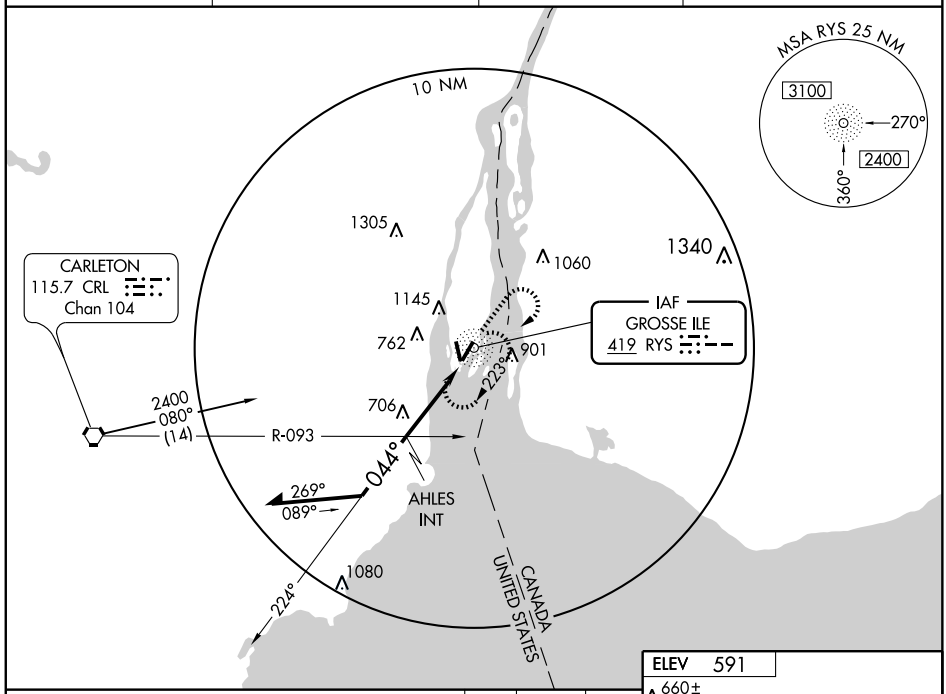
NDB RWY 4

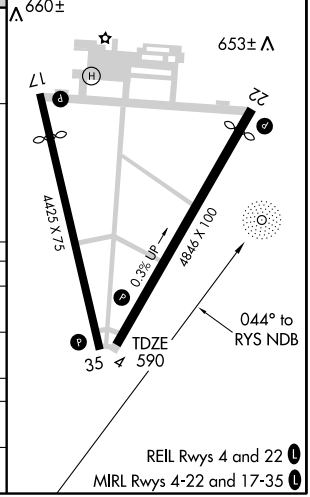
DETROIT / GROSSE ILE MUNI (ONZ)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Detroit Metropolitan Wayne County altimeter setting and increase all MDA 40 feet. Increase AHLES fix minimums Circling Cat A, C, and D visibilities ¼ mile.

MISSED APPROACH: Climb to 1900 then climbing right turn to 2400 direct RYS NDB and hold.

AWOS-3	DETROIT APP CON	GCO	UNICOM
119.675	134.3 363.2	121.725	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-4	1500-1¼	910 (1000-1¼)	1500 - 2¾ 910 (1000-2¾)	1500 - 3 910 (1000-3)
CIRCLING	1500-1¼	909 (1000-1¼)	1500 - 2¾ 909 (1000-2¾)	1500 - 3 909 (1000-3)
	AHLES FIX MINIMUMS			
S-4	1140 - 1	550 (600-1)	1140 - 1½ 550 (600-1½)	1140 - 1¾ 550 (600-1¾)
CIRCLING	1460 - 1 869 (900-1)	1460 - 1¼ 869 (900-1¼)	1460 - 2½ 869 (900-2½)	1460 - 2¾ 869 (900-2¾)

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4846
037°	TDZE	590
	Apt Elev	591

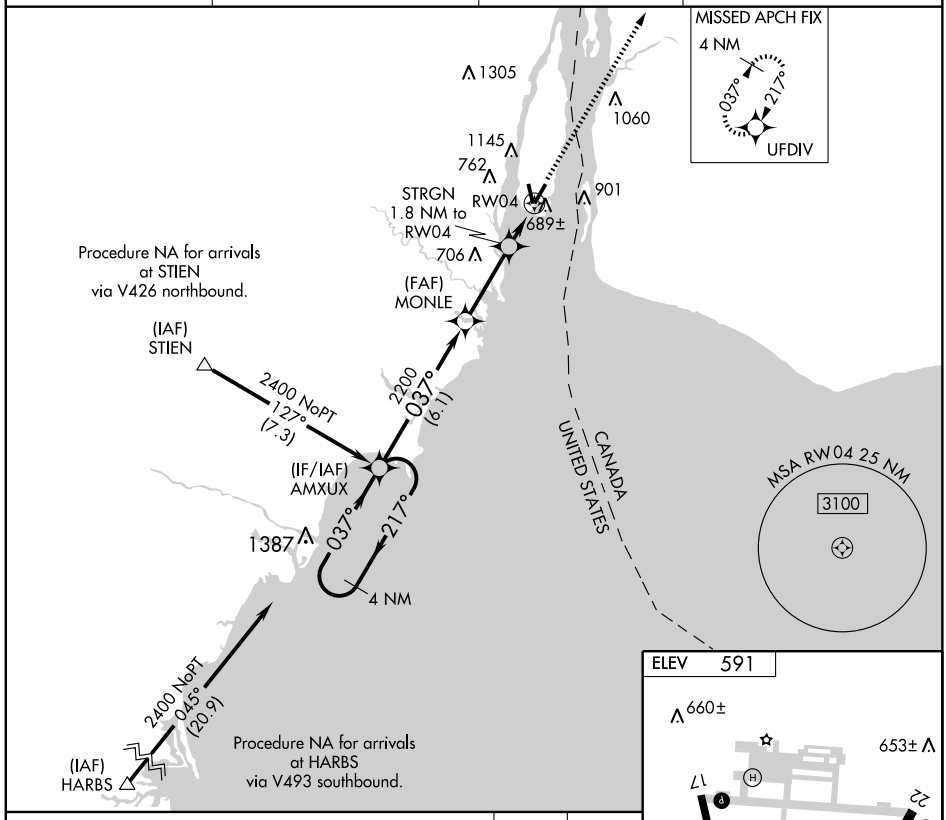
RNAV (GPS) RWY 4

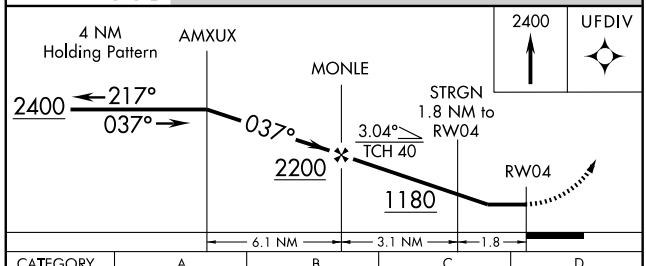
DETROIT / GROSSE ILE MUNI (ONZ)

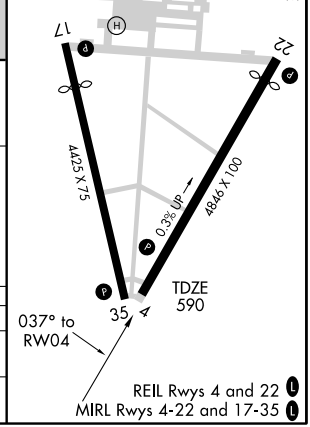
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Detroit Metropolitan Wayne County altimeter setting and increase all MDA 40 feet and Circling visibilities Cat A, C, and D ¼ mile.

MISSED APPROACH: Climb to 2400 direct UFDIV and hold.

AWOS-3	DETROIT APP CON	GCO	UNICOM
119.675	134.3 363.2	121.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	940-1 350 (400-1)			940-1¼ 350 (400- 1¼)
CIRCLING	1460-1 869 (900-1)	1460-1¼ 869 (900-1¼)	1460-2½ 869 (900-2½)	1460-2¾ 869 (900-2¾)

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4418
217°	TDZE	591
	Apt Elev	591

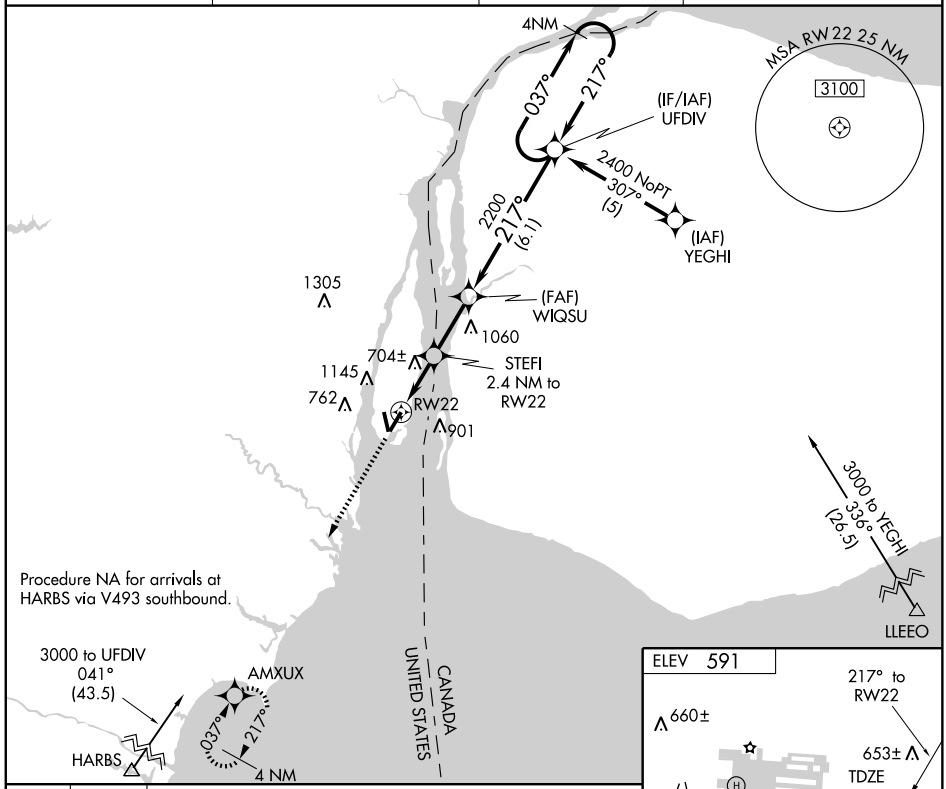
RNAV (GPS) RWY 22

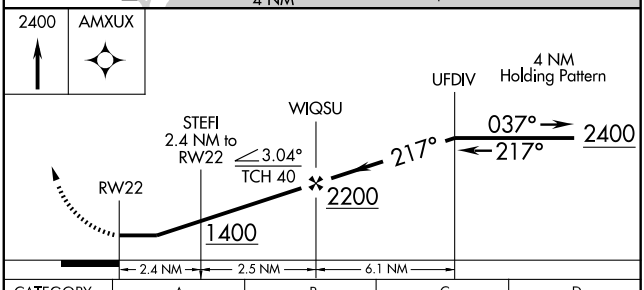
DETROIT / GROSSE ILE MUNI (ONZ)

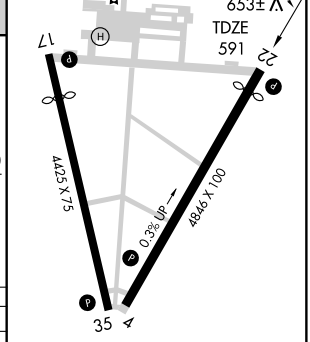
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Detroit Metropolitan Wayne County altimeter setting and increase all MDA 40 feet. Increase LNAV Cat C and Circling Cat A, C, and D visibilities ¼ mile.

MISSED APPROACH: Climb to 2400 direct AMXUX and hold.

AWOS-3	DETROIT APP CON	GCO	UNICOM
119.675	134.3 363.2	121.725	123.0 (CTAF) L







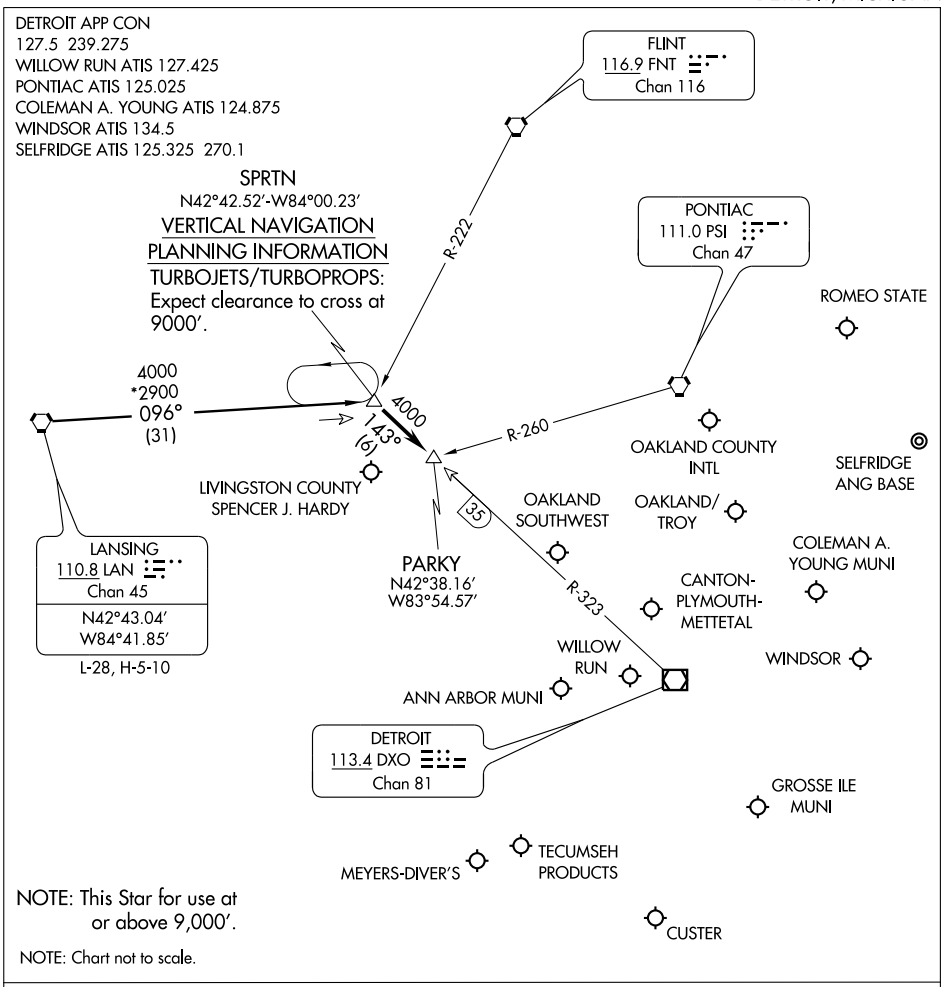
CATEGORY	A	B	C	D
LNAV MDA	960-1 369 (400-1)			960-1¼ 369 (400-1¼)
CIRCLING	1460-1 869 (900-1)	1460-1¼ 869 (900-1¼)	1460-2½ 869 (900-2½)	1460-2¾ 869 (900-2¾)

REIL Rwys 4 and 22 L
MIRL Rwys 4-22 and 17-35 L

EC-1, 14 JAN 2010 to 11 FEB 2010

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN



LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.

VORTAC CRL 115.7 Chan 104	APP CRS 080°	Rwy Idg N/A TDZE N/A Apt Elev 591

VOR-A

DETROIT / GROSSE ILE MUNI (ONZ)

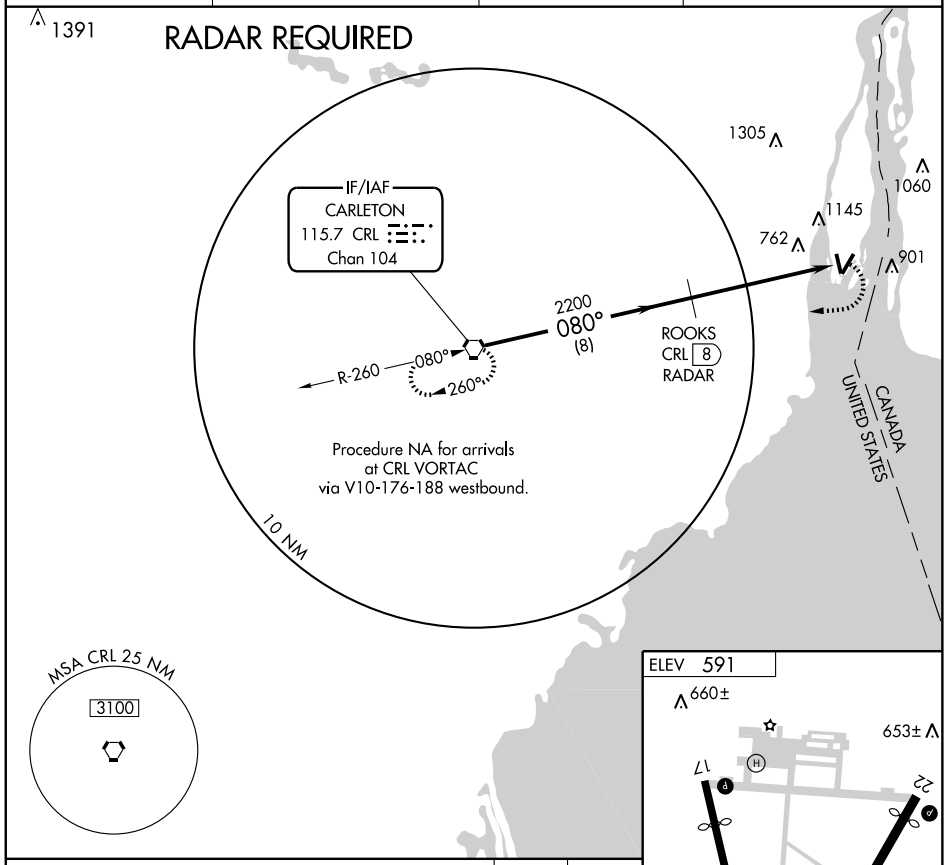
When local altimeter setting not received, use Detroit Metropolitan Wayne County altimeter setting and increase all MDA 40 feet and Cat A, C, and D visibilities ¼ mile.

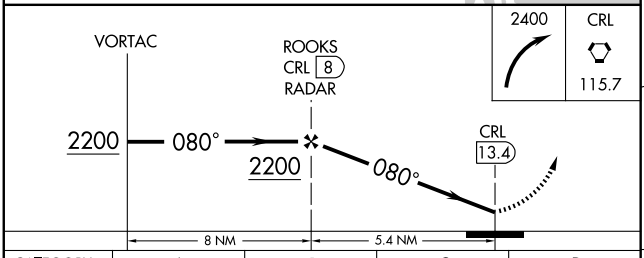
MISSED APPROACH: Climbing right turn to 2400 direct CRL VORTAC and hold.

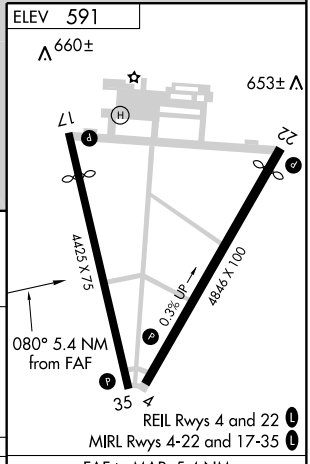
AWOS-3	DETROIT APP CON	GCO	UNICOM
119.675	134.3 363.2	121.725	123.0 (CTAF) L

1391

RADAR REQUIRED







CATEGORY	A	B	C	D
CIRCLING	1460 - 1 869 (900-1)	1460 - 1¼ 869 (900-1¼)	1460 - 2½ 869 (900-2½)	1460 - 2¾ 869 (900-2¾)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME ELX	APP CRS	Rwy Idg	4700
116.6	270°	TDZE	748
Chan 113		Apt Elev	748

VOR/DME RNAV or GPS RWY 27

DOWAGIAC MUNI (C91)

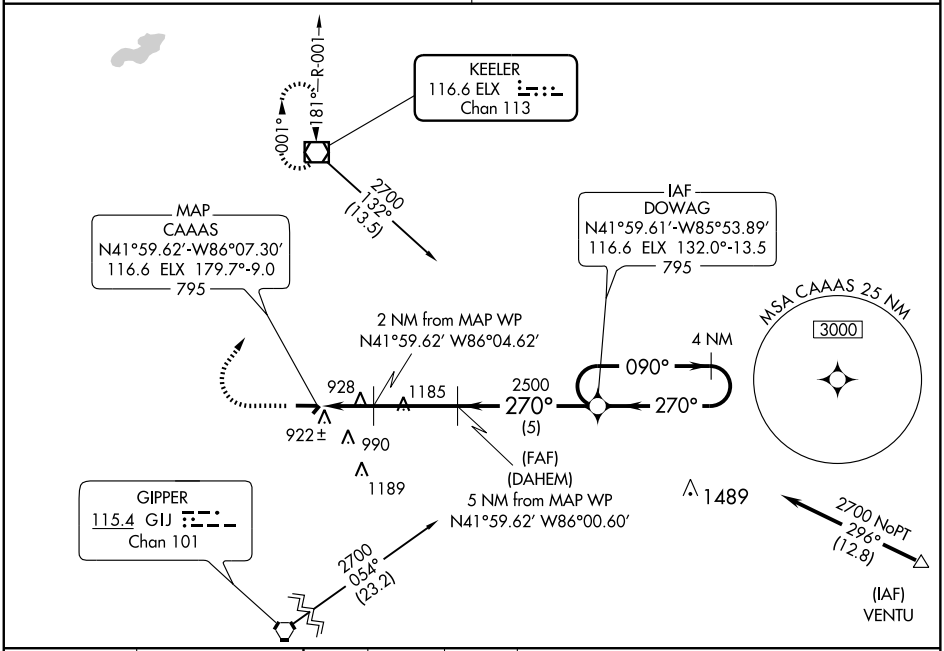
Obtain local altimeter setting on CTAF; when not received, use South Bend altimeter setting.

NA

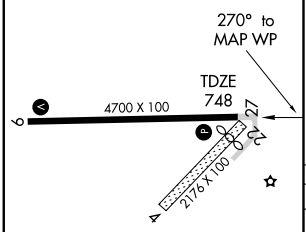
MISSED APPROACH: Climb to 2500 then right turn direct ELX VOR/DME and hold.

SOUTH BEND APP CON ★
118.55 257.8

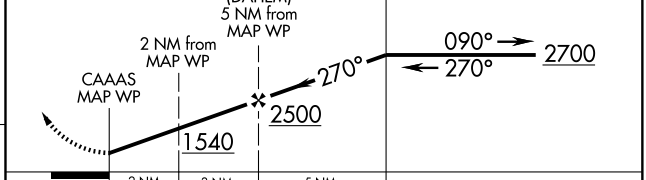
UNICOM
122.8 (CTAF) L



ELEV 748



REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L



CATEGORY	A	B	C	D
S-27	1300-1 552 (600-1)		1300-1½ 552 (600-1½)	1300-1¾ 552 (600-1¾)
CIRCLING	1300-1 552 (600-1)		1340-1½ 592 (600-1½)	1340-2 592 (600-2)
SOUTH BEND ALTIMETER SETTING MINIMUMS				
S-27	1360-1 612 (700-1)		1360-1¾ 612 (700-1¾)	1360-2 612 (700-2)
CIRCLING	1360-1 612 (700-1)		1400-1¾ 652 (700-1¾)	1400-2 652 (700-2)

VOR/DME ELX 116.6 Chan 113	APP CRS 181°	Rwy Idg N/A TDZE N/A Apt Elev 748

VOR or GPS-A
DOWAGIAC MUNI (C91)

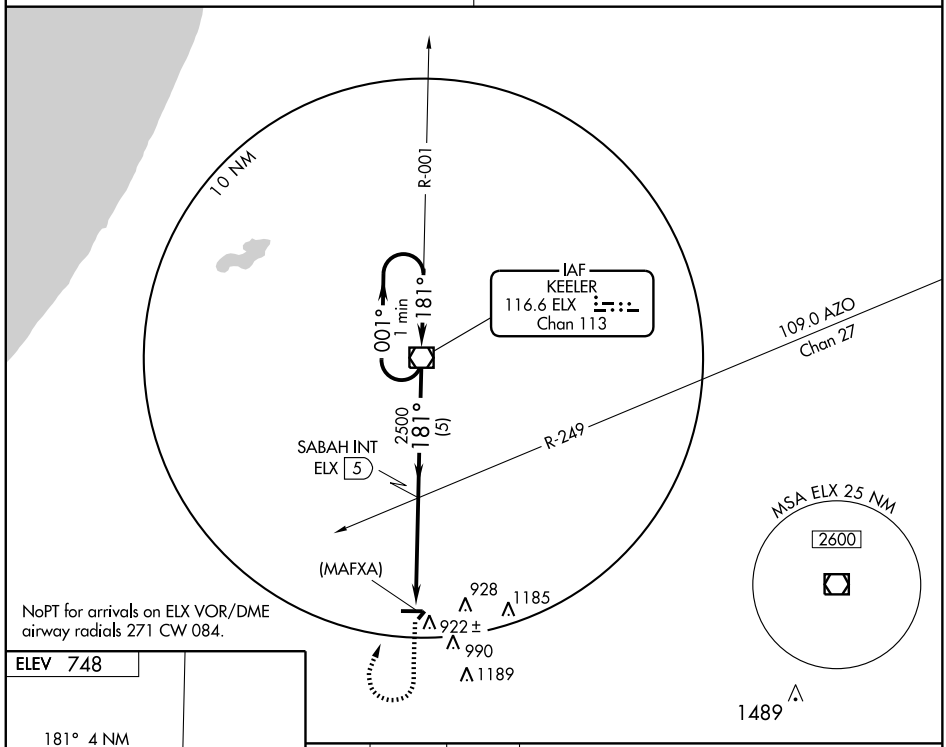
Obtain local altimeter setting on CTAF; when not received, use South Bend, Indiana altimeter setting.

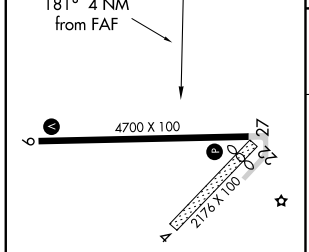
NA

MISSED APPROACH: Climb to 2500 then right turn direct ELX VOR/DME and hold.

SOUTH BEND APP CON ★
118.55 257.8

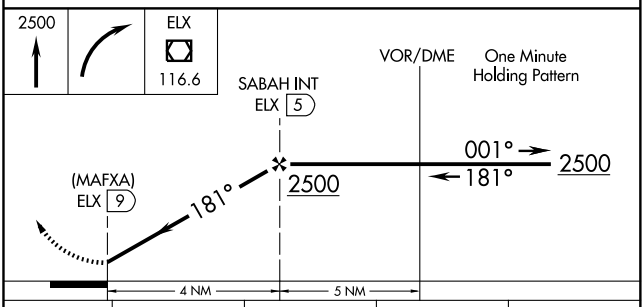
UNICOM
122.8 (CTAF) L





REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
CIRCLING	1300-1 552 (600-1)		1340-1½ 592 (600-1½)	1340-2 592 (600-2)
SOUTH BEND INDIANA ALTIMETER SETTING MINIMUMS				
CIRCLING	1360-1 612 (700-1)		1400-1¾ 652 (700-1¾)	1400-2 652 (700-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

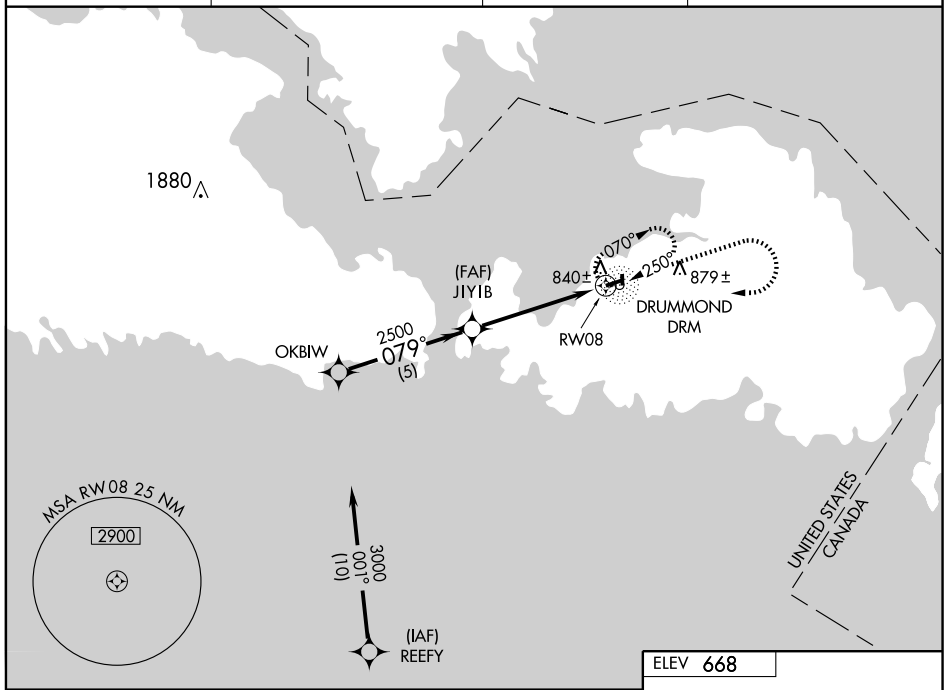
APP CRS	Rwy Idg	3350
079°	TDZE	661
	Apt Elev	668

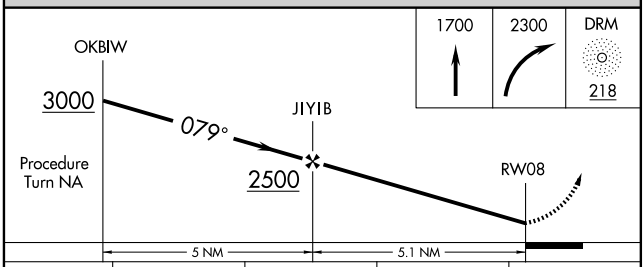
GPS RWY 8
DRUMMOND ISLAND (DRM)

Obtain local altimeter setting on CTAF; when not received, use Sault Ste Marie Chippewa County Intl altimeter setting.

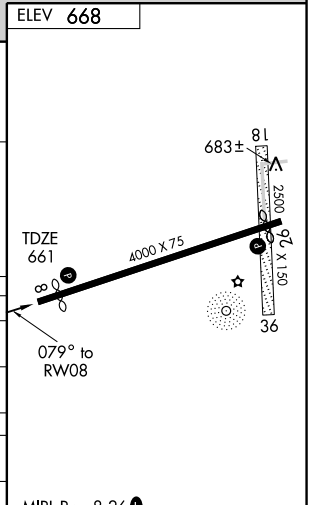
MISSED APPROACH: Climb to 1700, then climbing right turn to 2300 direct DRM NDB and hold.

AWOS-3	TORONTO CENTER	GCO	UNICOM
118.325	132.65 344.5	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-8	1100-1 439 (500-1)		1100-1¼ 439 (500-1¼)	NA
CIRCLING	1160-1 492 (500-1)		1160-1½ 492 (500-1½)	NA
SAULT STE MARIE CHIPPEWA CO INTL ALTIMETER SETTING MINIMUMS				
S-8	1200-1 539 (600-1)		1200-1½ 539 (600-1½)	NA
CIRCLING	1260-1 592 (600-1)		1260-1½ 592 (600-1½)	NA



EC-1. 14 JAN 2010 to 11 FEB 2010

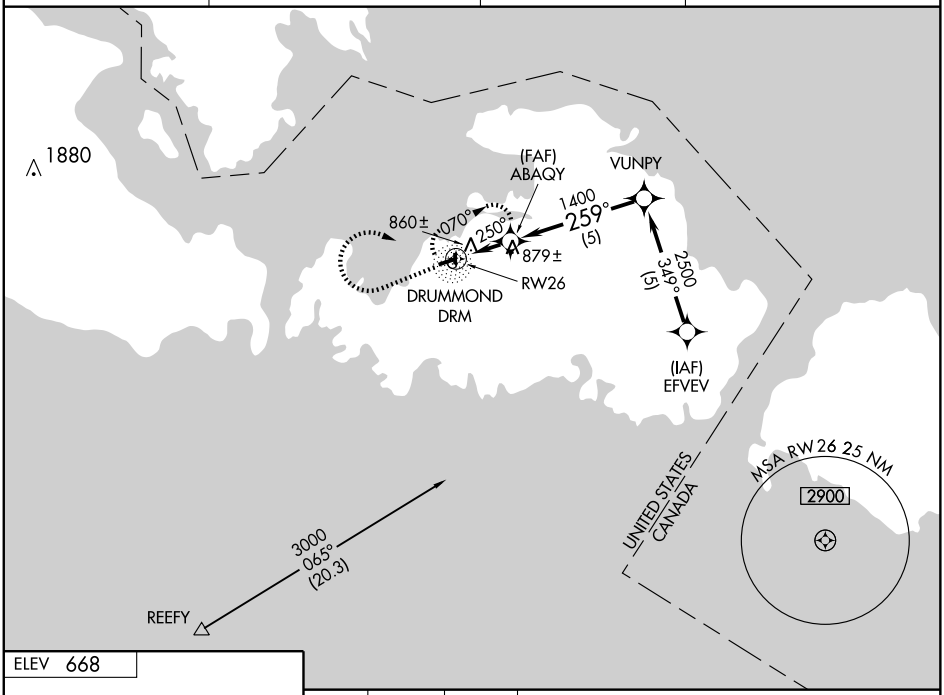
APP CRS	Rwy Idg	3830
259°	TDZE	661
	Apt Elev	668

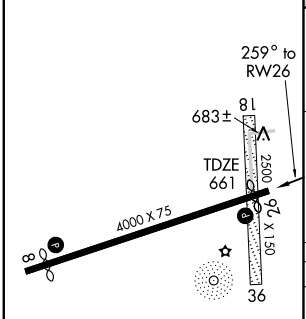
GPS RWY 26
DRUMMOND ISLAND (DRM)

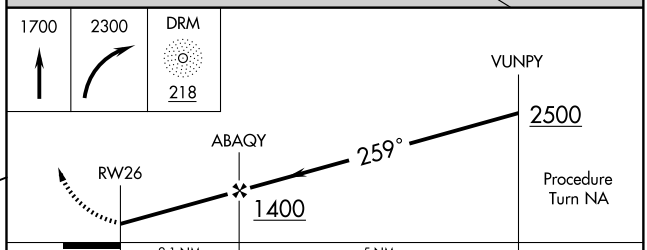
Obtain local altimeter setting on CTAF; when not received, use Sault Ste Marie Chippewa County Intl altimeter setting.

MISSED APPROACH: Climb to 1700, then climbing right turn to 2300 direct DRM NDB and hold.

AWOS-3	TORONTO CENTER	GCO	UNICOM
118.325	132.65 344.5	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-26	1120-1	459 (500-1)	1120-1¼ 459 (500-1¼)	NA
CIRCLING	1160-1	492 (500-1)	1160-1½ 492 (500-1½)	NA
SAULT STE MARIE CHIPPEWA CO INTL ALTIMETER SETTING MINIMUMS				
S-26	1220-1	559 (600-1)	1220-1½ 559 (600-1½)	NA
CIRCLING	1260-1	592 (600-1)	1260-1½ 592 (600-1½)	NA

MIRL Rwy 8-26 L

EC-1. 14 JAN 2010 to 11 FEB 2010

NDB DRM	APP CRS	Rwy Idg	3830
218	250°	TDZE	661
		Apt Elev	668

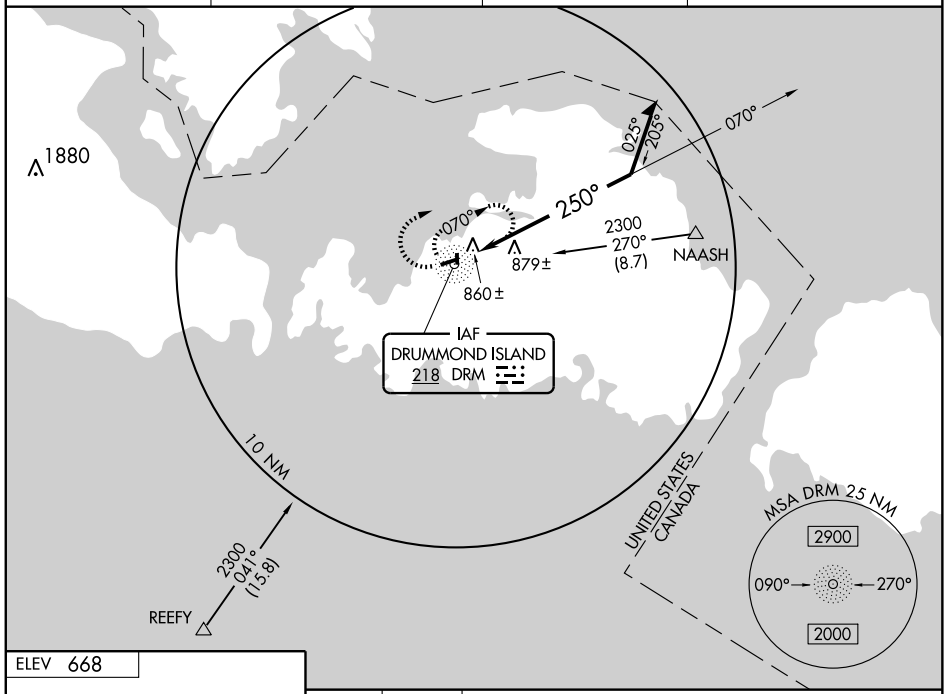
NDB RWY 26

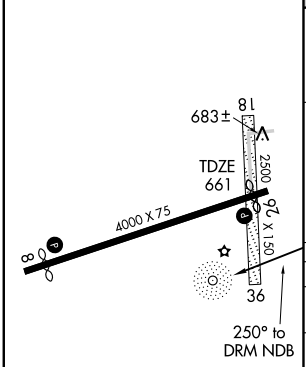
DRUMMOND ISLAND (DRM)

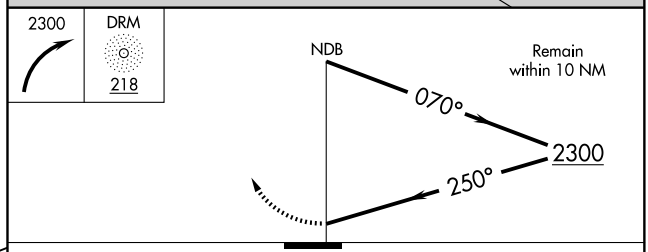
NA — Obtain local altimeter setting on CTAF; when not received, use Sault Ste Marie Chippewa County Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2300 in DRM NDB holding pattern.

AWOS-3	TORONTO CENTER	GCO	UNICOM
118.325	132.65 344.5	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-26	1220-1	559 (600-1)	1220-1½ 559 (600-1½)	NA
CIRCLING	1220-1	552 (600-1)	1220-1½ 552 (600-1½)	NA
SAULT STE MARIE CHIPPEWA CO INTL ALTIMETER MINIMA				
S-26	1320-1	659 (700-1)	1320-1¾ 659 (700-1¾)	NA
CIRCLING	1320-1	652 (700-1)	1320-1¾ 652 (700-1¾)	NA

MIRL Rwy 8-26 L

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME ASP	APP CRS	Rwy Idg	N/A
116.1	194°	TDZE	N/A
Chan 108		Apt Elev	606

VOR or GPS-A

EAST TAWAS/ IOSCO COUNTY (6D9)

T
A NA Use Oscoda-Wurtsmith altimeter setting.

MISSED APPROACH: Climb to 2500 then right turn direct ASP VOR/DME and hold.

OSCODA-WURTSMITH AWOS-3	MINNEAPOLIS CENTER	UNICOM	
116.1	118.525 251.15	122.8 (CTAF)	122.85 L

1544

AILES

2500
160°
(24.2)

R-014

014°
1 min
194°

IAF
AU SABLE
116.1 ASP
Chan 108

194°

10 NM

(MAGCY)

MSA ASP 25 NM
200°
2700
2100
020°

2500
053°
(30)

SNOWW

ELEV 606

194° 8.1 NM
from FAF

4802 X 75
8
26

REIL Rwys 8 and 26
MIRL Rwy 8-26 L

2500

ASP
116.1

VOR/DME

One Minute
Holding Pattern

014°
194°
2500

(MAGCY)

194°

8.1 NM

CATEGORY	A	B	C	D
CIRCLING	1120 - 1	514 (600-1)	1120 - 1½ 514 (600-1½)	1280 - 2¼ 674 (700-2¼)

FAF to MAP 8.1 NM					
Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

EC-1. 14 JAN 2010 to 11 FEB 2010

VORTAC LAN	APP CRS	Rwy Idg	N/A
110.8	171°	TDZE	N/A
Chan 45		Apt Elev	931

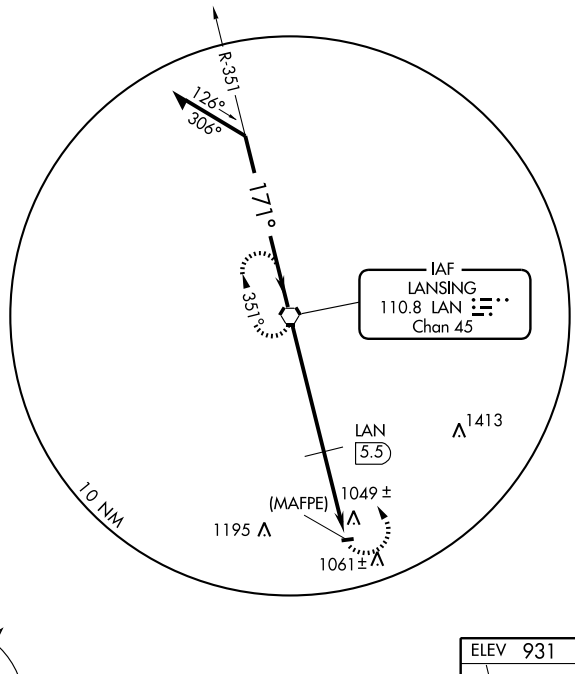
VOR or GPS-A

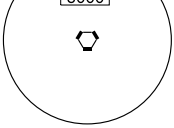
EATON RAPIDS / SKYWAY ESTATES (6ØG)

Use Lansing altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct LAN VORTAC and hold.

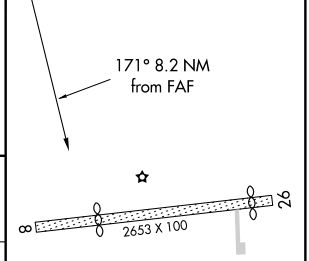
LANSING APP CON	CTAF
118.65 226.4	122.9 L

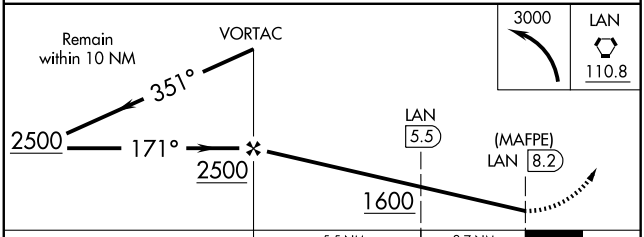




1956

1956





MIRL Rwy 8-26 L

CATEGORY	A	B	C	D
CIRCLING	1600-1 669 (700-1)		NA	
DME MINIMUMS				
CIRCLING	1400-1 469 (500-1)		NA	

FAF to MAP 8.2 NM					
Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44

EC-1. 14 JAN 2010 to 11 FEB 2010

LOC I-ESC	APP CRS	Rwy Idg	6498
109.3	094°	TDZE	609
		Apt Elev	609

ILS or LOC RWY 9

ESCANABA / DELTA COUNTY (ESC)

MALSR

MISSED APPROACH: Climb to 2100 then climbing right turn to 2500 direct ESC VOR/DME and hold, continue climb-in-hold to 2500.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.425	127.65	122.8 (CTAF) L

ADF or DME REQUIRED

(IAF) VNZNT ESC 12

CAUTION: Magnetic disturbances of as much as 14° exist at ground level at Escanaba.

2500 NoPT to Rebon Int 140° (3.3) and LOC 094° (4.1)

2500 NoPT ESC 12 Arc

R-342

1154

1168

2500 to LOM 270° (5.7)

940

915

759

730

(IAF) VUKFI

REBON ESC 12

LR-280 2200

ESCANABA 110.8 ESC Chan 45

1348±

274°

094°

(6.3)

907±

086°

266°

049°

229°

LR-260

(ZIXUB)

Procedure NA for arrivals at VUKFI via V7 northbound.

LOM/IAF PIKLE 344 ES

ESC 5.7

LOCALIZER 109.3 I-ESC

R-216

2500 NoPT ESC 12 Arc

10 NM

(IAF) MAARC ESC 12

MSA ES 25 NM

3100

130°

240°

2600

2200

025°

ELEV 609 D

094° 4.8 NM from FAF

625

672

5015 X 100

0.3% UP

632

27

6498 X 150

TDZE 609

649

36

18

PIKLE LOM ESC 5.7

Remain within 10 NM

274°

094°

2500

2198

2200

VOR/DME

GS 3.00° TCH 56

4.8 NM

2100	2500	ESC 110.8

HIRL Rwy 9-27 L

MIRL Rwy 18-36 L

REIL Rwy 36 L

CATEGORY	A	B	C	D
S-ILS 9	809-½ 200 (200-½)			
S-LOC 9	1160-½ 551 (600-½)		1160-1 551 (600-1)	1160-1¼ 551 (600-1¼)
CIRCLING	1160-1 551 (600-1)		1240-1¾ 631 (700-1¾)	1280-2¼ 671 (700-2¼)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

EC-1. 14 JAN 2010 to 11 FEB 2010

LOC I-ESC	APP CRS	Rwy Idg	6498
109.3	274°	TDZE	596
		Apt Elev	609

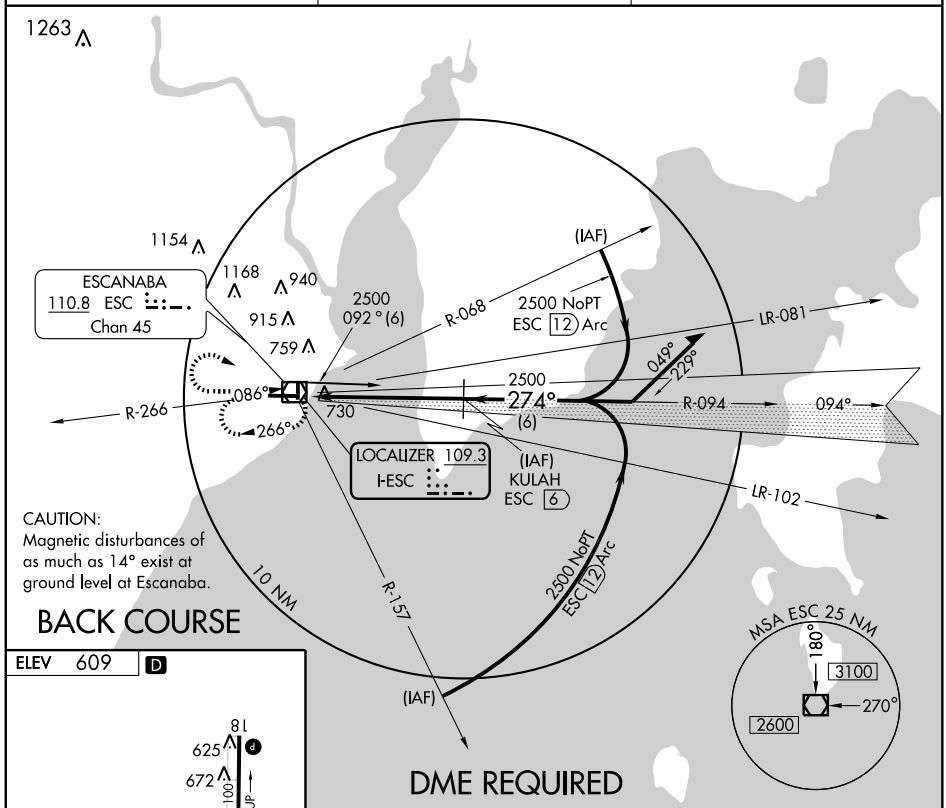
LOC BC RWY 27

ESCANABA / DELTA COUNTY (ESC)

DME from ESC VOR/DME. Simultaneous reception of I-ESC and ESC DME required.

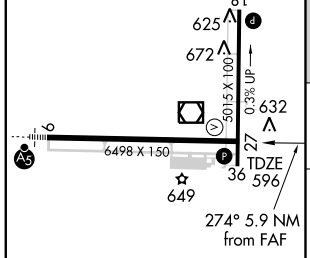
MISSED APPROACH: Climb to 2500 then right turn direct ESC VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.425	127.65	122.8 (CTAF) L



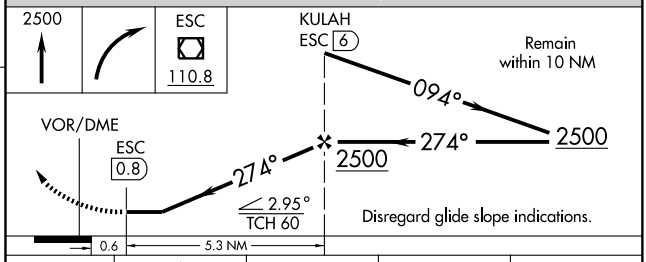
BACK COURSE

ELEV 609 D



HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwy 36 L

DME REQUIRED



FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-27	980-1 384 (400-1)			980-1¼ 384 (400-1¼)
CIRCLING	1060-1 451 (500-1)	1100-1 491 (500-1)	1240-1¾ 631 (700-1¾)	1280-2¼ 671 (700-2¼)

EC-1, 14 JAN 2010 to 11 FEB 2010

ESCANABA, MICHIGAN

AL-5123 (FAA)

WAAS	APP CRS	Rwy Idg	6498
CH 70511	094°	TDZE	609
W09A		Apt Elev	609

RNAV (GPS) RWY 9

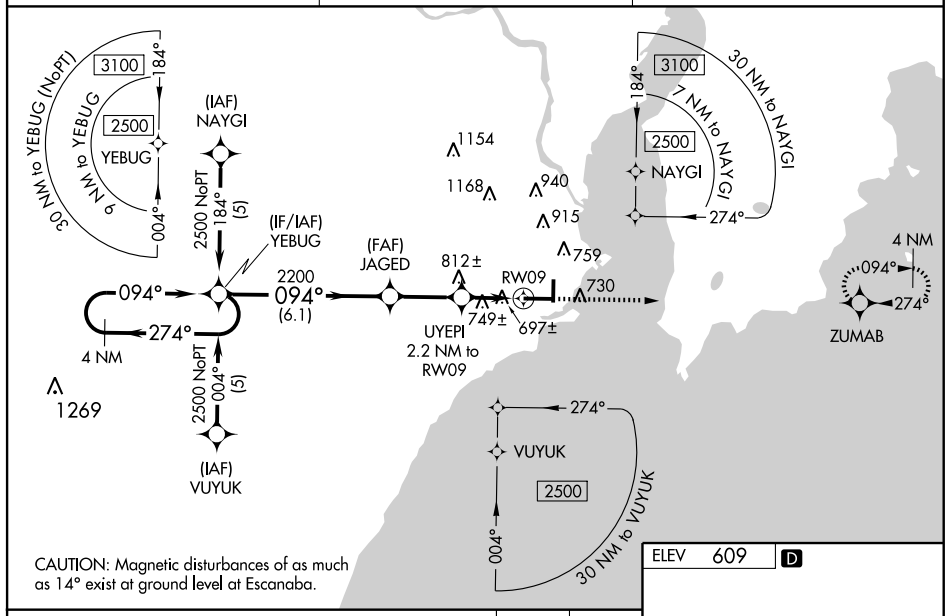
ESCANABA / DELTA COUNTY (ESC)

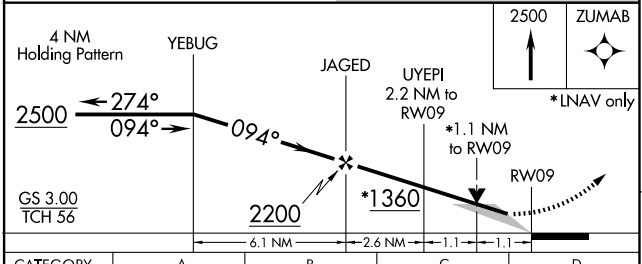
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Sawyer Intl altimeter setting and increase LPV DA to 987, LNAV/VNAV DA to 1145, increase all MDA 180 feet, increase LPV visibility all Cats ¼ mile, LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C visibility ½ mile, LNAV Cat D visibility ¼ mile, increase Circling Cat C visibility ¾ mile, and Circling Cat D visibility ½ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1¼. For inoperative MALSR, when using Sawyer Intl altimeter setting, increase LPV all Cats visibility to 1¼. VDP NA when using Sawyer Intl altimeter setting. Baro-VNAV NA when using Sawyer Intl altimeter setting.

MALSR

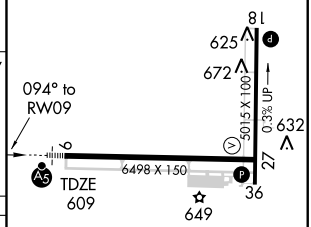
MISSED APPROACH: Climb to 2500 direct ZUMAB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.425	127.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	809-½	200 (200-½)		
LNAV/VNAV DA	967-¾	358 (400-¾)		
LNAV MDA	1000-½	391 (400-½)		1000-1 391 (400-1)
CIRCLING	1060-1	451 (500-1)	1240-1¾ 631 (700-1¾)	1280-2¼ 671 (700-1¼)



HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwy 36 L

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	6498
274°	TDZE	596
	Apt Elev	609

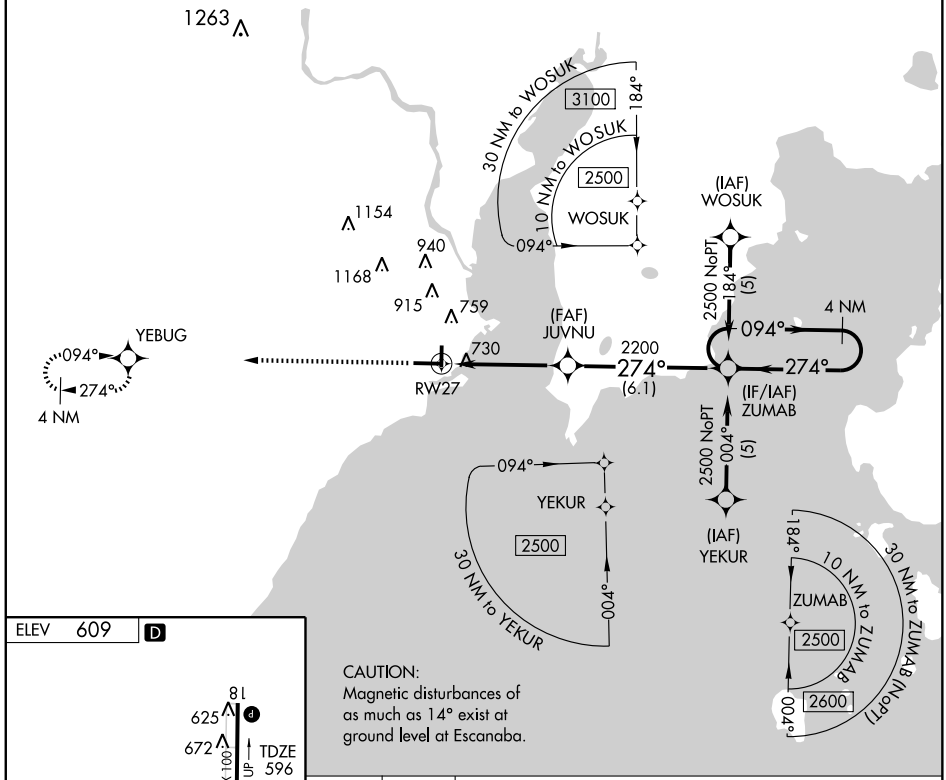
RNAV (GPS) RWY 27

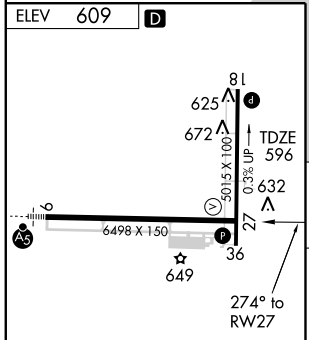
ESCANABA / DELTA COUNTY (ESC)

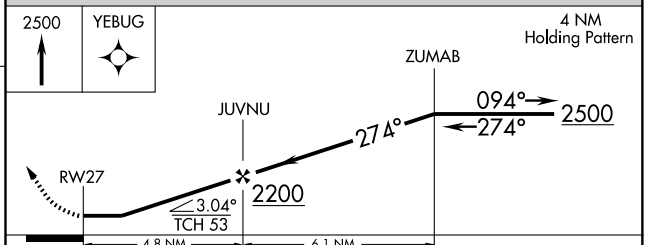
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Sawyer Intl altimeter setting and increase all MDA 180 feet, increase LNAV Cat C and D visibility ½ mile, increase Circling Cat C visibility ¾ mile, and Circling Cat D visibility ½ mile.

MISSED APPROACH: Climb to 2500 direct YEBUG and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.425	127.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1040-1	444 (500-1)	1040-1¼ 444 (500-1¼)	1040-1½ 444 (500-1½)
CIRCLING	1060-1	451 (500-1)	1240-1¾ 631 (700-1¾)	1280-2¼ 671 (700-2¼)

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwy 36 L

EC-1. 14 JAN 2010 to 11 FEB 2010

ESCANABA, MICHIGAN

AL-5123 (FAA)

VOR/DME ESC	APP CRS	Rwy ldg	6498
110.8	086°	TDZE	609
Chan 45		Apt Elev	609

VOR RWY 9

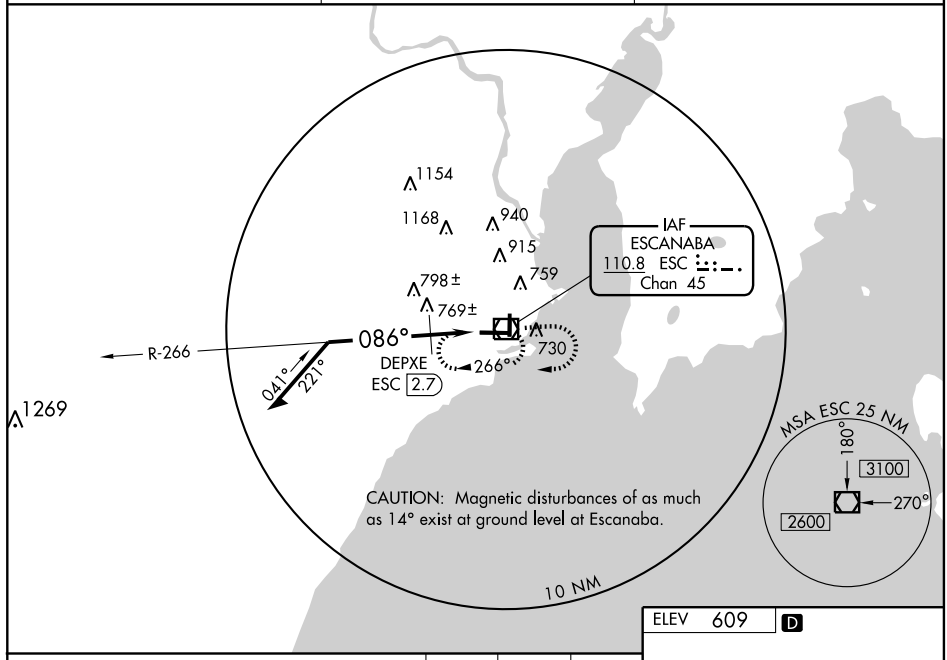
ESCANABA / DELTA COUNTY (ESC)

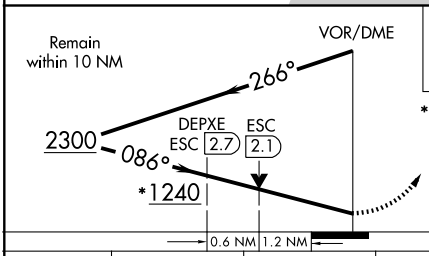
When local altimeter setting not received, use Sawyer Intl altimeter setting and increase all MDA 180 feet, increase S-9 Cat B visibility ¼ mile, Cats C and D visibility ¾ mile, Circling Cat B visibility ¼ mile, Cat C visibility ¾ mile, Cat D visibility ½ mile, increase DEPXE fix minimums S-9 Cats C and D visibility ½ mile, Circling Cat C visibility ¾ mile, Cat D visibility ½ mile. VDP NA when using Sawyer Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 2400 then climbing right turn to 2500 direct ESC VOR/DME and hold.

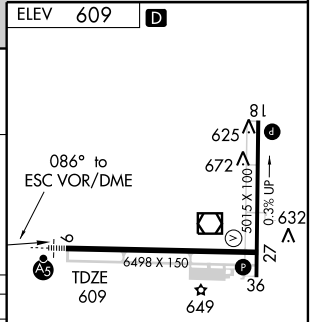
AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.425	127.65	122.8 (CTAF) L





2400	2500	ESC
		110.8

* 1420 when using Sawyer Intl altimeter setting.



CATEGORY	A	B	C	D
S-9	1240-½ 631 (700-½)		1240-1¼ 631 (700-1¼)	1240-1½ 631 (700-1½)
CIRCLING	1240-1 631 (700-1)		1240-1¾ 631 (700-1¾)	1280-2¼ 671 (700-2¼)
DEPXE FIX MINIMUMS				
S-9	1040 -½ 431 (500-½)		1040-¾ 431 (500-¾)	1040-1 431 (500-1)
CIRCLING	1060 -1 451 (500-1)		1240-1¾ 631 (700-1¾)	1280-2¼ 671 (700-2¼)

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwy 36 L

EC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME ESC	APP CRS	Rwy Idg	6498
110.8	282°	TDZE	596
Chan 45		Apt Elev	609

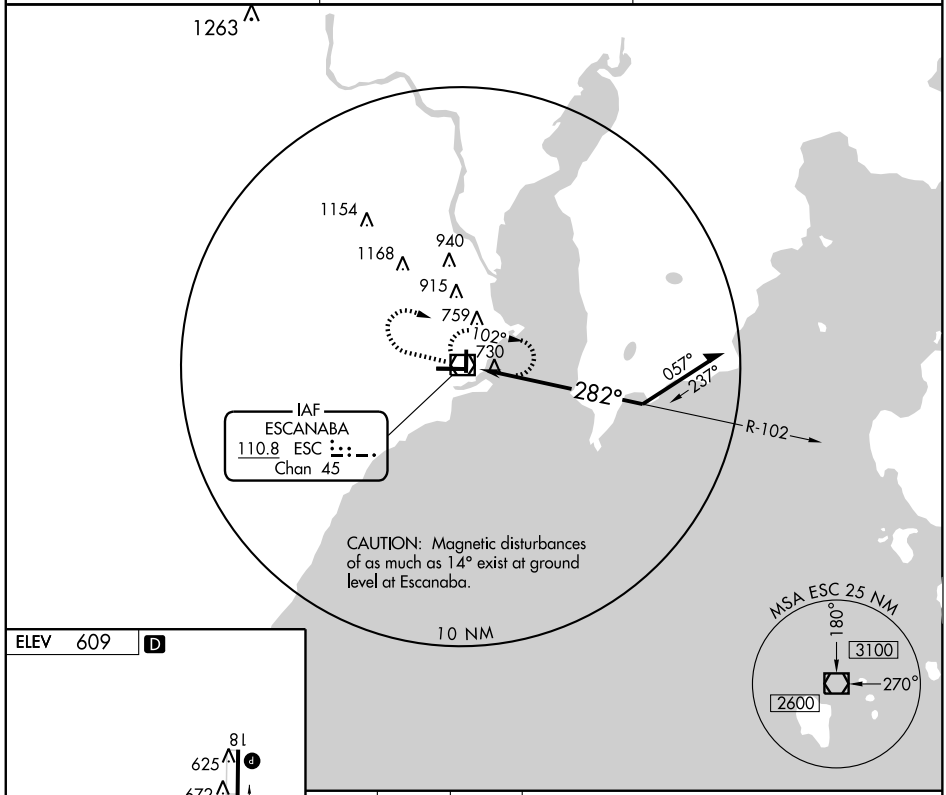
VOR RWY 27

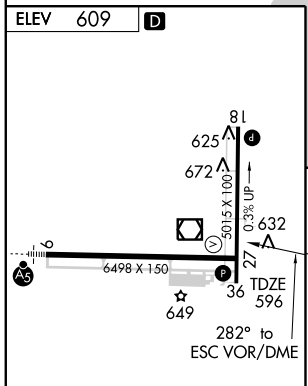
ESCANABA / DELTA COUNTY (ESC)

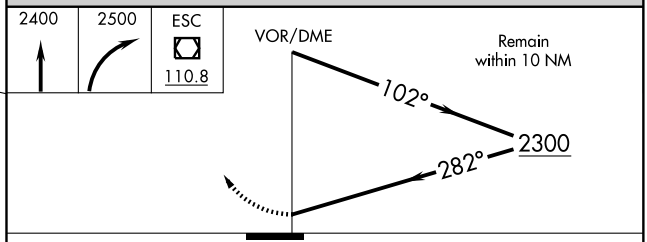
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Sawyer Intl altimeter setting and increase all MDA 180 feet, increase S-9 Cat C and D visibility ½ mile, Circling Cat C visibility ¾ mile, Cat D visibility ½ mile.

MISSED APPROACH:Climb to 2400 then climbing right turn to 2500 direct ESC VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.425	127.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-27	1080 -1	484 (500-1)	1080 -1¼ 484 (500-1¼)	1080 -1½ 484 (500-1½)
CIRCLING	1080 -1	471 (500-1)	1240-1¾ 631 (700-1¾)	1280-2¼ 671 (700-2¼)

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwy 36 L

EC-1. 14 JAN 2010 to 11 FEB 2010

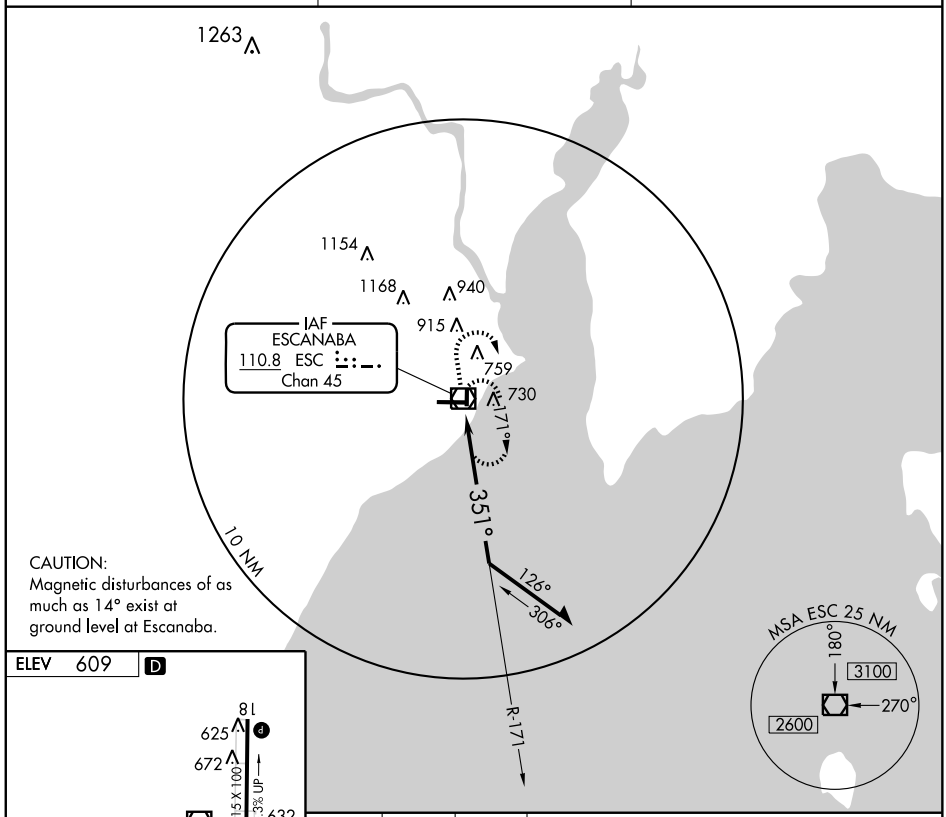
VOR/DME ESC	APP CRS	Rwy Idg	5015
110.8	351°	TDZE	601
Chan 45		Apt Elev	609

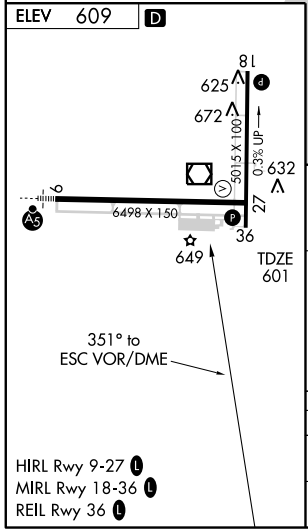
VOR RWY 36

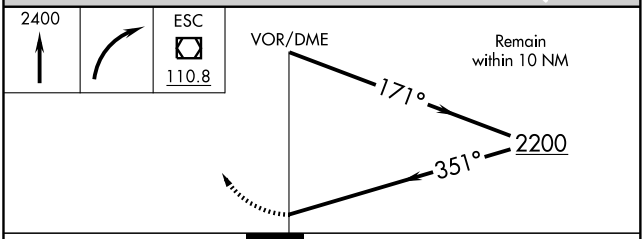
ESCANABA / DELTA COUNTY (ESC)

MISSED APPROACH: Climb to 2400, then right turn direct ESC VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.425	127.65	122.8 (CTAF) L







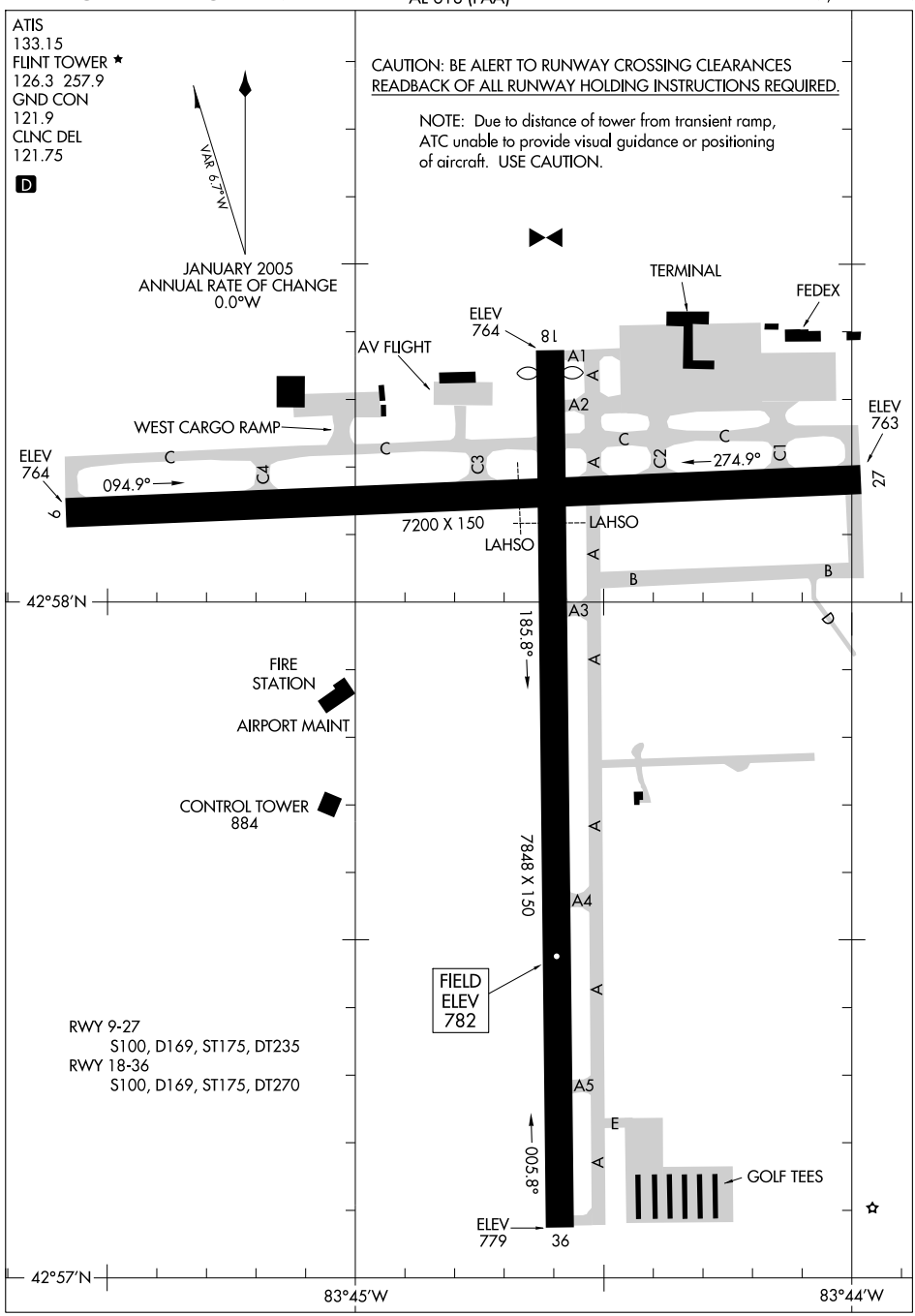
CATEGORY	A	B	C	D
S-36	1080-1 479 (500-1)		1080-1¼ 479 (500-1¼)	1080-1½ 479 (500-1½)
CIRCLING	1080-1 471 (500-1)	1100-1 491 (500-1)	1240-1¾ 631 (700-1¾)	1280-2¼ 671 (700-2¼)

EC-1. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-618 (FAA)

FLINT / BISHOP INTL (FNT)
FLINT, MICHIGAN



EC-1, 14 JAN 2010 to 11 FEB 2010

LOC I-FNT	APP CRS	Rwy Idg	7200
109.9	094°	TDZE	771
		Apt Elev	782

ILS RWY 9

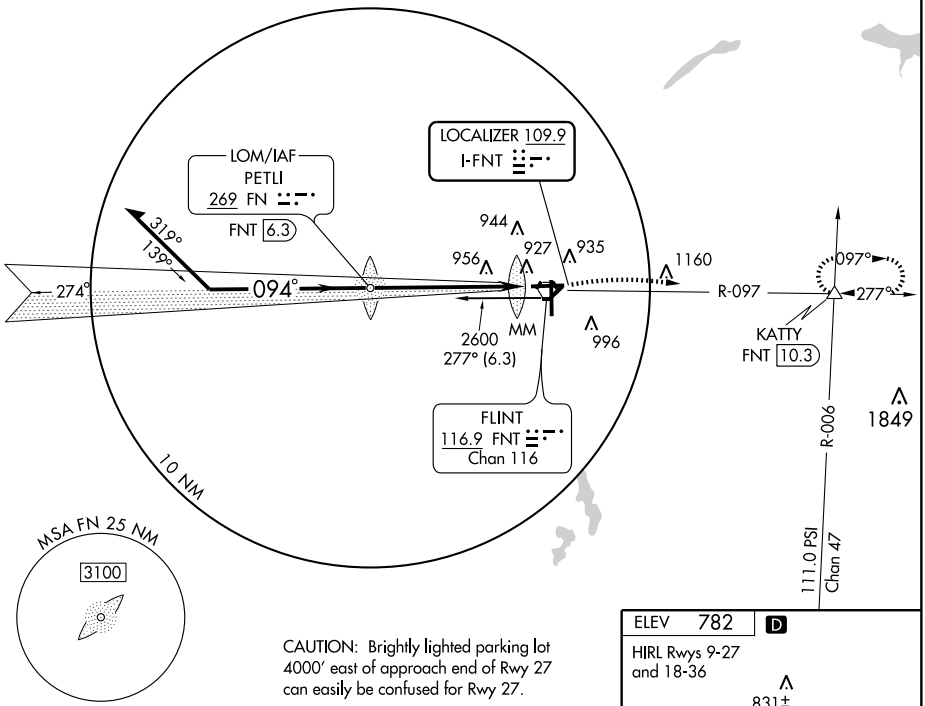
FLINT / BISHOP INTL (FNT)

ASR

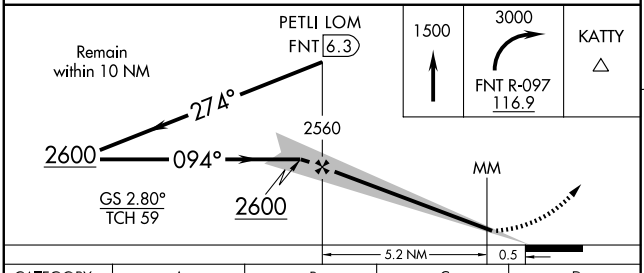
MALSR

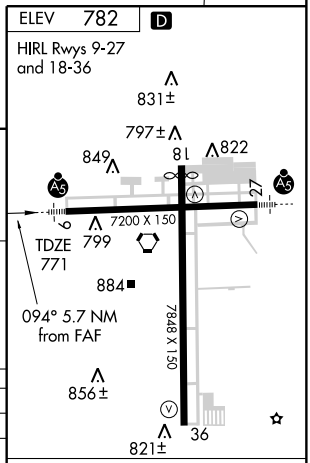
MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via FNT R-097 to KATTY INT/FNT 10.3 DME and hold.

ATIS	FLINT APP CON ★	FLINT TOWER ★	GND CON	CLNC DEL	UNICOM
133.15	118.8 257.9	126.3 (CTAF) L 257.9	121.9	121.75	122.95



CAUTION: Brightly lighted parking lot 4000′ east of approach end of Rwy 27 can easily be confused for Rwy 27.





FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-ILS 9	971/24 200 (200-½)			
S-LOC 9	1180/24 409 (400-½)		1180/40 409 (400-¾)	
CIRCLING	1280 - 1 498 (500-1)	1300 - 1 518 (600-1)	1300 - 1½ 518 (600-1½)	1340-2 558 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

LOC I-TUN	APP CRS	Rwy Idg	7200
109.9	274°	TDZE	770
		Apt Elev	782

ILS RWY 27

FLINT / BISHOP INTL (FNT)

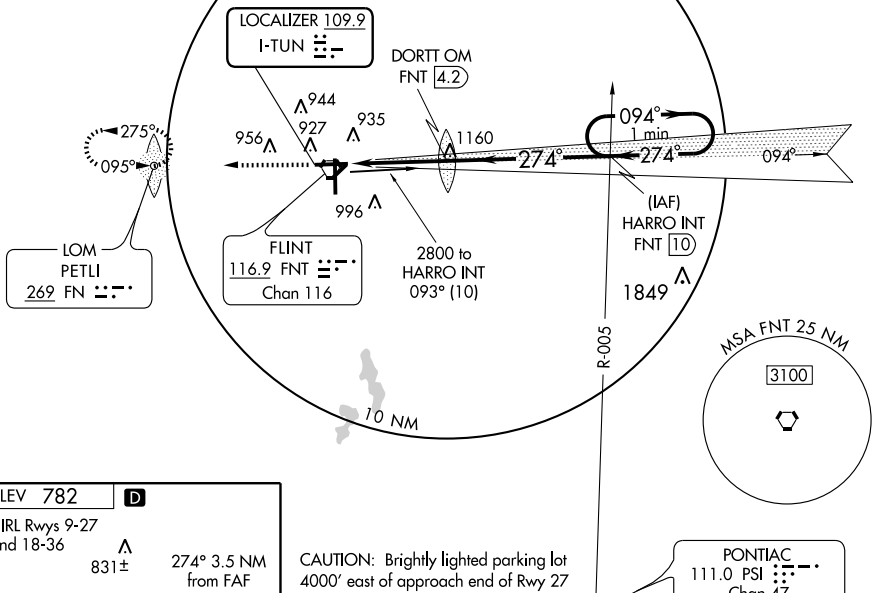
ASR

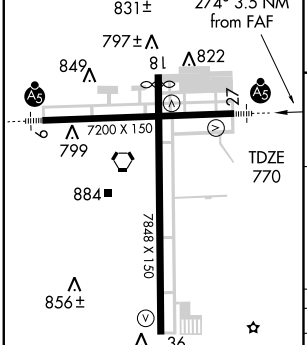
MALSR

MISSED APPROACH: Climb to 2800 direct FN LOM and hold.

ATIS	FLINT APP CON ★	FLINT TOWER ★	GND CON	CLNC DEL	UNICOM
133.15	118.8 257.9	126.3 (CTAF) L 257.9	121.9	121.75	122.95

ADF REQUIRED

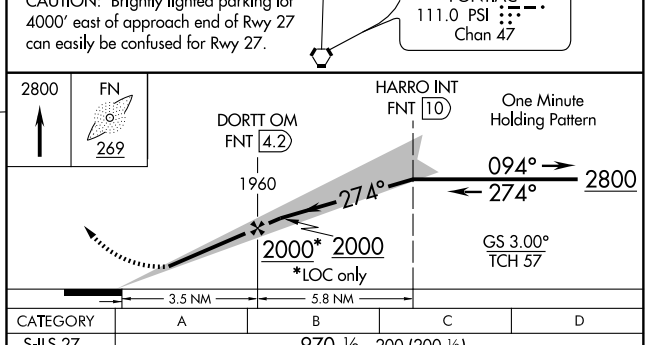




FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

CAUTION: Brightly lighted parking lot 4000' east of approach end of Rwy 27 can easily be confused for Rwy 27.

PONTIAC
111.0 PSI
Chan 47



CATEGORY	A	B	C	D
S-ILS 27	970-½ 200 (200-½)			
S-LOC 27	1260-½ 490 (500-½)		1260-¾ 490 (500-¾)	1260-1 490 (500-1)
CIRCLING	1280-1 498 (500-1)	1300-1 518 (600-1)	1300-1½ 518 (600-1½)	1340-2 558 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7200
CH 45714	094°	TDZE	771
W09A		Apt Elev	782

RNAV (GPS) RWY 9

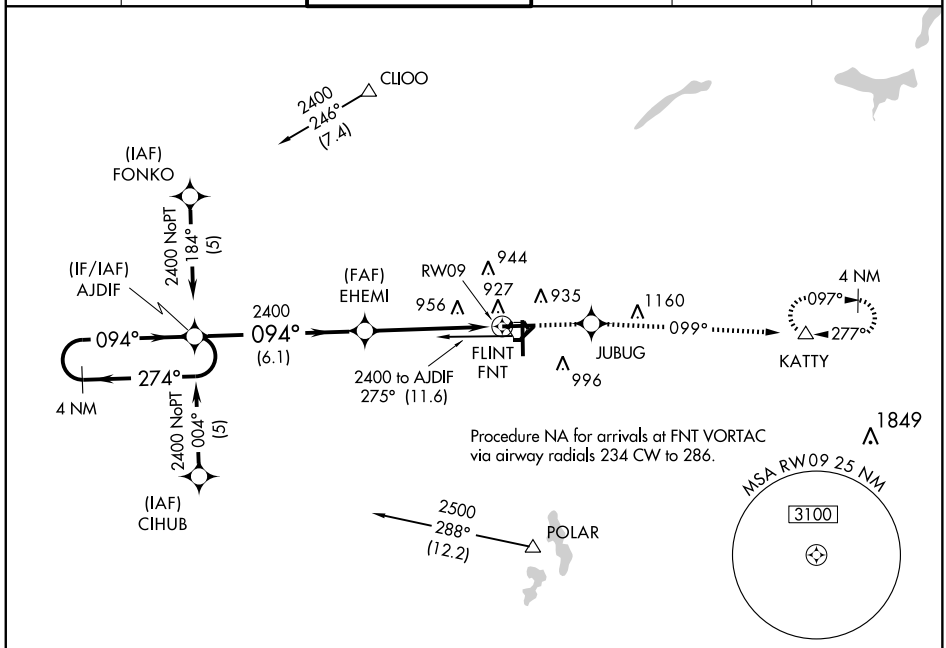
FLINT / BISHOP INTL (FNT)

ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA.

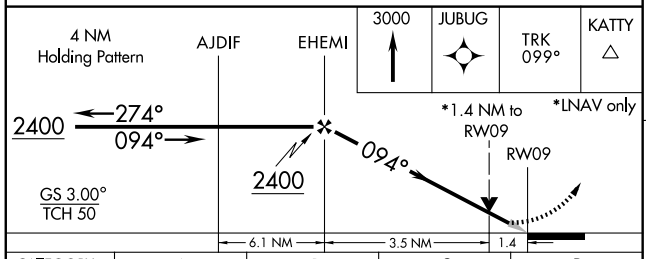
MALSR

MISSED APPROACH: Climb to 3000 direct JUBUG and via track 099° to KATTY and hold.

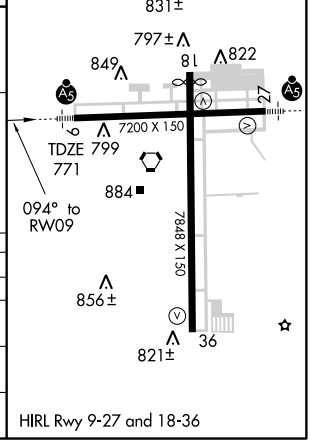
ATIS	FLINT APP CON ★	FLINT TOWER ★	GND CON	CLNC DEL	UNICOM
133.15	118.8 257.9	126.3 (CTAF) L 257.9	121.9	121.75	122.95



CAUTION: Brightly lighted parking lot 4000' east of approach end of Rwy 27 can easily be confused for Rwy 27.



CATEGORY	A	B	C	D
LPV DA	971/24 200 (200-½)			
LNAV/VNAV DA	1227/50 456 (500-1)			
LNAV MDA	1260/24 489 (500-½)		1260/40 489 (500-¾)	1260/50 489 (500-1)
CIRCLING	1300-1 518 (600-1)		1300-1½ 518 (600-1½)	1340-2 558 (600-2)



EC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7648
CH 99514	185°	TDZE	776
W18A		Apt Elev	782

RNAV (GPS) RWY 18

FLINT / BISHOP INTL (FNT)

ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct HAGEM and via track 182° to POLAR and hold.

ATIS	FLINT APP CON ★	FLINT TOWER ★	GND CON	CLNC DEL	UNICOM
133.15	118.8 257.9	126.3 (CTAF) L 257.9	121.9	121.75	122.95

Procedure NA for arrivals at BIRRS via V320 northwest bound.

(IAF) BIRRS

3100 NoPT 179° (11.2)

4 NM

2013

185°

005°

(IF/IAF) JUBER

(IAF) NUPUE

3100 NoPT 095° (5)

3100 NoPT 275° (5)

(IAF) FIBIN

2400

185° (6.1)

CAUTION: Brightly lighted parking lot 4000′ east of approach end of Rwy 27 can easily be confused for Rwy 27.

3100 284° (18.4) KITNS

Procedure NA for arrivals at KITNS via V84 eastbound.

Procedure NA for arrivals at OWOSO via V450 westbound.

3100 057° (13.5) OWOSO

(FAF) CODAG

EVNEW 2.6 NM to RW18

944 948 927 935 956 1160

RW18

996

HAGEM

182°

MSA RW18 25 NM

3100

MISSED APCH FIX

POLAR 163° 343° 4 NM

4 NM Holding Pattern

JUBER

3100

005°

185°

185°

GS 3.00° TCH 42

2400

*1640

CODAG

EVNEW 2.6 NM to RW18

*LNAV only

*1.2 NM to RW18

RW18

6.1 NM 2.3 NM 1.4 1.2

3000 HAGEM TRK 182° POLAR

ELEV 782 D

185° to RW18

831± TDZE 776

797± 822 849 799

7200 X 150

884

7849 X 150

856±

821±

36

27

HIRL Rwy 9-27 and 18-36

CATEGORY	A	B	C	D
LPV DA	1109-1¼ 333 (400-1¼)			
LNAV/VNAV DA	1253-1¾ 477 (500-1¾)			
LNAV MDA	1200-1 424 (500-1)		1200-1¼ 424 (500-1¼)	
CIRCLING	1300-1 518 (600-1)		1300-1½ 518 (600-1½)	1340-2 558 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7200
CH 72810	274°	TDZE	770
W27A		Apt Elev	782

RNAV (GPS) RWY 27

FLINT / BISHOP INTL (FNT)

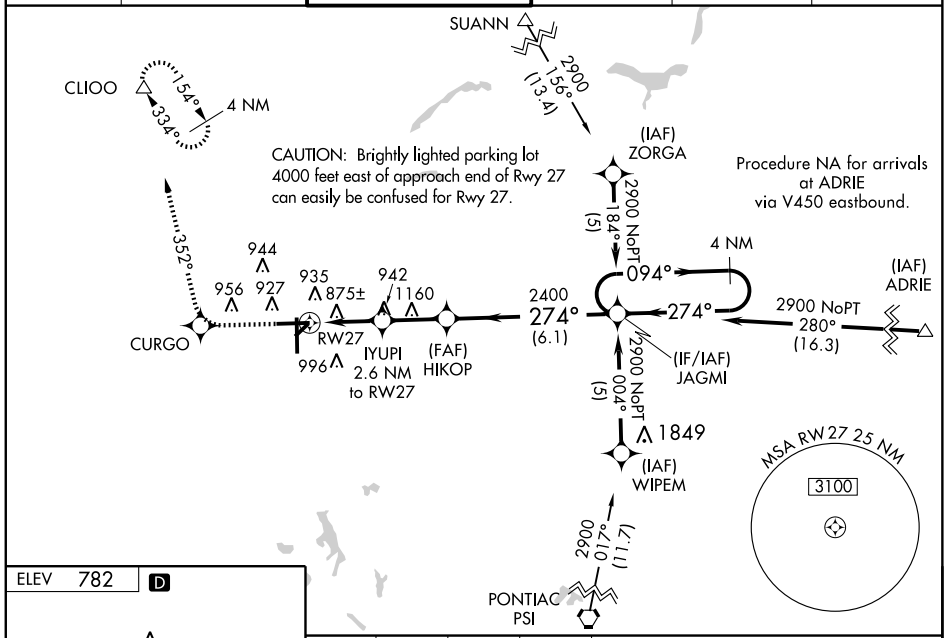
ASR

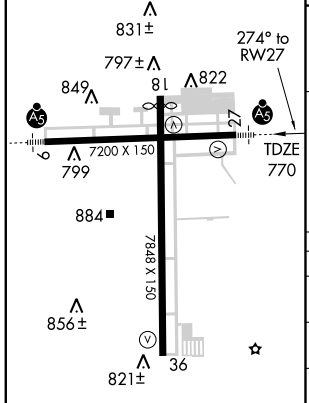
When local altimeter setting not received, use Owosso altimeter setting and increase all DA 47 feet, and all MDA 60 feet; and LNAV visibilities Cat C/D ¼ mile. VDP NA when using Owosso altimeter setting. Baro-VNAV NA when using Owosso altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV all Cats visibility to 1¼. DME/DME RNP-0.3 NA.

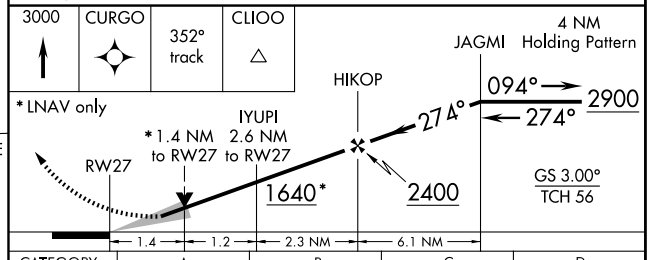
MALSR

MISSED APPROACH: Climb to 3000 direct CURGO and via 352° track to CLIOO and hold.

ATIS	FLINT APP CON ★	FLINT TOWER ★	GND CON	CLNC DEL	UNICOM
133.15	118.8 257.9	126.3 (CTAF) Ⓛ 257.9	121.9	121.75	122.95







CATEGORY	A	B	C	D
LPV DA	1098 - ¾ 328 (400-¾)			
LNAV/VNAV DA	1240 - 1¼ 470 (500-1¼)			
LNAV MDA	1260 - ½ 490 (500-½)		1260 - ¾ 490 (500-¾)	1260 - 1 490 (500-1)
CIRCLING	1260 - 1 478 (500-1)	1300 - 1 518 (600-1)	1300 - 1½ 518 (600-1½)	1340 - 2 558 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7848
CH 65914	005°	TDZE	782
W36A		Apt Elev	782

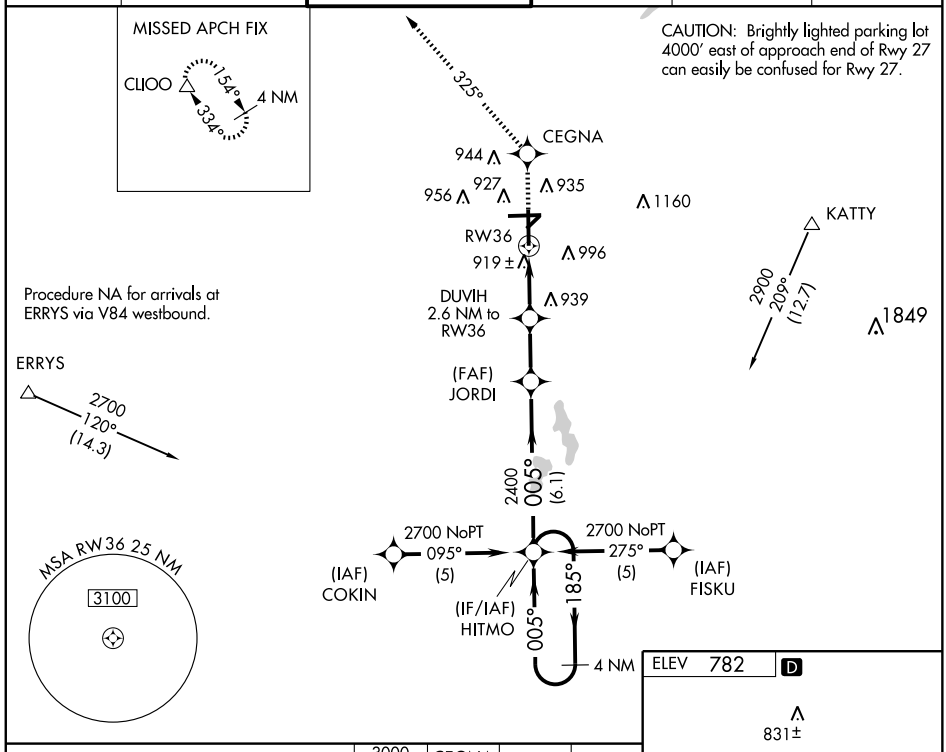
RNAV (GPS) RWY 36

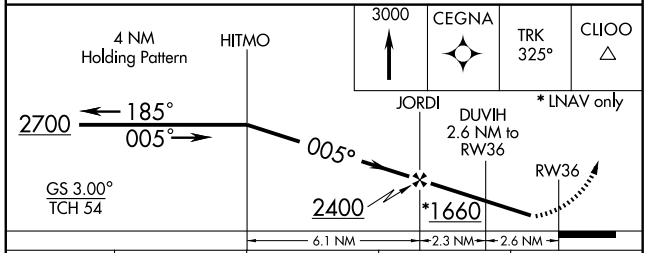
FLINT / BISHOP INTL (FNT)

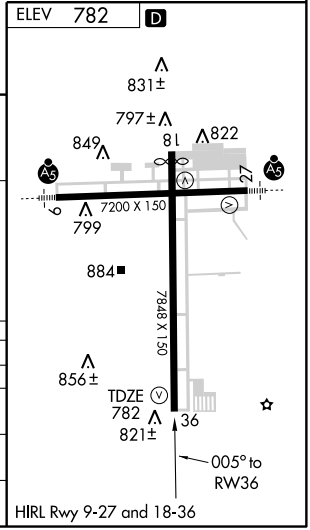
ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct CEGNA and via track 325° to CLIOO and hold.

ATIS	FLINT APP CON ★	FLINT TOWER ★	GND CON	CLNC DEL	UNICOM
133.15	118.8 257.9	126.3 (CTAF) L 257.9	121.9	121.75	122.95







CATEGORY	A	B	C	D
LPV DA		1123-1¼ 341 (400-1¼)		
LNAV/VNAV DA		1254-1¾ 472 (500-1¾)		
LNAV MDA	1260-1 478 (500-1)		1260-1¼ 478 (500-1¼)	1260-1½ 478 (500-1½)
CIRCLING	1300-1 518 (600-1)		1300-1½ 518 (600-1½)	1340-2 558 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

VORTAC FNT 116.9 Chan 116	APP CRS 102°	Rwy Idg 7200 TDZE 771 Apt Elev 782

VOR RWY 9

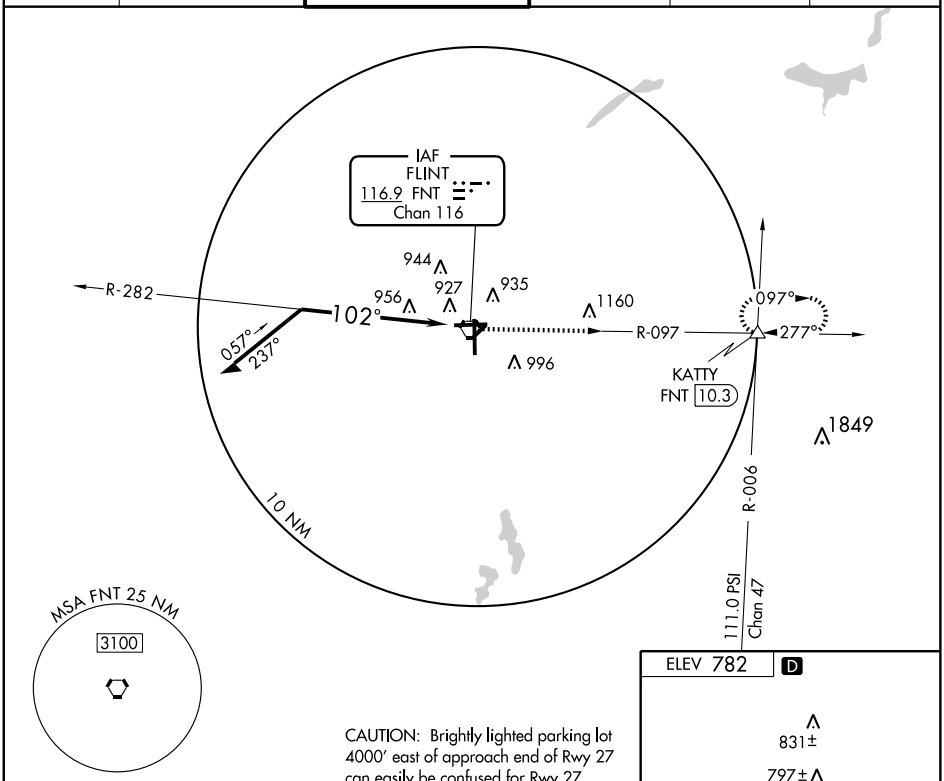
FLINT / BISHOP INTL (FNT)

ASR

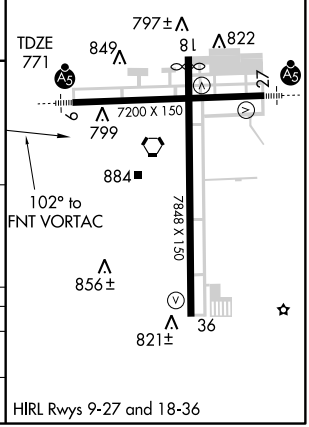
MALSR

MISSED APPROACH: Climb to 3000 via FNT R-097 to KATTY INT/FNT 10.3 DME and hold.

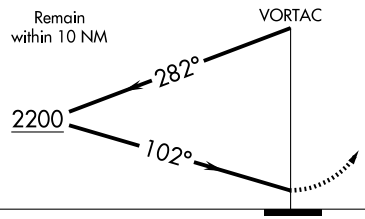
ATIS	FLINT APP CON ★	FLINT TOWER ★	GND CON	CLNC DEL	UNICOM
133.15	118.8 257.9	126.3 (CTAF) L 257.9	121.9	121.75	122.95

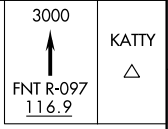


CAUTION: Brightly lighted parking lot 4000′ east of approach end of Rwy 27 can easily be confused for Rwy 27.



HIRL Rwys 9-27 and 18-36





CATEGORY	A	B	C	D
S-9	1300/24	529 (500-½)	1300/50 529 (600-1)	1300/60 529 (600-1¼)
CIRCLING	1300-1	518 (600-1)	1300-1½ 518 (600-1½)	1340-2 558 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

VORTAC FNT 116.9 Chan 116	APP CRS 196°	Rwy Idg 7648 TDZE 779 Apt Elev 782

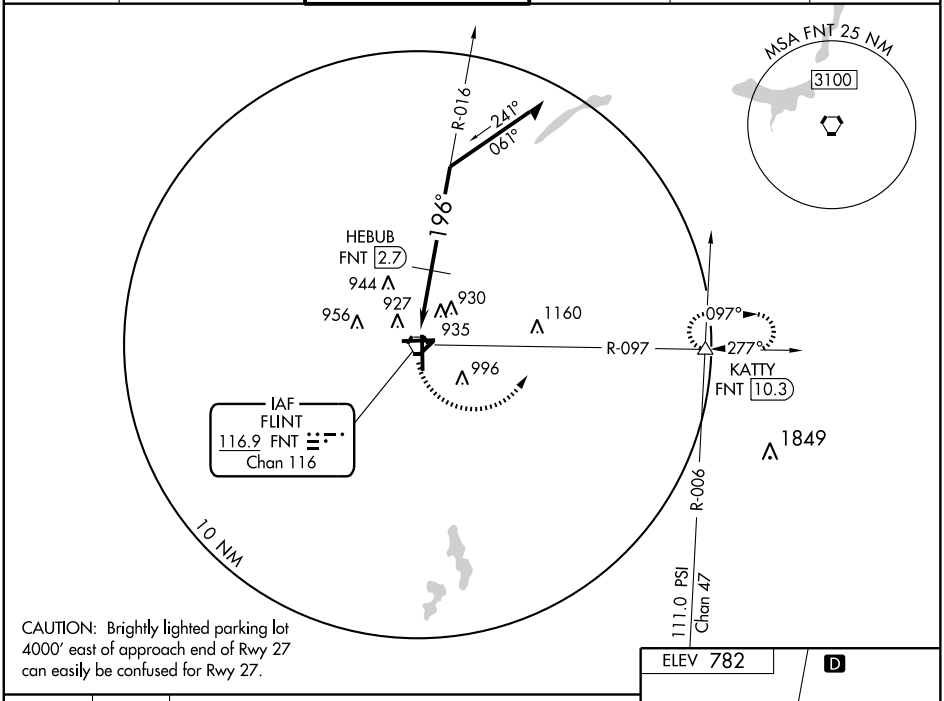
VOR RWY 18

FLINT / BISHOP INTL (FNT)

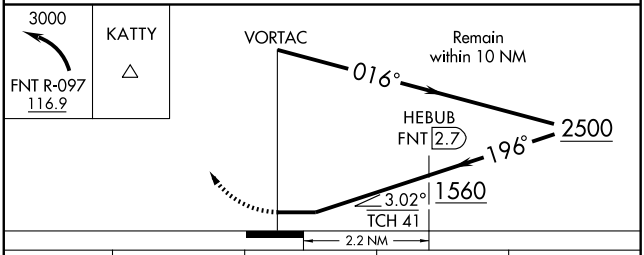
ASR

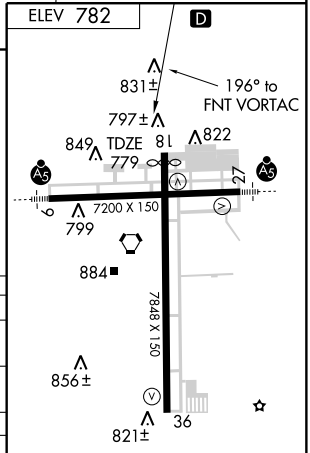
MISSED APPROACH: Climbing left turn to 3000 via FNT R-097 to KATTY INT and hold.

ATIS	FLINT APP CON ★	FLINT TOWER ★	GND CON	CLNC DEL	UNICOM
133.15	118.8 257.9	126.3 (CTAF) Ⓛ 257.9	121.9	121.75	122.95



CAUTION: Brightly lighted parking lot 4000' east of approach end of Rwy 27 can easily be confused for Rwy 27.





CATEGORY	A	B	C	D
S-18	1560 - 1 781 (800-1)	1560 - 1¼ 781 (800-1¼)	1560 - 2¼ 781 (800-2¼)	1560 - 2½ 781 (800-2½)
CIRCLING	1560 - 1 778 (800-1)	1560 - 1¼ 778 (800-1¼)	1560 - 2¼ 778 (800-2¼)	1560 - 2½ 778 (800-2½)
DME MINIMUMS				
S-18	1300 - 1 523 (600-1)		1300-1½ 523 (600-1½)	1300-1¾ 523 (600-1¾)
CIRCLING	1300 - 1 518 (600-1)	1300 - 1 518 (600-1)	1300-1½ 518 (600-1½)	1340-2 558 (600-2)

HIRL Rwys 9-27 and 18-36

EC-1, 14 JAN 2010 to 11 FEB 2010

VORTAC FNT 116.9 Chan 116	APP CRS 267°	Rwy Idg 7200 TDZE 770 Apt Elev 782

VOR RWY 27

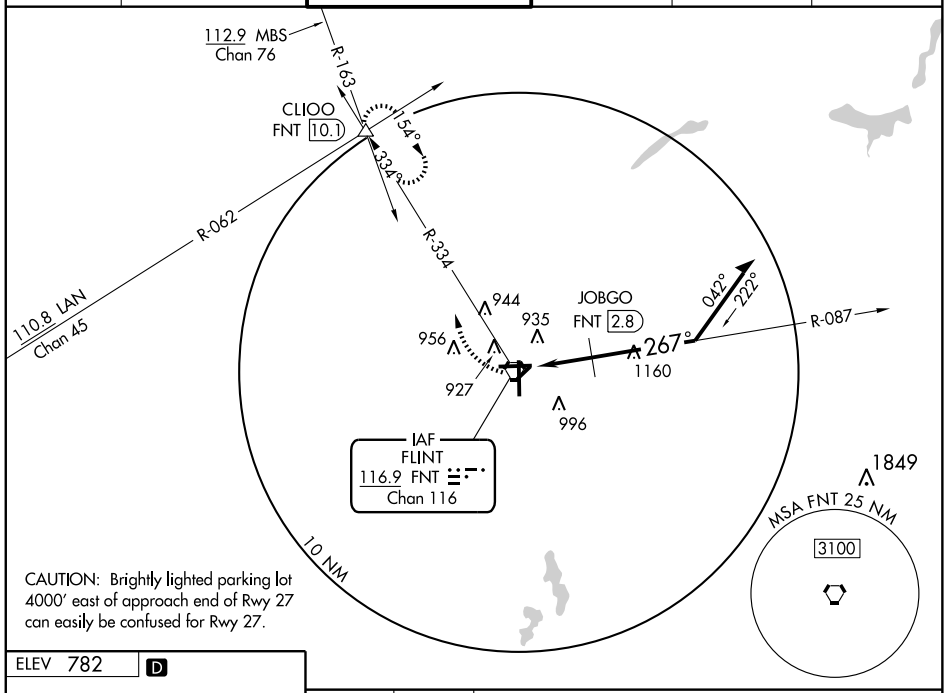
FLINT / BISHOP INTL (FNT)

ASR

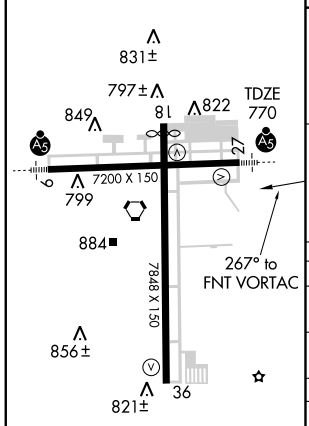
MALSR

MISSED APPROACH: Climbing right turn to 3000 via FNT R-334 to CLIOO INT and hold.

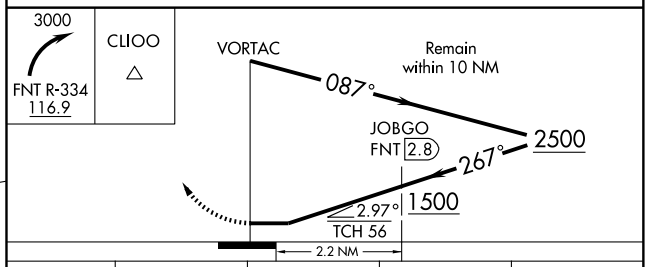
ATIS	FLINT APP CON ★	FLINT TOWER ★	GND CON	CLNC DEL	UNICOM
133.15	118.8 257.9	126.3 (CTAF) L 257.9	121.9	121.75	122.95



CAUTION: Brightly lighted parking lot 4000′ east of approach end of Rwy 27 can easily be confused for Rwy 27.



HIRL Rwys 9-27 and 18-36



CATEGORY	A	B	C	D
S-27	1500 - ½ 730 (800-½)		1500 - 1½ 730 (800-1½)	1500 - 1¾ 730 (800-1¾)
CIRCLING	1500 - 1 718 (800-1)		1500 - 2 718 (800-2)	1500 - 2¼ 718 (800-2¼)
DME MINIMUMS				
S-27	1260 - ½ 490 (500-½)		1260 - ¾ 490 (500-¾)	1260 - 1 490 (500-1)
CIRCLING	1280 - 1 498 (500-1)	1300 - 1 518 (600-1)	1300 - 1½ 518 (600-1½)	1340-2 558 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

VORTAC FNT 116.9 Chan 116	APP CRS 359°	Rwy Idg 7848 TDZE 782 Apt Elev 782

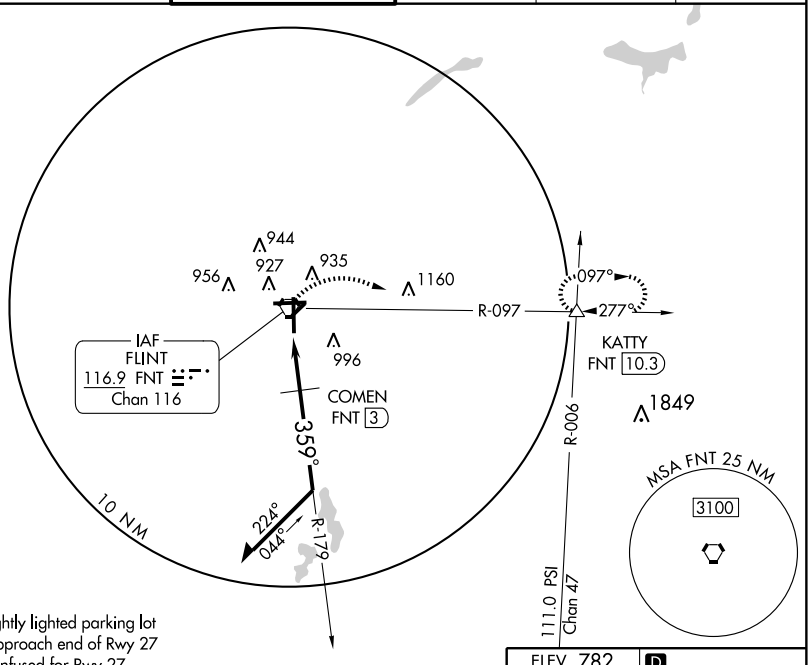
VOR RWY 36

FLINT / BISHOP INTL (FNT)

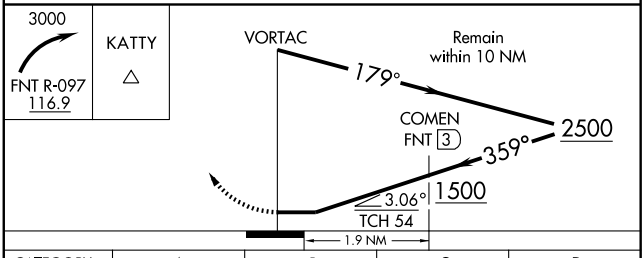
ASR

MISSED APPROACH: Climbing right turn to 3000 via FNT R-097 to KATTY INT/10.3 DME and hold.

ATIS	FLINT APP CON ★	FLINT TOWER ★	GND CON	CLNC DEL	UNICOM
133.15	118.8 257.9	126.3 (CTAF) L 257.9	121.9	121.75	122.95

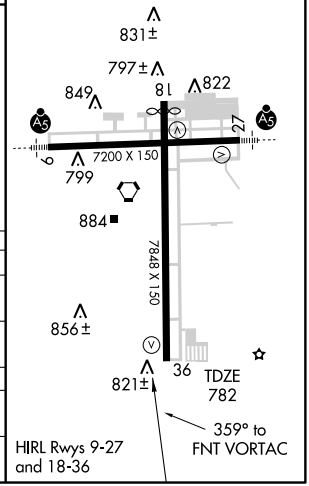


CAUTION: Brightly lighted parking lot 4000' east of approach end of Rwy 27 can easily be confused for Rwy 27.



CATEGORY	A	B	C	D
S-36	1500 - 1 718 (800-1)		1500 - 2 718 (800-2)	1500 - 2¼ 718 (800-2¼)
CIRCLING	1500 - 1 718 (800-1)		1500 - 2 718 (800-2)	1500 - 2¼ 718 (800-2¼)
DME MINIMUMS				
S-36	1200 - 1 418 (500-1)		1200-1¼ 418 (500-1¼)	
CIRCLING	1280 - 1 498 (500-1)	1300 - 1 518 (600-1)	1300 - 1½ 518 (600-1½)	1340-2 558 (600-2)

ELEV 782 D



EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2956
128°	TDZE	623
	Apt Elev	633

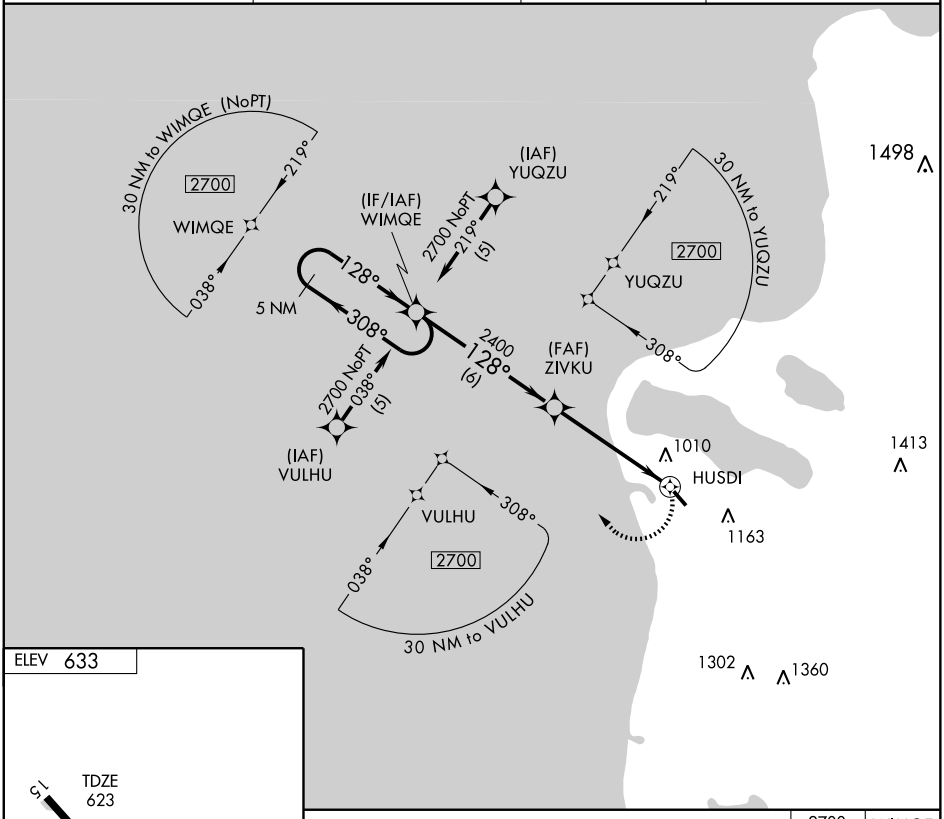
RNAV (GPS) RWY 15

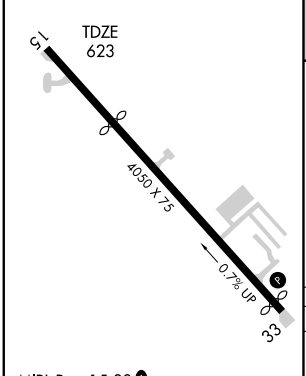
FRANKFORT DOW MEMORIAL FIELD (FKS)

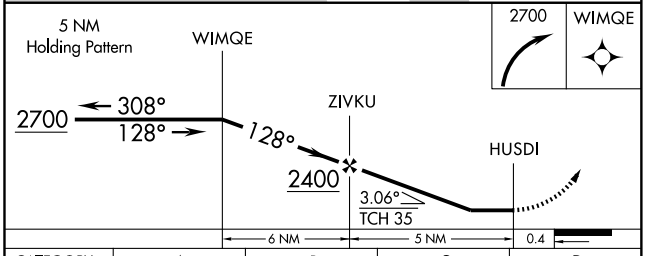
If local altimeter setting not received, use Manistee altimeter setting and increase all MDA's 60 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2700 direct WIMQE and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	132.9 338.3	121.725	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220-1	597 (600-1)	1220-1½ 597 (600-1½)	NA
CIRCLING	1320-1	687 (700-1)	1520-2¾ 887 (900-2¾)	NA

EC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3939
338°	TDZE	606
	Apt Elev	633

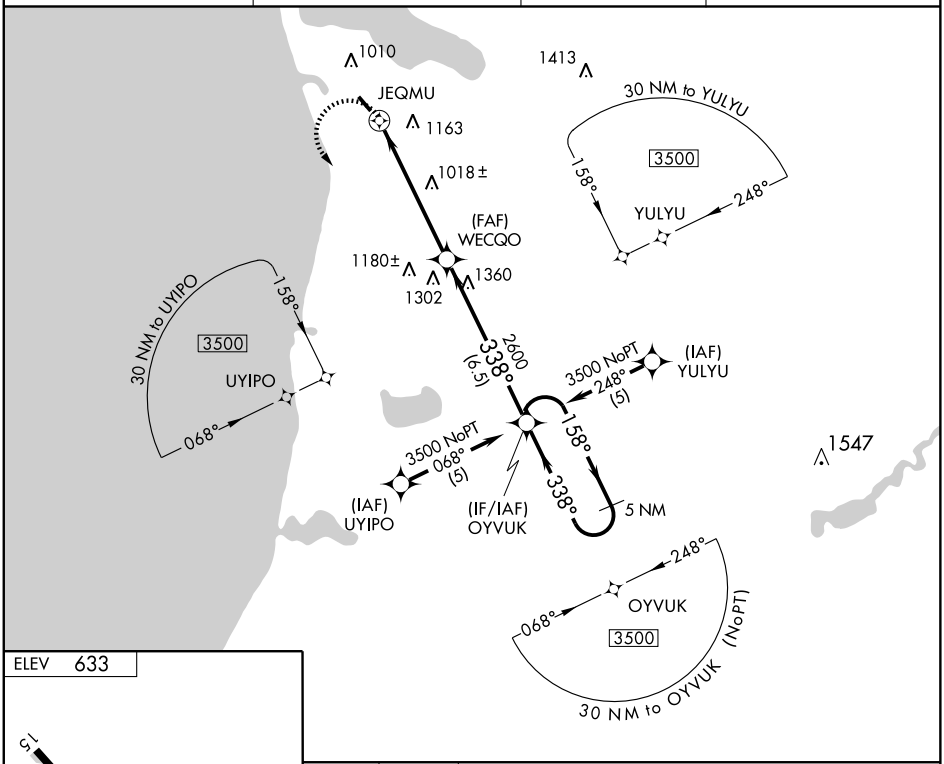
RNAV (GPS) RWY 33

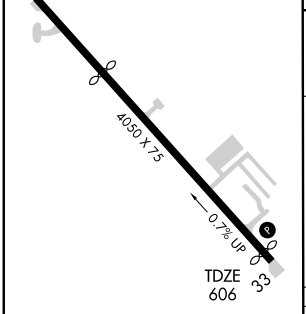
FRANKFORT DOW MEMORIAL FIELD (FKS)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Manistee altimeter setting and increase all MDA's 60 feet. Visibility reduction by helicopters NA.

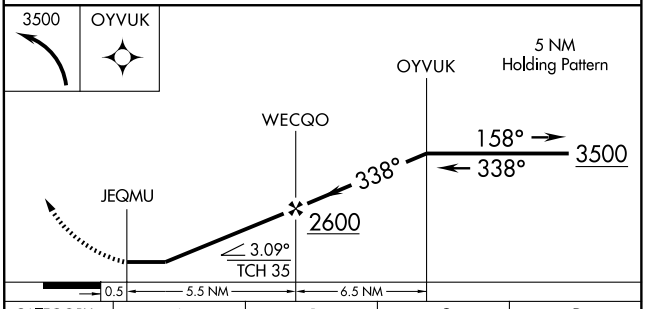
MISSED APPROACH: Climbing left turn to 3500 direct OYVUK and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	132.9 338.3	121.725	123.05 (CTAF) L





MIRL Rwy 15-33 L
REIL Rwy 33 L



CATEGORY	A	B	C	D
LNAV MDA	1320-1 714 (800-1)		1320-2 714 (700-2)	NA
CIRCLING	1320-1 687 (700-1)		1520-2¾ 887 (900-2¾)	NA

EC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME MBL	APP CRS	Rwy Idg	N/A
111.4	011°	TDZE	N/A
Chan 51		Apt Elev	633

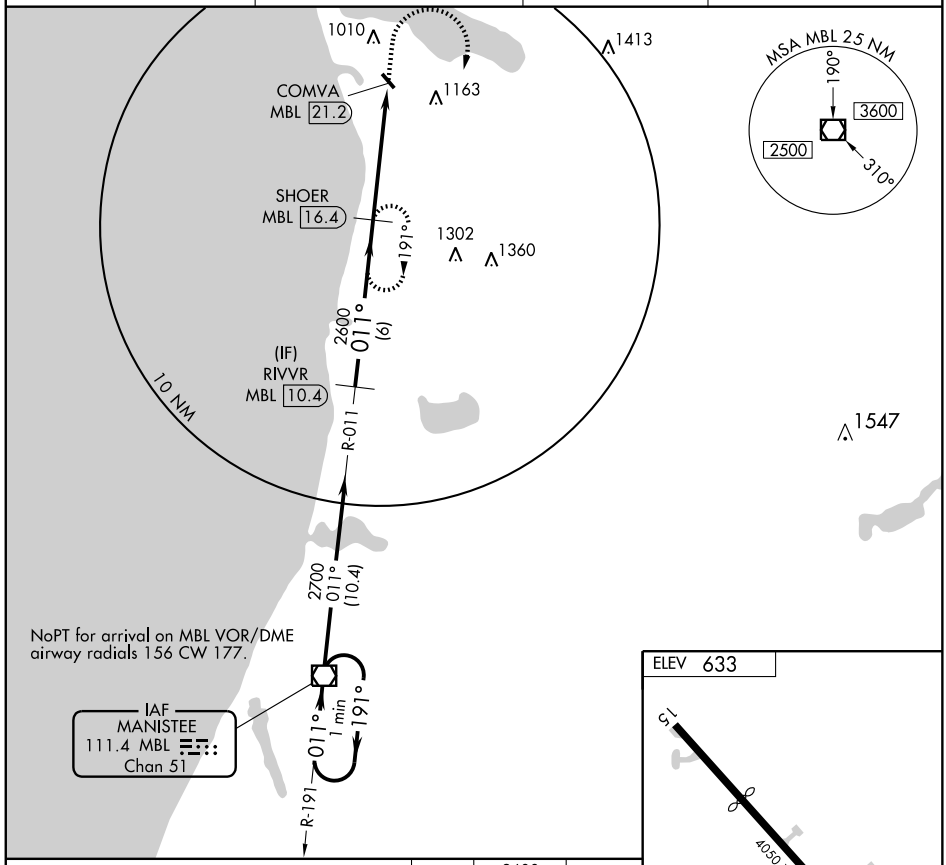
VOR/DME-A

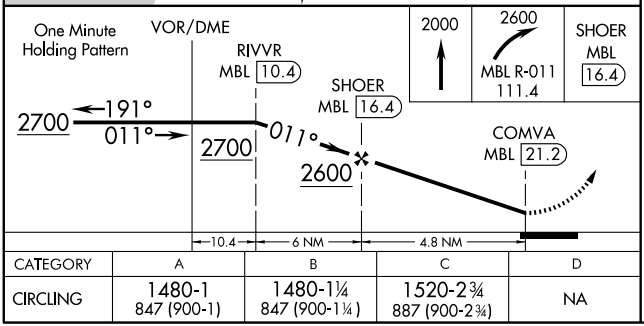
FRANKFORT DOW MEMORIAL FIELD (FKS)

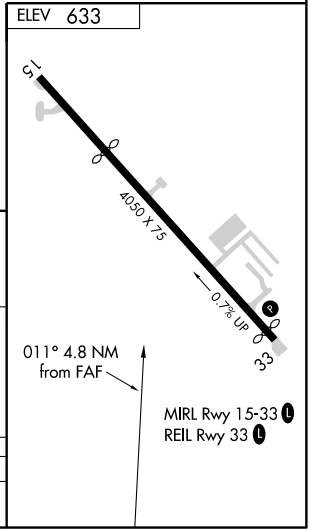
If local altimeter setting not received, use Manistee altimeter setting and increase all MDA's 60 feet.

MISSED APPROACH: Climb to 2000, then climbing right turn to 2600 via MBL R-011 to SHOER/MBL 16.4 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	132.9 338.3	121.725	123.05 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1480-1 847 (900-1)	1480-1¼ 847 (900-1¼)	1520-2¾ 887 (900-2¾)	NA

EC-1, 14 JAN 2010 to 11 FEB 2010

WAAS Chan **82405** **W18A**	APP CRS **184°**	Rwy Idg **6498** TDZE **770** Apt Elev **772**

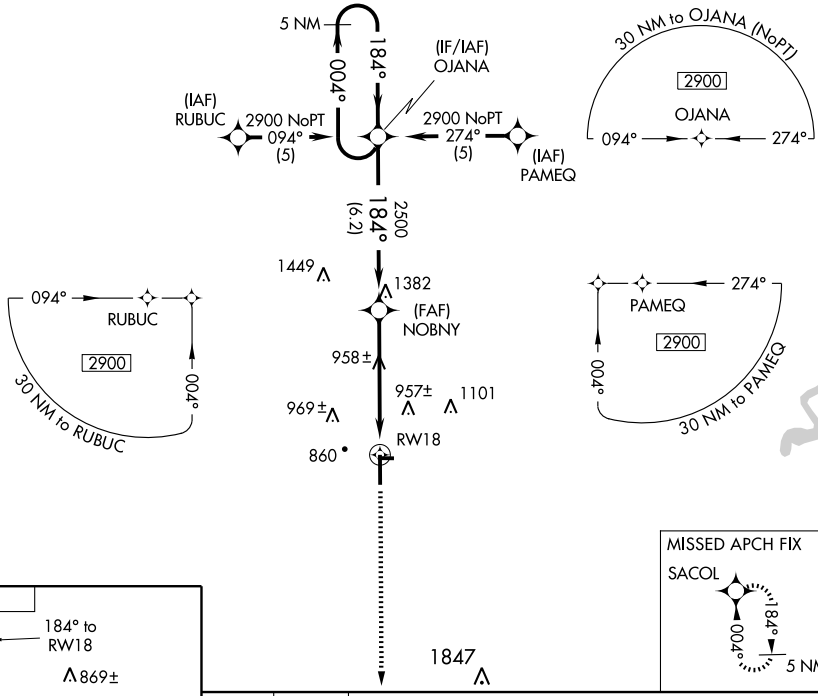
RNAV (GPS) RWY 18

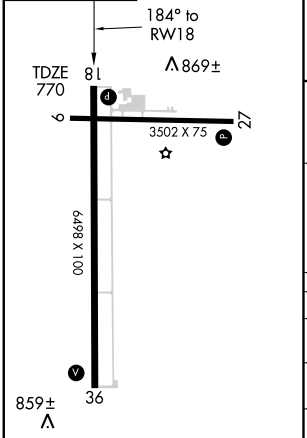
FREMONT MUNI (FFX)

When local altimeter setting not received, use Muskegon altimeter setting and increase all DA 65 feet, and all visibilities ¼ mile, increase all MDA 80 feet, and Cat C/D visibilities ¼ mile. VDP NA when using Muskegon altimeter setting. Baro-VNAV NA when using Muskegon altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

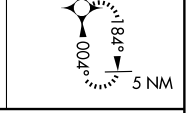
MISSED APPROACH: Climb to 2900 direct SACOL and hold.

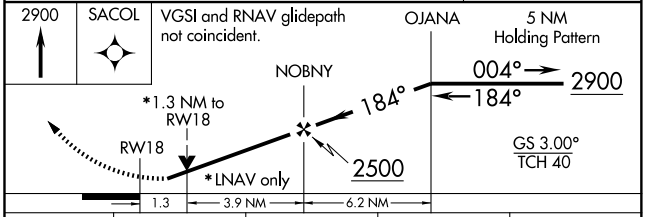
AWOS-3	MUSKEGON APP CON ★	CLNC DEL	UNICOM
118.775	**119.8** **339.1**	**118.25**	**123.0** (CTAF) L





REIL Rwys 18 and 36 L
MIRL Rwys 9-27 and 18-36 L





CATEGORY	A	B	C	D
LPV DA	1075-1 305 (400-1)			
LNAV/VNAV DA	1169-1½ 399 (400-1½)			
LNAV MDA	1220-1 450 (500-1)		1220-1¼ 450 (500-1¼)	1220-1½ 450 (500-1½)
CIRCLING	1260-1 488 (500-1)		1260-1½ 488 (500-1½)	1340-2 568 (600-2)

EC-1, 14 JAN 2010 to 11 FEB 2010

WAAS Chan **56505** **W36A**	APP CRS **004°**	Rwy Idg **6498** TDZE **760** Apt Elev **772**

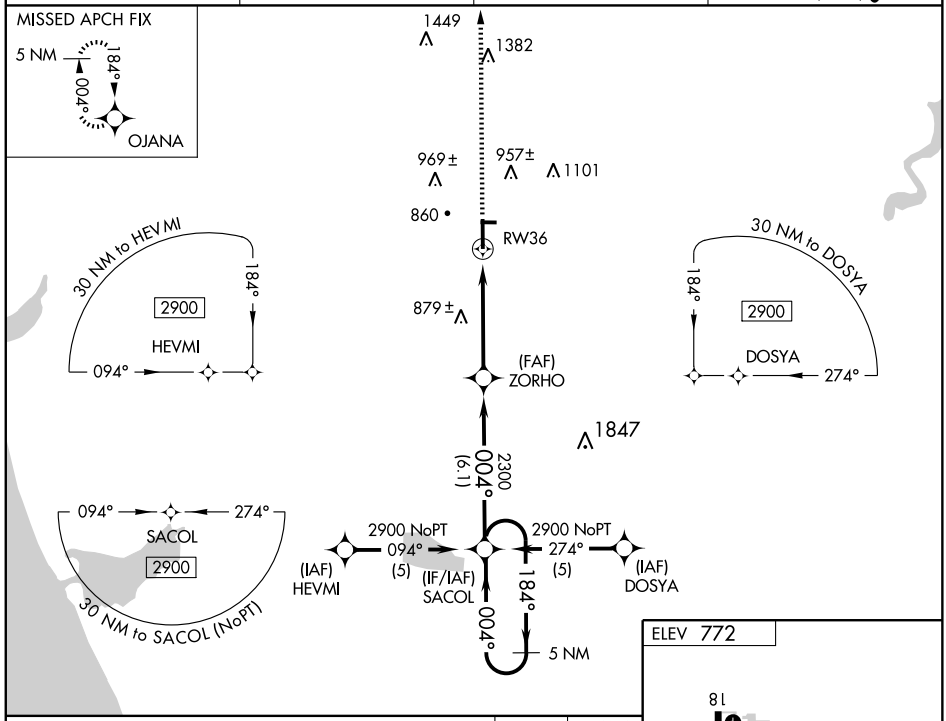
RNAV (GPS) RWY 36

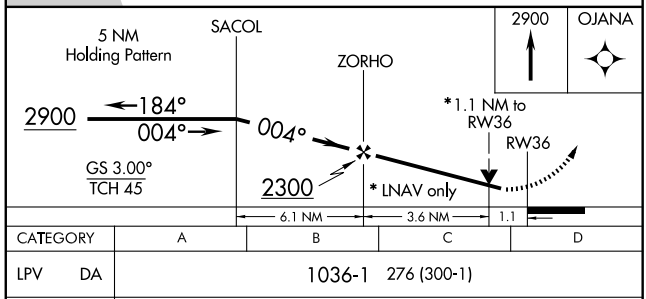
FREMONT MUNI (FFX)

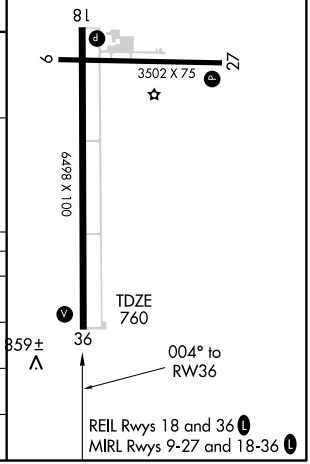
When local altimeter setting not received, use Muskegon altimeter setting and increase all DA 65 feet, and all visibilities ¼ mile, increase all MDA 80 feet, and Cat C/D visibilities ¼ mile. VDP NA when using Muskegon altimeter setting. Baro-VNAV NA when using Muskegon altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2900 direct OJANA and hold.

AWOS-3	MUSKEGON APP CON ★	CLNC DEL	UNICOM
118.775	**119.8** **339.1**	**118.25**	**123.0** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1036-1 276 (300-1)			
LNAV/VNAV DA	1129-1¼ 369 (400-1¼)			
LNAV MDA	1140-1 380 (400-1)			1140-1¼ 380 (400-1¼)
CIRCLING	1260-1 488 (500-1)		1260-1½ 488 (500-1½)	1340-2 568 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

VORTAC MKG 115.2 Chan 99	APP CRS 187°	Rwy Idg 6498 TDZE 770 Apt Elev 772

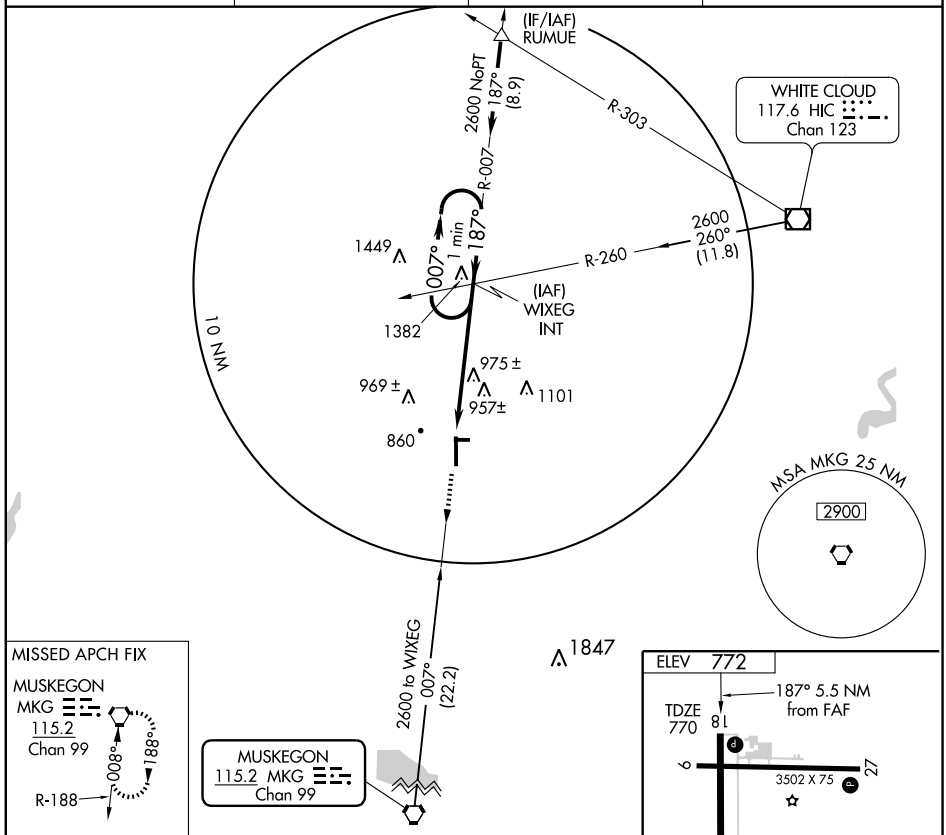
VOR RWY 18

FREMONT MUNI (FFX)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskegon altimeter setting and increase all MDA 80 feet and increase S-18 Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2400 direct MKG VORTAC and hold.

AWOS-3	MUSKEGON APP CON ★	CLNC DEL	UNICOM
118.775	119.8 339.1	118.25	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-18	1280-1 510 (600-1)		1280-1½ 510 (600-1½)	
CIRCLING	1280-1 508 (600-1)		1280-1½ 508 (600-1½)	1340-2 568 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

EC-1. 14 JAN 2010 to 11 FEB 2010

VORTAC MKG	APP CRS	Rwy Idg	6498
115.2	008°	TDZE	760
Chan 99		Apt Elev	772

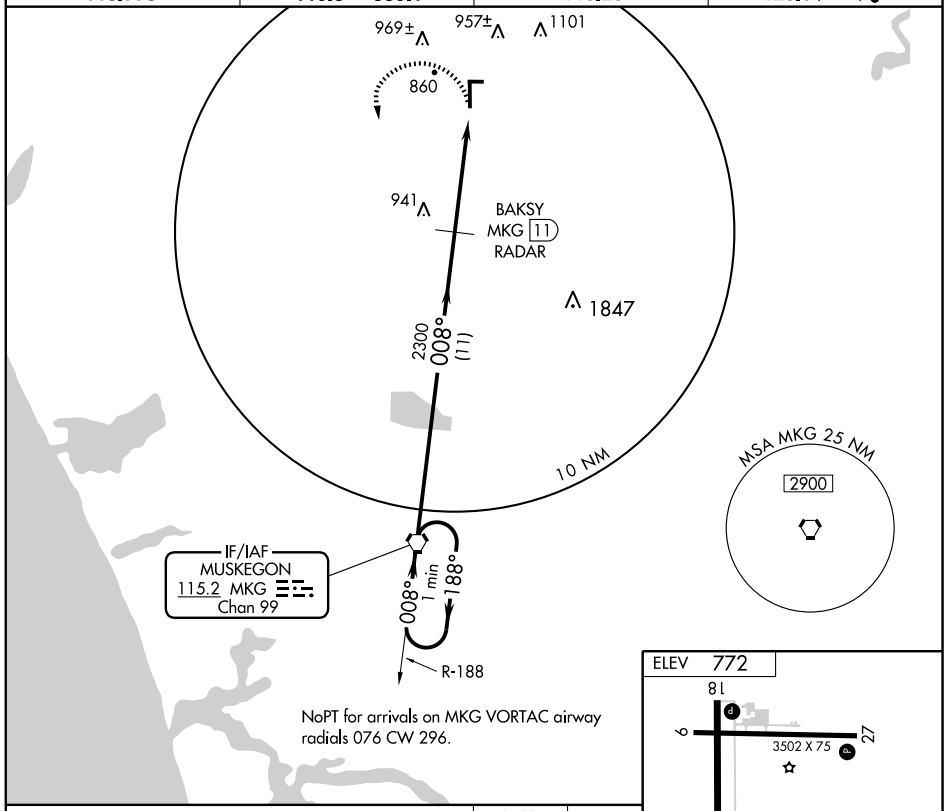
VOR RWY 36

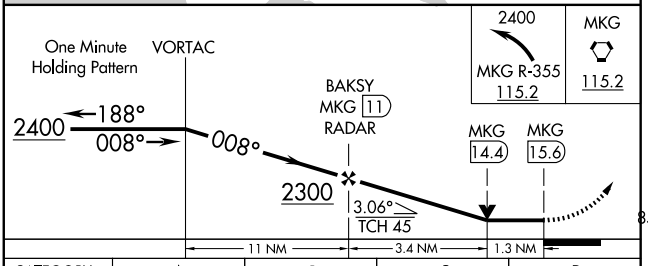
FREMONT MUNI (FFX)

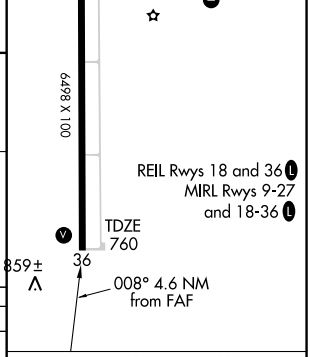
DME or RADAR required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskegon altimeter setting and increase all S-36 MDA 80 feet, and Circling Cats A/B/C MDA 80 feet; increase S-36 Cat D visibility ¼ mile. VDP NA when using Muskegon altimeter setting.

MISSED APPROACH: Climbing left turn to 2400 via MKG VORTAC R-355 to MKG VORTAC and hold.

AWOS-3	MUSKEGON APP CON ★		CLNC DEL	UNICOM
118.775	119.8	339.1	118.25	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-36	1200-1 440 (500-1)		1200-1¼ 440 (500-1¼)	1200-1½ 440 (500-1½)
CIRCLING	1260-1 488 (500-1)		1260-1½ 488 (500-1½)	1340-2 568 (600-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

EC-1. 14 JAN 2010 to 11 FEB 2010

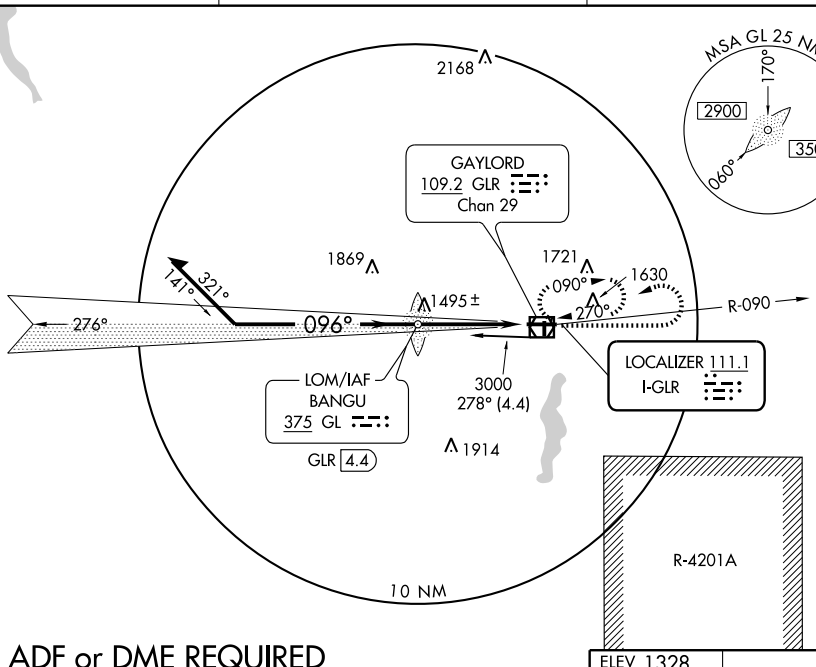
LOC I-GLR	APP CRS	Rwy Idg	6578
111.1	096°	TDZE	1319
		Apt Elev	1328

ILS RWY 9
GAYLORD RGNL (GLR)

MALSR

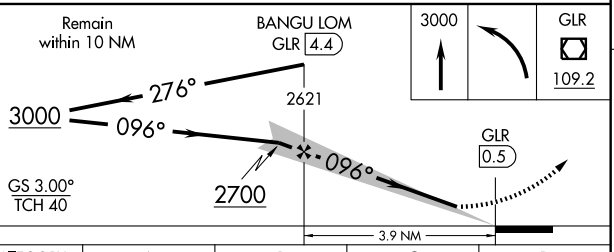
MISSED APPROACH: Climb to 3000 then left turn direct GLR VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	134.6 354.05	122.8 (CTAF) L

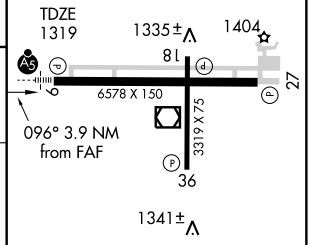


ADF or DME REQUIRED

2470



ELEV 1328



CATEGORY	A	B	C	D
S-ILS 9	1519-½ 200 (200-½)			
S-LOC 9	1700-½ 381 (400-½)			1700-¾ 381 (400-¾)
CIRCLING	1840-1 512 (600-1)	1940-1 612 (700-1)	1940-1¾ 612 (700-1¾)	2080-2½ 752 (800-2½)

REIL Rwy 27 L
MIRL Rwy 18-36 L
HIRL Rwy 9-27 L

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

EC-1. 14 JAN 2010 to 11 FEB 2010

LOM GL	APP CRS	Rwy Idg	6578
375	096°	TDZE	1319
		Apt Elev	1328

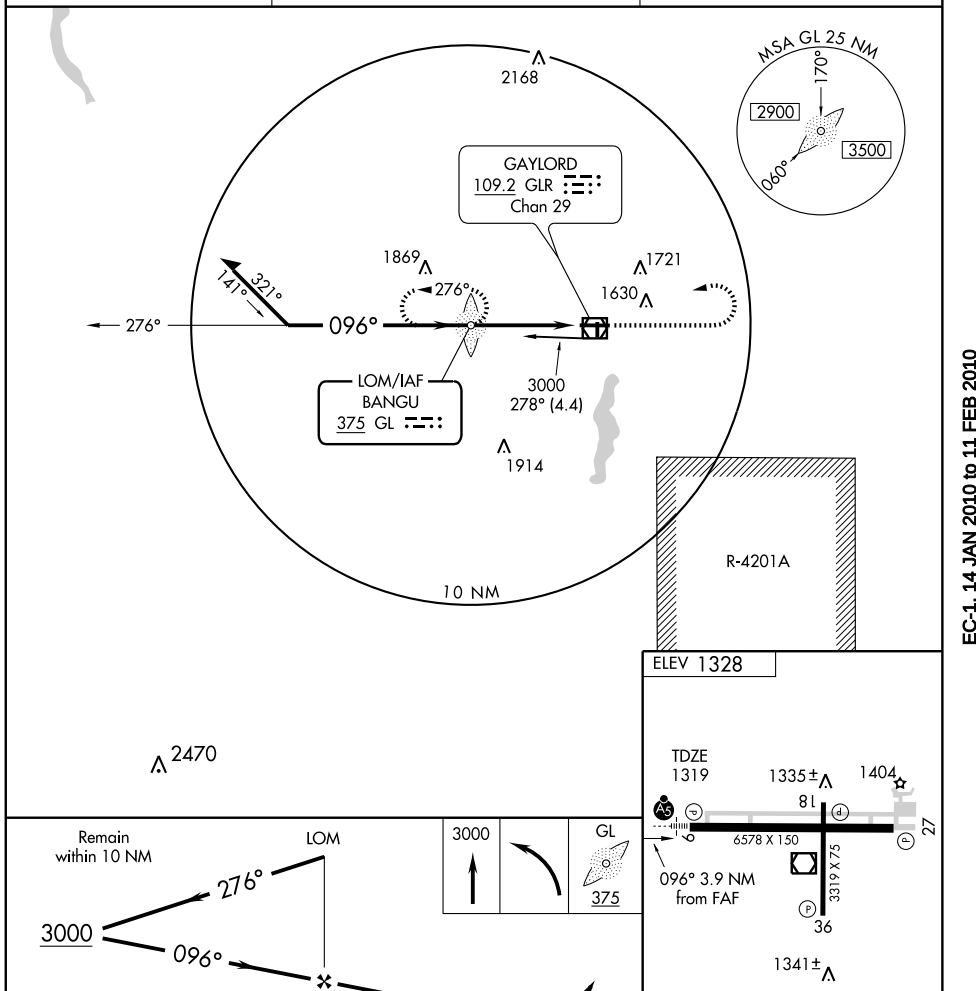
NDB RWY 9
GAYLORD RGNL (GLR)

NA

MALSR

MISSED APPROACH: Climb to 3000, then left turn direct GL LOM and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	134.6 354.05	122.8 (CTAF) L



REIL Rwy 27 L
MIRL Rwy 18-36 L
HIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-9	1780-¾ 461 (500-¾)			1780-1¼ 461 (500-1¼)
CIRCLING	1840-1 512 (600-1)	1940-1 612 (700-1)	1940-1¾ 612 (700-1¾)	2080-2½ 752 (800-2½)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME GLR 109.2 Chan 29	APP CRS 104°	Rwy Idg 6578 TDZE 1319 Apt Elev 1328

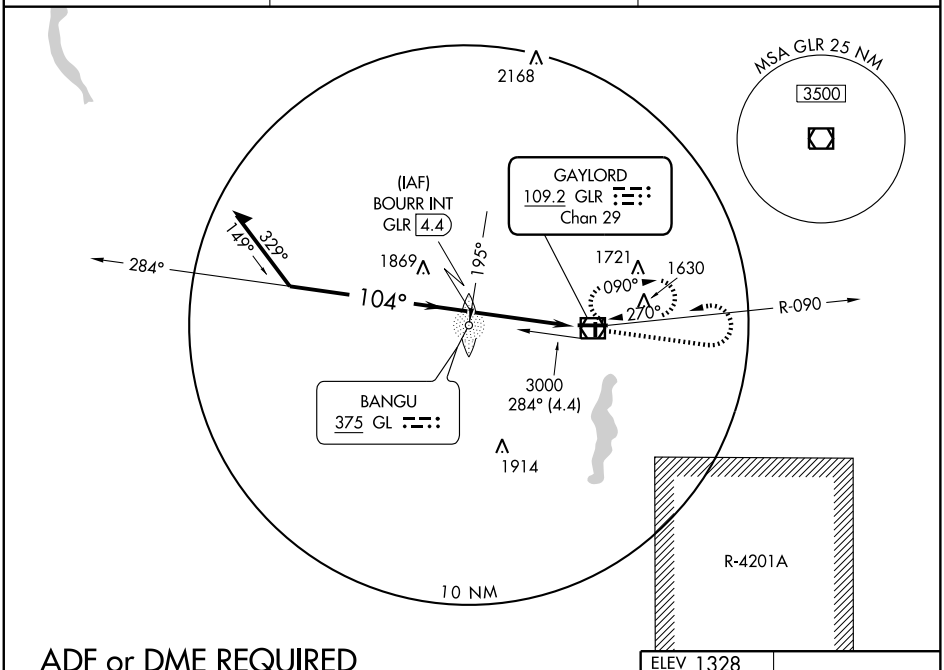
VOR or GPS RWY 9

GAYLORD RGNL (GLR)

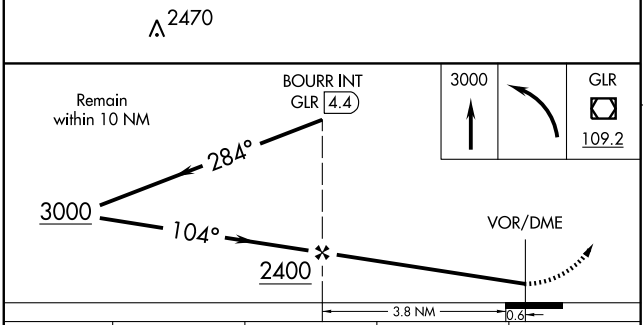
MALSR

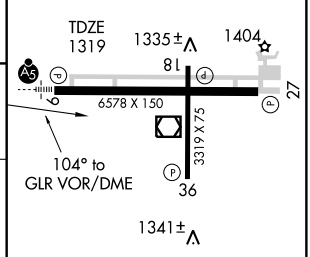
MISSED APPROACH: Climb to 3000, then left turn direct GLR VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	134.6 354.05	122.8 (CTAF) L



ADF or DME REQUIRED





CATEGORY	A	B	C	D
S-9	1700-½ 381 (400-½)			1700-1 381 (400-1)
CIRCLING	1840-1 512 (600-1)	1940-1 612 (700-1)	1940-1¾ 612 (700-1¾)	2080-2½ 752 (800-2½)

REIL Rwy 27 L
MIRL Rwy 18-36 L
HIRL Rwy 9-27 L

EC-1, 14 JAN 2010 to 11 FEB 2010

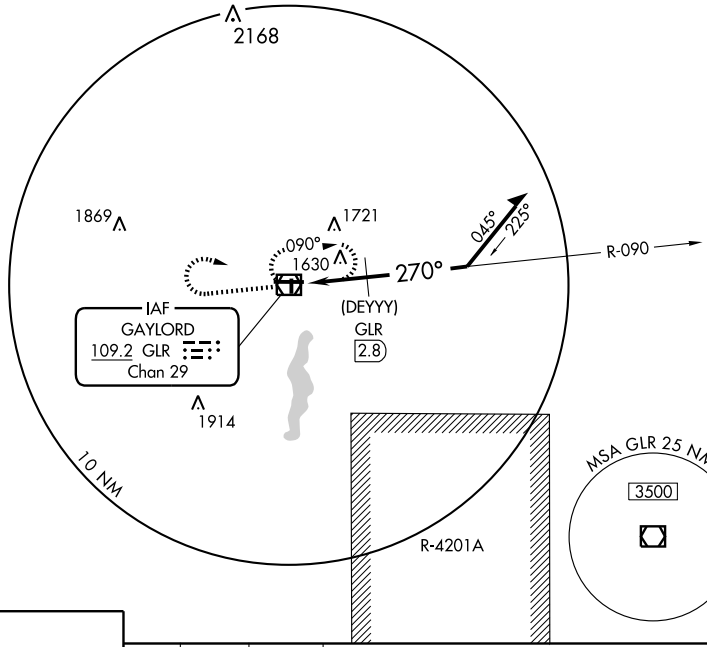
VOR/DME GLR 109.2 Chan 29	APP CRS 270°	Rwy Idg 6578 TDZE 1328 Apt Elev 1328

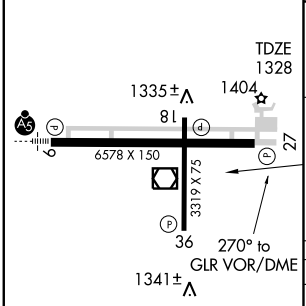
VOR or GPS RWY 27

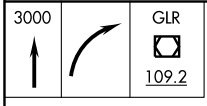
GAYLORD RGNL (GLR)

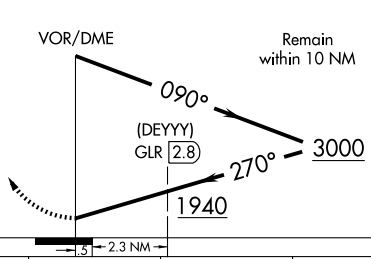
MISSED APPROACH: Climb to 3000, then right turn direct GLR VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	134.6 354.05	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-27	1940-1 612 (700-1)		1940-1¾ 612 (700-1¾)	1940-2 612 (700-2)
CIRCLING	1940-1 612 (700-1)		1940-1¾ 612 (700-1¾)	2080-2½ 752 (800-2½)
DME MINIMUMS				
S-27	1880-1 552 (600-1)		1880-1½ 552 (600-1½)	1880-1¾ 552 (600-1¾)
CIRCLING	1880-1 552 (600-1)	1940-1 612 (700-1)	1940-1¾ 612 (700-1¾)	2080-2½ 752 (800-2½)

REIL Rwy 27 L
MIRL Rwy 18-36 L
HIRL Rwy 9-27 L

EC-1. 14 JAN 2010 to 11 FEB 2010

NDB GDW 209	APP CRS 265°	Rwy Idg 4700 TDZE 773 Apt Elev 776

NDB or GPS RWY 27

GLADWIN ZETTEL MEMORIAL (GDW)

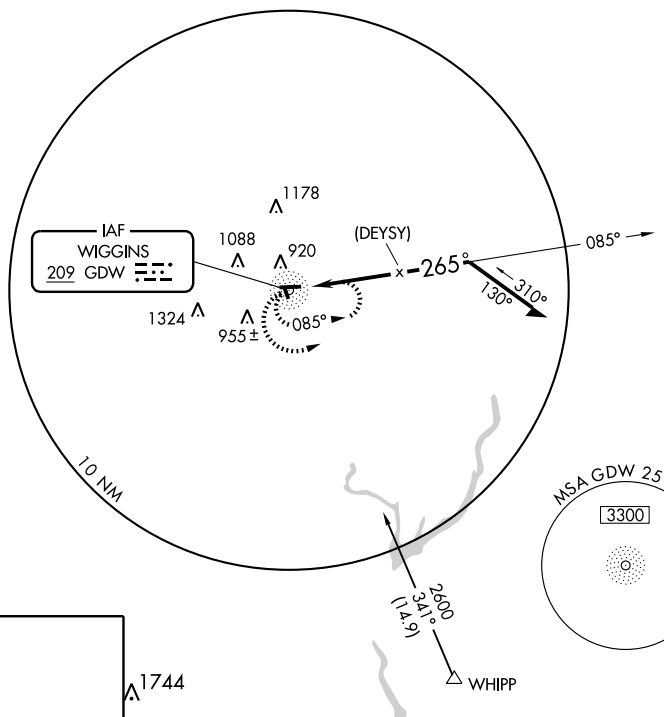
T
A NA

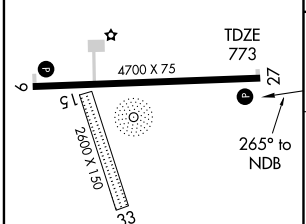
Use Saginaw, MI altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 in GDW NDB holding pattern.

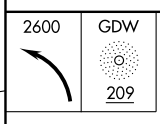
SAGINAW APP CON ★
126.45 236.625

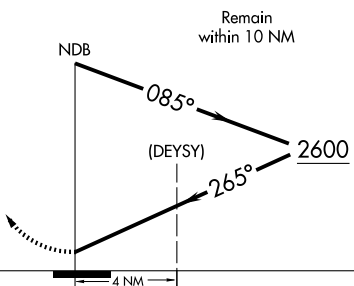
UNICOM
122.8 (CTAF) L





MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L





Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-27	1420-1 647 (700-1)		1420-1¾ 647 (700-1¾)	1420-2 647 (700-2)
CIRCLING	1440-1 664 (700-1)	1520-1¼ 744 (800-1¼)	1520-2¼ 744 (800-2¼)	1520-2½ 744 (800-2½)

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3752
095°	TDZE	602
	Apt Elev	604

RNAV (GPS) RWY 9

GRAND HAVEN MEMORIAL AIRPARK (3GM)

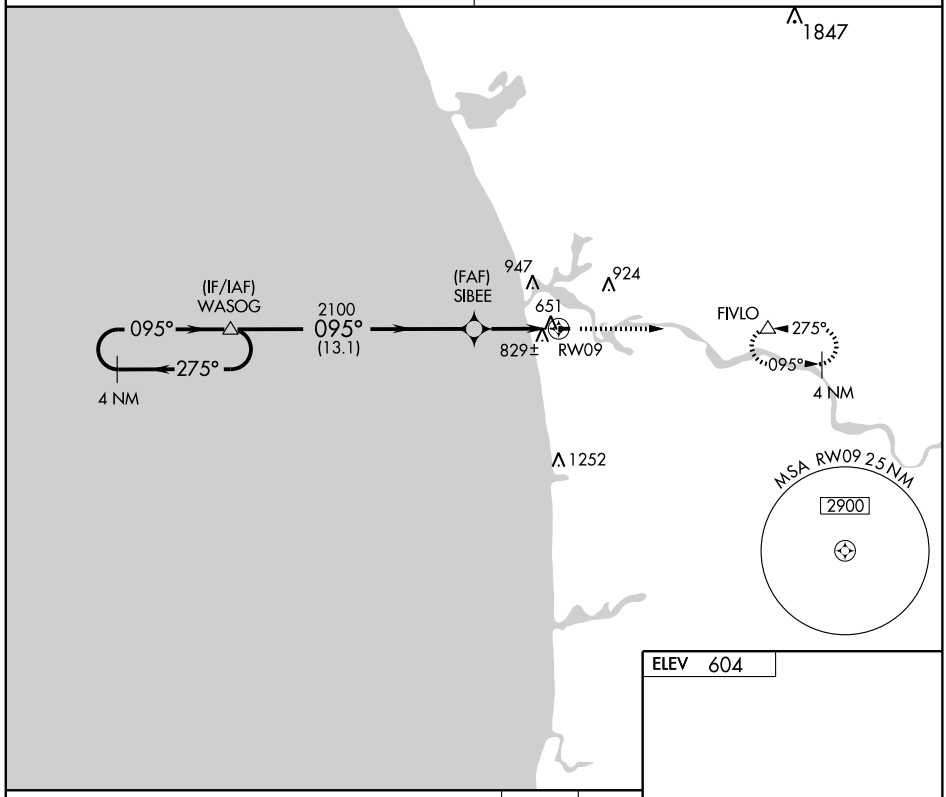
DME/DME RNP-0.3 NA.
Use Muskegon altimeter setting.
Circling NA at night to Rwys 18/36.

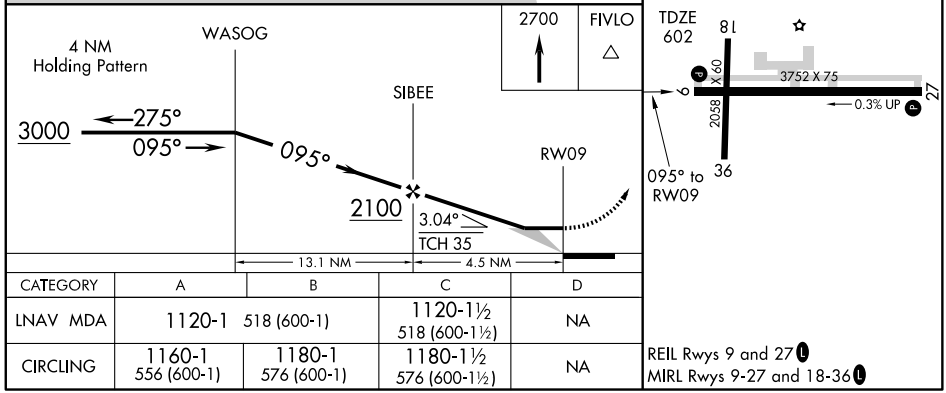
NA

MISSED APPROACH: Climb to 2700 direct FIVLO and hold.

MUSKEGON APP CON ★
119.8 339.1

UNICOM
122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1120-1 518 (600-1)		1120-1½ 518 (600-1½)	NA
CIRCLING	1160-1 556 (600-1)	1180-1 576 (600-1)	1180-1½ 576 (600-1½)	NA

REIL Rwys 9 and 27 L
MIRL Rwys 9-27 and 18-36 L

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3752
275°	TDZE	602
	Apt Elev	604

RNAV(GPS) RWY 27

GRAND HAVEN MEMORIAL AIRPARK (3GM)

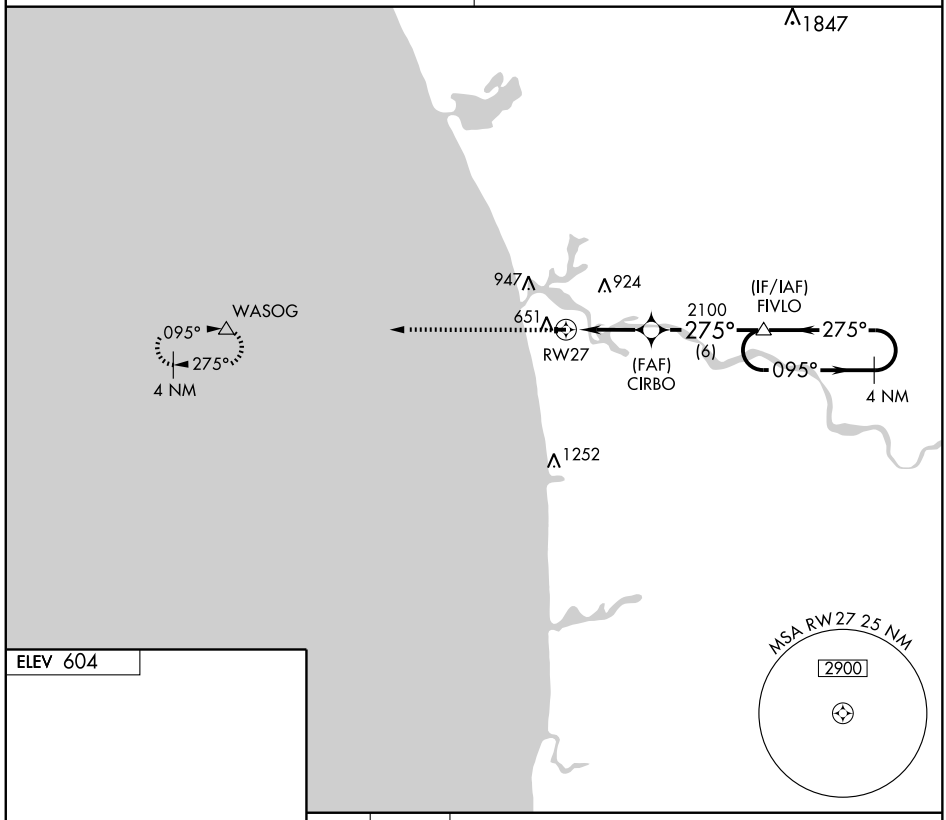
DME/DME RNP-0.3 NA.
Use Muskegon altimeter setting.
Circling NA at night rwys 18/36.

NA

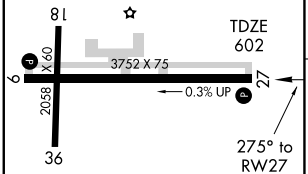
MISSED APPROACH: Climb to 3000 direct WASOG and hold.

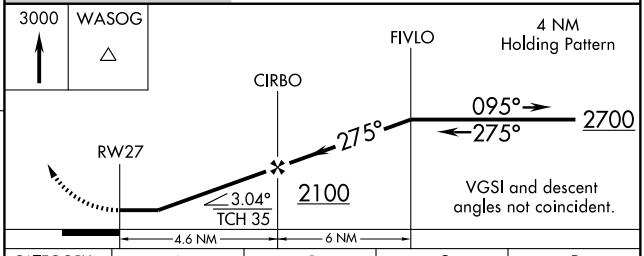
MUSKEGON APP CON ★
119.8 339.1

UNICOM
122.7 (CTAF) L



ELEV 604





CATEGORY	A	B	C	D
LNAV MDA	1000-1 398 (400-1)			NA
CIRCLING	1160-1 556 (600-1)	1180-1 576 (600-1)	1180-1½ 576 (600-1½)	NA

REIL Rwys 9 and 27 L
MIRL Rwys 9-27 and 18-36 L

EC-1, 14 JAN 2010 to 11 FEB 2010

VORTAC MKG	APP CRS	Rwy Idg	N/A
115.2	222°	TDZE	N/A
Chan 99		Apt Elev	604

VOR-A

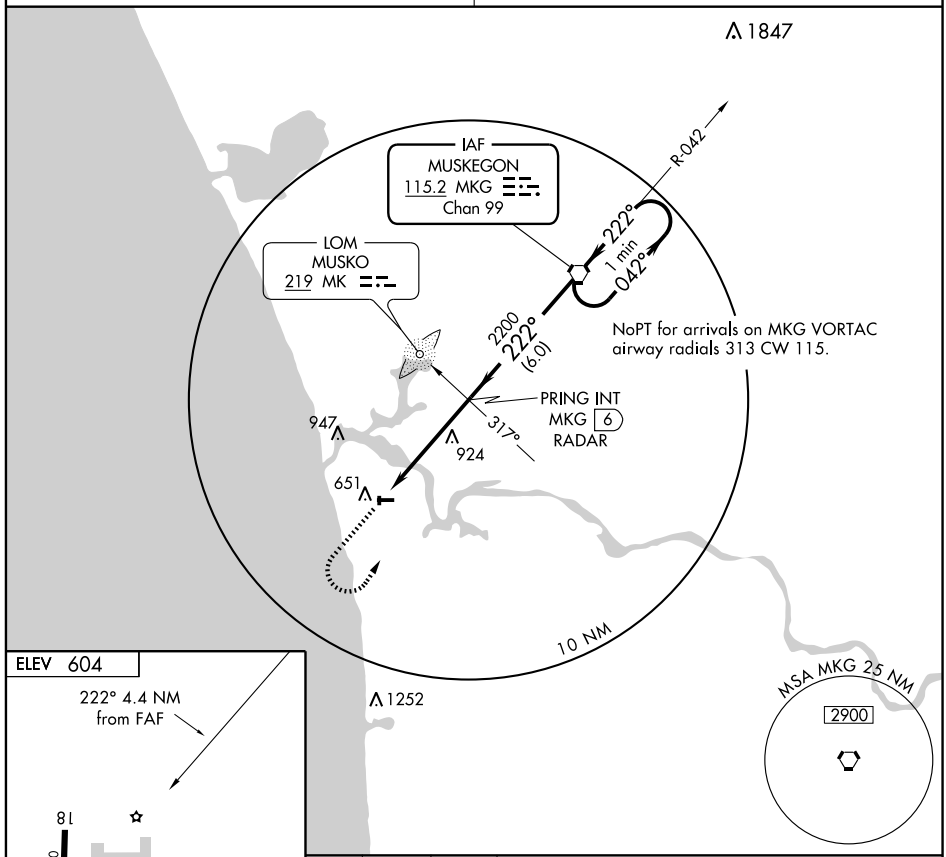
GRAND HAVEN MEMORIAL AIRPARK (3GM)

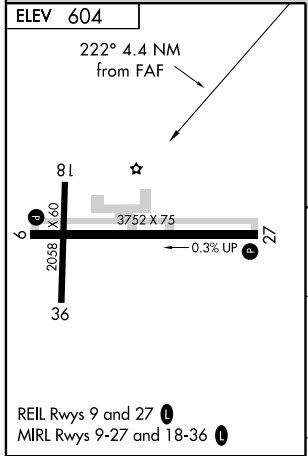
Use Muskegon altimeter setting.
ADF, DME or RADAR REQUIRED

MISSED APPROACH: Climb to 2500 then left turn direct MKG VORTAC and hold.

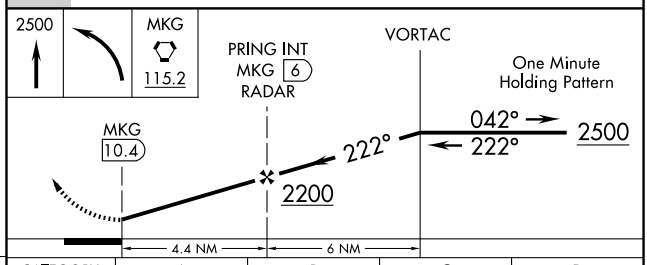
MUSKEGON APP CON ★
119.8 339.1

UNICOM
122.7 (CTAF) L





REIL Rwys 9 and 27 L
MIRL Rwys 9-27 and 18-36 L



FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
CIRCLING	1260-1	656 (700-1)	1260-1¾ 656 (700-1¾)	NA

EC-1, 14 JAN 2010 to 11 FEB 2010

COPTER VOR 345°

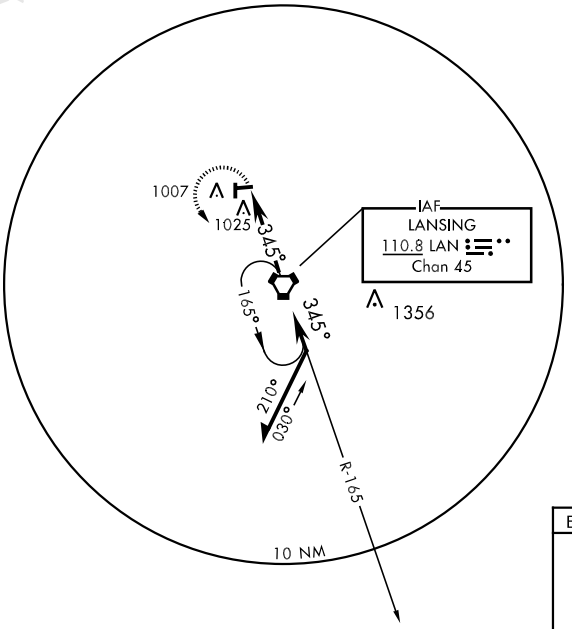
LAN VORTAC	APCH CRS	Rwy ldg	NA
110.8	345°	TDZE	NA
Chan 45		Arpt Elev	842

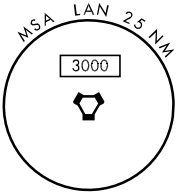
AL-6349 [USA] GRAND LEDGE/ABRAMS MUNI (4D0)

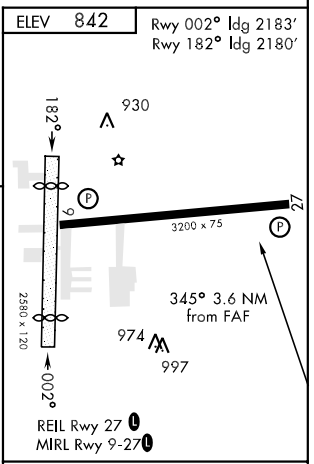
NA Use Lansing altimeter setting.

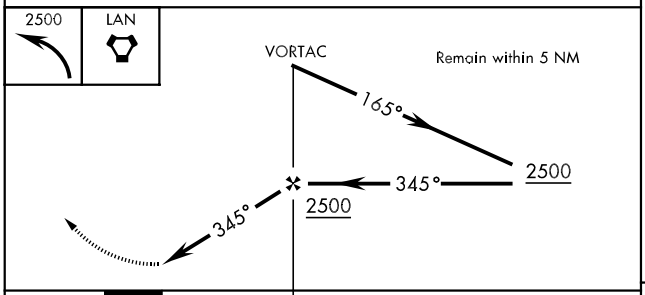
MISSED APPROACH: Climbing left turn to 2500 direct LAN VORTAC and hold.

LANSING APP CON	UNICOM (NG OPS)
118.65 226.4	122.7









FAF to MAP 3.6 NM					
Knots	45	60	75	90	105
Min:Sec	4:48	3:36	2:51	2:24	2:03

CATEGORY	COPTER
H-345°	1360-½ 518 (600-½)

EC-1, 14 JAN 2010 to 11 FEB 2010

VORTAC LAN	APP CRS	Rwy ldg	N/A
110.8	345°	TDZE	N/A
Chan 45		Apt Elev	842

VOR or GPS-A

GRAND LEDGE / ABRAMS MUNI (4DØ)

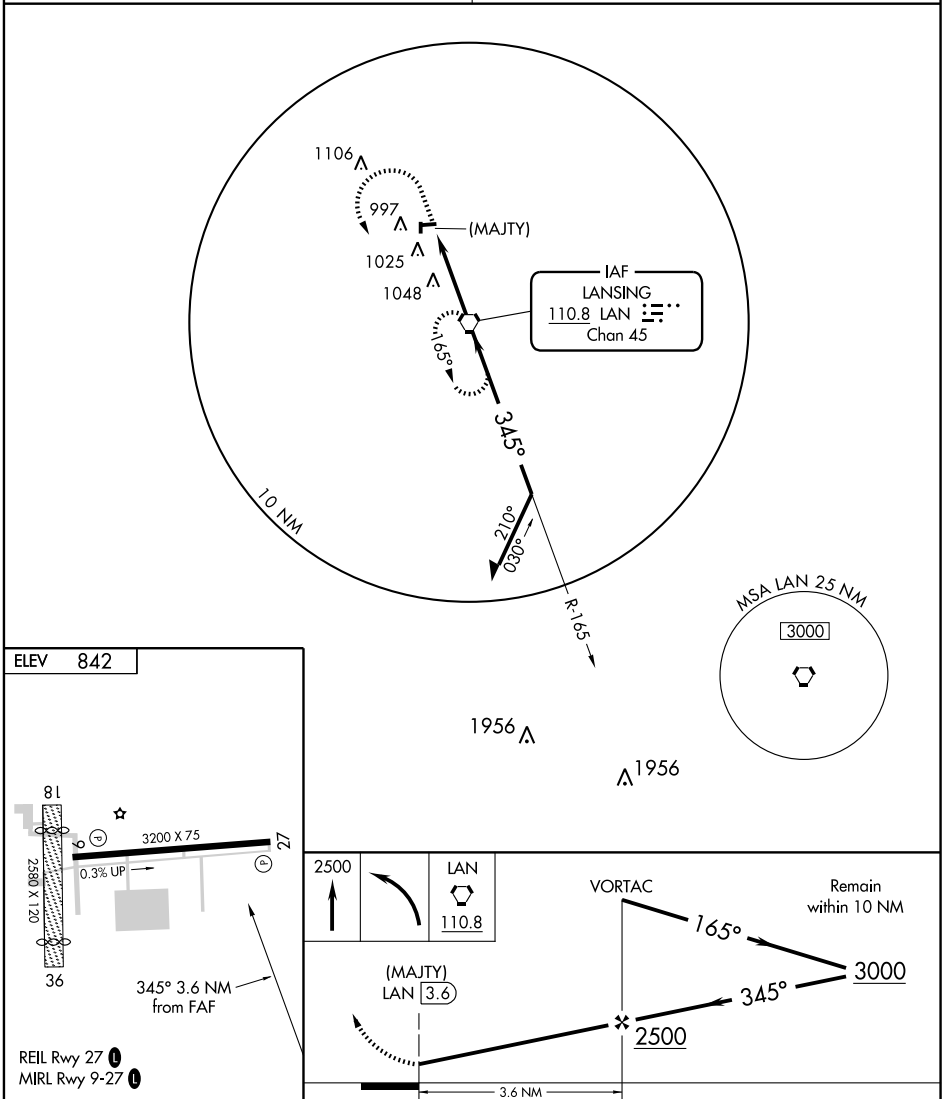
NA

Use Lansing altimeter setting.

MISSED APPROACH: Climb to 2500, then turn left direct LAN VORTAC and hold.

LANSING APP CON
118.65 226.4

UNICOM
122.7 (CTAF) L



FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

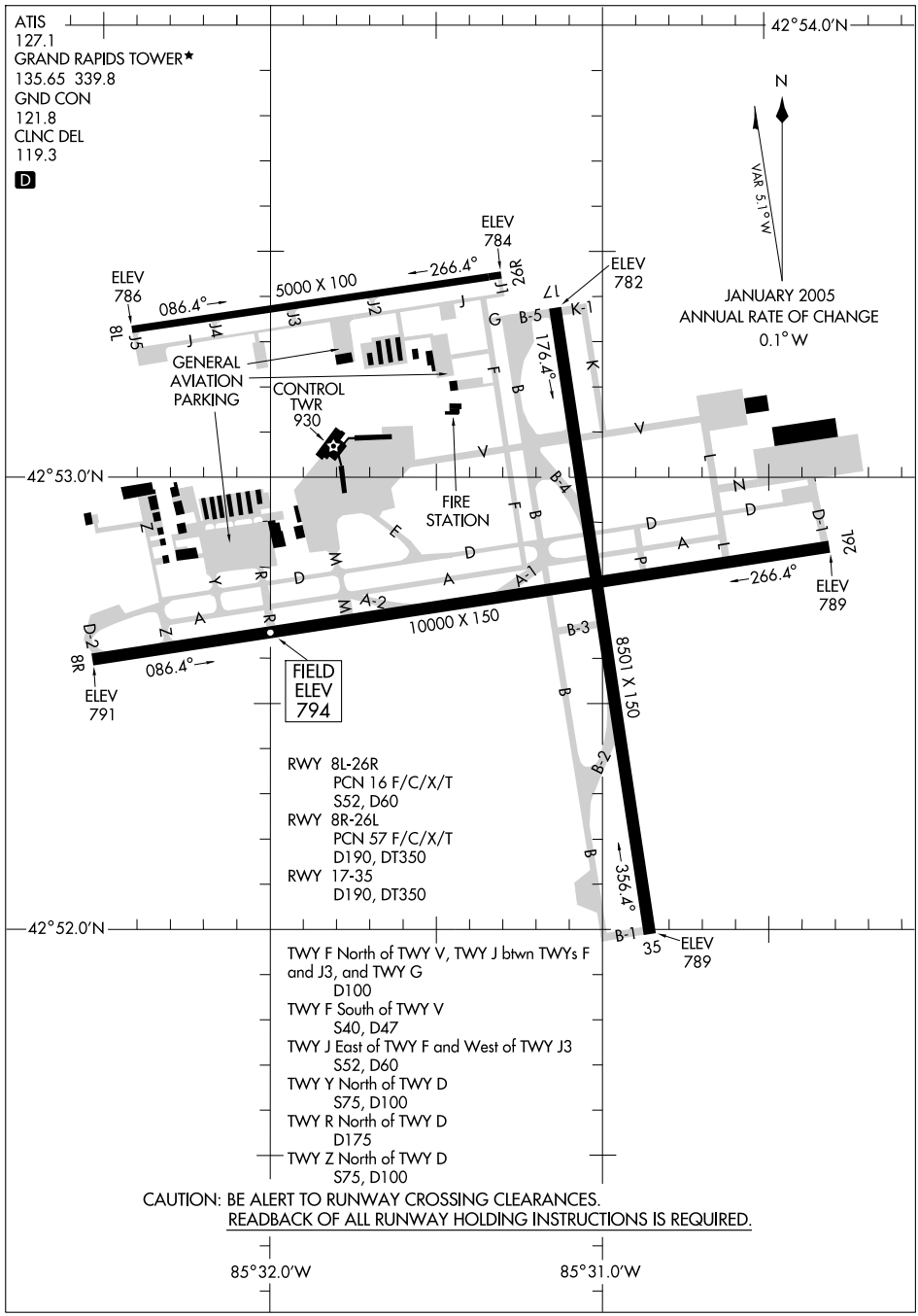
CATEGORY	A	B	C	D
CIRCLING	1400-1 558 (600-1)		1400-1½ 558 (600-1½)	NA

EC-1. 14 JAN 2010 to 11 FEB 2010

09351

AIRPORT DIAGRAM

GRAND RAPIDS / GERALD R. FORD INTL (GRR)
AL-5184 (FAA)
GRAND RAPIDS, MICHIGAN



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-1, 14 JAN 2010 to 11 FEB 2010

LOC I-CYZ	APP CRS	Rwy Idg	10000
108.3	085°	TDZE	794
		Apt Elev	794

ILS or LOC RWY 8R

GRAND RAPIDS / GERALD R. FORD INTL (GRR)

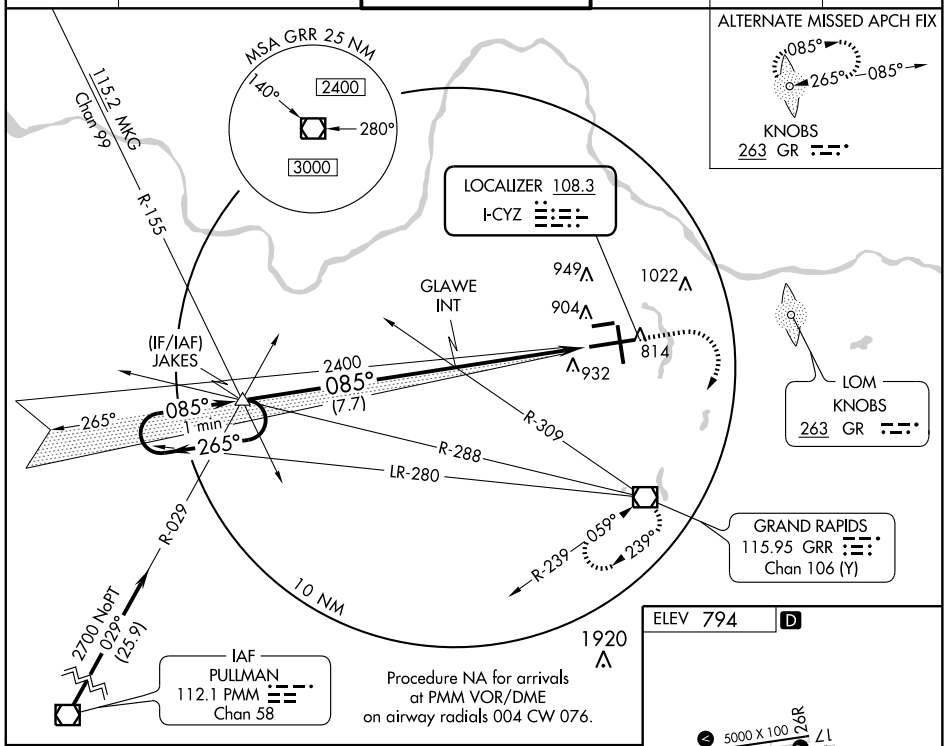
T A ASR

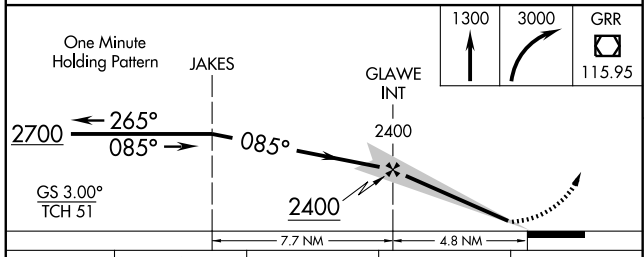
*RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Holland altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase S-LOC 8R Cat C visibility to RVR 5000, and Cat D to RVR 6000. For inoperative MALSR when using Holland altimeter setting, increase S-ILS 8R all Cats visibility to RVR 5000.

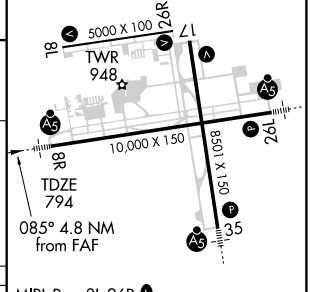
MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct GRR VOR/DME and hold.

ATIS	GRAND RAPIDS APP CON ★	GRAND RAPIDS TOWER ★	GND CON	CLNC DEL	UNICOM
127.1	128.4 257.6	135.65 (CTAF) L 339.8	121.8	119.3	122.95







CATEGORY	A	B	C	D
S-ILS 8R	*994/24 200 (200-½)			
S-LOC 8R	1240/24 446 (500-½)		1240/40 446 (500-¾)	1240/50 446 (500-1)
CIRCLING	1280-1 486 (500-1)		1280-1½ 486 (500-1½)	1360-2 566 (600-2)

MIRL Rwy 8L-26R L
REIL Rwys 8L, 26R and 17 L
HIRL Rwys 8R-26L and 17-35 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

EC-1. 14 JAN 2010 to 11 FEB 2010

LOC I-GRR	APP CRS	Rwy Idg	10000
109.7	265°	TDZE	790
		Apt Elev	794

ILS or LOC RWY 26L

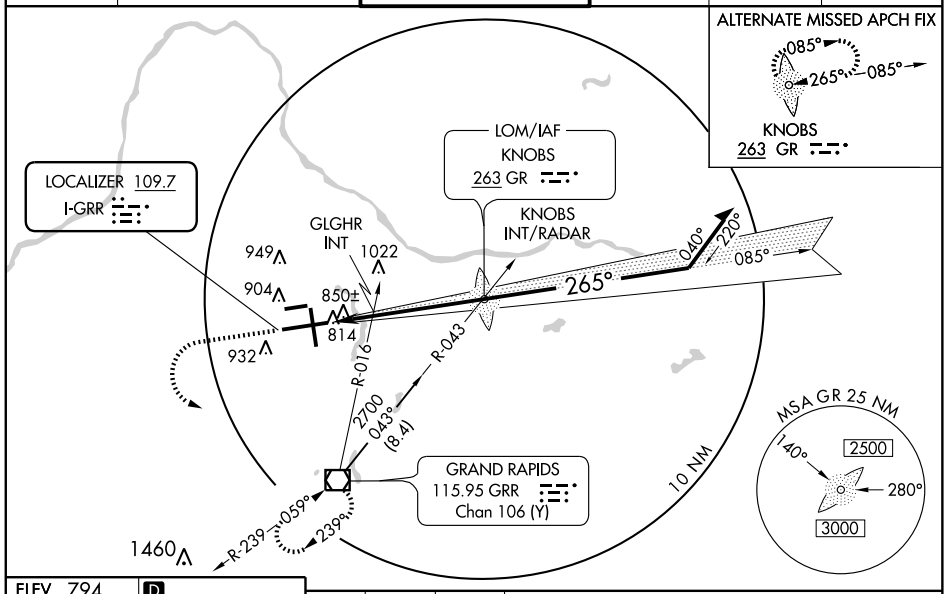
GRAND RAPIDS / GERALD R. FORD INTL (GRR)

▼ ▲ ASR — When local altimeter setting not received, use Holland altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase S-LOC 26L Cat C visibility to RVR 6000, Cat D to 1½ miles, Circling Cat C to 1¾ miles, GLGHR INT minimums S-LOC 26L Cat C to RVR 4000. For inoperative MALSR when using GLGHR INT minimums, increase S-LOC 26L Cat D visibility to RVR 5000. For inoperative MALSR when using Holland altimeter setting, increase S-ILS 26L all Cats visibility to RVR 5000.
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

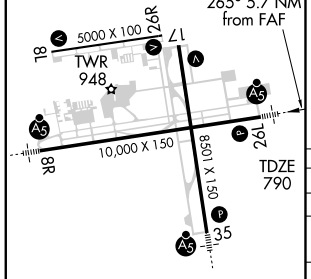
MALSR (A5)

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct GRR VOR/DME and hold.

ATIS	GRAND RAPIDS APP CON ★	GRAND RAPIDS TOWER ★	GND CON	CLNC DEL	UNICOM
127.1	128.4 257.6	135.65 (CTAF) L 339.8	121.8	119.3	122.95

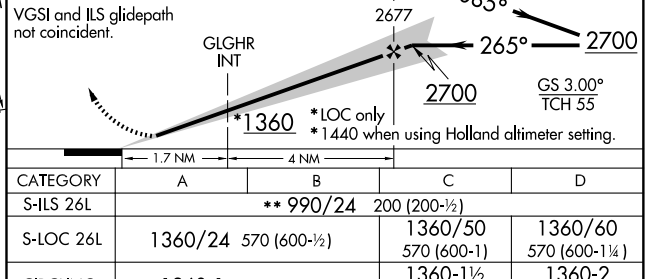


ELEV 794 D



MIRL Rwy 8L-26R L
REIL Rwys 8L, 26R and 17 L
HIRL Rwys 8R-26L and 17-35 L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 26L	** 990/24 200 (200-½)			
S-LOC 26L	1360/24 570 (600-½)		1360/50 570 (600-1)	1360/60 570 (600-1¼)
CIRCLING	1360-1 566 (600-1)		1360-1½ 566 (600-1½)	1360-2 566 (600-2)
GLGHR INT MINIMUMS				
S-LOC 26L	1120/24 330 (400-½)			1120/40 330 (400-¾)
CIRCLING	1280-1 486 (500-1)		1280-1½ 486 (500-1½)	1360-2 566 (600-2)

LOC I-DVS	APP CRS	Rwy Idg	8501
111.9	355°	TDZE	790
		Apt Elev	794

ILS or LOC RWY 35

GRAND RAPIDS / GERALD R. FORD INTL (GRR)

T A ASR When local altimeter setting not received, use Holland altimeter setting and increase all DA 76 feet and all MDA 80 feet. Increase S-LOC 35 Cat B visibility to RVR 4000 and Cat C/D visibility ¼ mile. Increase Cat B/C/D Circling visibility ¼ mile. LMBAW INT MINIMUMS: Increase S-LOC 35 Cat C visibility to RVR 4000 and Cat D to RVR 5000. For inoperative MALSR when using Holland altimeter setting, increase S-ILS 35 all Cats visibility to RVR 5000. **RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via GRR VOR/DME R-353 to WALKS INT/GRR 13.7 DME and hold.

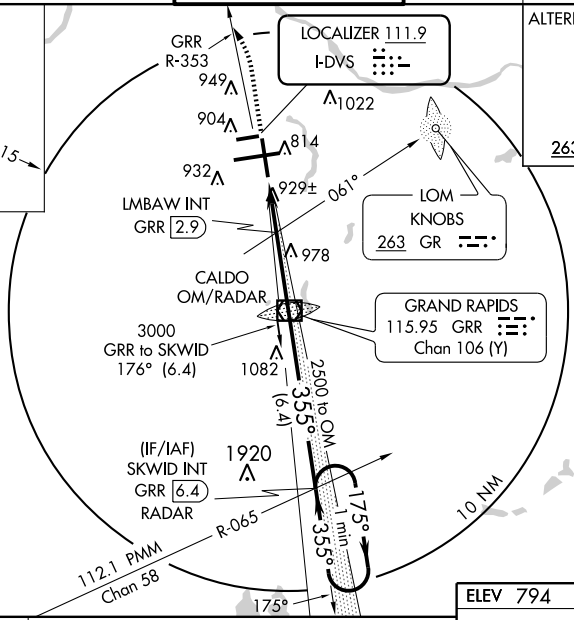
ATIS	GRAND RAPIDS APP CON ★		GRAND RAPIDS TOWER ★	GND CON	CLNC DEL	UNICOM
127.1	128.4	257.6	135.65 (CTAF) L 339.8	121.8	119.3	122.95

MISSED APCH FIX

115.2 MKG Chan 99 173° 353° R-115 R-353 WALKS GRR 13.7

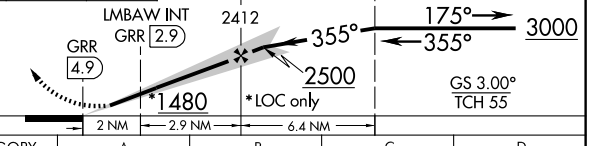
ALTERNATE MISSED APCH FIX

085° 265° 085° KNOBS 263 GR



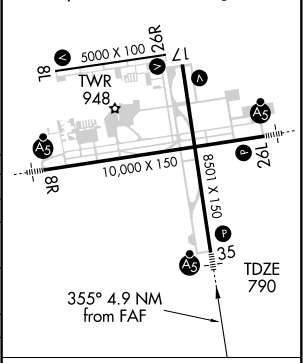
1300 3000 GRR R-353 115.95 WALKS

VGSI and ILS glidepath not coincident.



ELEV 794 D

MIRL Rwy 8L-26R L
REIL Rwys 8L, 26R and 17 L
HIRL Rwys 8R-26L and 17-35 L



CATEGORY	A	B	C	D
S-ILS 35	** 990/24 200 (200-½)			
S-LOC 35	1480/24 690 (700-½)		1480-1½ 690 (700-1½)	1480-1¾ 690 (700-1¾)
CIRCLING	1480-1 686 (700-1)		1480-2 686 (700-2)	1480-2¼ 686 (700-2¼)
LMBAW FIX MINIMUMS				
S-LOC 35	1180/24 390 (400-½)			1180/40 390 (400-¾)
CIRCLING	1260-1 466 (500-1)		1260-1½ 466 (500-1½)	1360-2 566 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

WAAS CH 40213 W08A	APP CRS 085°	Rwy Idg 5000 / TDZE 787 / Apt Elev 794

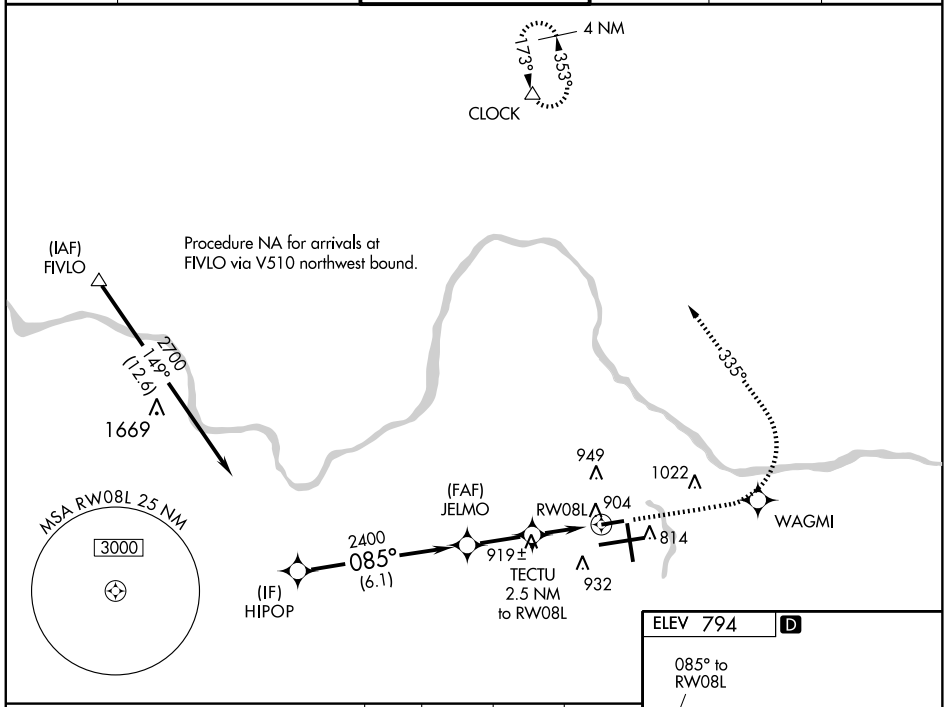
RNAV (GPS) RWY 8L

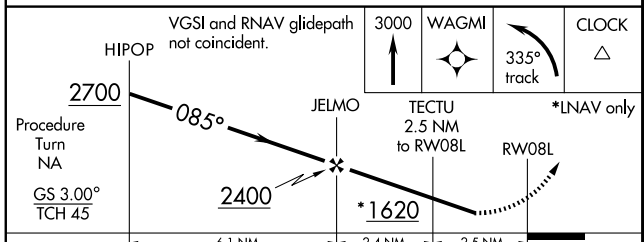
GRAND RAPIDS / GERALD R. FORD INTL (GRR)

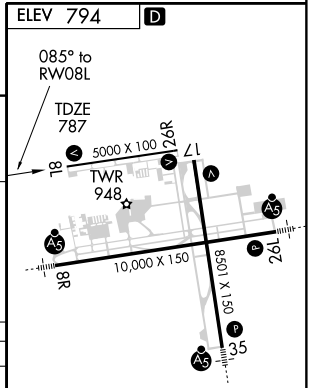
T A ASR Baro-VNAV NA when using Holland altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Holland altimeter setting and increase all DA 76 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct WAGMI and left turn via track 335° to CLOCK and hold.

ATIS	GRAND RAPIDS APP CON★	GRAND RAPIDS TOWER★	GND CON	CLNC DEL	UNICOM
127.1	128.4 257.6	135.65 (CTAF) L 339.8	121.8	119.3	122.95







CATEGORY	A	B	C	D
LPV DA	1037-1 250 (300-1)			
LNAV/VNAV DA	1204-1½ 417 (500-1½)			
LNAV MDA	1180-1 393 (400-1)			1180-1¼ 393 (400-1¼)
CIRCLING	1260-1 466 (500-1)		1260-1½ 466 (500-1½)	1360-2 566 (600-2)

MIRL Rwy 8L-26R L
REIL Rwys 8L, 26R and 17 L
HIRL Rwys 8R-26L and 17-35 L

EC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	10000
CH 40113	085°	TDZE	794
W08B		Apt Elev	794

RNAV (GPS) RWY 8R

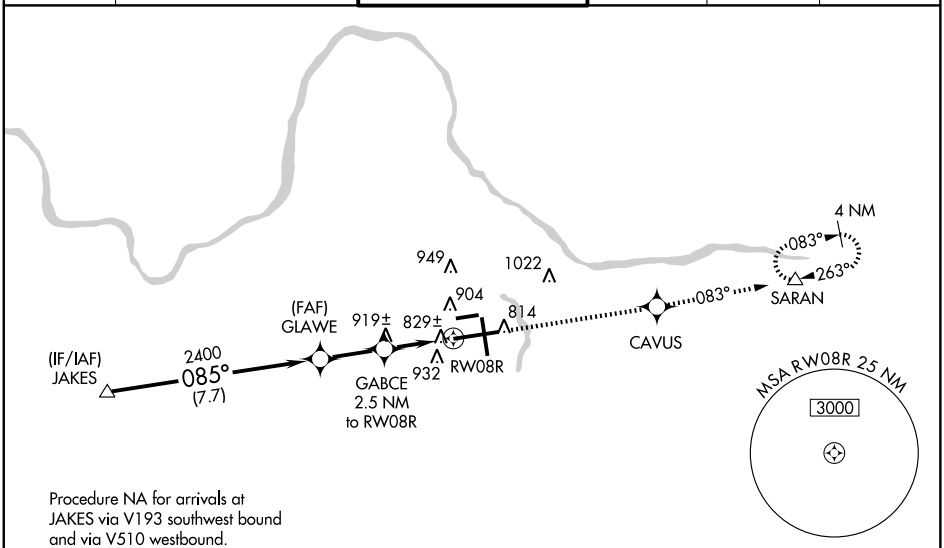
GRAND RAPIDS / GERALD R. FORD INTL (GRR)

▼ ▲ ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Holland altimeter setting. When local altimeter setting not received, use Holland altimeter setting and increase all DA 76 feet and all MDA 80 feet, LNAV/VNAV all Cats visibility to RVR 6000, LNAV Cat C to RVR 4000. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For inoperative MALSR when using Holland altimeter setting, increase LPV all Cats visbility to RVR 5000.

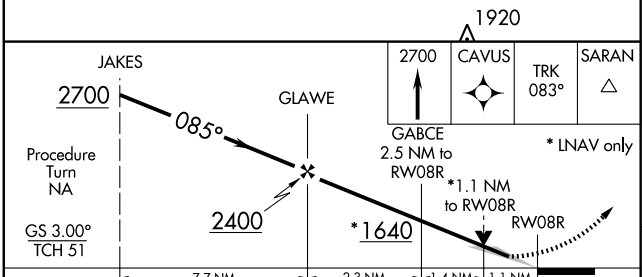
MALSR

MISSED APPROACH: Climb to 2700 direct CAVUS and via track 083° to SARAN and hold.

ATIS	GRAND RAPIDS APP CON ★	GRAND RAPIDS TOWER ★	GND CON	CLNC DEL	UNICOM
127.1	128.4 257.6	135.65 (CTAF) L 339.8	121.8	119.3	122.95

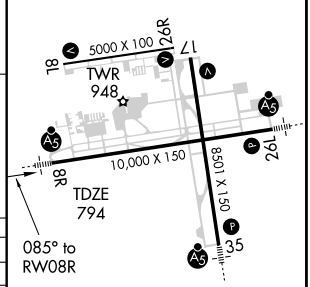


Procedure NA for arrivals at JAKES via V193 southwest bound and via V510 westbound.



CATEGORY	A	B	C	D
LPV DA	994/24 200 (200-½)			
LNAV/VNAV DA	1213/50 419 (500-1)			
LNAV MDA	1180/24 386 (400-½)			1180/50 386 (400-1)
CIRCLING	1260-1 466 (500-1)		1260-1½ 466 (500-1½)	1360-2 566 (600-2)

ELEV 794 D



MIRL Rwy 8L-26R L
REIL Rwys 8L, 26R and 17 L
HIRL Rwys 8R-26L and 17-35 L

WAAS	APP CRS		
CH 93912	175°	Rwy Idg	8501
W17A		TDZE	789
		Apt Elev	794

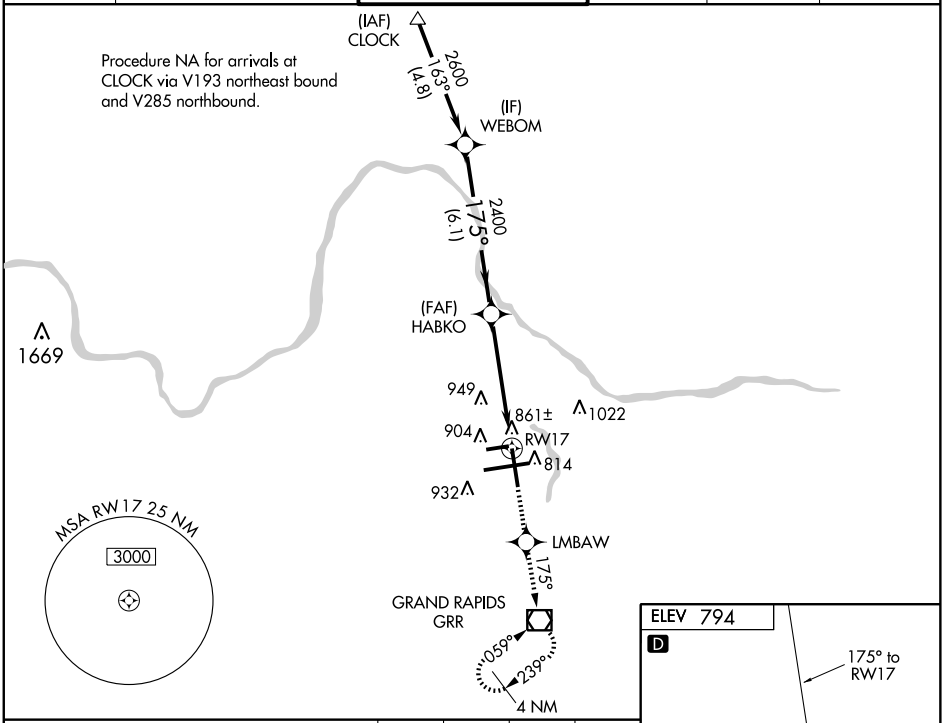
RNAV (GPS) RWY 17

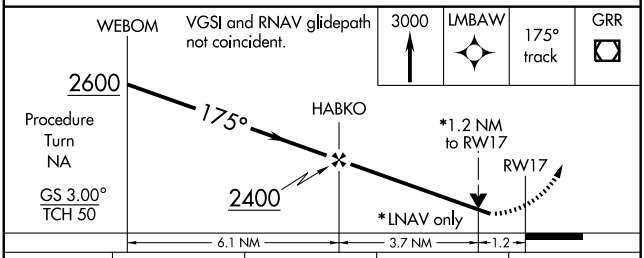
GRAND RAPIDS / GERALD R. FORD INTL (GRR)

T A ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by Helicopters NA. When local altimeter setting not received, use Holland altimeter setting and increase all DA 76 feet and all MDA 80 feet. Increase LPV visibility ½ mile all Cats and LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Holland altimeter setting.

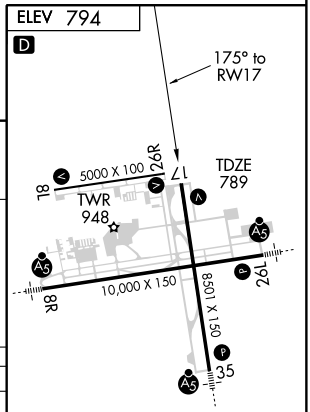
MISSED APPROACH: Climb to 3000 direct LMBAW and via track 175° to GRR VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	GRAND RAPIDS APP CON ★	GRAND RAPIDS TOWER ★	GND CON	CLNC DEL	UNICOM
127.1	128.4 257.6	135.65 (CTAF) L 339.8	121.8	119.3	122.95





CATEGORY	A	B	C	D
LPV DA	1108-1 319 (400-1)			
LNAV/VNAV DA	1259-1¾ 470 (500-1¾)			
LNAV MDA	1200-1 411 (500-1)		1200-1¼ 411 (500-1¼)	
CIRCLING	1260-1 466 (500-1)		1260-1½ 466 (500-1½)	1360-2 566 (600-2)



MIRL Rwy 8L-26R L
REIL Rwys 8L, 26R and 17 L
HIRL Rwys 8R-26L and 17-35 L

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 86713 W26B	APP CRS 265°	Rwy Idg 10000 / TDZE 790 / Apt Elev 794

RNAV (GPS) RWY 26L

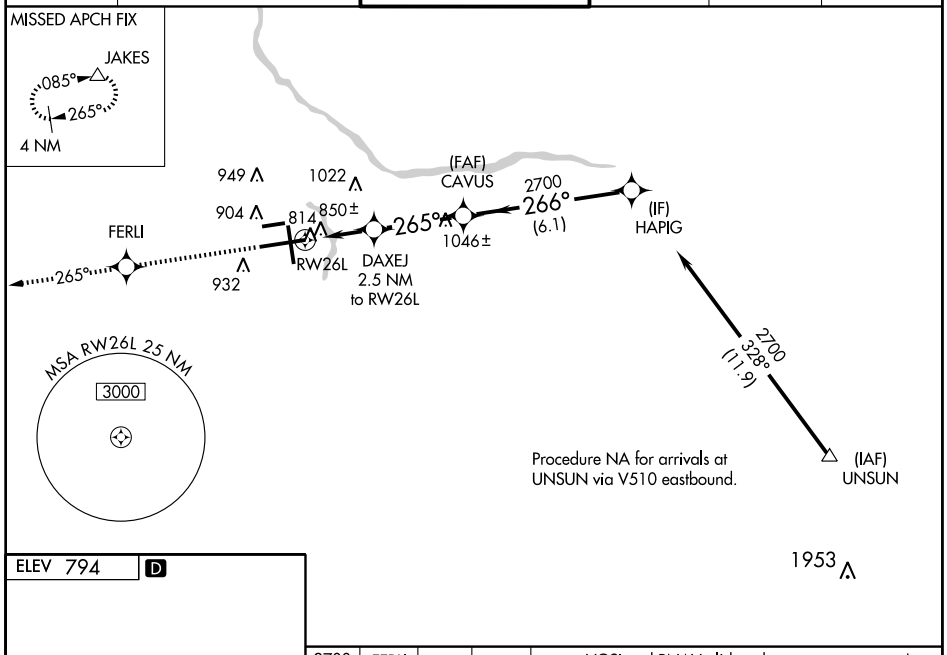
GRAND RAPIDS / GERALD R. FORD INTL (GRR)

T A ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Holland altimeter setting. When local altimeter setting not received, use Holland altimeter setting and increase all DA 76 feet and all MDA 80 feet, LNAV/VNAV Cats A/B/C visibility to RVR 4000, LNAV Cat C to RVR 5000, Cat D to RVR 6000. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000. For inoperative MALSR when using Holland altimeter setting, increase LPV all Cats visbility to RVR 5000.

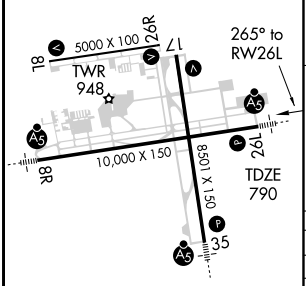
MALSR

MISSED APPROACH: Climb to 2700 direct FERLI and via 265° track to JAKES and hold.

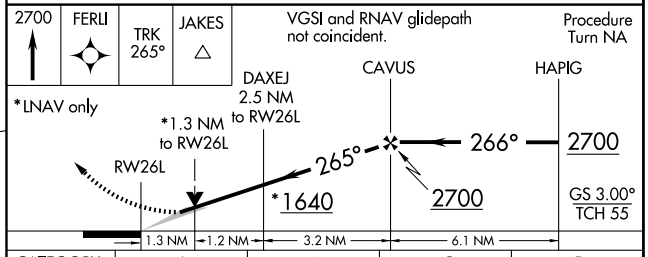
ATIS	GRAND RAPIDS APP CON ★	GRAND RAPIDS TOWER ★	GND CON	CLNC DEL	UNICOM
127.1	128.4 257.6	135.65 (CTAF) L 339.8	121.8	119.3	122.95



ELEV 794 D



MIRL Rwy 8L-26R L
REIL Rwys 8L, 26R and 17 L
HIRL Rwys 8R-26L and 17-35 L



CATEGORY	A	B	C	D
LPV DA	990/24 200 (200-½)			
LNAV/VNAV DA	1114/24 324 (400-½)			1114/40 324 (400-¾)
LNAV MDA	1280/24 490 (500-½)		1280/40 490 (500-¾)	1280/50 490 (500-1)
CIRCLING	1280-1 486 (500-1)		1280-1½ 486 (500-1½)	1360-2 566 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5000
CH 82413	265°	TDZE	787
W26A		Apt Elev	794

RNAV (GPS) RWY 26R

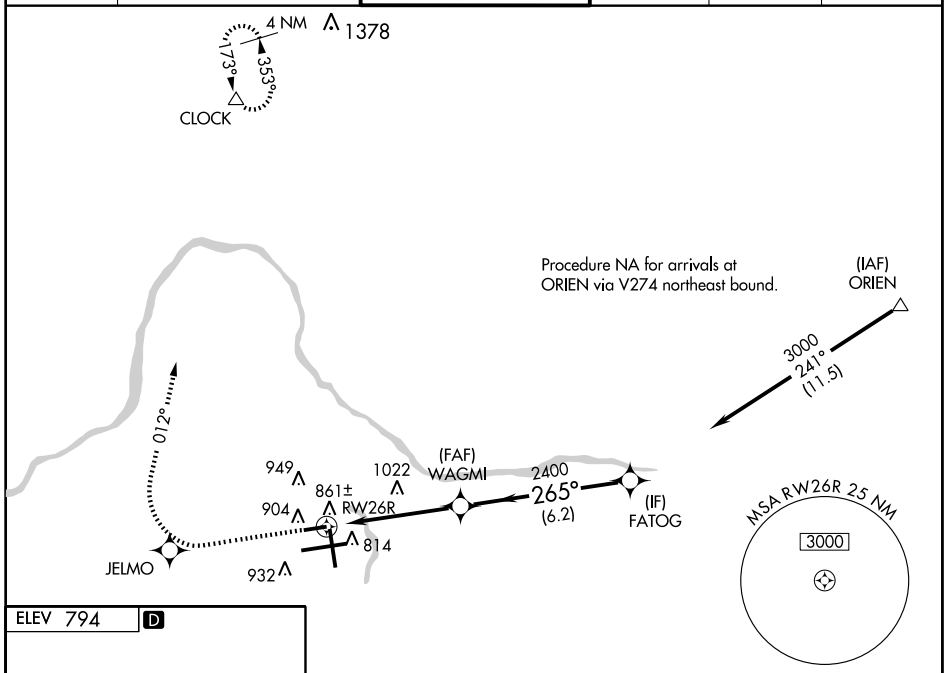
GRAND RAPIDS / GERALD R. FORD INTL (GRR)

Baro-VNAV NA when using Holland altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

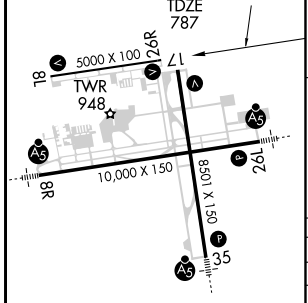
ASR Visibility reduction by helicopters NA. When local altimeter setting not received, use Holland altimeter setting and increase all DA 76 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV Cat C/D ¼ mile.

MISSED APPROACH: Climb to 3000 direct JELMO and right turn via track 012° to CLOCK and hold.

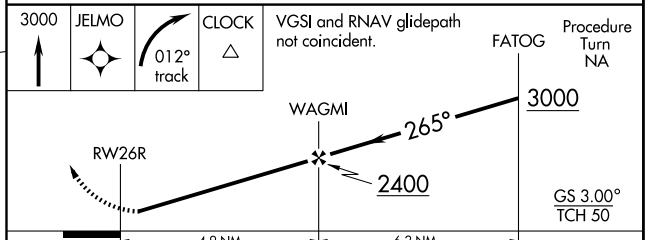
ATIS	GRAND RAPIDS APP CON ★	GRAND RAPIDS TOWER ★	GND CON	CLNC DEL	UNICOM
127.1	128.4 257.6	135.65 (CTAF) L 339.8	121.8	119.3	122.95



ELEV 794 D



MIRL Rwy 8L-26R L
REIL Rwys 8L, 26R and 17 L
HIRL Rwys 8R-26L and 17-35 L



CATEGORY	A	B	C	D
LPV DA	1037-1 250 (300-1)			
LNAV/VNAV DA	1216-1½ 429 (500-1½)			
LNAV MDA	1280-1 493 (500-1)		1280-1¼ 493 (500-1¼)	1280-1½ 493 (500-1½)
CIRCLING	1280-1 486 (500-1)		1280-1½ 486 (500-1½)	1360-2 566 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS		
CH 87112 W35A	355°	Rwy Idg	8501
		TDZE	790
		Apt Elev	794

RNAV (GPS) RWY 35

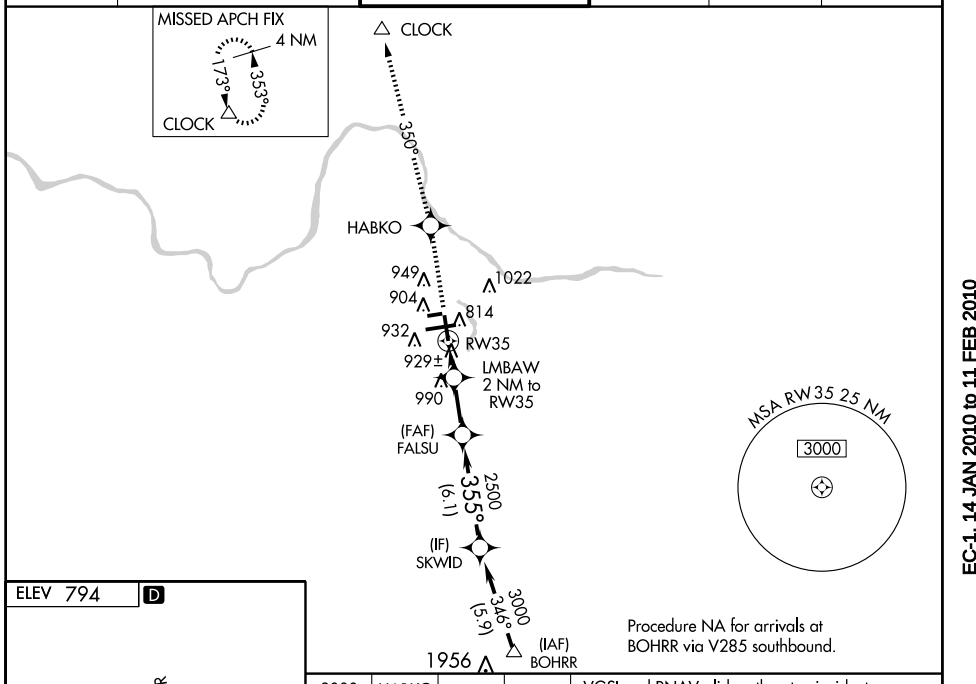
GRAND RAPIDS / GERALD R. FORD INTL (GRR)

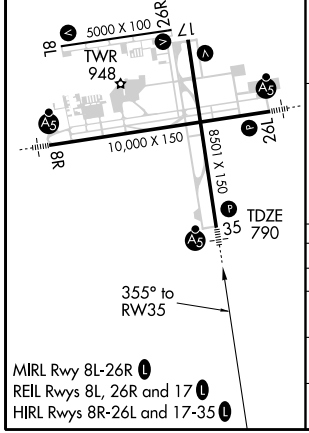
V A ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Holland altimeter setting and increase all DA 76 feet and all MDA 80 feet. Increase LNAV/VNAV visibility to RVR 6000 all Cats and LNAV Cat C visibility to RVR 4000. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For inoperative MALSR when using Holland altimeter setting increase LPV all Cats visbility to RVR 5000. Baro-VNAV and VDP NA when using Holland altimeter setting.

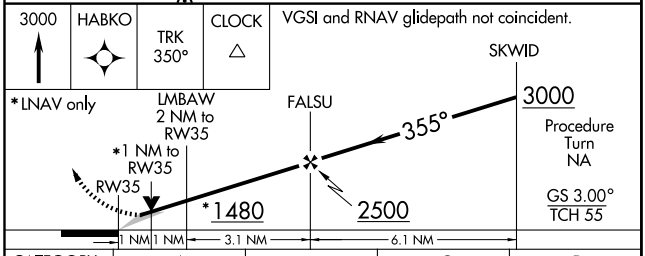
MALSR (A5)

MISSED APPROACH: Climb to 3000 direct HABKO and via track 350° to CLOCK and hold.

ATIS	GRAND RAPIDS APP CON★	GRAND RAPIDS TOWER★	GND CON	CLNC DEL	UNICOM
127.1	128.4 257.6	135.65 (CTAF) L 339.8	121.8	119.3	122.95







CATEGORY	A	B	C	D
LPV DA	990/24 200 (200-½)			
LNAV/VNAV DA	1236/50 446 (500-1)			
LNAV MDA	1180/24 390 (400-½)			1180/50 390 (400-1)
CIRCLING	1260-1 466 (500-1)		1260-1½ 466 (500-1½)	1360-2 566 (600-2)

VOR/DME GRR	APP CRS	Rwy Idg	8501
115.95	175°	TDZE	789
Chan 106 (Y)		Apt Elev	794

VOR RWY 17

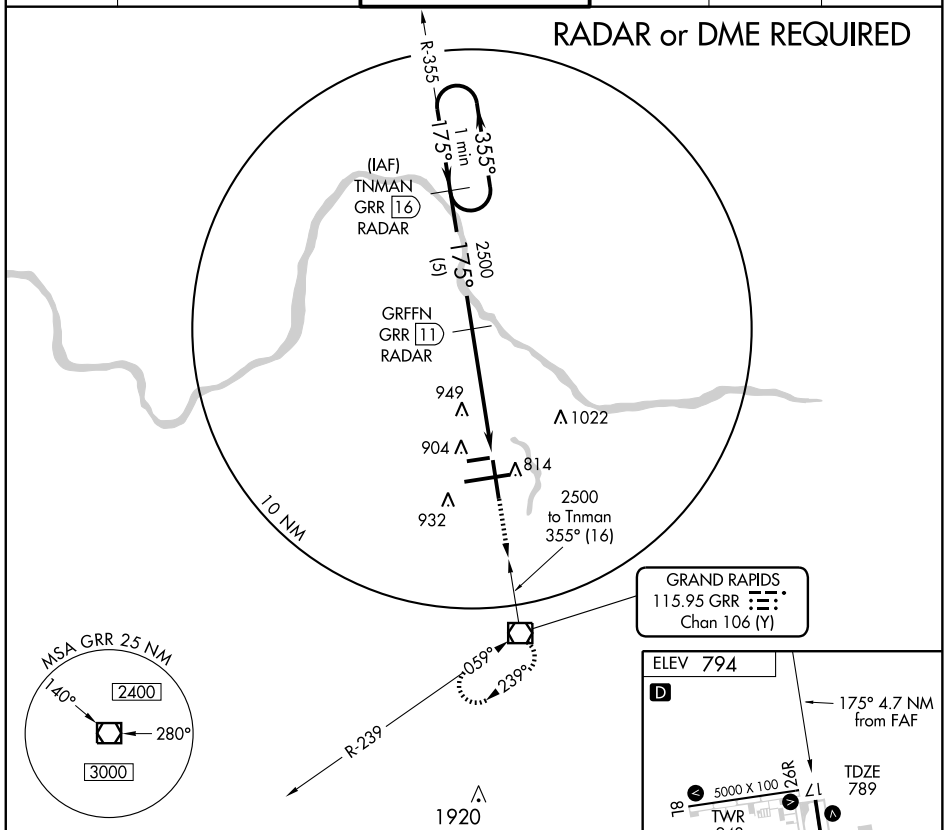
GRAND RAPIDS / GERALD R. FORD INTL (GRR)

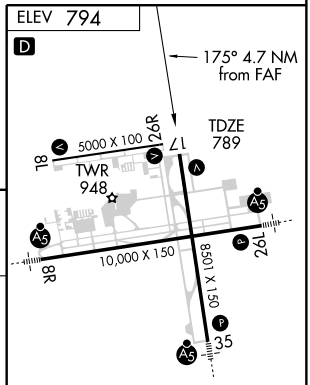
ASR

MISSED APPROACH: Climb to 3000 direct GRR VOR/DME and hold.

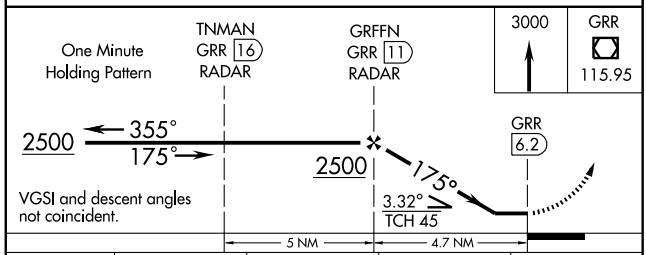
ATIS	GRAND RAPIDS APP CON ★	GRAND RAPIDS TOWER ★	GND CON	CLNC DEL	UNICOM
127.1	128.4 257.6	135.65 (CTAF) L 339.8	121.8	119.3	122.95

RADAR or DME REQUIRED





MIRL Rwy 8L-26R L
REIL Rwys 8L, 26R and 17 L
HIRL Rwys 8R-26L and 17-35 L



CATEGORY	A	B	C	D
S-17	1200-1 411 (500-1)		1200-1¼ 411 (500-1¼)	
CIRCLING	1280-1 486 (500-1)		1280-1½ 486 (500-1½)	1360-2 566 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME GRR	APP CRS	Rwy Idg	8501
115.95	355°	TDZE	790
Chan 106 (Y)		Apt Elev	794

VOR RWY 35

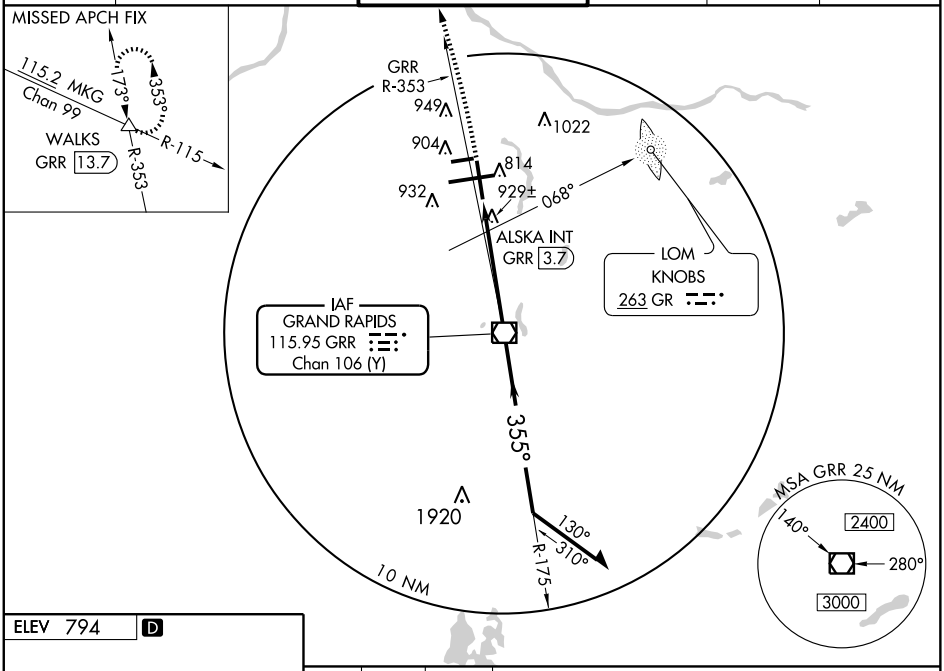
GRAND RAPIDS / GERALD R. FORD INTL (GRR)

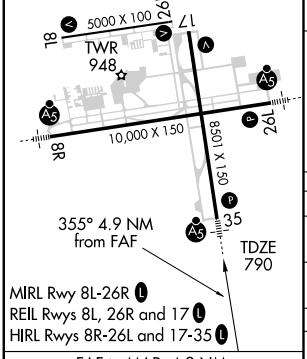
T A ASR — When local altimeter setting not received, use Holland altimeter setting and increase all MDA 80 feet, S-35 Cat C visibility to RVR 5000, Cat D to RVR 6000, ALSKA INT minimums S-35 Cat C to RVR 4000. For inoperative MALSR, increase ALSKA INT minimums S-35 Cat D visibility to RVR 6000.

MALSR

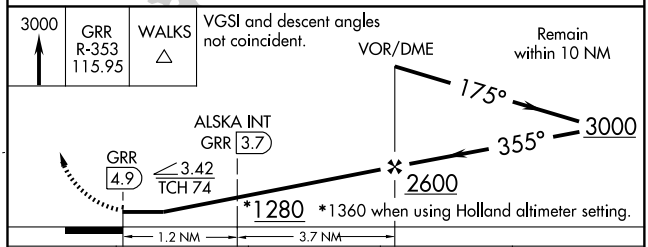
MISSED APPROACH: Climb to 3000 via GRR VOR/DME R-353 to WALKS INT/GRR 13.7 DME and hold.

ATIS	GRAND RAPIDS APP CON ★		GRAND RAPIDS TOWER ★	GND CON	CLNC DEL	UNICOM
127.1	128.4	257.6	135.65 (CTAF) L 339.8	121.8	119.3	122.95





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-35	1280/24 490 (500-½)		1280/40 490 (500-¾)	1280/50 490 (500-1)
CIRCLING	1280-1 486 (500-1)		1280-1½ 486 (500-1½)	1360-2 566 (600-2)
ALSKA INT MINIMUMS				
S-35	1180/24 390 (400-½)			1180/50 390 (400-1)
CIRCLING	1280-1 486 (500-1)		1280-1½ 486 (500-1½)	1360-2 566 (600-2)

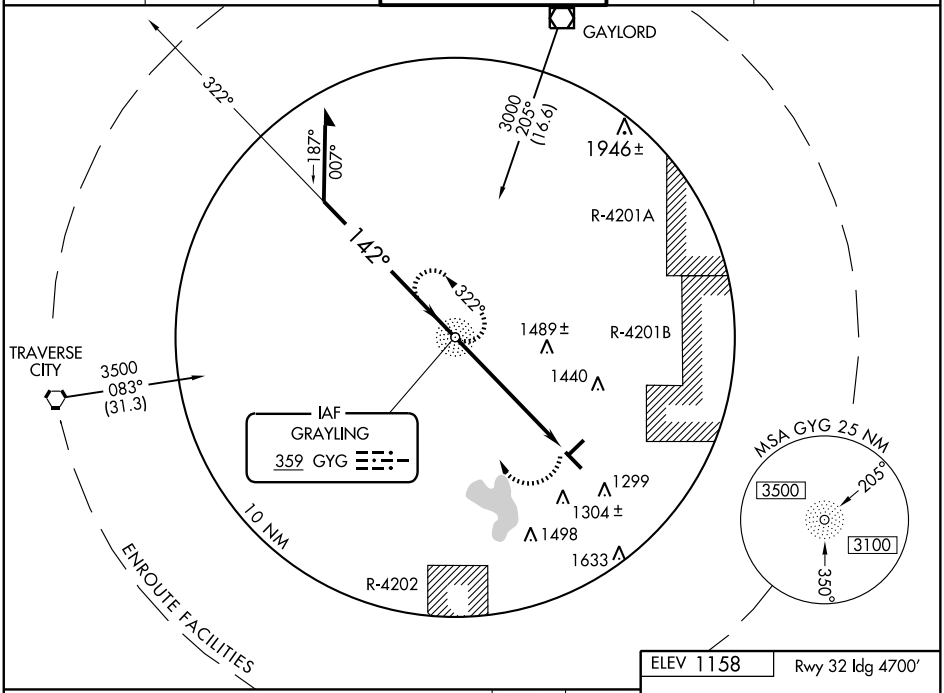
NDB GYG 359	APP CRS 142°	Rwy Idg 5000 TDZE 1153 Apt Elev 1158

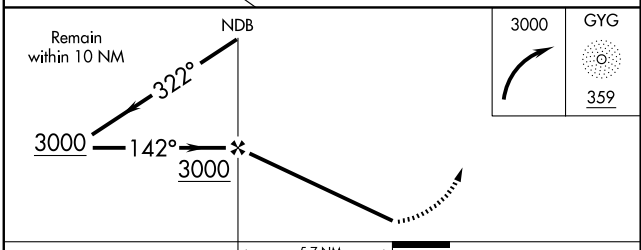
NDB RWY 14
GRAYLING AAF (GOV)

Use Houghton Lake altimeter setting; when not received, use Traverse City altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct GYG NDB and hold.

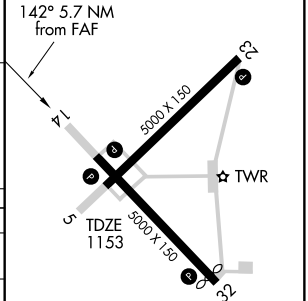
AWOS-3	MINNEAPOLIS CENTER	GRAYLING TOWER ★	GND CON	UNICOM
119.075	132.9 338.3	126.2 241.0	121.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-14	1820-1 667 (700-1)		1820-1¾ 667 (700-1¾)	1820-2 667 (700-2)
CIRCLING	1820-1 662 (700-1)		1820-1¾ 662 (700-1¾)	1820-2 662 (700-2)
TRAVERSE CITY ALTIMETER SETTING MINIMUMS				
S-14	1980-1 827 (800-1)	1980-1¼ 827 (800-1¼)	1980-2½ 827 (800-2½)	1980-2¾ 827 (800-2¾)
CIRCLING	1980-1 822 (900-1)	1980-1¼ 822 (900-1¼)	1980-2½ 822 (900-2½)	1980-2¾ 822 (800-2¾)

ELEV 1158 Rwy 32 ldg 4700′



REIL Rwys 5, 23, 14 and 32 L
MIRL Rwy 5-23 and 14-32 L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

EC-1. 14 JAN 2010 to 11 FEB 2010

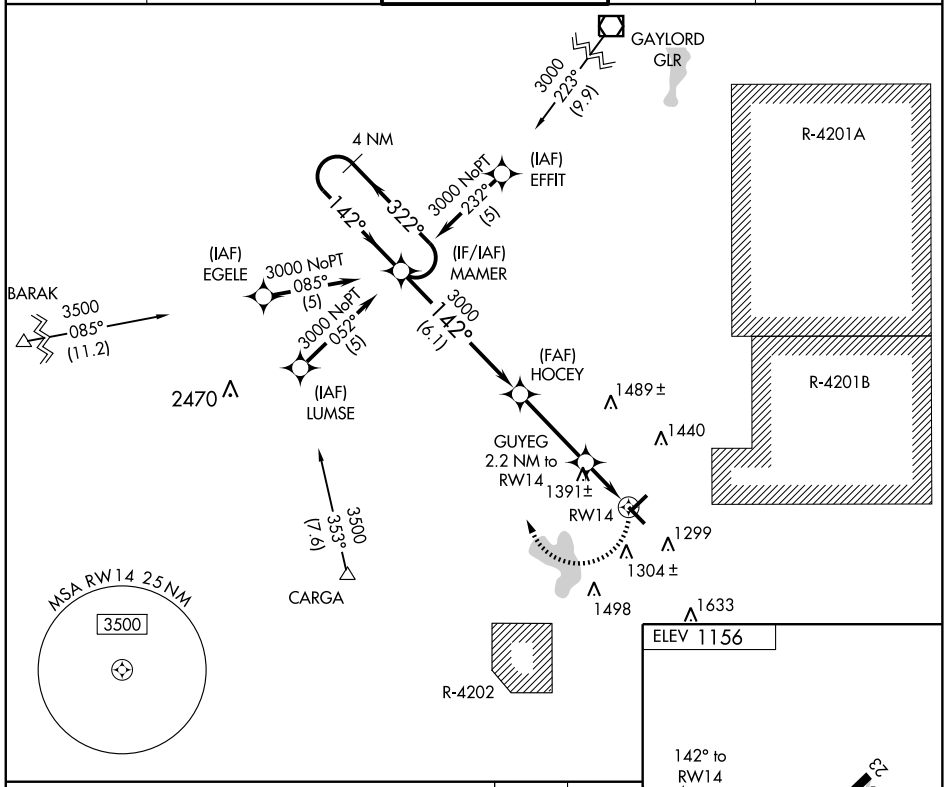
APP CRS	Rwy Idg	5000
142°	TDZE	1151
	Apt Elev	1156

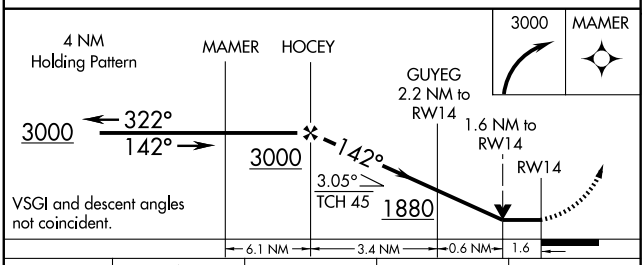
RNAV (GPS) RWY 14
GRAYLING AAF (GOV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Houghton Lake altimeter setting.
When local altimeter setting not received, use Houghton Lake altimeter setting and increase all MDA 60 feet, increase LNAV Cat C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct MAMER and hold.

AWOS-3	MINNEAPOLIS CENTER	GRAYLING TOWER ★	GND CON	UNICOM
119.075	132.9 338.3	126.2 241.0	121.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1700-1	549 (600-1)	1700-1½ 549 (600-1½)	1700-1¾ 549 (600-1¾)
CIRCLING	1720-1	564 (600-1)	1720-1½ 564 (600-1½)	1760-2 604 (700-2)

REIL Rwys 5, 23, 14 and 32 L
MIRL Rwy 5-23 and 14-32 L

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR CGG 109.8	APP CRS 124°	Rwy Idg 5000 TDZE 1153 Apt Elev 1158

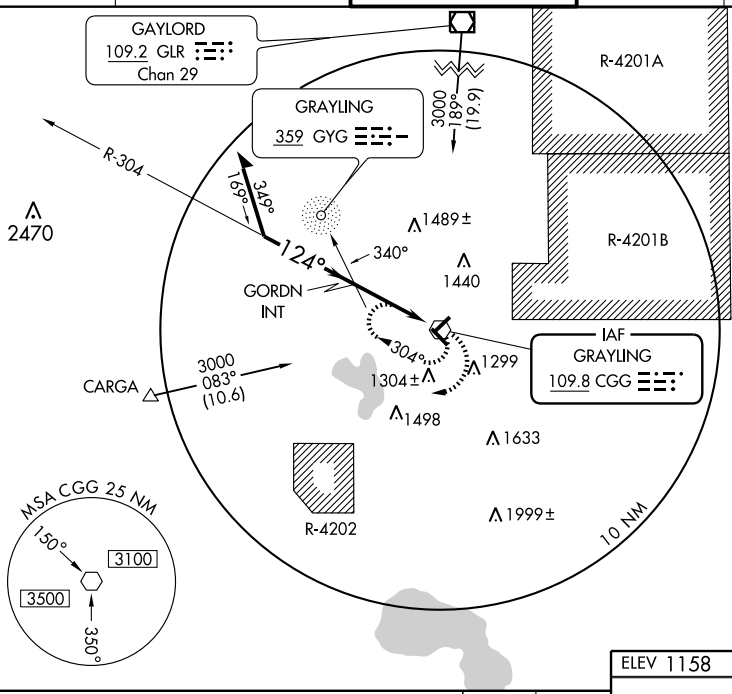
VOR RWY 14
GRAYLING AAF (GOV)

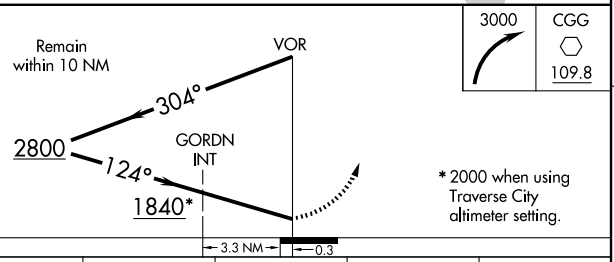
NA

Use Houghton Lake altimeter setting; when not received, use Traverse City altimeter setting and increase all MDAs 160 feet and all visibilities ½ mile.

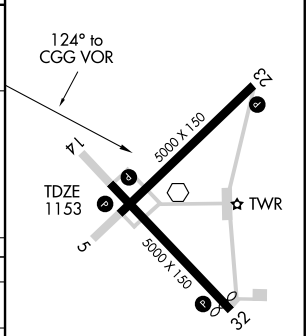
MISSED APPROACH: Climbing right turn to 3000 in CGG VOR holding pattern.

AWOS-3	MINNEAPOLIS CENTER	GRAYLING TOWER ★	GND CON	UNICOM
119.075	132.9 338.3	126.2 241.0	121.9	122.8 (CTAF) L





* 2000 when using Traverse City altimeter setting.



REIL Rwys 5, 23, 14 and 32 L
MIRL Rwy 5-23 and 14-32 L

CATEGORY	A	B	C	D
S-14	1840-1 687 (700-1)		1840-2 687 (700-2)	1840-2¼ 687 (700-2¼)
CIRCLING	1840-1 682 (700-1)		1840-2 682 (700-2)	1840-2¼ 682 (700-2¼)
GORDN INT MINIMUMS				
S-14	1720-1 567 (600-1)		1720-1½ 567 (600-1½)	1720-1¾ 567 (600-1¾)
CIRCLING	1720-1 562 (600-1)	1780-1 622 (700-1)	1780-1¾ 622 (700-1¾)	1800-2 642 (700-2)

Knots	60	90	120	150	180
Min:Sec					

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4199
099°	TDZE	855
	Apt Elev	855

RNAV (GPS) RWY 10

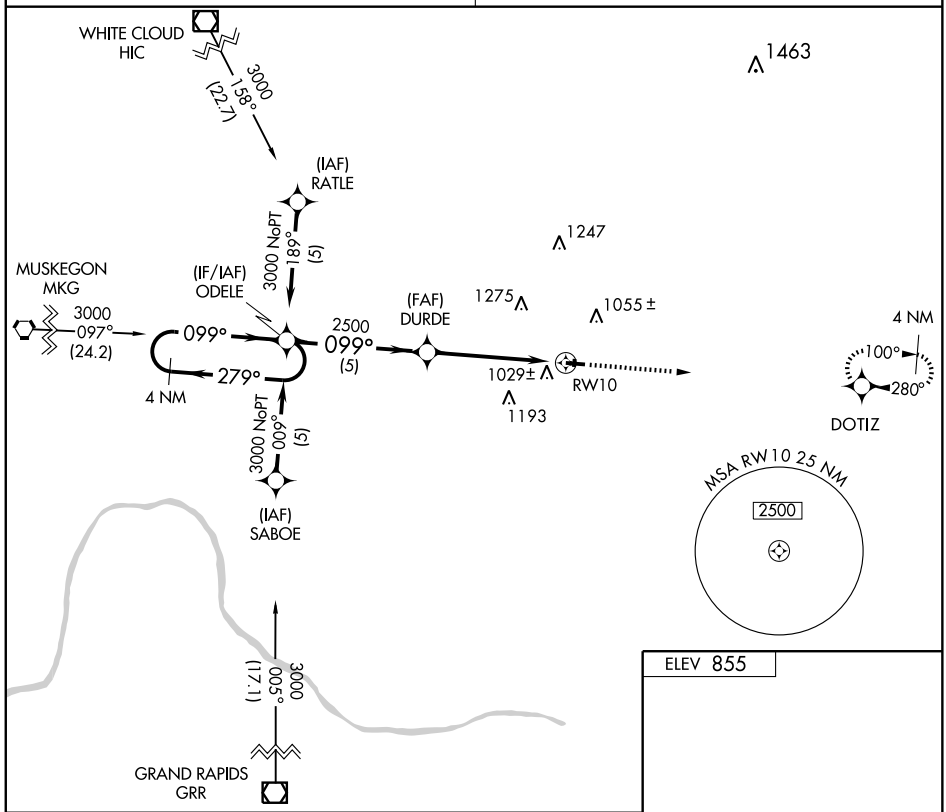
GREENVILLE MUNI (6D6)

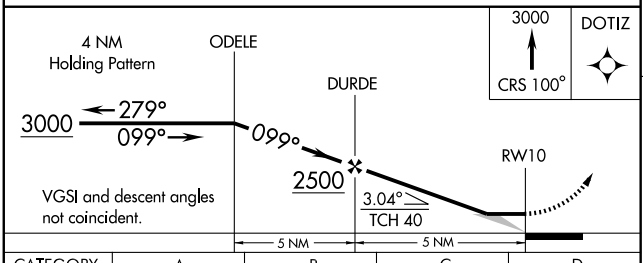
Use Grand Rapids/Gerald R. Ford Intl altimeter setting.
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

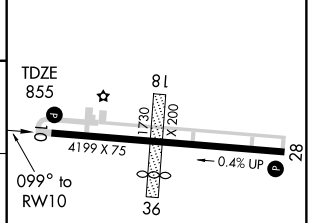
MISSED APPROACH: Climb to 3000 via 100° course to DOTIZ WP and hold.

GRAND RAPIDS APP CON ★
124.6 257.6

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1340-1	485 (500-1)	1340-1¼ 485 (500-1¼)	NA
CIRCLING	1400-1	545 (600-1)	1420-1½ 565 (600-1½)	NA

REIL Rwy 28 L
MIRL Rwy 10-28 L

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4199
280°	TDZE	847
	Apt Elev	855

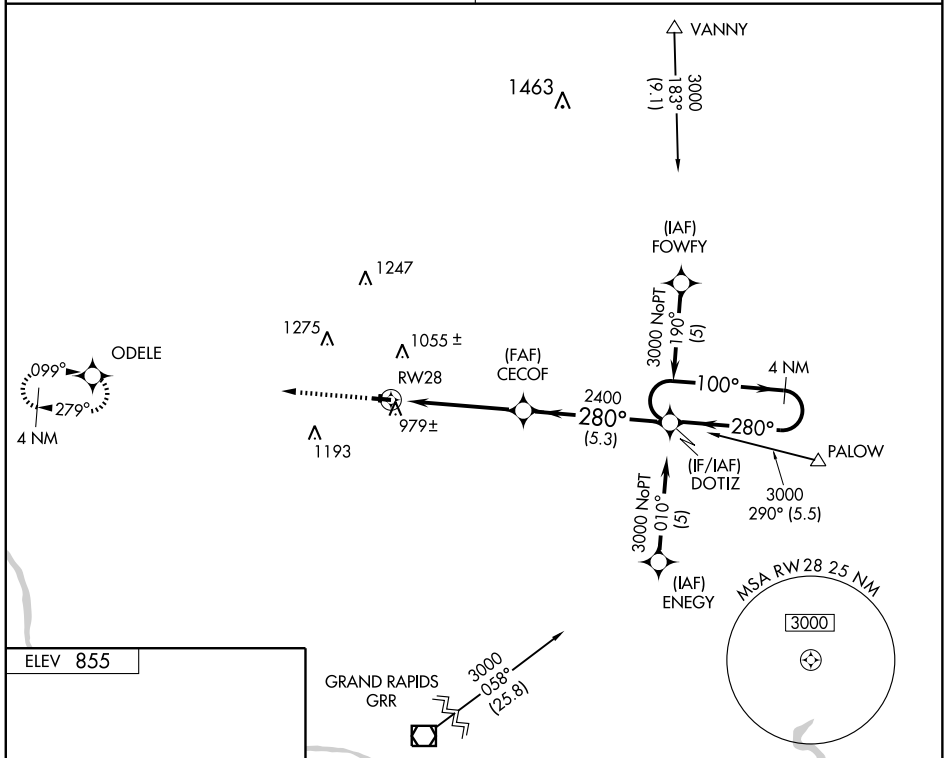
RNAV (GPS) RWY 28
GREENVILLE MUNI (6D6)

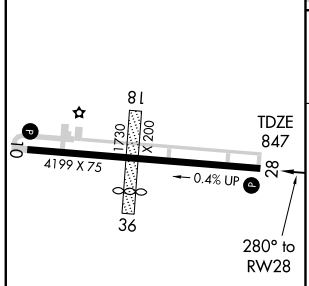
Use Grand Rapids/Gerald R. Ford Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

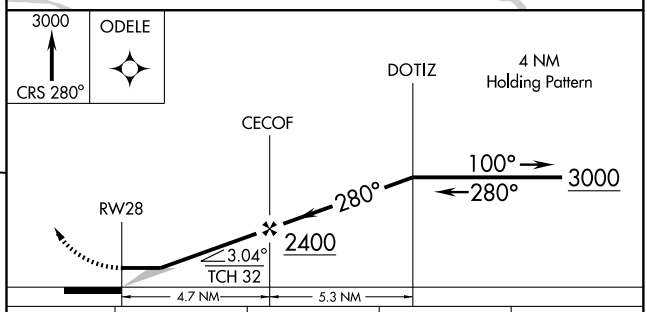
NA

MISSED APPROACH: Climb to 3000 via 280° course to ODELE WP and hold.

GRAND RAPIDS APP CON ★	UNICOM
124.6 257.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1300-1	453 (500-1)	1300-1¼ 453 (500-1¼)	NA
CIRCLING	1400-1	545 (600-1)	1420-1½ 565 (600-1½)	NA

REIL Rwy 28 L
MIRL Rwy 10-28 L

EC-1, 14 JAN 2010 to 11 FEB 2010

GREENVILLE, MICHIGAN

AL-6875 (FAA)

VOR/DME GRR	APP CRS	Rwy Idg	N/A
115.95	031°	TDZE	N/A
Chan 106 (Y)		Apt Elev	855

VOR/DME-A

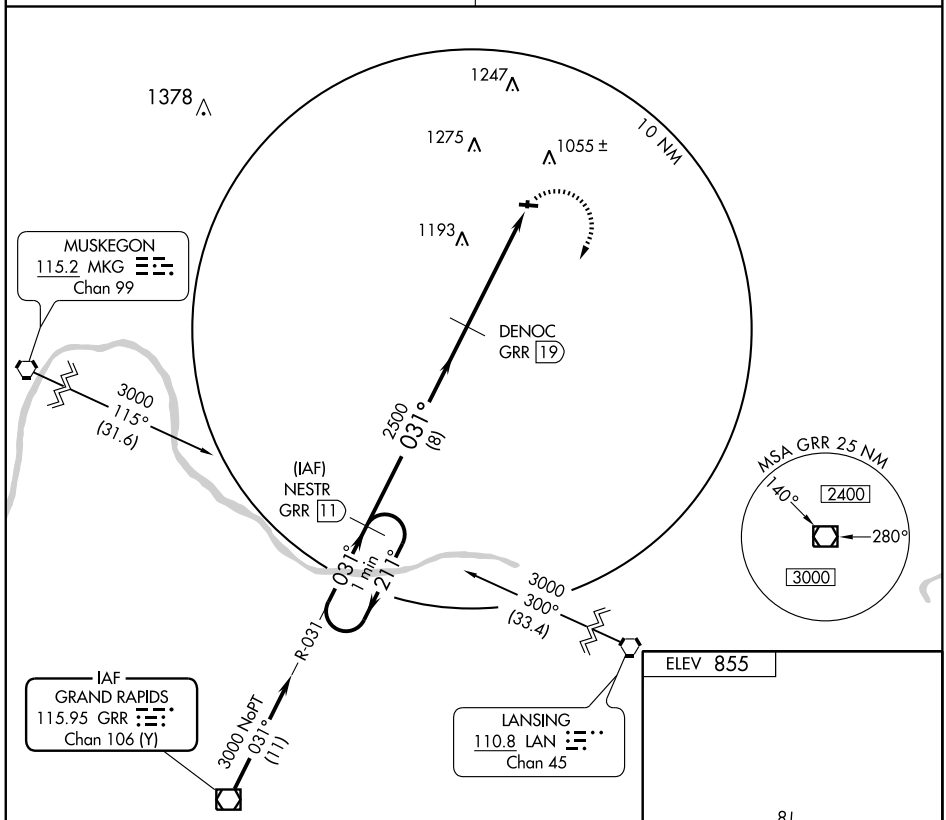
GREENVILLE MUNI (6D6)

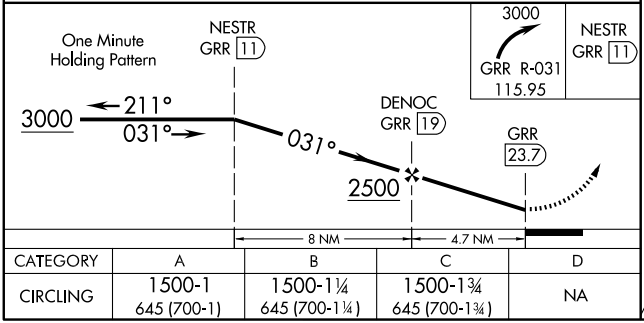
NA

Use Grand Rapids/Gerald R. Ford Intl altimeter setting.

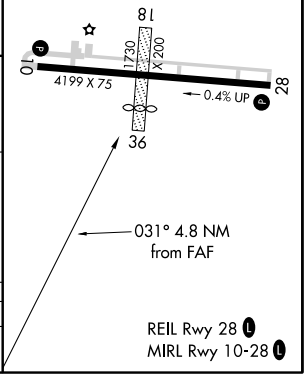
MISSED APPROACH: Climbing right turn to 3000 via the GRR VOR/DME R-031 to NESTR and hold.

GRAND RAPIDS APP CON ★	UNICOM
124.6 257.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1500-1 645 (700-1)	1500-1¼ 645 (700-1¼)	1500-1¾ 645 (700-1¾)	NA



EC-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-CMX	APP CRS	Rwy Idg	6501
110.3	313°	TDZE	1070
Chan 40		Apt Elev	1095

ILS or LOC RWY 31

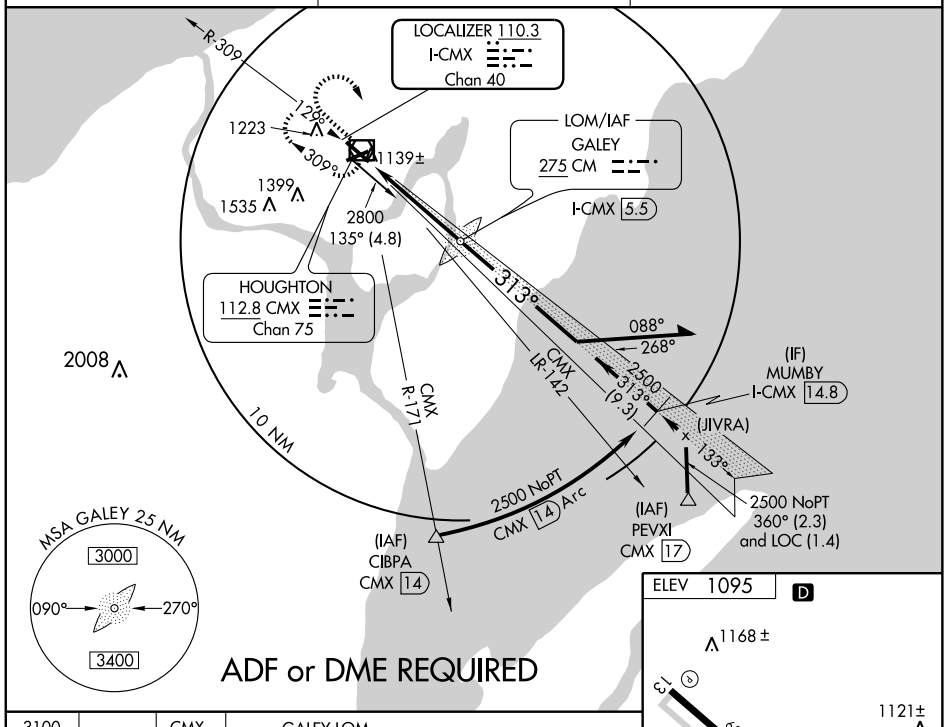
HANCOCK / HOUGHTON COUNTY MEMORIAL (CMX)

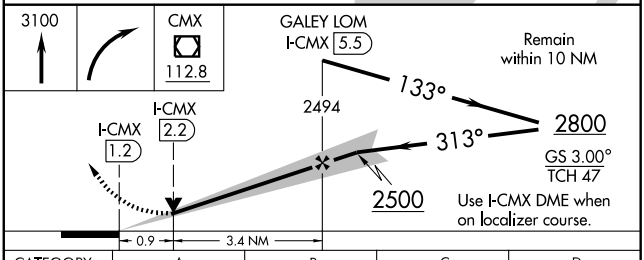
For inoperative MALSR, increase S-LOC 31 Cat D visibility to 1 mile.
When local altimeter setting not received use Marquette altimeter setting and increase DA to 1441 and S-ILS 31 visibility to ¾, increase all MDA 180′ and S-LOC 31 visibility Cat C to ¾ mile, Cat D to 1 mile. Increase Circling Cat C visibility to 1¾ mile, Cat D visibility to 2½ mile. For inoperative MALSR when using Marquette altimeter setting increase S-ILS 31 visibility all Cats to 1¼ mile.
VDP NA when using Marquette altimeter setting. Request MIRL Rwy 7-25 CTAF.

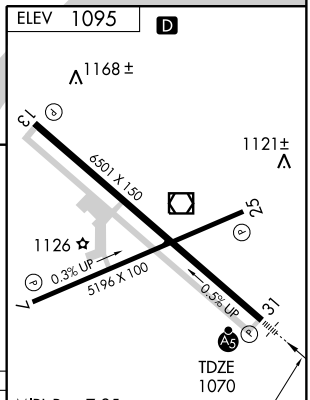
MALSR

MISSED APPROACH: Climb to 3100 then right turn direct CMX VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.675	127.2 379.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 31	1270-½ 200 (200-½)			
S-LOC 31	1400-½ 330 (400-½)			1400-¾ 330 (400-¾)
CIRCLING	1620-1 525 (600-1)	1640-1 545 (600-1)	1640-1½ 545 (600-1½)	1780-2¼ 685 (700-2¼)

MIRL Rwy 7-25
REIL Rwys 13 and 25 L
HIRL Rwy 13-31 L

313° 4.3 NM from FAF

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-CMX	APP CRS	Rwy Idg	6501
110.3	133°	TDZE	1095
Chan 40		Apt Elev	1095

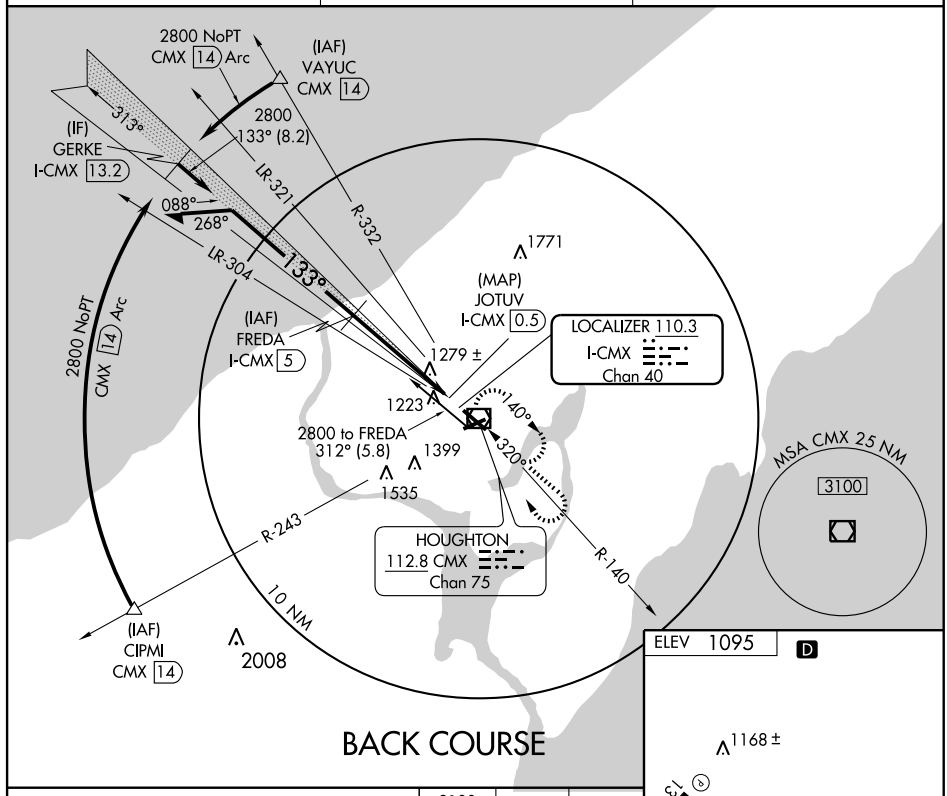
LOC/DME BC RWY 13

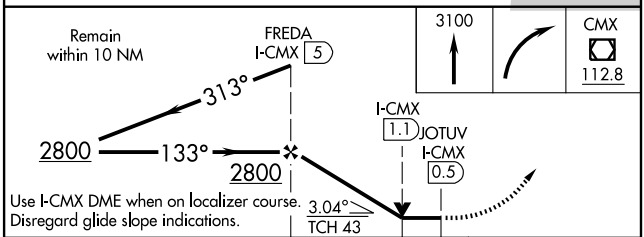
HANCOCK / HOUGHTON COUNTY MEMORIAL (CMX)

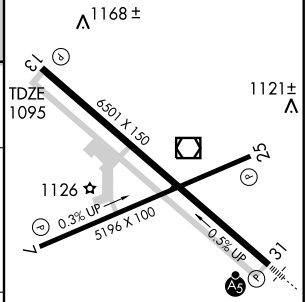
Request MIRL Rwy 7-25 CTAF.
When local altimeter setting not received use Marquette altimeter setting and increase all MDA 180 feet and S-13 Cat C and D visibility ½ mile, increase Circling visibility Cat C and D ¼ mile.
VDP NA when using Marquette altimeter setting.

MISSED APPROACH: Climb to 3100 then right turn direct CMX VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.675	127.2 379.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-13	1540-1 445 (500-1)		1540-1¼ 445 (500-1¼)	1540-1½ 445 (500-1½)
CIRCLING	1620-1 525 (600-1)	1640-1 545 (600-1)	1640-1½ 545 (600-1½)	1780-2¼ 685 (700-2¼)

MIRL Rwy 7-25
REIL Rwys 13 and 25 L
HIRL Rwy 13-31 L

EC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5196
069°	TDZE	1067
	Apt Elev	1095

RNAV (GPS) RWY 7

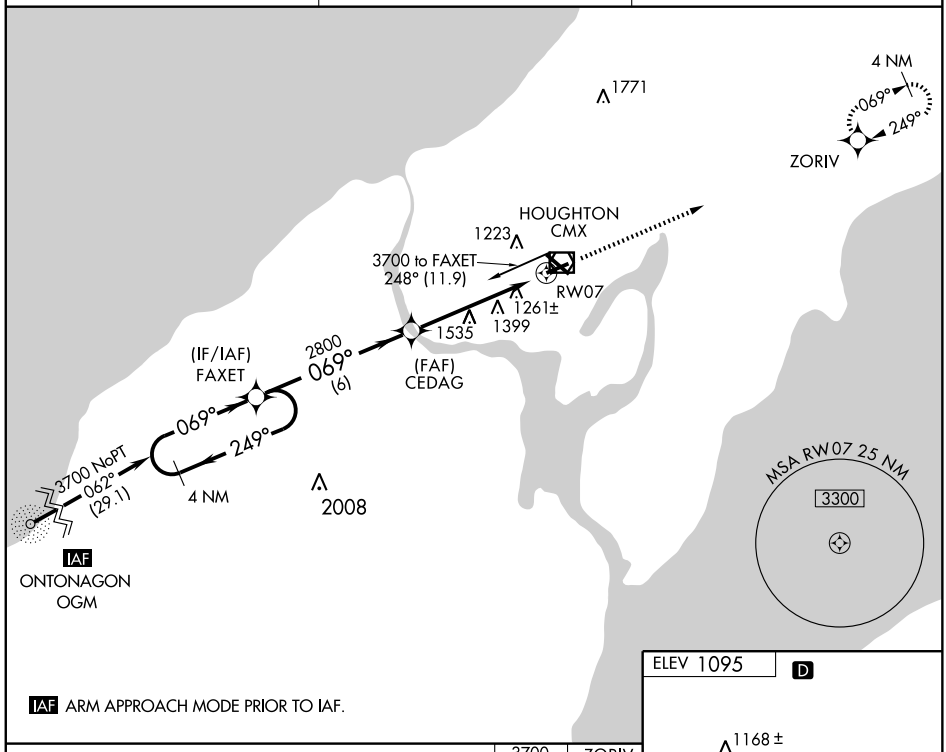
HANCOCK/ HOUGHTON COUNTY MEMORIAL (CMX)

Baro-VNAV NA below -17°C (2°F).
GPS or RNP -0.3 required.
DME/DME RNP -0.3 NA.

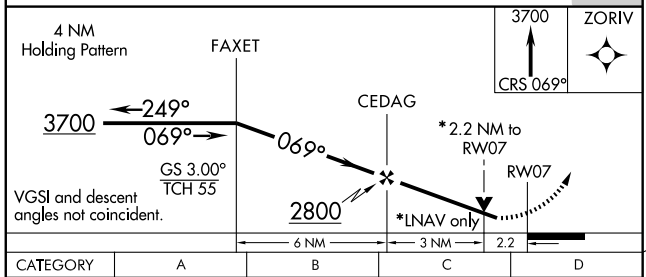
NA

MISSED APPROACH: Climb to 3700 via 069° course to ZORIV WP and hold.

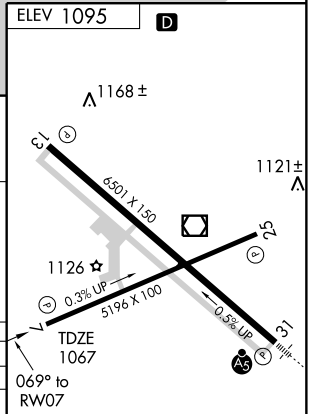
ASOS	MINNEAPOLIS CENTER	UNICOM
125.675	127.2 379.1	122.7 (CTAF) L



IAF ARM APPROACH MODE PRIOR TO IAF.



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ VNAV DA	1520-1½ 453 (500-1½)			
LNAV MDA	1840-1 773 (800-1)	1840-1¼ 773 (800-1¼)	1840-2¼ 773 (800-2¼)	1840-2½ 773 (800-2½)
CIRCLING	1840-1½ 745 (800-1½)		1840-2¼ 745 (800-2¼)	1840-2½ 745 (800-2½)



MIRL Rwy 7-25
REIL Rwys 13 and 25 L
HIRL Rwy 13-31 L

EC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6501
133°	TDZE	1095
	Apt Elev	1095

RNAV (GPS) RWY 13

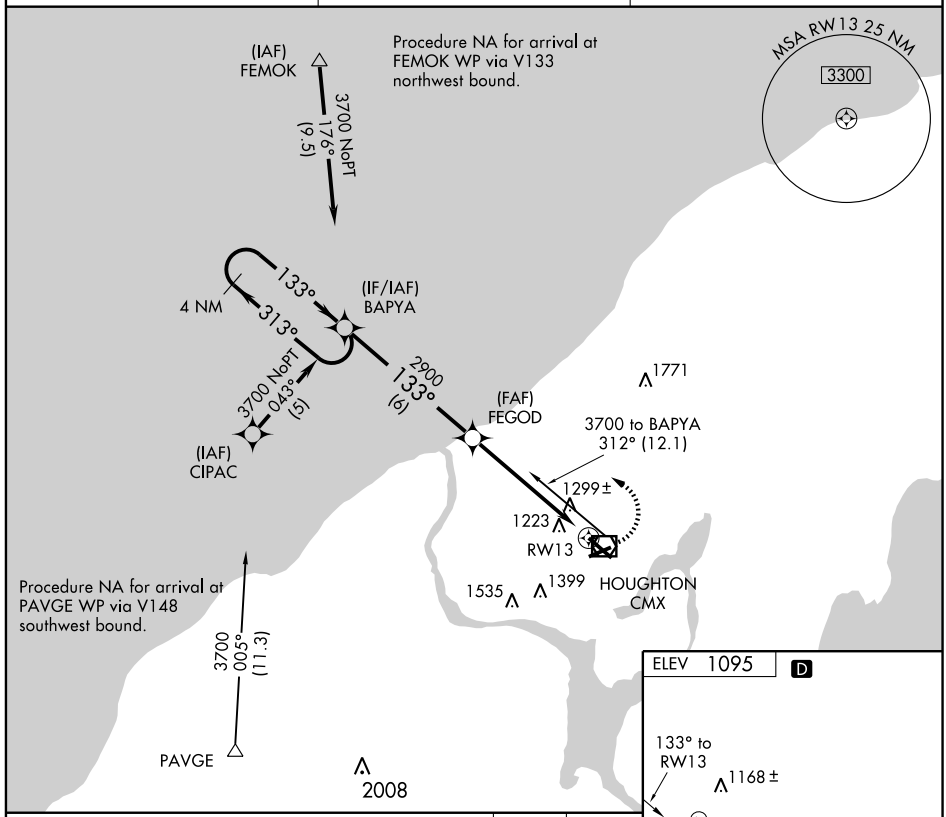
HANCOCK/ HOUGHTON COUNTY MEMORIAL (CMX)

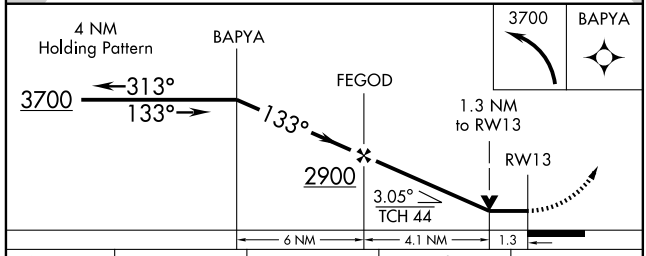
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

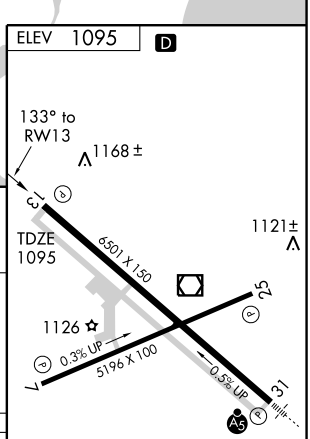
NA

MISSED APPROACH: Climbing left turn to 3700 direct BAPYA WP and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.675	127.2 379.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1560-1	465 (500-1)	1560-1¼ 465 (500-1¼)	1560-1½ 465 (500-1½)
CIRCLING	1600-1	505 (600-1)	1600-1½ 505 (600-1½)	1700-2 605 (700-2)

MIRL Rwy 7-25
REIL Rwys 13 and 25 L
HIRL Rwy 13-31 L

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5196
249°	TDZE	1074
	Apt Elev	1095

RNAV (GPS) RWY 25

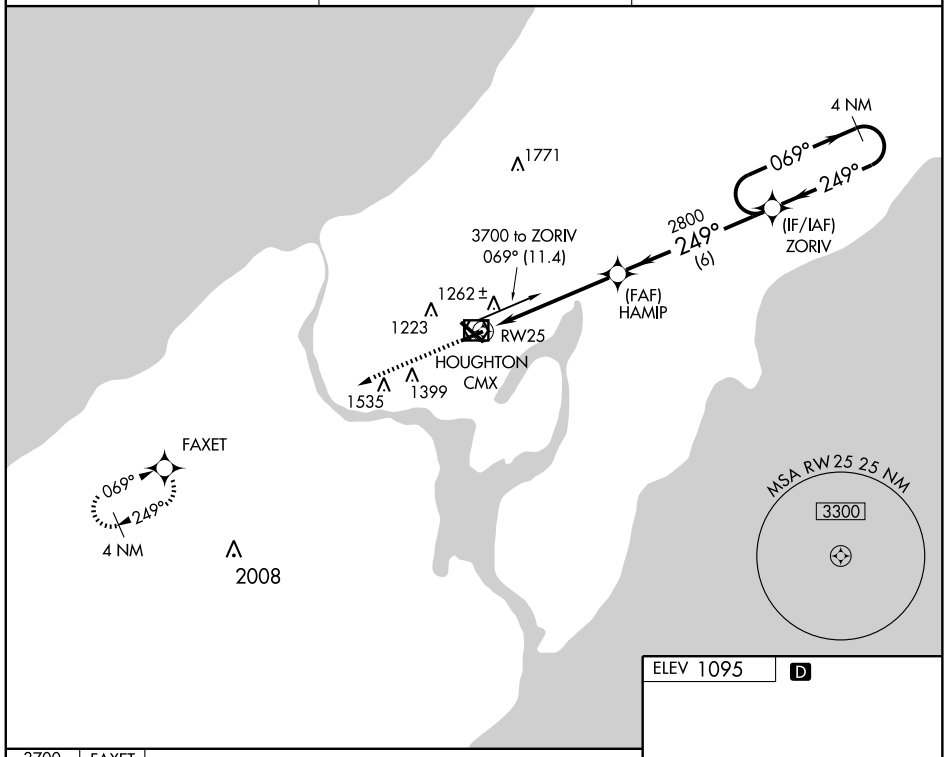
HANCOCK/HOUGHTON COUNTY MEMORIAL (CMX)

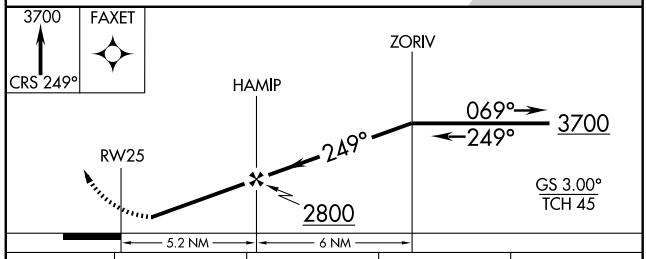
Baro-VNAV NA below -17°C (2°F)
GPS or RNP -0.3 required.
DME/DME RNP -0.3 NA.

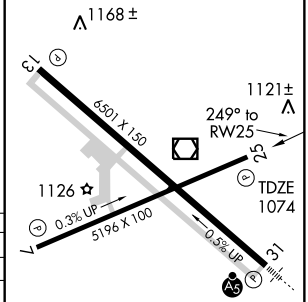
NA

MISSED APPROACH: Climb to 3700 via 249° course to FAXET WP and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.675	127.2 379.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	1520-1½ 446 (500-1½)			
LNAV MDA	1520-1 446 (500-1)		1520-1¼ 446 (500-1¼)	1520-1½ 446 (500-1½)
CIRCLING	1580-1½ 485 (500-1½)			1700-2 605 (700-2)

MIRL Rwy 7-25
REIL Rwys 13 and 25 L
HIRL Rwy 13-31 L

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6501
CH 45809	313°	TDZE	1070
W31A		Apt Elev	1095

RNAV (GPS) RWY 31

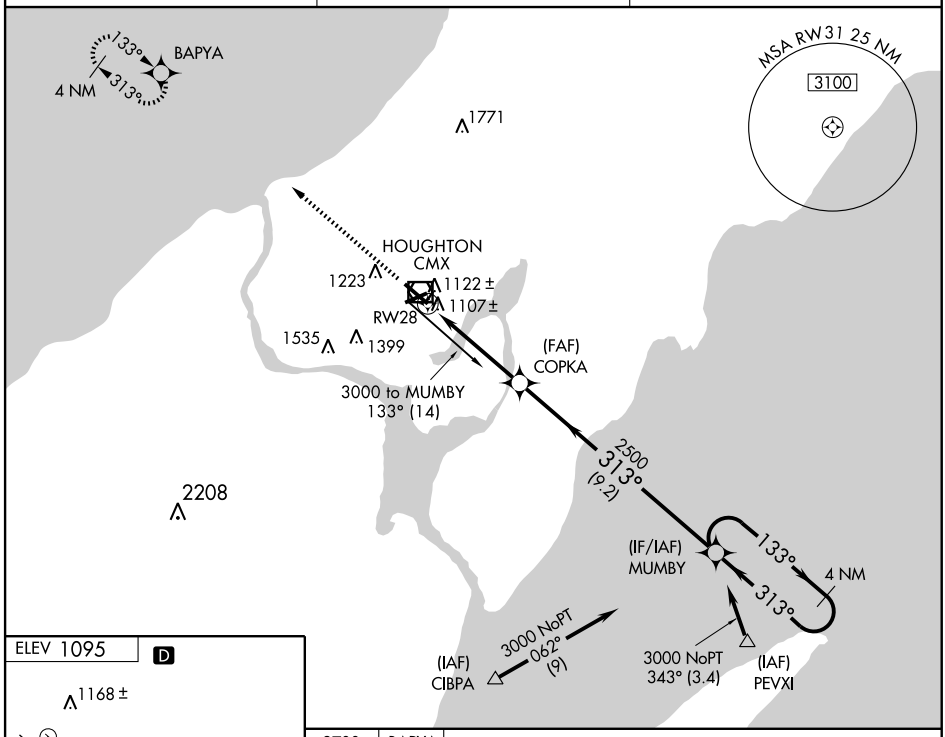
HANCOCK/HOUGHTON COUNTY MEMORIAL (CMX)

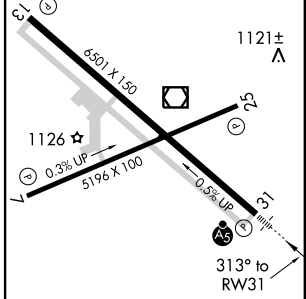
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV visibility all Cats to 1 mile, increase LNAV/VNAV Cat D visibility to 1 mile. Inoperative table does not apply to LNAV Cat D.

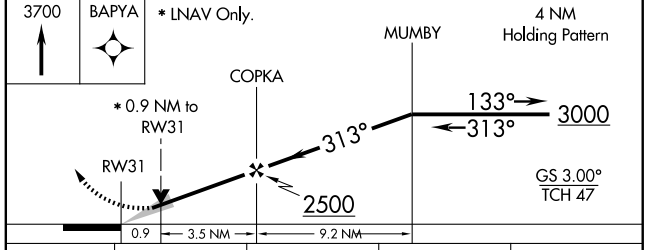
MALSR

MISSED APPROACH: Climb to 3700 direct BAPYA and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.675	127.2 379.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1320-½ 250 (300-½)			
LNAV/VNAV DA	1367-½ 297 (300-½)			1367-¾ 297 (300-¾)
LNAV MDA	1380-½ 310 (300-½)			1380-1 310 (300-1)
CIRCLING	1620-1 525 (600-1)	1640-1 545 (600-1)	1640-1½ 545 (600-1½)	1780-2¼ 685 (700-2¼)

MIRL Rwy 7-25
REIL Rwys 13 and 25 L
HIRL Rwy 13-31 L

EC-1, 14 JAN 2010 to 11 FEB 2010

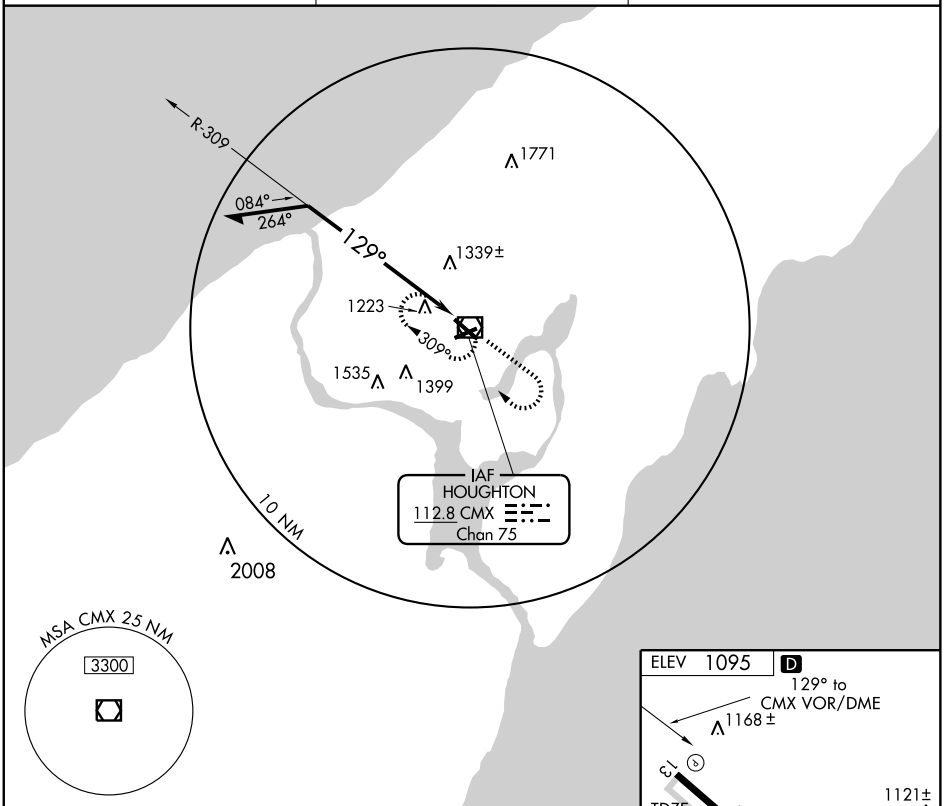
VOR/DME CMX	APP CRS	Rwy Idg	6501
112.8	129°	TDZE	1095
Chan 75		Apt Elev	1095

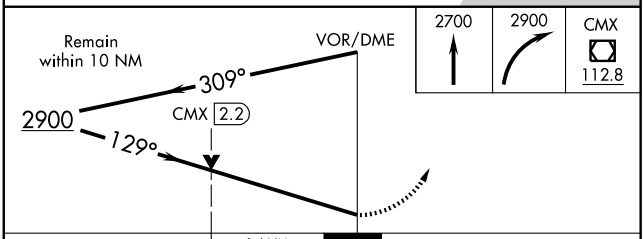
VOR RWY 13

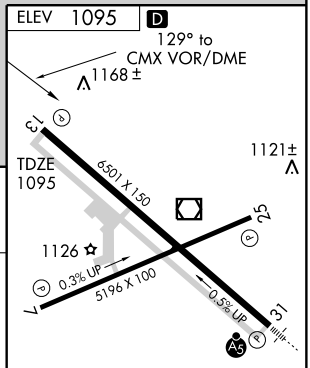
HANCOCK / HOUGHTON COUNTY MEMORIAL (CMX)

MISSED APPROACH: Climb to 2700, then climbing right turn to 2900 direct CMX VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.675	127.2 379.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-13	1640-1	545 (600-1)	1640-1½ 545 (600-1½)	1640-1¾ 545 (600-1¾)
CIRCLING	1640-1	545 (600-1)	1640-1½ 545 (600-1½)	1700-2 605 (700-2)

MIRL Rwy 7-25
REIL Rwys 13 and 25 L
HIRL Rwy 13-31 L

EC-1. 14 JAN 2010 to 11 FEB 2010

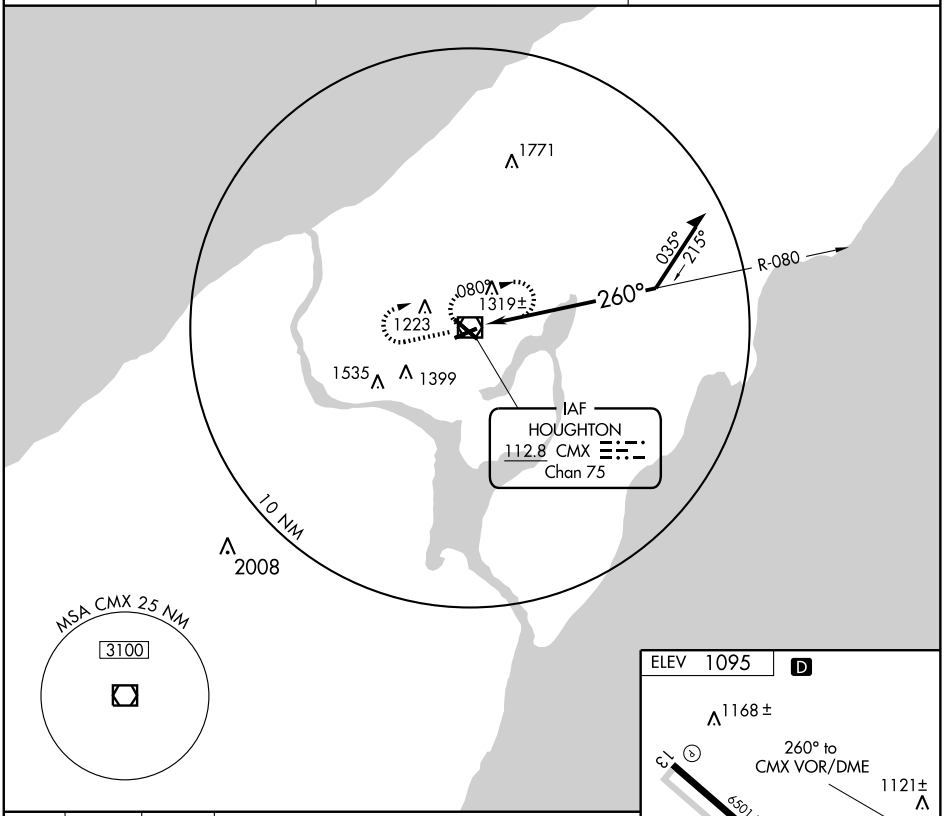
VOR/DME CMX	APP CRS	Rwy Idg	5196
112.8	260°	TDZE	1074
Chan 75		Apt Elev	1095

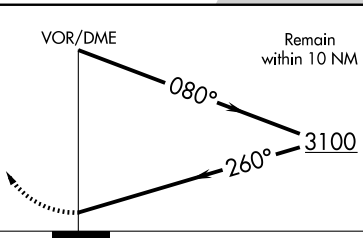
VOR RWY 25

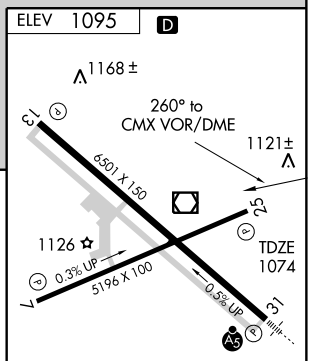
HANCOCK / HOUGHTON COUNTY MEMORIAL (CMX)

MISSED APPROACH: Climb to 3100, then right turn direct CMX VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.675	127.2 379.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-25	1620-1 546 (600-1)		1620-1½ 546 (600-1½)	1620 1¾ 546 (600-1¾)
CIRCLING	1620-1 525 (600-1)	1640-1 545 (600-1)	1640-1½ 545 (600-1½)	1780-2¼ 685 (700-2¼)

MIRL Rwy 7-25
REIL Rwys 13 and 25 L
HIRL Rwy 13-31 L

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME CMX	APP CRS	Rwy Idg	6501
112.8	320°	TDZE	1070
Chan 75		Apt Elev	1095

VOR RWY 31

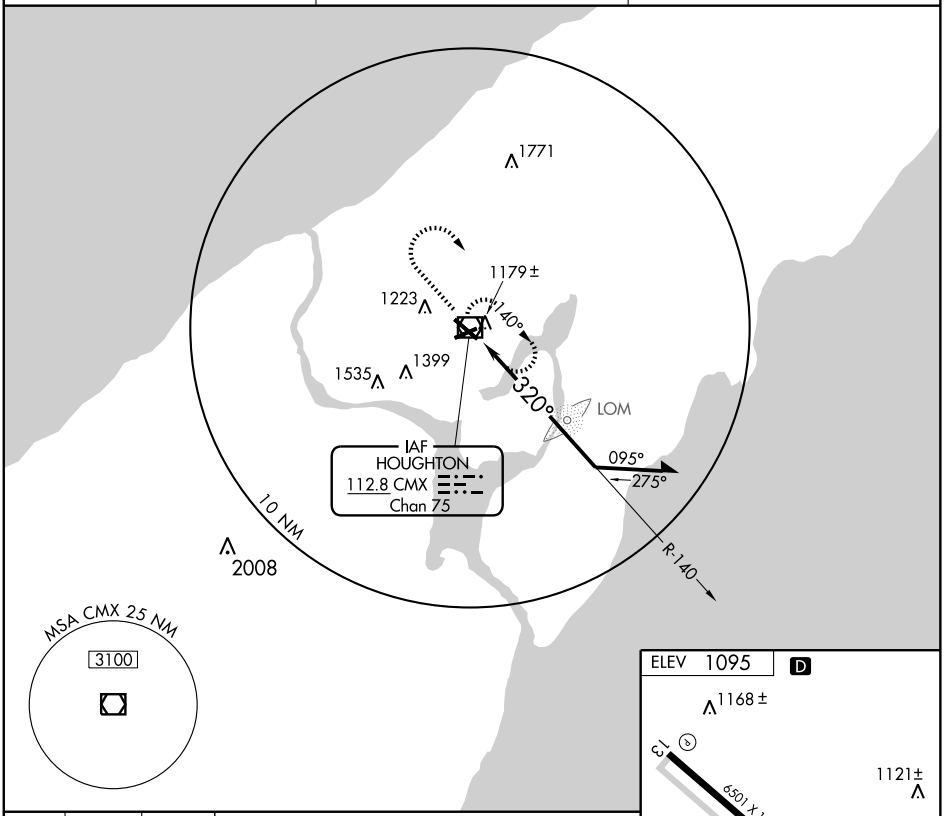
HANCOCK / HOUGHTON COUNTY MEMORIAL (CMX)

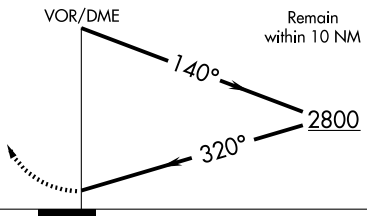
Request MIRL Rwy 7-25 CTAF.

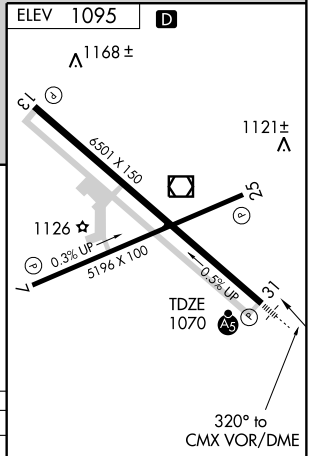
MALSR

MISSED APPROACH: Climb to 2800, then right turn direct CMX VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.675	127.2 379.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-31	1500-½ 430 (500-½)		1500-¾ 430 (500-¾)	1500-1 430 (500-1)
CIRCLING	1620-1 525 (600-1)	1640-1 545 (600-1)	1640-1½ 545 (600-1½)	1780-2¼ 685 (700-2¼)

MIRL Rwy 7-25
REIL Rwys 13 and 25 L
HIRL Rwy 13-31 L

EC-1. 14 JAN 2010 to 11 FEB 2010

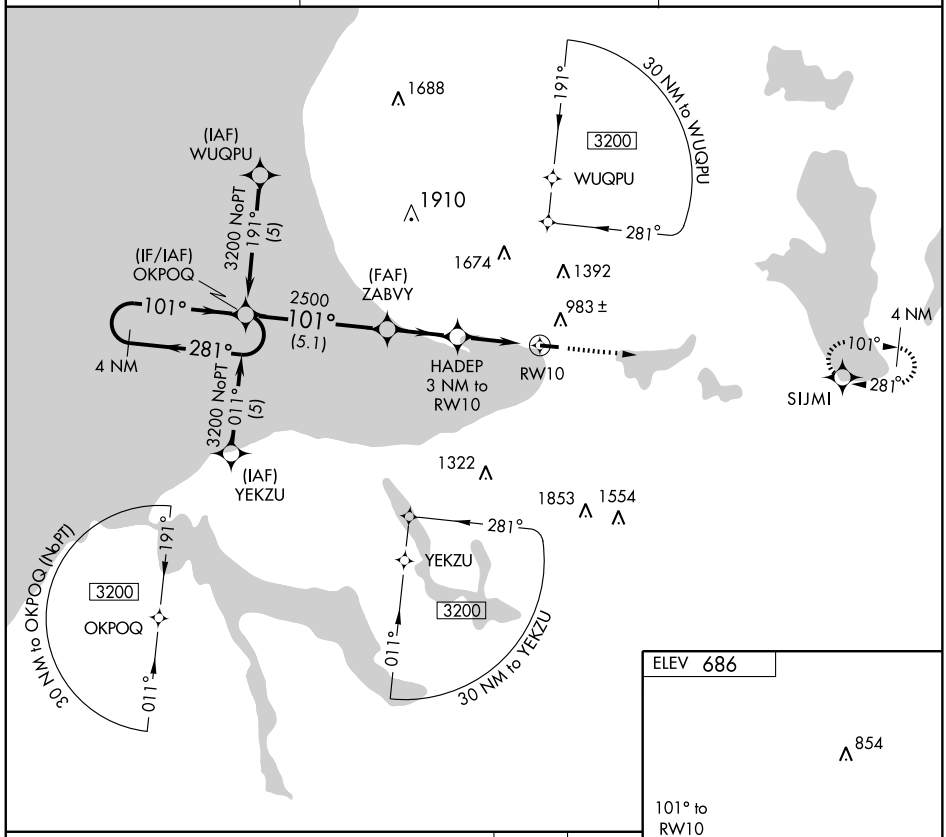
APP CRS	Rwy Idg	3712
101°	TDZE	679
	Apt Elev	686

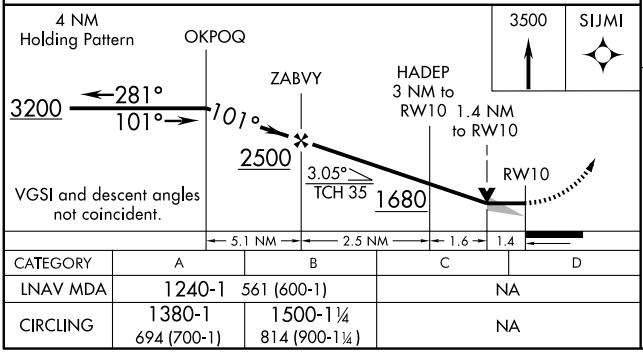
RNAV (GPS) RWY 10
HARBOR SPRINGS (MGN)

DME/DME RNP-0.3 NA. VDP NA when using Pellston altimeter setting. When local altimeter setting not received, use Pellston altimeter setting and increase all MDAs 40 feet.

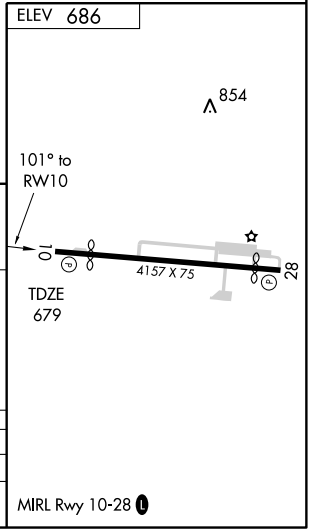
MISSED APPROACH: Climb to 3500 direct SIJMI and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.925	134.6 354.05	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1240-1	561 (600-1)	NA	
CIRCLING	1380-1 694 (700-1)	1500-1¼ 814 (900-1¼)	NA	



MIRL Rwy 10-28 L

HARBOR SPRINGS, MICHIGAN AL-6985 (FAA)

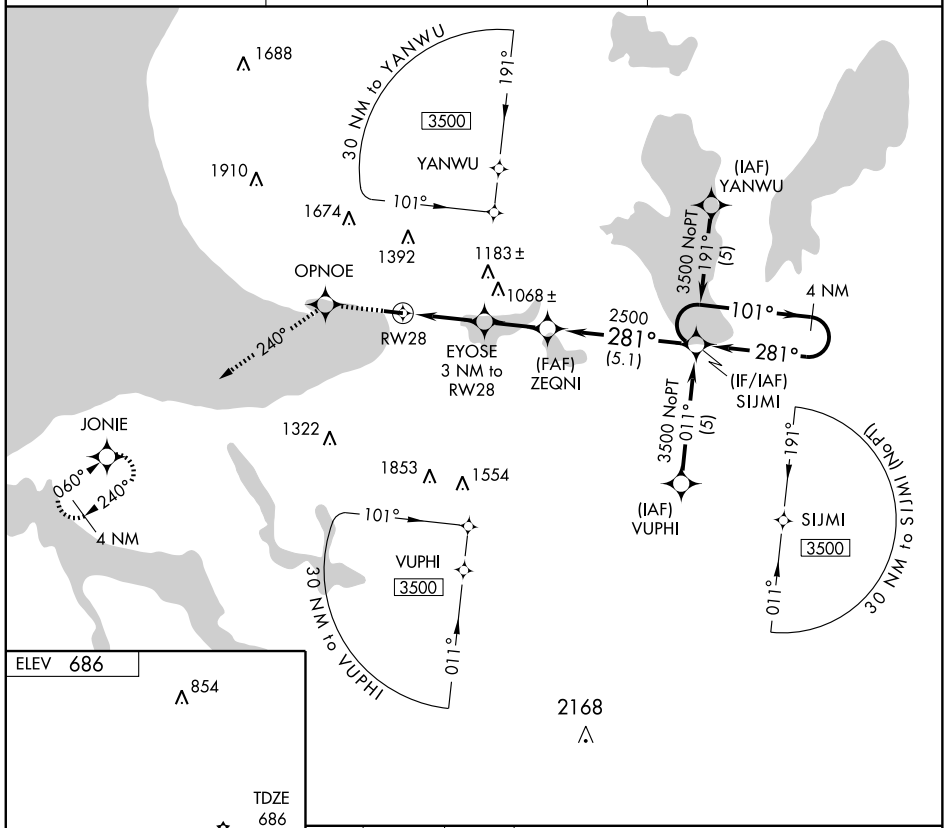
APP CRS		
281°	Rwy Idg	3712
	TDZE	686
	Apt Elev	686

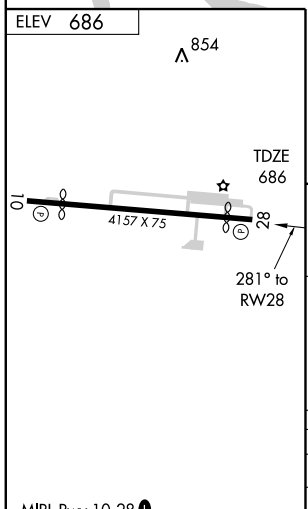
RNAV (GPS) RWY 28
HARBOR SPRINGS (MGN)

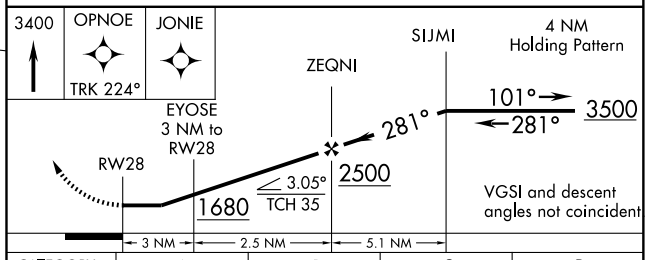
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pellston altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3400 direct OPNOE and via 240° track to JONIE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.925	134.6 354.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1120-1	434 (500-1)	NA	
CIRCLING	1380-1 694 (700-1)	1500-1¼ 814 (900-1¼)	NA	

MIRL Rwy 10-28 L

EC-1. 14 JAN 2010 to 11 FEB 2010

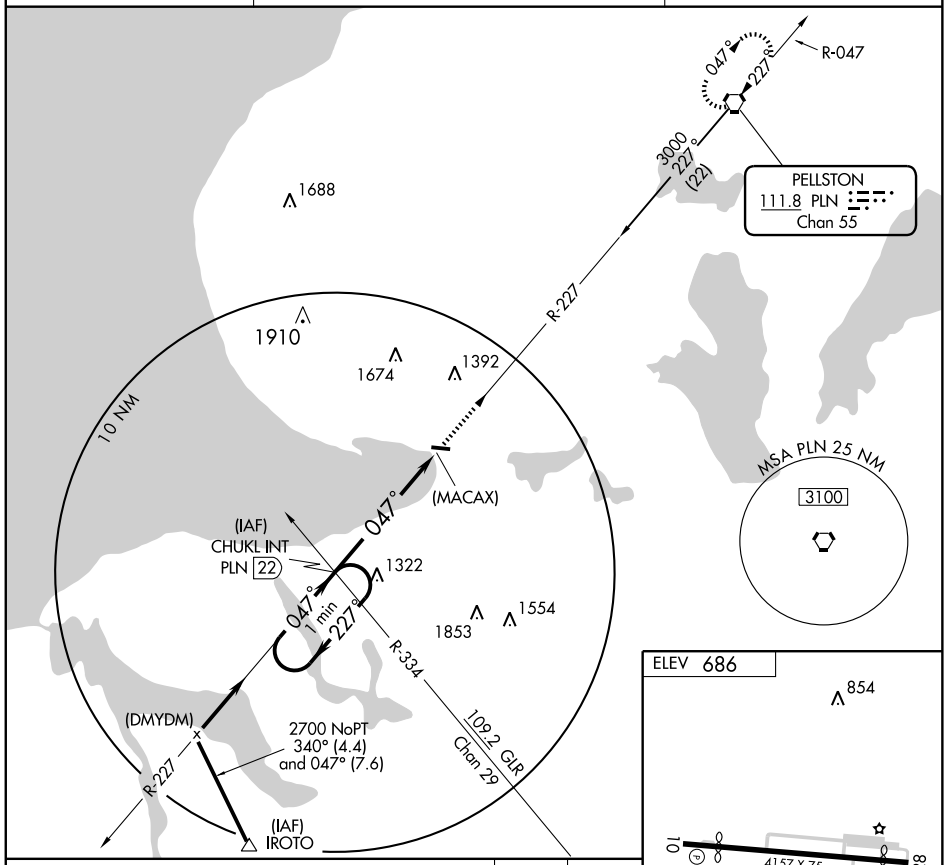
VORTAC PLN	APP CRS	Rwy Idg	N/A
111.8	047°	TDZE	N/A
Chan 55		Apt Elev	686

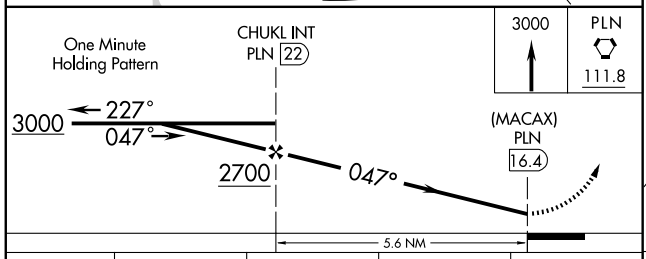
VOR or GPS-A
HARBOR SPRINGS (MGN)

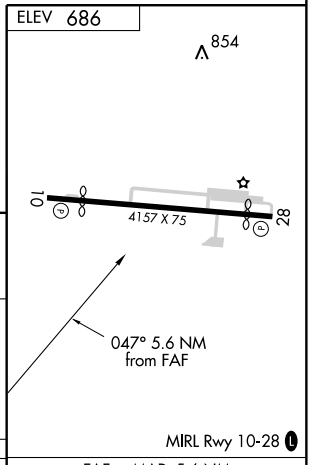
Use Pellston altimeter setting.
NA Procedure not authorized at night.

MISSED APPROACH: Climb to 3000 direct PLN VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.925	134.6 354.05	122.8 (CTAF) L







MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
CIRCLING	1660-1¼ 968 (1000-1¼)	1660-1½ 968 (1000-1½)	NA	

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME GRR	APP CRS	Rwy Idg	3900
115.95	142°	TDZE	797
Chan 106 (Y)		Apt Elev	801

VOR RWY 12
HASTINGS (9D9)

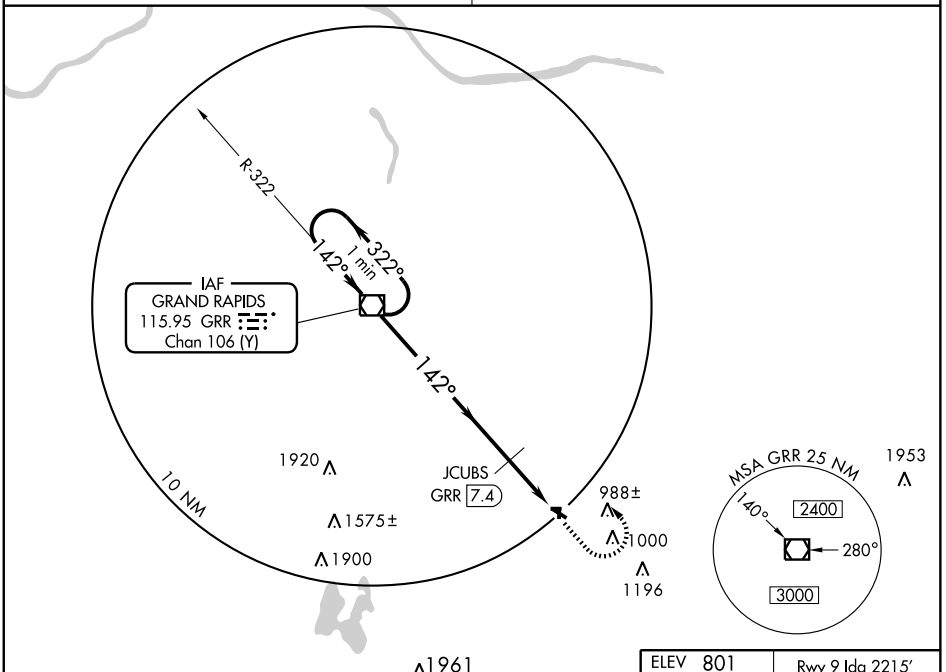
NA

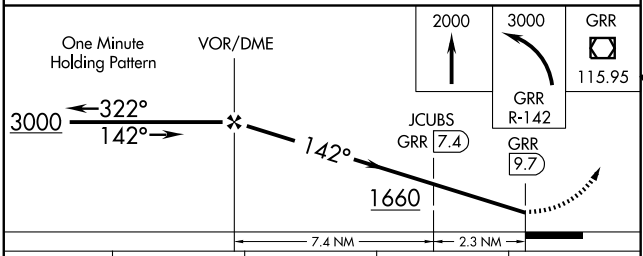
Use Grand Rapids altimeter setting.

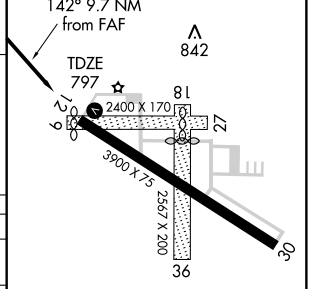
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via GRR R-142 to GRR VOR/DME and hold.

GRAND RAPIDS APP CON ★
128.4 257.6

UNICOM
123.075 (CTAF) L







CATEGORY	A	B	C	D
S-12	1660-1 863 (900-1)	1660-1¼ 863 (900-1¼)	1660-2½ 863 (900-2½)	NA
CIRCLING	1660-1 859 (900-1)	1660-1¼ 859 (900-1¼)	1660-2½ 859 (900-2½)	NA
JCUBS DME MINIMUMS				
S-12	1340-1 543 (600-1)		1340-1½ 543 (600-1½)	NA
CIRCLING	1340-1 539 (600-1)		1340-1½ 539 (600-1½)	NA

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

FAF to MAP 9.7 NM

Knots	60	90	120	150	180
Min:Sec	9:42	6:28	4:51	3:53	3:14

EC-1. 14 JAN 2010 to 11 FEB 2010

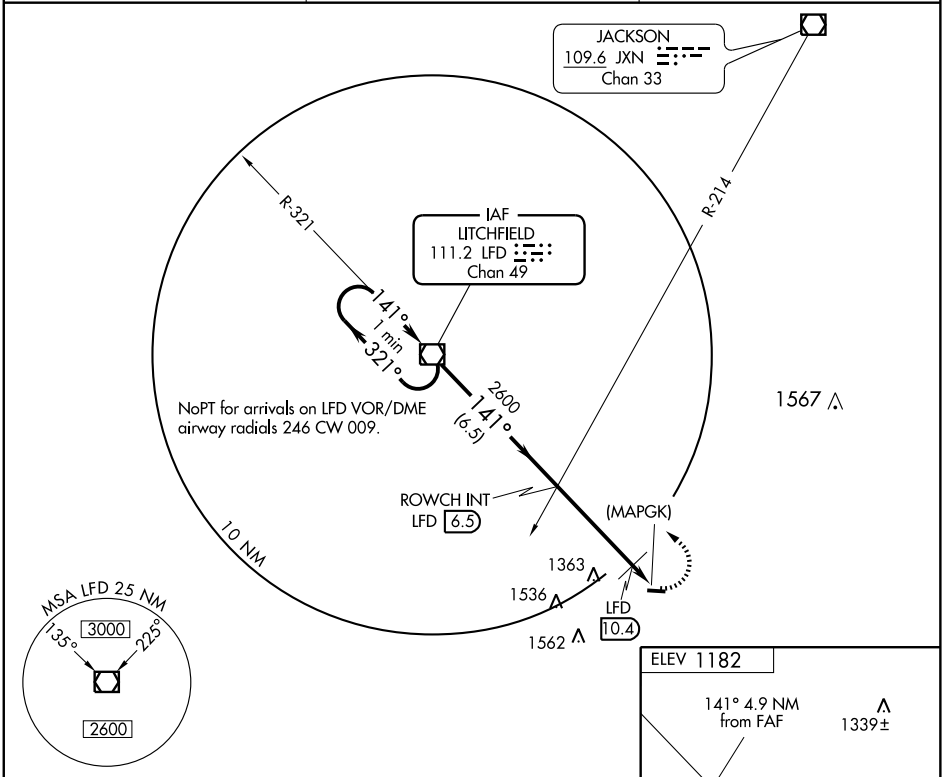
VOR/DME LFD	APP CRS	Rwy Idg	N/A
111.2	141°	TDZE	N/A
Chan 49		Apt Elev	1182

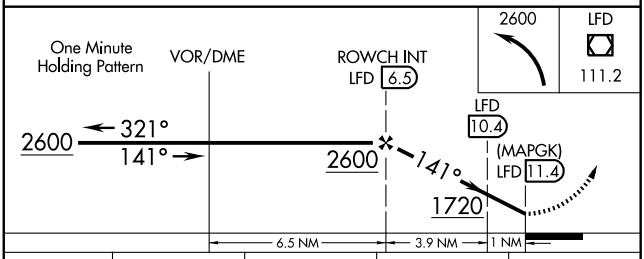
VOR or GPS-A

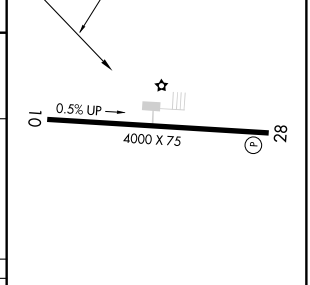
HILLSDALE MUNI (JYM)

MISSED APPROACH: Climbing left turn to 2600 direct LFD VOR/DME and hold.

AWOS-3	TOLEDO APP CON	UNICOM
121.025	134.35 317.55	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1720-1 538 (600-1)		1720-1½ 538 (600-1½)	NA

REIL Rwy 28
MIRL Rwy 10-28

DME MINIMUMS

CIRCLING	1640-1 458 (500-1)		1640-1½ 458 (500-1½)	NA

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-BIV	APP CRS	Rwy Idg	6002
110.55	264°	TDZE	686
Chan 42 (Y)		Apt Elev	698

ILS or LOC/DME RWY 26

HOLLAND/ TULIP CITY (BIV)

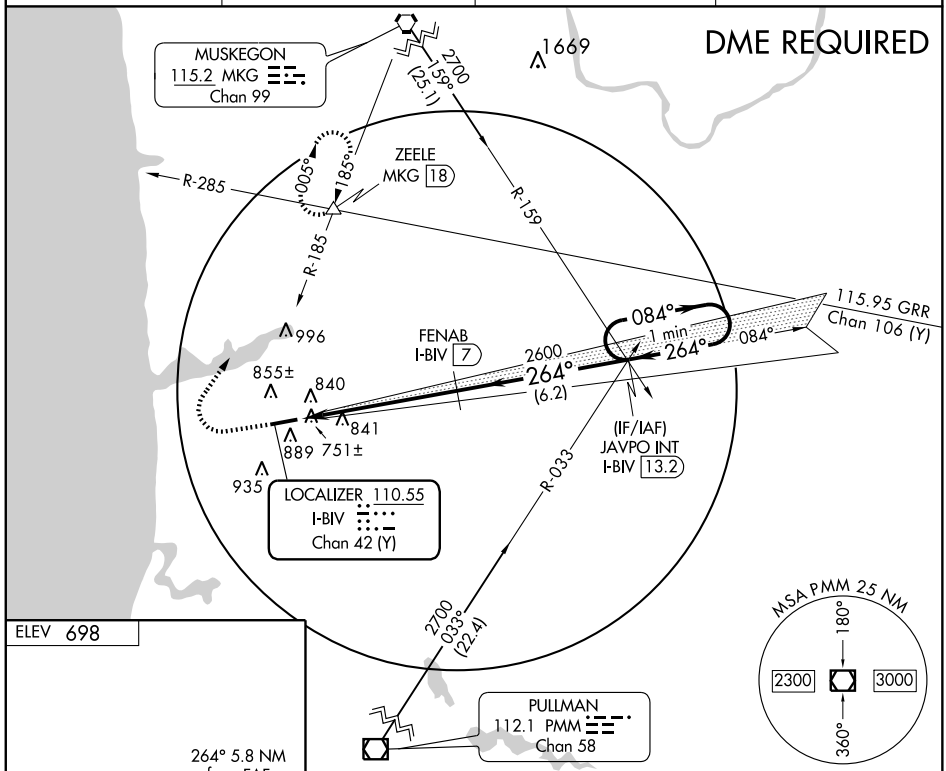
T NA For inoperative MALSR, increase all S-ILS 26 visibility to 1. When local altimeter setting not received, use Muskegon altimeter setting and increase all DA 71 feet, all MDA 80 feet and S-ILS 26 Cats visibility ¼ mile, and S-LOC 26 Cat C visibility ¼ mile. For inopertive MALSR when using Muskegon altimeter setting, increase S-ILS 26 all Cats visibility to 1¼. VDP NA when using Muskegon altimeter setting.

MALSR (A5)

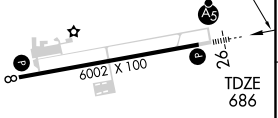
MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 via heading 080° and MKG R-185 to ZEELE INT/ MKG 18 DME and hold.

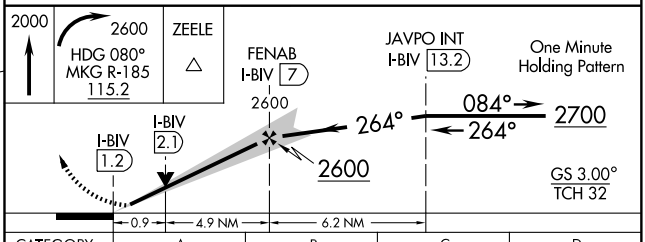
ASOS	MUSKEGON APP CON★		MUSKEGON CLNC DEL	UNICOM
119.025	119.8	339.1	123.95	123.05 (CTAF) L

DME REQUIRED



ELEV 698





CATEGORY	A	B	C	D
S-ILS 26	936-½ 250 (300-½)			NA
S-LOC 26	1020-½ 334 (400-½)			NA
CIRCLING	1200-1 502 (600-1)		1200-1½ 502 (600-1½)	NA

REIL Rwy 8 and 26 L
HIRL Rwy 8-26 L

EC-1, 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 8

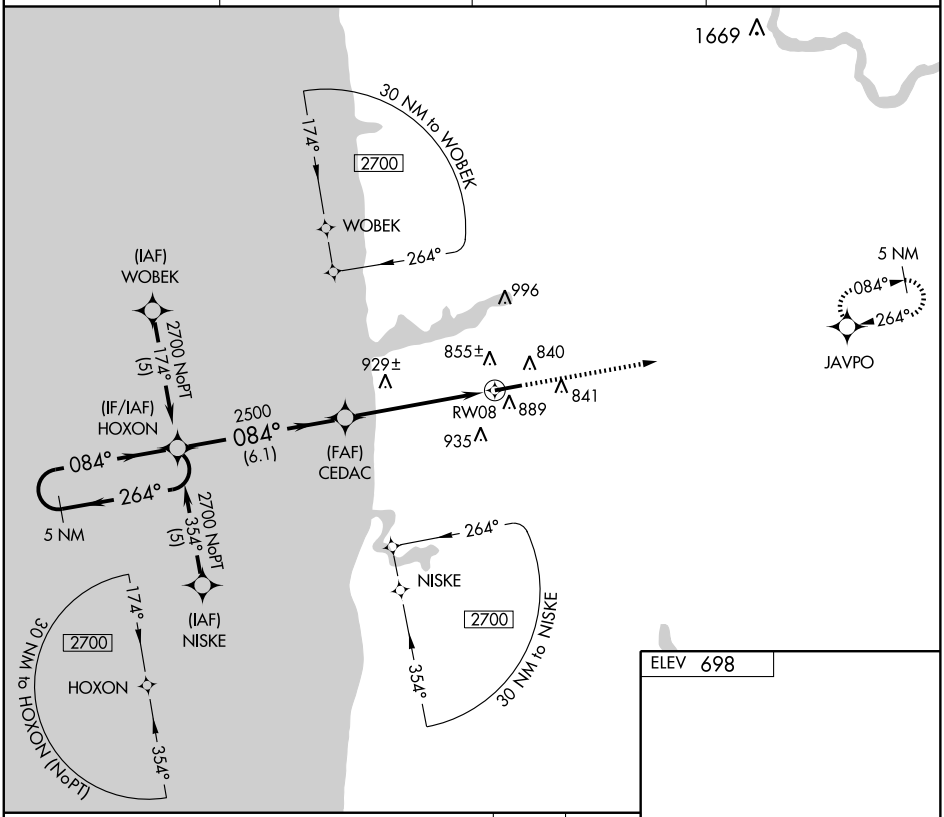
HOLLAND/ TULIP CITY (BIV)

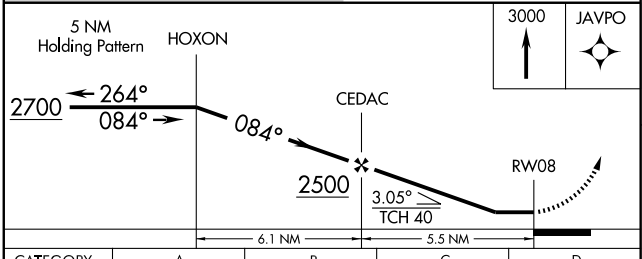
APP CRS	Rwy Idg	6002
084°	TDZE	698
	Apt Elev	698

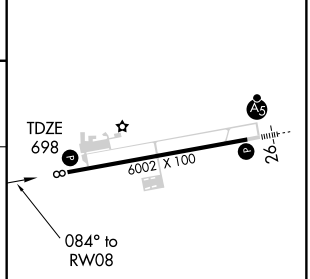
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Muskegon County altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct JAVPO and hold.

ASOS	MUSKEGON APP CON *	MUSKEGON CLNC DEL	UNICOM
119.025	119.8 339.1	123.95	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1180-1	482 (500-1)	1180-1¼ 482 (500-1¼)	1180-1½ 482 (500-1½)
CIRCLING	1200-1	502 (600-1)	1200-1½ 502 (600-1½)	1260-2 562 (600-2)

REIL Rwy 8 and 26 L
HIRL Rwy 8-26 L

EC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6002
CH 53402	264°	TDZE	686
W26A		Apt Elev	698

RNAV (GPS) RWY 26

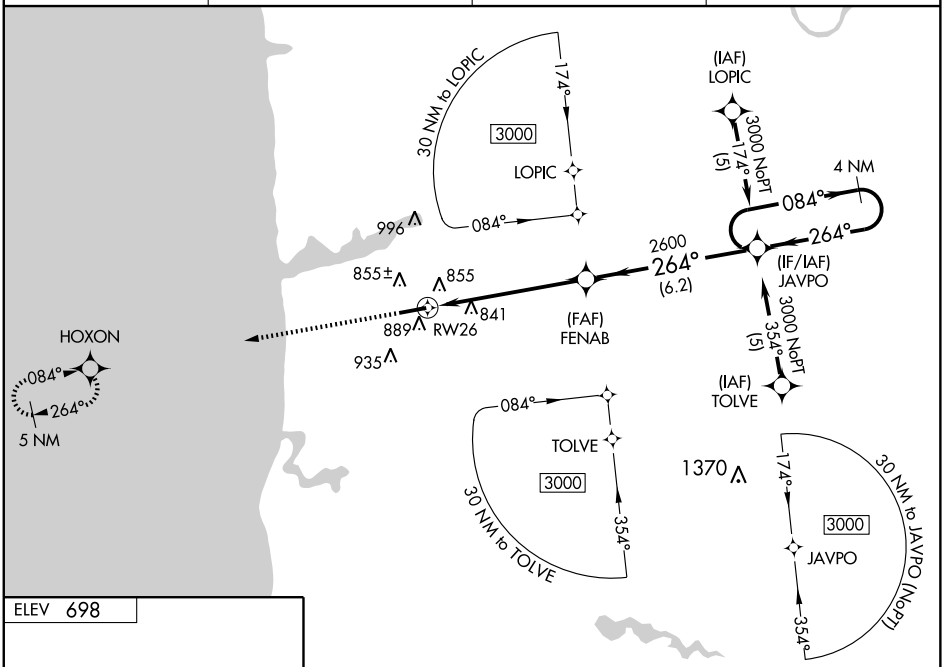
HOLLAND/ TULIP CITY (BIV)

For inoperative MALSR, increase LPV all Cats visibility to 1. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Muskegon altimeter setting. When local altimeter setting not received, use Muskegon altimeter setting and increase all DA 71 feet and all MDA 80 feet; increase all LPV, LNAV-VNAV and LNAV Cat C visibility ¼ mile. For inoperative MALSR, when using Muskegon altimeter setting, increase LPV all Cats visibility to 1¼ .

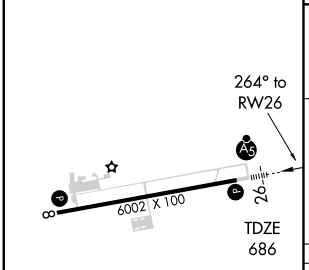
MALSR

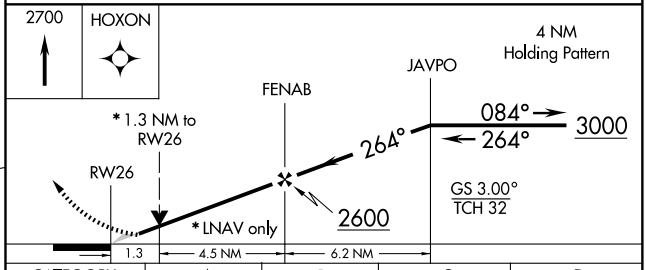
MISSED APPROACH: Climb to 2700 direct HOXON and hold.

ASOS	MUSKEGON APP CON *	MUSKEGON CLNC DEL	UNICOM
119.025	119.8 339.1	123.95	123.05 (CTAF) L



ELEV 698





CATEGORY	A	B	C	D
LPV DA	951-½ 265 (300-½)			NA
LNAV/VNAV DA	1175-1¼ 489 (500-1¼)			NA
LNAV MDA	1140-½ 454 (500-½)		1140-¾ 454 (500-¾)	NA
CIRCLING	1200-1 502 (600-1)		1200-1½ 502 (600-1½)	NA

REIL Rwy 8 and 26 L
HIRL Rwy 8-26 L

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME PMM	APP CRS	Rwy Idg	N/A
112.1	360°	TDZE	N/A
Chan 58		Apt Elev	688

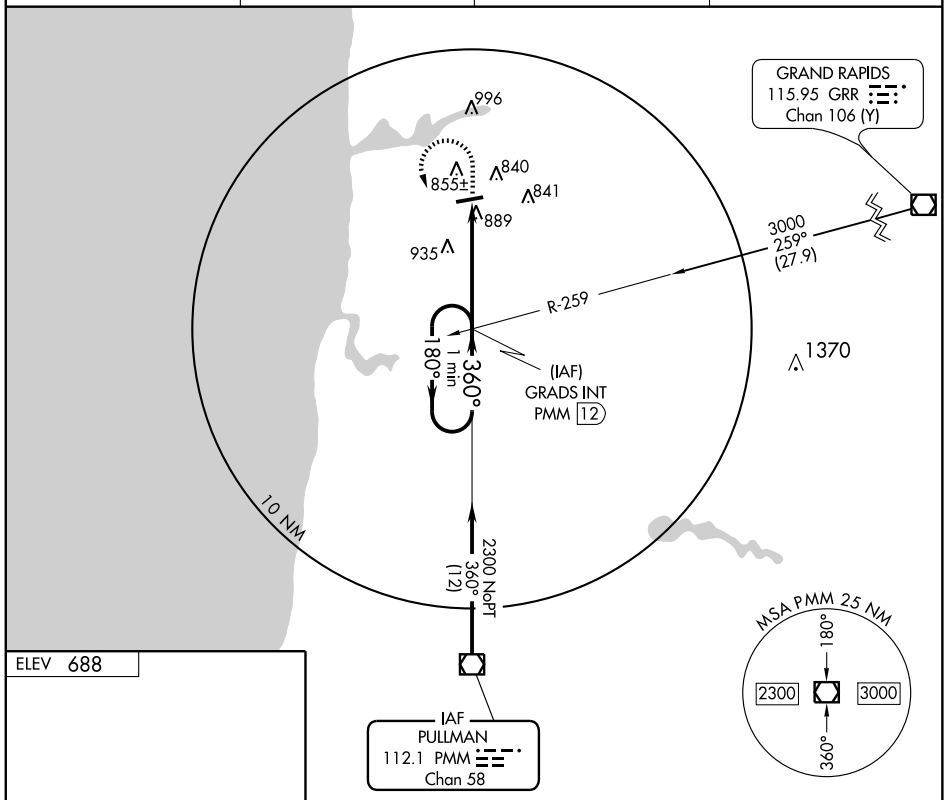
VOR-A

HOLLAND/ TULIP CITY (BIV)

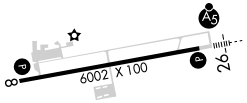
NA

MISSED APPROACH: Climb to 2300 then left turn via PMM R-360 to GRADS INT/PMM 12 DME and hold.

ASOS	MUSKEGON APP CON ★	MUSKEGON CLNC DEL	UNICOM
119.025	119.8 339.1	123.95	123.05 (CTAF) L

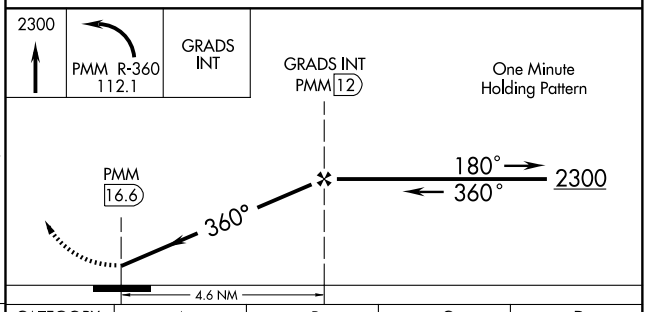


ELEV 688



360° 4.6 NM from FAF

REIL Rwy 8 and 26 L
HIRL Rwy 8-26 L



FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
CIRCLING	1200-1 512 (600-1)		1200-1½ 512 (600-1½)	1240-2 552 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
094°	TDZE	1150
	Apt Elev	1150

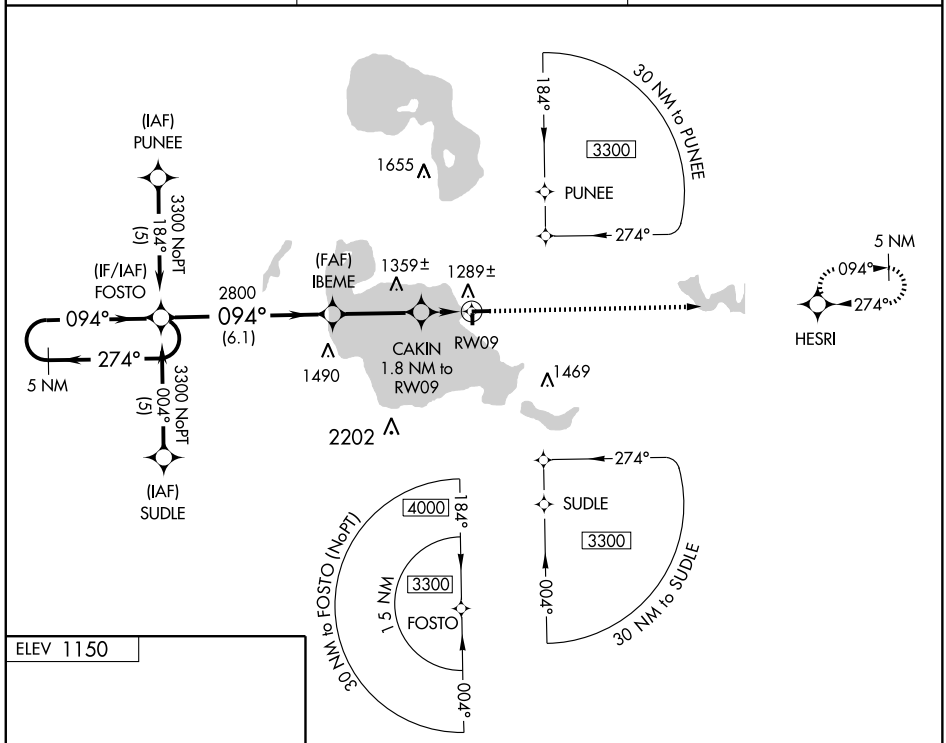
RNAV (GPS) RWY 9

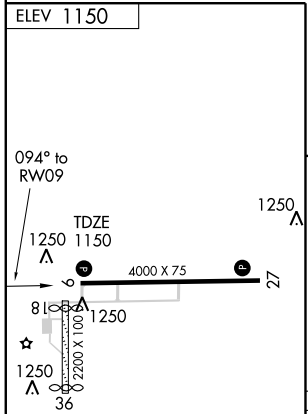
HOUGHTON LAKE/ROSCOMMON COUNTY-BLODGETT MEMORIAL (HTL)

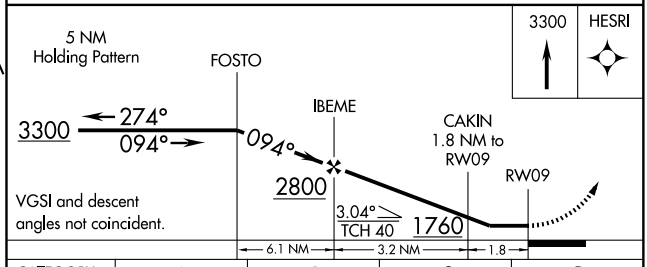
DME/DME RNP-0.3 NA. Circling NA at night.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Gaylord altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 3300 direct HESRI and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
111.6	132.9 398.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1540-1 390 (400-1)			1540-1¼ 390 (400-1¼)
CIRCLING	1600-1 450 (500-1)		1600-1½ 450 (500-1½)	1700-2 550 (600-2)

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

APP CRS	Rwy Idg	4000
274°	TDZE	1145
	Apt Elev	1150

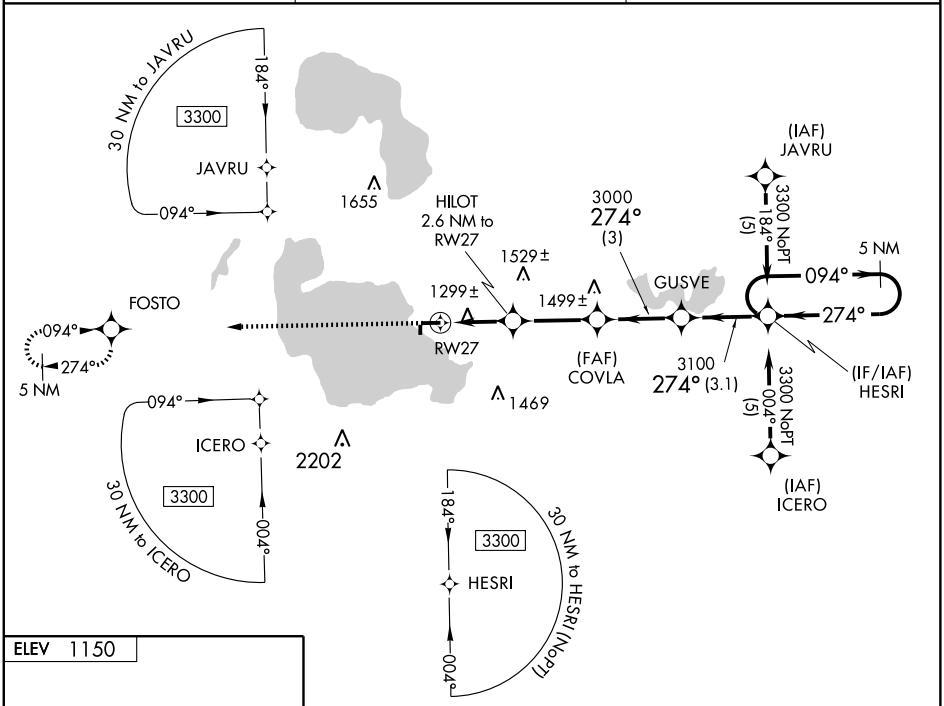
HOUGHTON LAKE/
ROSCOMMON COUNTY-BLODGETT MEMORIAL (HTL)

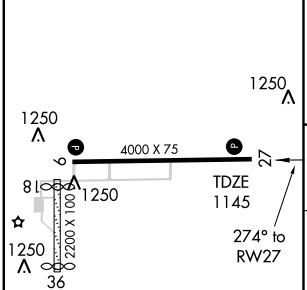
RNAV (GPS) RWY 27

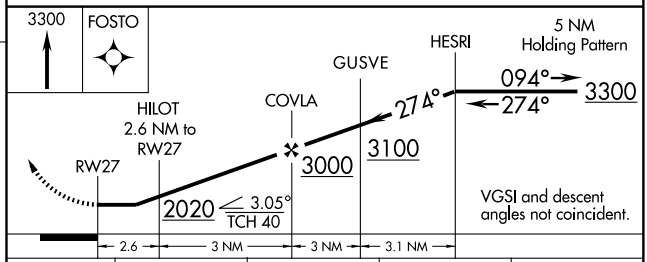
DME/DME RNP-0.3 NA. Circling NA at night.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Gaylord altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 3300 direct FOSTO and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
111.6	132.9 398.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1560-1 415 (500-1)		1560-1¼ 415 (500-1¼)	
CIRCLING	1600-1 450 (500-1)		1600-1½ 450 (500-1½)	1700-2 550 (600-2)

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME HTL	APP CRS	Rwy Idg	4000
111.6	103°	TDZE	1150
Chan 53		Apt Elev	1150

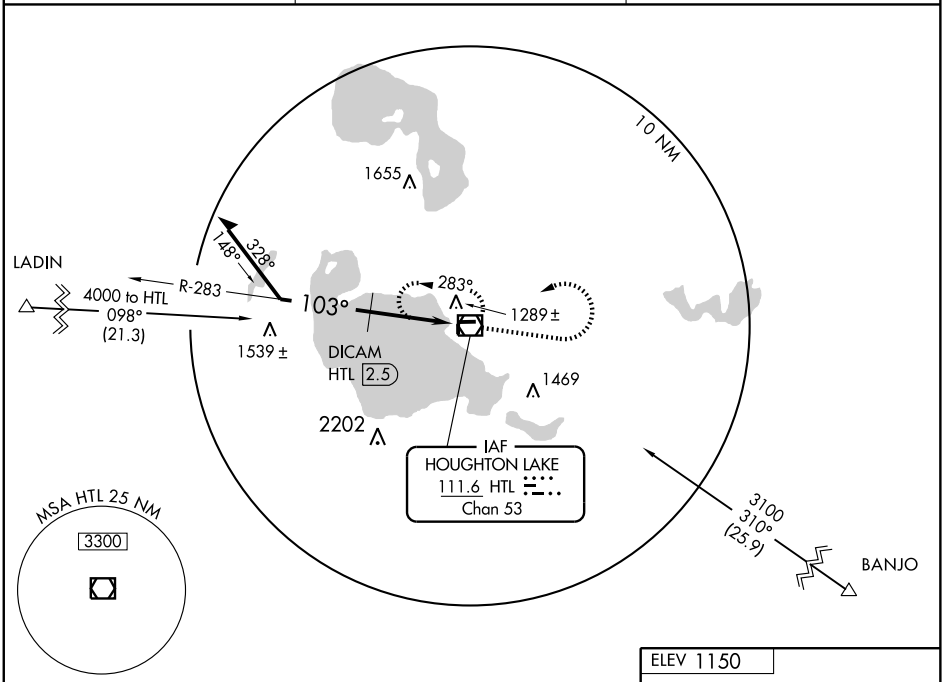
VOR RWY 9

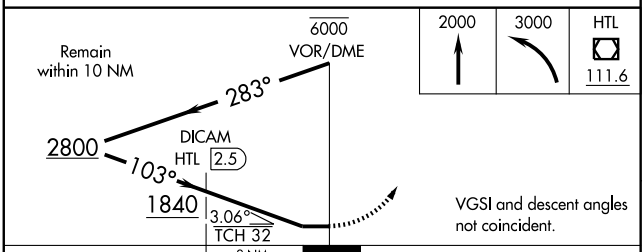
HOUGHTON LAKE/ ROSCOMMON COUNTY-BLODGETT MEMORIAL (HTL)

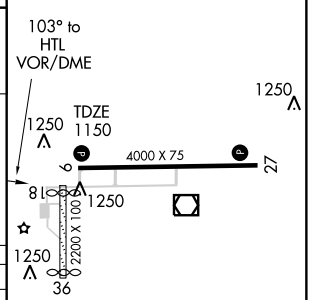
▼ If local altimeter setting not received, procedure NA.
▲ NA Visibility reduction by helicopters NA. Circling NA at night.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct HTL VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
111.6	132.9 398.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-9	1840-1 690 (700-1)		1840-2 690 (700-2)	1840-2¼ 690 (700-2¼)
CIRCLING	1840-1 690 (700-1)		1840-2 690 (700-2)	1840-2¼ 690 (700-2¼)
DICAM FIX MINIMUMS (DME REQUIRED)				
S-9	1540-1 390 (400-1)			1540-1¼ 390 (400-1¼)
CIRCLING	1600-1 450 (500-1)		1600-1½ 450 (500-1½)	1700-2 550 (600-2)

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-1. 14 JAN 2010 to 11 FEB 2010

HOUGHTON LAKE, MICHIGAN

AL-5517 (FAA)

VOR/DME HTL	APP CRS	Rwy Idg	4000
111.6	262°	TDZE	1145
Chan 53		Apt Elev	1150

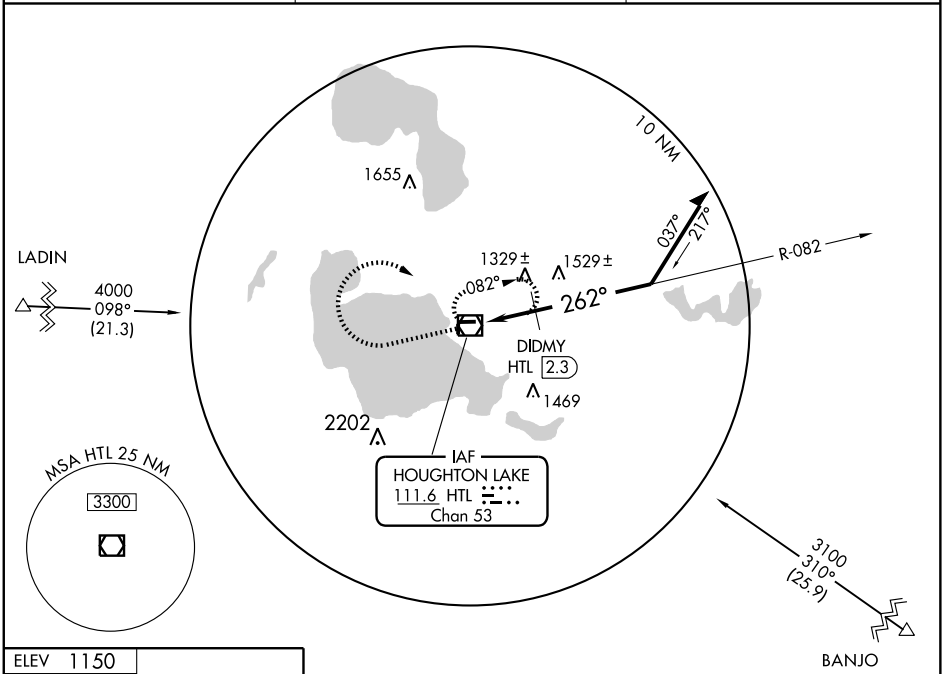
HOUGHTON LAKE/ ROSCOMMON COUNTY-BLODGETT MEMORIAL (HTL)

VOR RWY 27

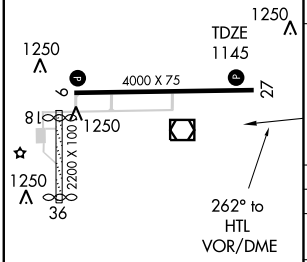
▼ If local altimeter setting not received, procedure NA.
▲ NA Visibility reduction by helicopters NA.
Circling NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HTL VOR/DME and hold.

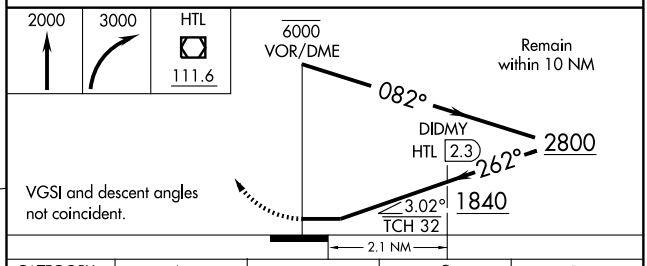
ASOS	MINNEAPOLIS CENTER	UNICOM
111.6	132.9 398.9	122.8 (CTAF) L



ELEV 1150

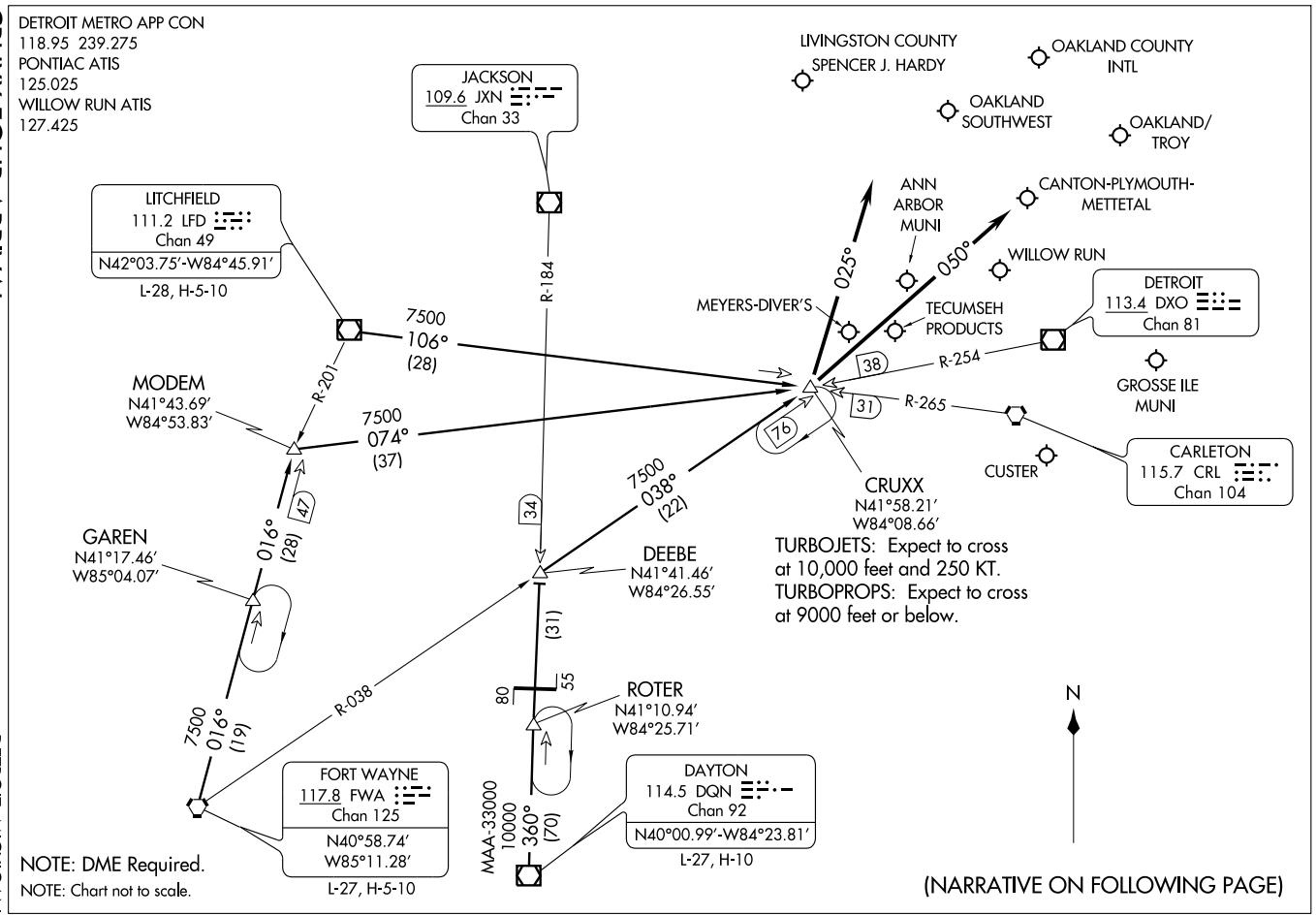


HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L



CATEGORY	A	B	C	D
S-27	1840-1 695 (700-1)		1840-2 695 (700-2)	1840-2 ¼ 695 (700-2¼)
CIRCLING	1840-1 690 (700-1)		1840-2 690 (700-2)	1840-2 ¼ 690 (700-2¼)
DIDMY FIX MINIMUMS (DME REQUIRED)				
S-27	1580-1 435 (500-1)		1580-1¼ 435 (500-1¼)	1580-1 ½ 435 (500-1½)
CIRCLING	1600-1 450 (500-1)		1600-1½ 450 (500-1½)	1700-2 550 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010


DETROIT METRO APP CON
118.95 239.275
PONTIAC ATIS
125.025
WILLOW RUN ATIS
127.425
LIVINGSTON COUNTY
SPENCER J. HARDY
OAKLAND COUNTY
INTL
OAKLAND
SOUTHWEST
OAKLAND/
TROY
JACKSON
109.6 JXN
Chan 33
LITCHFIELD
111.2 LFD
Chan 49
N42°03.75'-W84°45.91'
L-28, H-5-10
ANN
ARBOR
MUNI
CANTON-PLYMOUTH-
METTETAL
WILLOW RUN
DETROIT
113.4 DXO
Chan 81
MEYERS-DIVER'S
TECUMSEH
PRODUCTS
GROSSE ILE
MUNI
025°
050°
R-184
R-201
R-254
R-265
7500
106°
(28)
7500
074°
(37)
MODEM
N41°43.69'
W84°53.83'
38
31
76
CUSTER
CARLETON
115.7 CRL
Chan 104
CRUXX
N41°58.21'
W84°08.66'
7500
038°
(22)
34
47
GAREN
N41°17.46'
W85°04.07'
016°
(28)
DEEBE
N41°41.46'
W84°26.55'
TURBOJETS: Expect to cross
at 10,000 feet and 250 KT.
TURBOPROPS: Expect to cross
at 9000 feet or below.
(31)
80
55
ROTER
N41°10.94'
W84°25.71'
N
7500
016°
(19)
R-038
FORT WAYNE
117.8 FWA
Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10
MAA-33000
10000
360°
(70)
DAYTON
114.5 DQN
Chan 92
N40°00.99'-W84°23.81'
L-27, H-10
NOTE: DME Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

CRUXX FOUR ARRIVAL (CRUXX.CRUXX4)

ARRIVAL DESCRIPTION

DAYTON TRANSITION (DQN.CRUXX4): From over DQN VOR/DME via DQN R-360 and JXN R-184 to DEEBE INT and FWA R-038 to CRUXX INT. Thence . . . .
FORT WAYNE TRANSITION (FWA.CRUXX4): From over FWA VORTAC via FWA R-016 to MODEM INT and DXO R-254 to CRUXX INT. Thence . . . .
LITCHFIELD TRANSITION (LFD.CRUXX4): From over LFD VORTAC via LFD R-106 to CRUXX INT. Thence . . . .

. . . . Aircraft landing Y47, PTK, 36MI, ØMI7, OZW, ONZ, 1D2, TTF, VLL: From over CRUXX INT via 025° heading.
. . . . Aircraft landing YIP or ARB: From over CRUXX INT via 050° heading. Expect radar vector to final approach course.

EC-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-OGO	APP CRS	Rwy Idg 5002
108.55	132°	TDZE 962
Chan 22 (Y)		Apt Elev 962

ILS or LOC RWY 13

HOWELL / LIVINGSTON COUNTY SPENCER J. HARDY (OZW)

T
NA
If local altimeter setting not received, use Bishop Intl altimeter setting and increase all DAs/MDAs 80 feet.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 via heading 356° and I-OGO NW course to HUCCY Int/I-OGO 13 DME and hold.

AWOS-3	DETROIT APP CON	CLNC DEL	UNICOM
118.875	127.5 363.2	121.725 (GCO)	123.0 (CTAF) L

Procedure NA for arrivals on LAN VORTAC airway radials 034 CW 115.

FLINT
116.9 FNT
Chan 116

3000
244°
(23.9)

R-244

R-229

IAF
LANSING
110.8 LAN
Chan 45

3000 NoPT
089°
(21.9)

(IF/IAF)
HUCCY INT
I-OGO 13

312°
132°
1 min
312°

2900
132°
(6.2)

LOCALIZER 108.55
I-OGO
Chan 22(Y)

DURGY INT
I-OGO 6.8

1064
1288
1088
1095
1260

10 NM

MSA SVM 25 NM
2600
115°
230°
3100

ALTERNATE MISSED APCH FIX
R-294
114°
R-050
114.3 SVM
Chan 90
294°
109.6 JXN
Chan 33
BAMBY
SVM 23

3000 to Huccy
311°
(34.1)

SALEM
114.3 SVM
Chan 90

ELEV 962

132° 5.8 NM from FAF

1079±
13
TDZE
962
5002 X 100
960±
0.4% UP
31

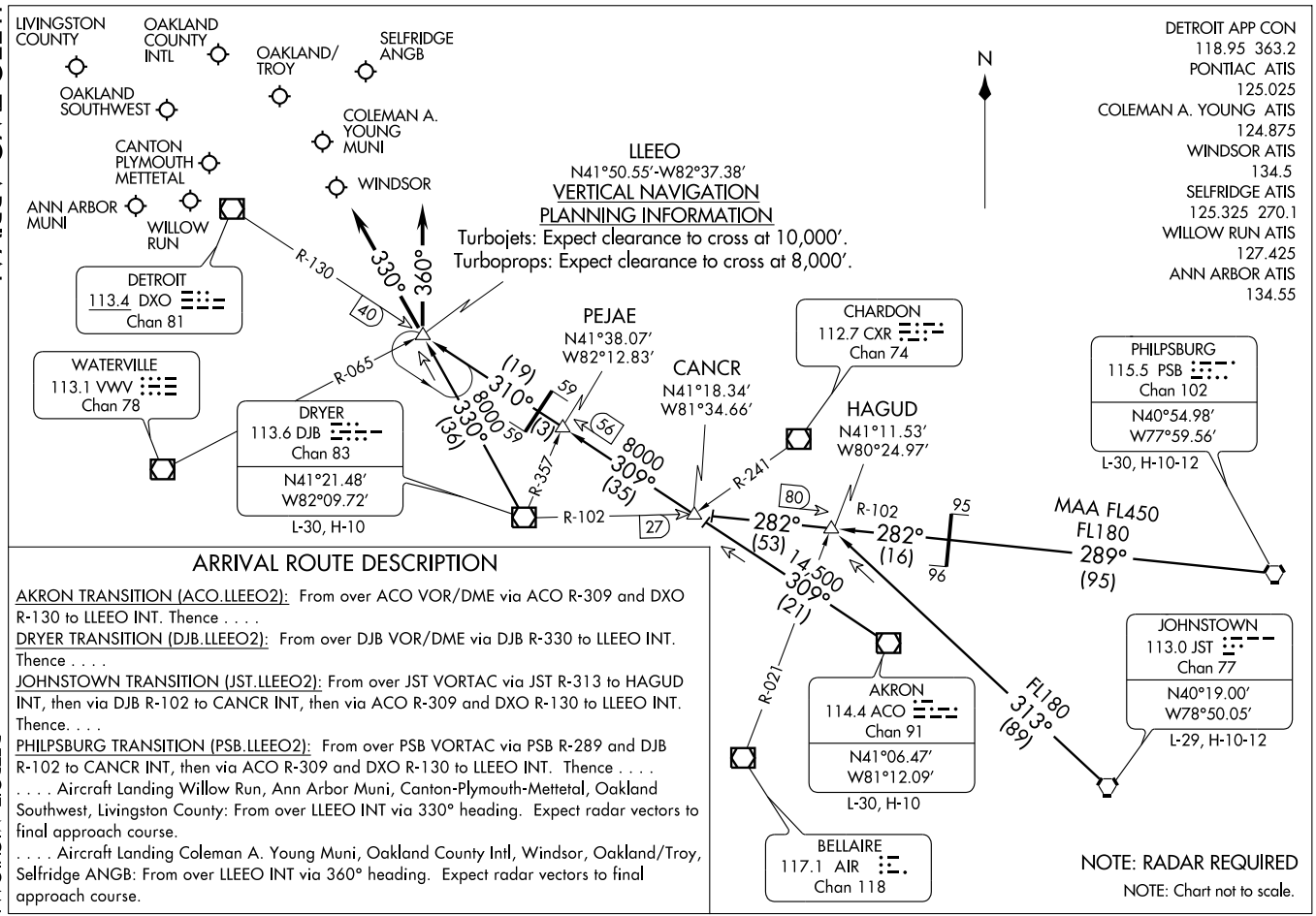
HIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

One Minute Holding Pattern
HUCCY INT
I-OGO 13
DURGY INT
I-OGO 6.8
1600
3000
HDG 356°
I-OGO NW
CRS
HUCCY INT
I-OGO 13
3000
312°
132°
132°
2900
I-OGO 2
I-OGO 1
GS 3.00°
TCH 48
2900
6.2 NM
4.8 NM
1 NM

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-ILS 13	1162-½ 200 (200-½)			
S-LOC 13	1320-½ 358 (400-½)			1320-¾ 358 (400-¾)
CIRCLING	1460-1 498 (500-1)		1460-1½ 498 (500-1½)	1520-2 558 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010



ARRIVAL ROUTE DESCRIPTION

AKRON TRANSITION (ACO.LLEEO2): From over ACO VOR/DME via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

DRYER TRANSITION (DJB.LLEEO2): From over DJB VOR/DME via DJB R-330 to LLEEO INT. Thence . . . .

JOHNSTOWN TRANSITION (JST.LLEEO2): From over JST VORTAC via JST R-313 to HAGUD INT, then via DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence. . . .

PHILPSBURG TRANSITION (PSB.LLEEO2): From over PSB VORTAC via PSB R-289 and DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

. . . . Aircraft Landing Willow Run, Ann Arbor Muni, Canton-Plymouth-Mettetal, Oakland Southwest, Livingston County: From over LLEEO INT via 330° heading. Expect radar vectors to final approach course.

. . . . Aircraft Landing Coleman A. Young Muni, Oakland County Intl, Windsor, Oakland/Troy, Selfridge ANGB: From over LLEEO INT via 360° heading. Expect radar vectors to final approach course.

NDB OZW	APP CRS	Rwy Idg	5002
243	119°	TDZE	962
		Apt Elev	962

NDB RWY 13

HOWELL / LIVINGSTON COUNTY SPENCER J. HARDY (OZW)

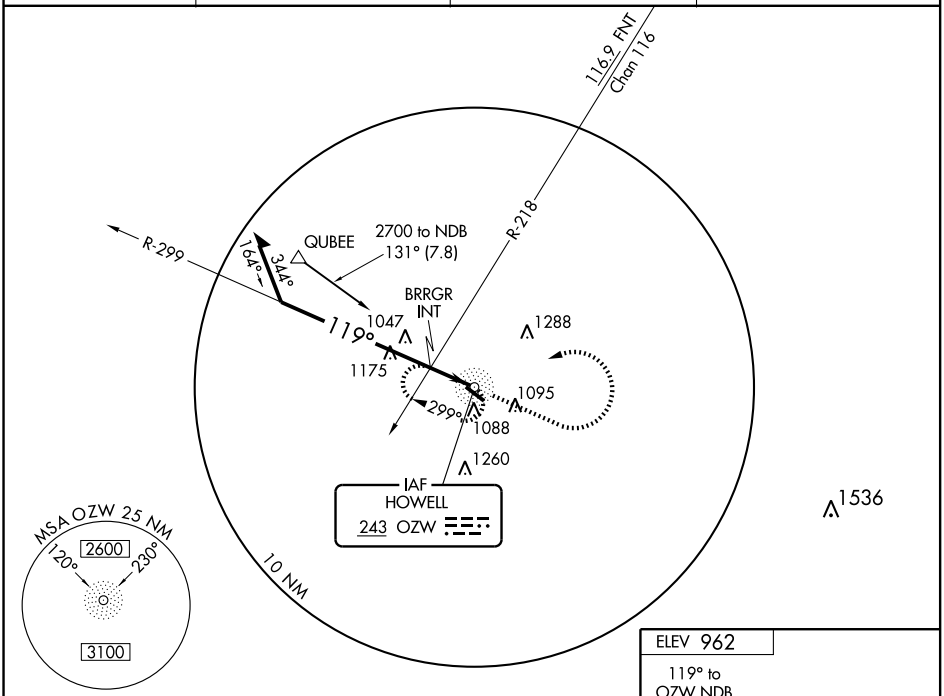
If local altimeter setting not received, use Bishop Intl altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA.BRRGR FIX minimums NA when using Bishop Intl altimeter setting.

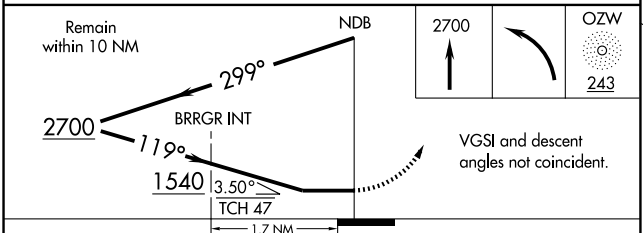
NA

MALSR

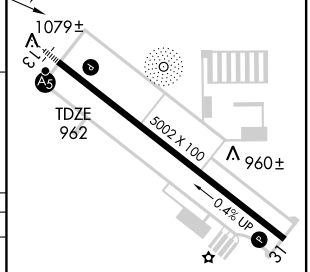
MISSED APPROACH: Climb to 2700 then left turn direct OZW NDB and hold.

AWOS-3	DETROIT APP CON	CLNC DEL	UNICOM
118.875	127.5 363.2	121.725 (GCO)	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-13	1540-1 578 (600-1)		1540-1½ 578 (600-1½)	1540-1¾ 578 (600-1¾)
CIRCLING	1540-1 578 (600-1)		1540-1½ 578 (600-1½)	1540-2 578 (600-2)
BRRGR FIX MINIMUMS				
S-13	1380-1 418 (500-1)		1380-1¼ 418 (500-1¼)	
CIRCLING	1460-1 498 (500-1)		1460-1½ 498 (500-1½)	1520-2 558 (600-2)



HIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

Knots	60	90	120	150	180
Min:Sec					

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg 5002
CH 69601	132°	TDZE 962
W13A		Apt Elev 962

RNAV (GPS) RWY 13

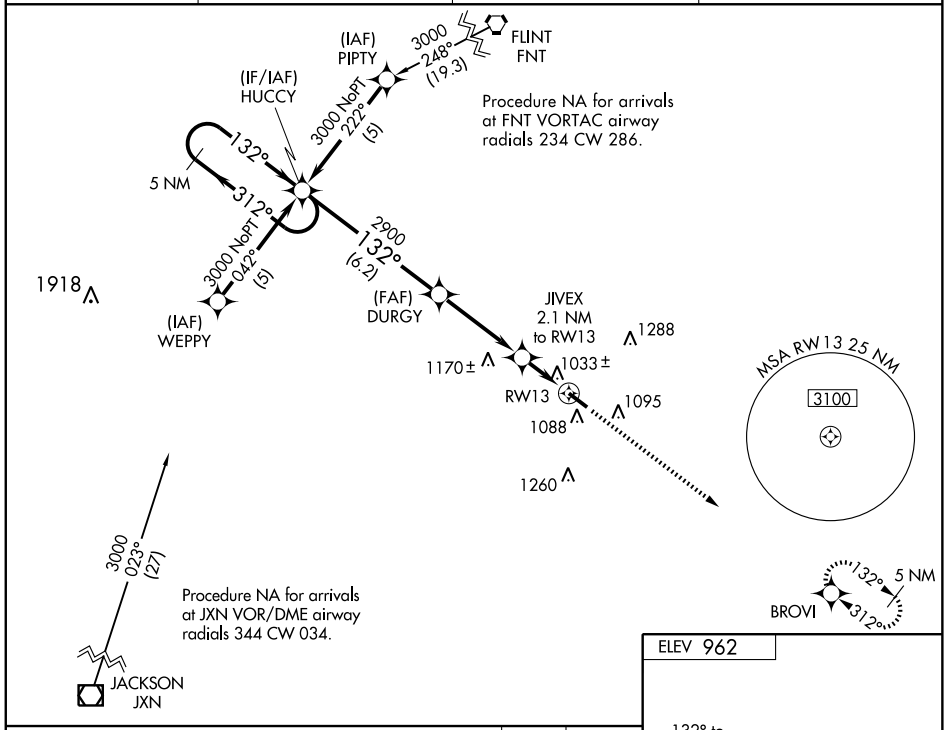
HOWELL / LIVINGSTON COUNTY SPENCER J. HARDY (OZW)

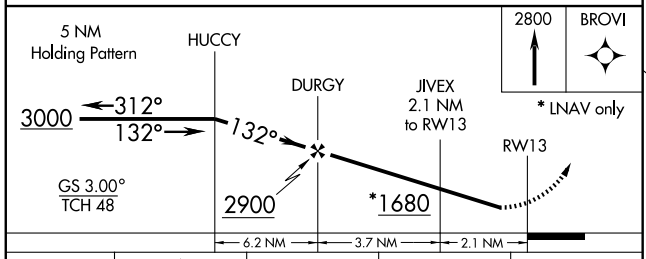
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bishop Intl altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). Visibility reduction by helicopters NA. Baro-VNAV NA when using Bishop Intl altimeter setting.

MALSR

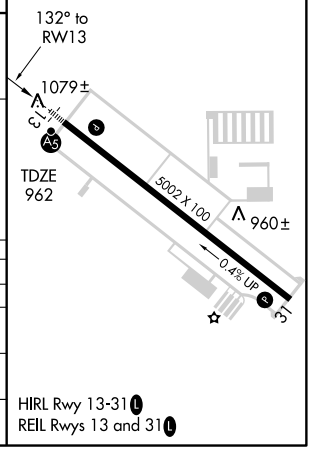
MISSED APPROACH: Climb to 2800 direct BROVI and hold.

AWOS-3	DETROIT APP CON	CLNC DEL	UNICOM
118.875	127.5 363.2	121.725 (GCO)	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1244-1 282 (300-1)			
LNAV/ VNAV DA	1324-1¼ 362 (400-1¼)			
LNAV MDA	1300-1 338 (400-1)			
CIRCLING	1460-1¼ 498 (500-1¼)	1460-1½ 498 (500-1½)	1520-2 558 (600-2)	



APP CRS	Rwy Idg	5002
312°	TDZE	943
	Apt Elev	962

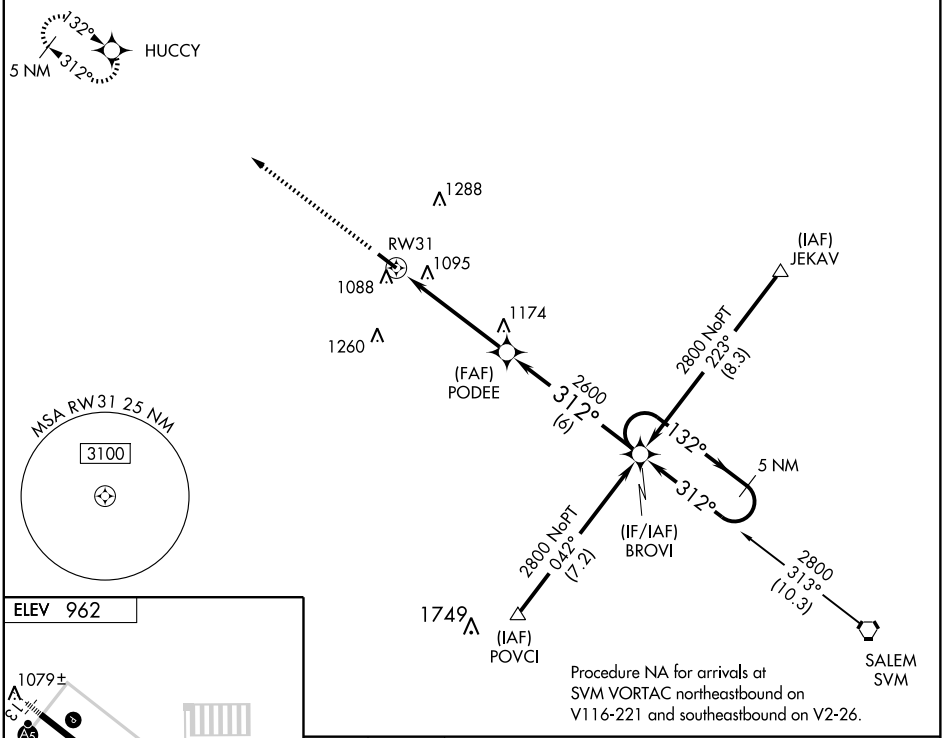
RNAV (GPS) RWY 31

HOWELL / LIVINGSTON COUNTY SPENCER J. HARDY (OZW)

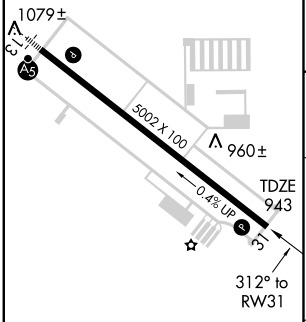
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bishop Intl altimeter setting and increase all MDAs 80 feet.

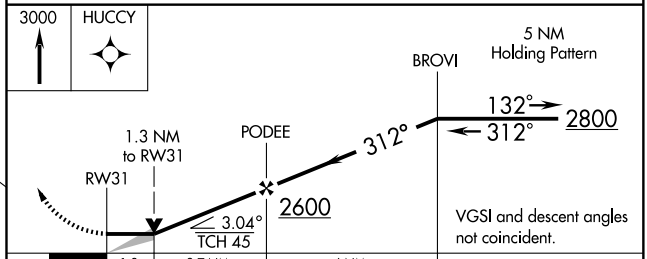
MISSED APPROACH: Climb to 3000 direct HUCCY and hold.

AWOS-3	DETROIT APP CON	CLNC DEL	UNICOM
118.875	127.5 363.2	121.725 (GCO)	123.0 (CTAF) L



Procedure NA for arrivals at SVM VORTAC northeastbound on V116-221 and southeastbound on V2-26.





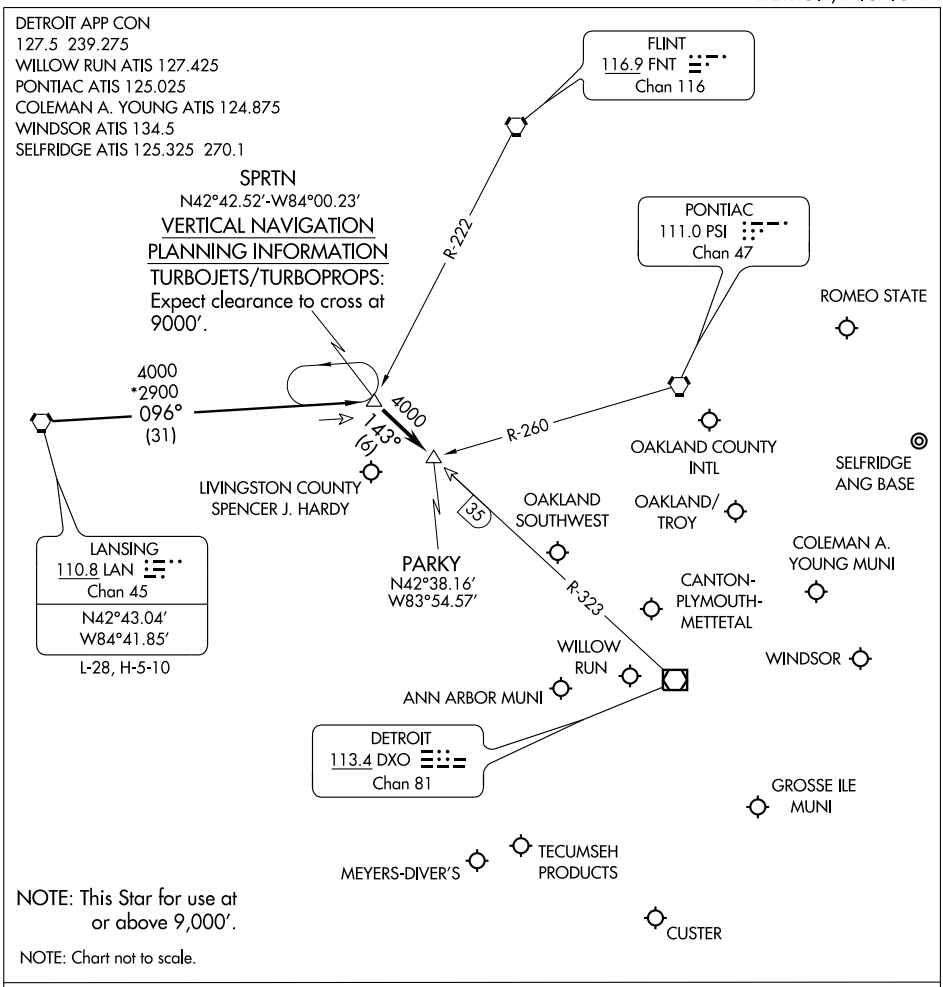
CATEGORY	A	B	C	D
LNAV MDA	1400-1 457 (500-1)		1400-1¼ 457 (500-1¼)	1400-1½ 457 (500-1½)
CIRCLING	1460-1 498 (500-1)		1460-1½ 498 (500-1½)	1520-2 558 (600-2)

HIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

EC-1. 14 JAN 2010 to 11 FEB 2010

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN



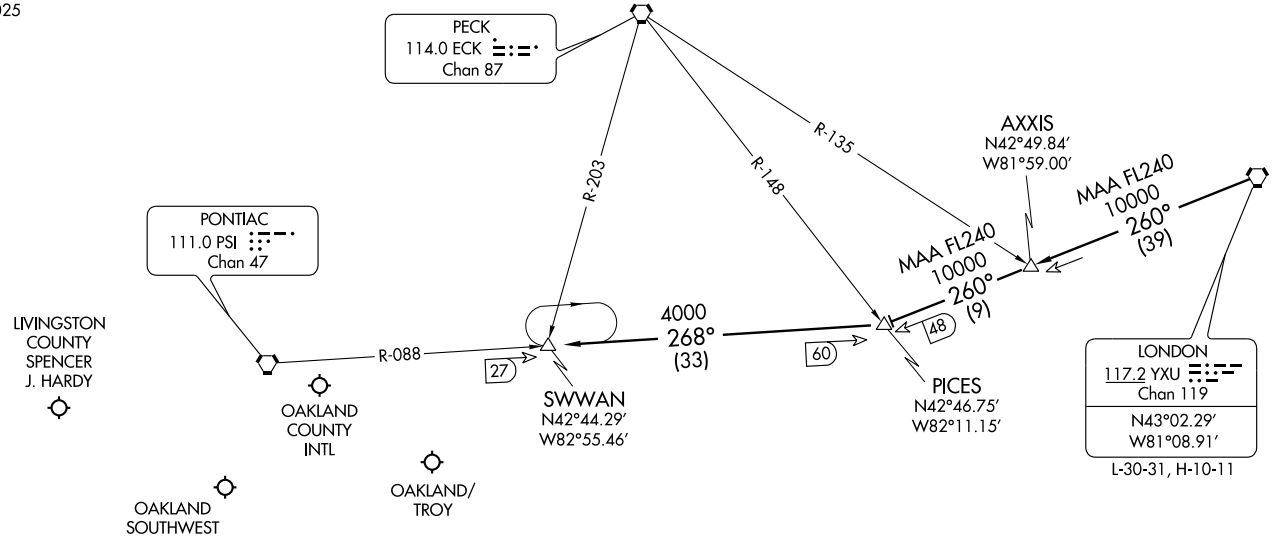
LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.

SWWAN ONE ARRIVAL (SWWAN.SWWAN1) 09351

DETROIT APP CON
127.5 363.2
PONTIAC ATIS
125.025



N

ARRIVAL ROUTE DESCRIPTION

LONDON TRANSITION (YXU.SWANN1): From over YXU VORTAC via YXU R-260 to PICES INT, then via PSI R-088 to SWWAN INT. Thence . . . .

. . . . From SWWAN, expect radar vectors to final approach course.

NOTE: RADAR Required.
NOTE: Chart not to scale.

ST-5052 (FAA)

PONTIAC, MICHIGAN

VORTAC SVM	APP CRS	Rwy Idg	5002
114.3	311°	TDZE	943
Chan 90		Apt Elev	962

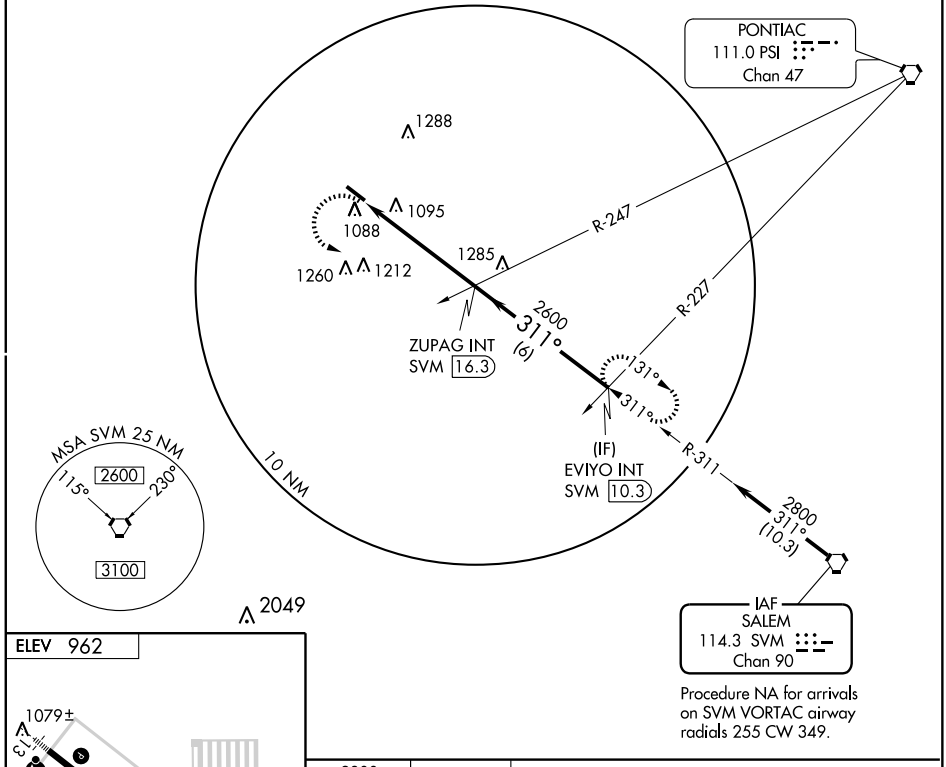
VOR RWY 31

HOWELL / LIVINGSTON COUNTY SPENCER J. HARDY (OZW)

If local altimeter setting not received, use Bishop Intl altimeter setting and increase allMDAs 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2800 via heading 090° and SVM R-311 to EVIYO Int/10.30 DME and hold.

AWOS-3	DETROIT APP CON	CLNC DEL	UNICOM
118.875	127.5 363.2	121.725 (GCO)	123.0 (CTAF) L



Procedure NA for arrivals on SVM VORTAC airway radials 255 CW 349.

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-31	1540-1 597 (600-1)	1540-1¼ 597 (600-1¼)	1540-1½ 597 (600-1½)	1540-1¾ 597 (600-1¾)
CIRCLING	1540-1 578 (600-1)	1540-1¼ 578 (600-1¼)	1540-1½ 578 (600-1½)	1540-2 578 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

IONIA, MICHIGAN

AL-5486 (FAA)

APP CRS	Rwy Idg	4300
276°	TDZE	812
	Apt Elev	813

RNAV (GPS) RWY 27

IONIA COUNTY (Y70)

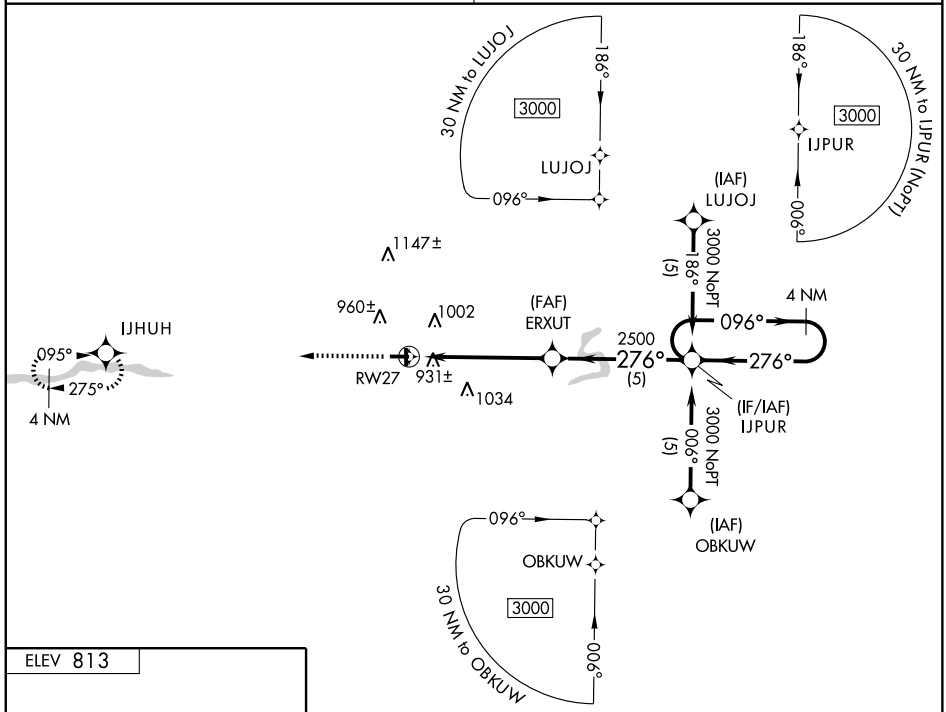
Use Lansing altimeter setting.
DME/DME RNP-0.3 NA.
GPS or RNP-0.3 required.

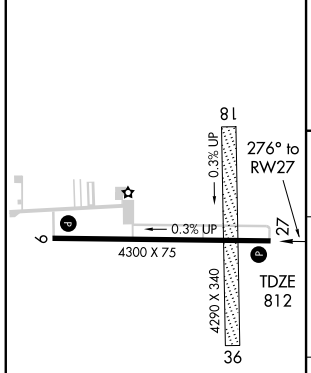
NA

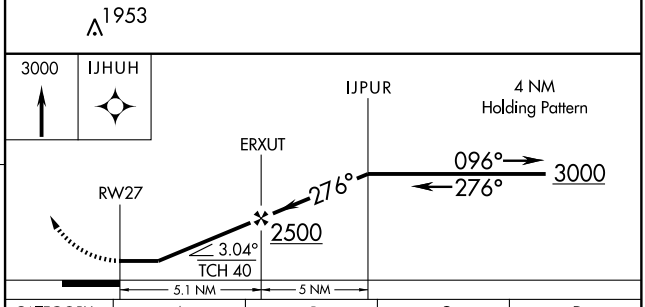
MISSED APPROACH: Climb to 3000 direct IJHUH WP and hold.

LANSING APP CON
118.65 226.4

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1260 - 1	448 (500-1)	1260 - 1¼ 448 (500-1¼)	NA
CIRCLING	1380 - 1	567 (600-1)	1380 - 1½ 567 (600-1½)	NA

REIL Rwy 27 L
MIRL Rwy 9-27 L

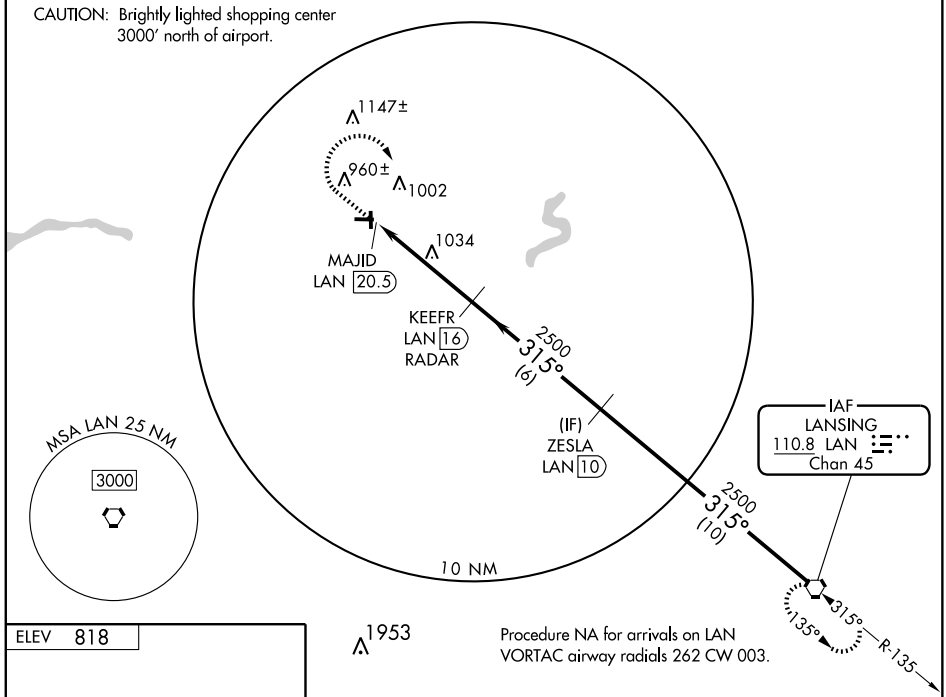
EC-1. 14 JAN 2010 to 11 FEB 2010

VORTAC LAN 110.8 Chan 45	APP CRS 315°	Rwy Idg N/A TDZE N/A Apt Elev 818

VOR-A
IONIA COUNTY (Y7Ø)

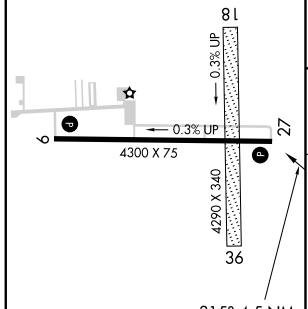
▼ NA Use Lansing altimeter setting; when not received, use Charlotte altimeter setting and increase all MDAs 20 feet, and increase Cat C visibility ¼ mile.	MISSED APPROACH: Climb to 2500 then right turn direct LAN VORTAC and hold.
LANSING APP CON 118.65 226.4	UNICOM 122.8 (CTAF) L

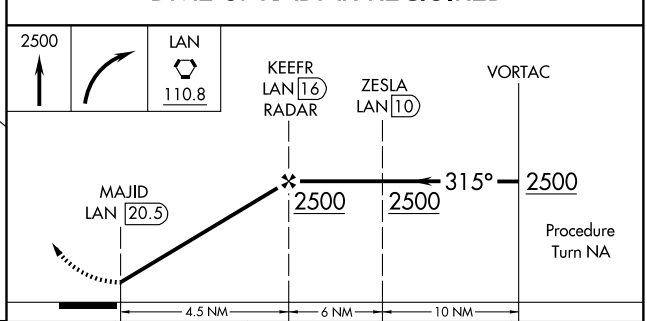
CAUTION: Brightly lighted shopping center 3000' north of airport.



Procedure NA for arrivals on LAN VORTAC airway radials 262 CW 003.

DME or RADAR REQUIRED





FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
CIRCLING	1400-1 582 (600-1)	1400-1¼ 582 (600-1¼)	1400-1½ 582 (600-1½)	NA

EC-1, 14 JAN 2010 to 11 FEB 2010

LOC I-IMT	APP CRS	Rwy Idg	6501
111.5	010°	TDZE	1133
		Apt Elev	1182

ILS RWY 1

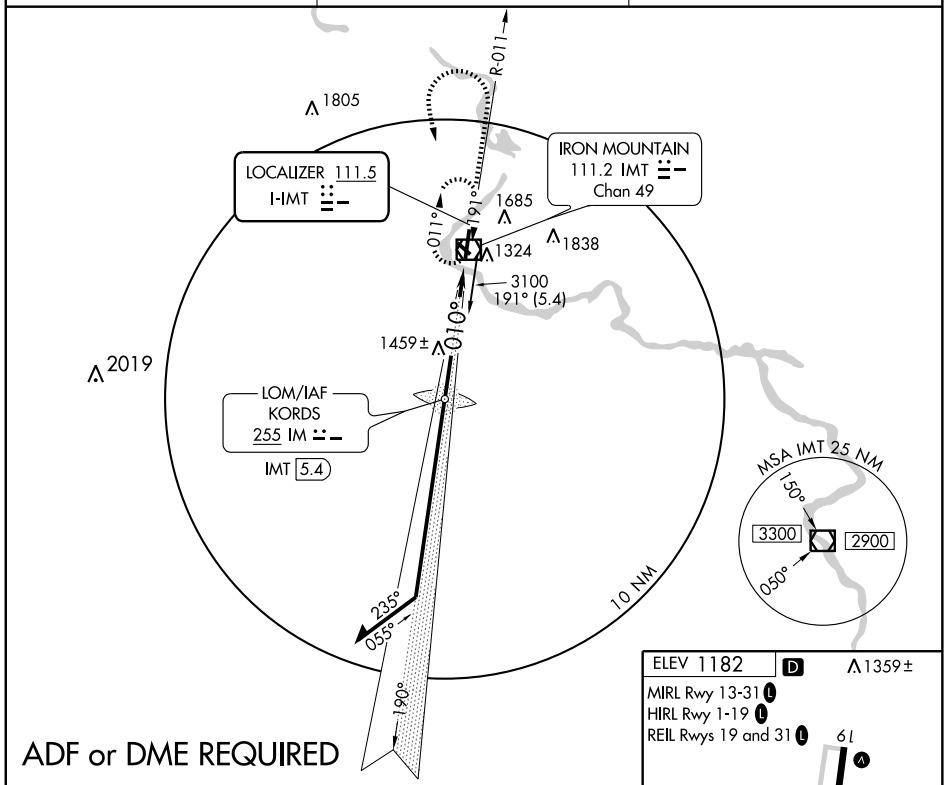
IRON MOUNTAIN/FORD (IMT)

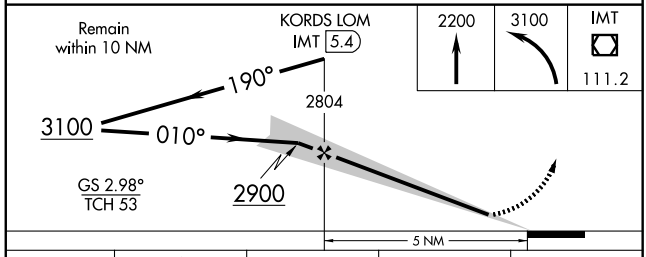
Circling not authorized NE of Rwys 19 and 31.

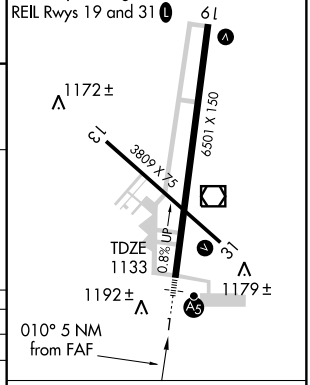
MALSR

MISSED APPROACH: Climb to 2200, then climbing left turn to 3100 direct IMT VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	121.25 322.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 1	1333-½ 200 (200-½)			
S-LOC 1	1720-½ 587 (600-½)		1720-1 587 (600-1)	1720-1¼ 587 (600-1¼)
CIRCLING	1720-1 538 (600-1)		1780-1½ 598 (600-1½)	1780-2 598 (600-2)

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-1. 14 JAN 2010 to 11 FEB 2010

IRON MOUNTAIN/KINGSFORD, MICHIGAN AL-5347 (FAA)

LOC I-IMT	APP CRS	Rwy Idg	6501
111.5	190°	TDZE	1182
		Apt Elev	1182

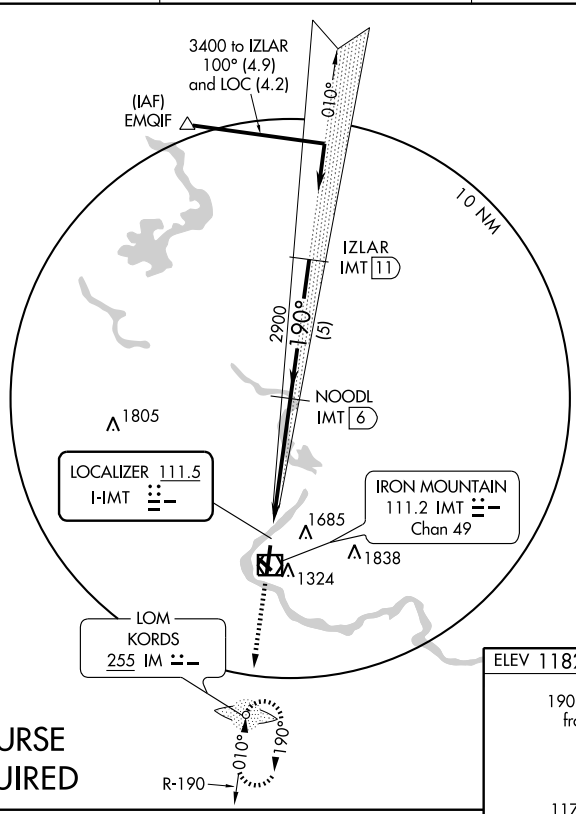
LOC/DME BC RWY 19

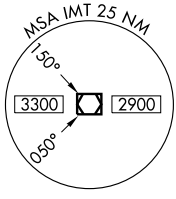
IRON MOUNTAIN/FORD (IMT)

Circling not authorized NE of Rwys 19 and 31.
DME from IMT VOR/DME.
Simultaneous reception of I-IMT and IMT DME required.

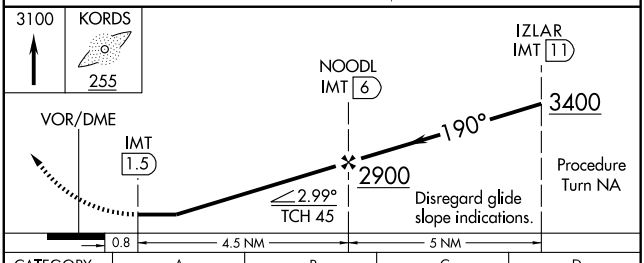
MISSED APPROACH: Climb to 3100 direct KORDS LOM and hold.

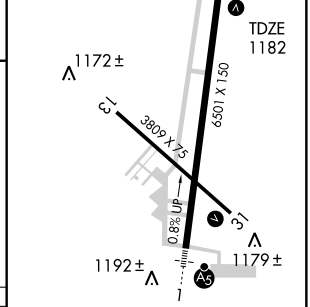
ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	121.25 322.5	122.8 (CTAF) L





BACK COURSE
ADF REQUIRED





CATEGORY	A	B	C	D
S-19	1660-1 478 (500-1)		1660-1¼ 478 (500-1¼)	1660-1½ 478 (500-1½)
CIRCLING	1660-1 478 (500-1)	1720-1 538 (600-1)	1780-1½ 598 (600-1½)	1780-2 598 (600-2)

MIRL Rwy 13-31 L
HIRL Rwy 1-19 L
REIL Rwys 19 and 31 L

EC-1. 14 JAN 2010 to 11 FEB 2010

LOM IM	APP CRS	Rwy Idg	6501
255	010°	TDZE	1133
		Apt Elev	1182

NDB RWY 1

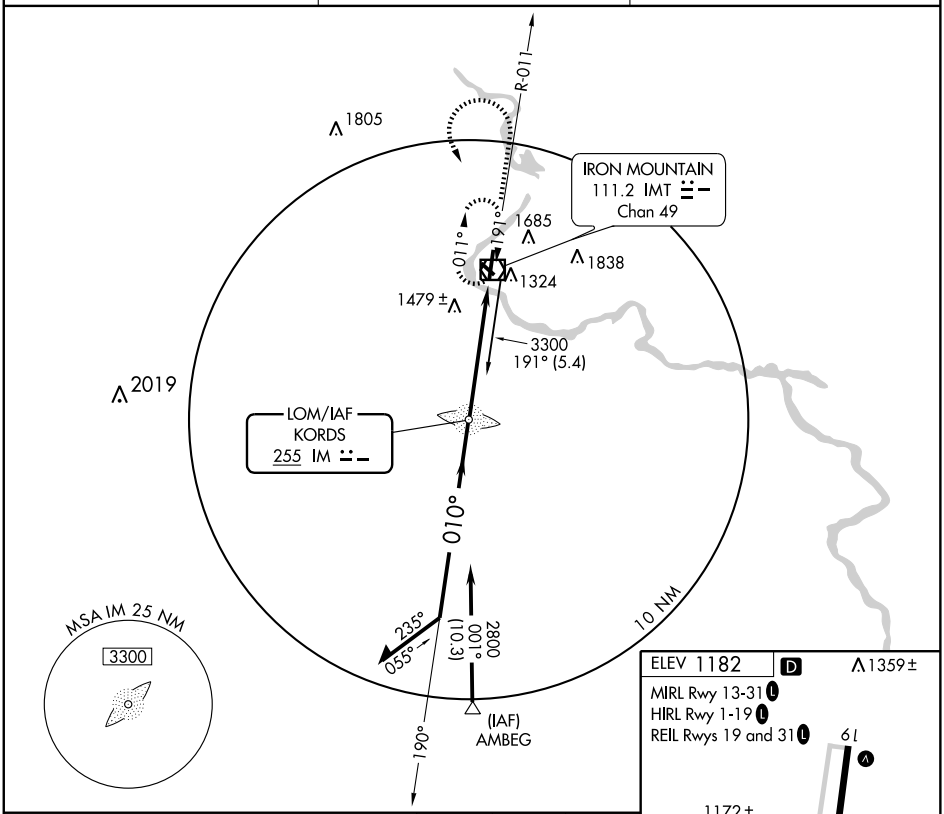
IRON MOUNTAIN/FORD (IMT)

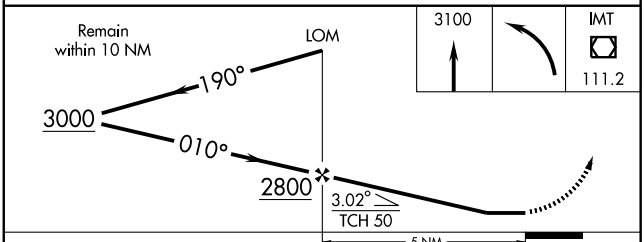
Circling not authorized NE of Rwys 19 and 31.
Circling not authorized at night to Rwy 31.

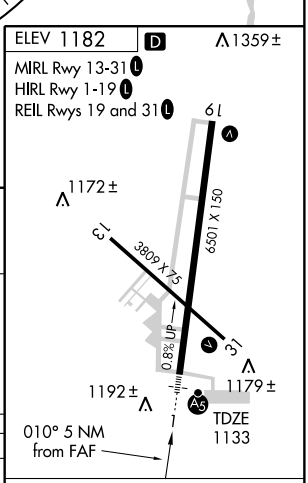
MALSR

MISSED APPROACH: Climb to 3100, then left turn direct IMT VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	121.25 322.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	1780-¾ 647 (600-¾)		1780-1¼ 647 (600-1¼)	1780-1¾ 647 (600-1¾)
CIRCLING	1780-1 598 (600-1)		1780-1¾ 598 (600-1¾)	1780-2 598 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6501
CH 77811	010°	TDZE	1133
W01A		Apt Elev	1182

RNAV (GPS) RWY 1

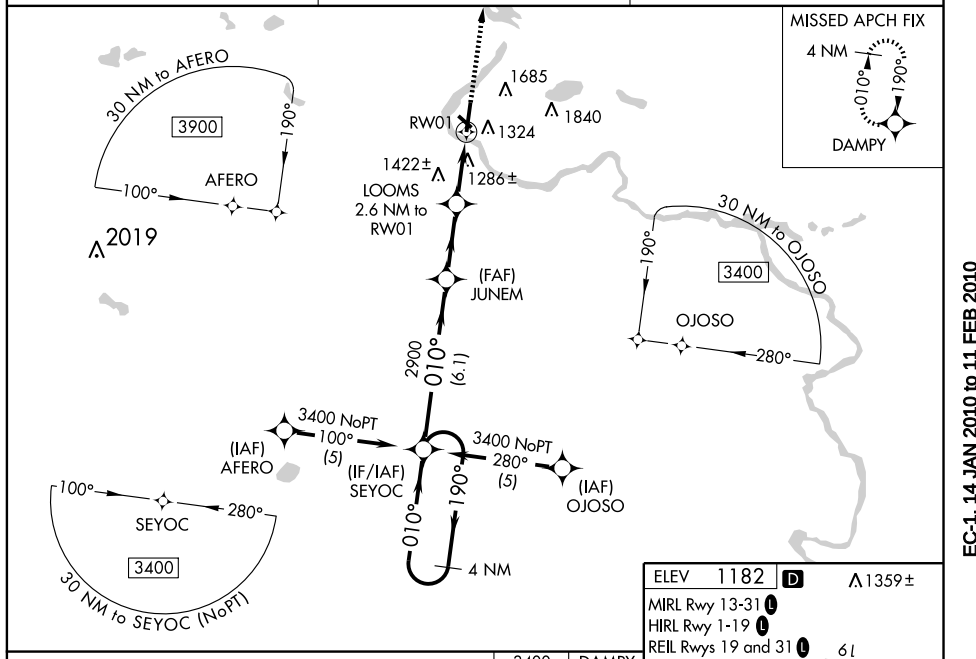
IRON MOUNTAIN/FORD (IMT)

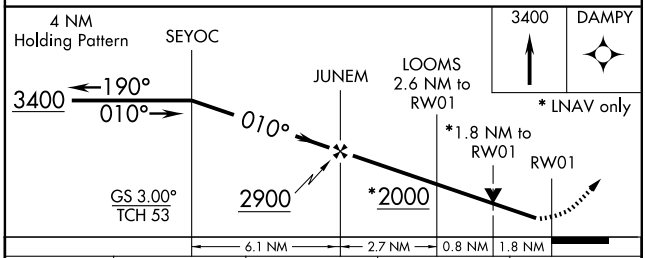
Inoperative table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Circling NA NE of Rwys 19 and 31. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Escanaba altimeter setting and increase all DA/MDA 180 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV Cat C and D visibility ½ mile, and Circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile. For inoperative MALSR increase visibility LNAV Cat A and B ¼ mile. For Inoperative MALSR when using Escanaba altimeter setting, increase LPV all Cats visibility to 1½ mile, LNAV Cat A visibility to 1 mile. Baro-VNAV and VDP NA when using Escanaba altimeter setting.

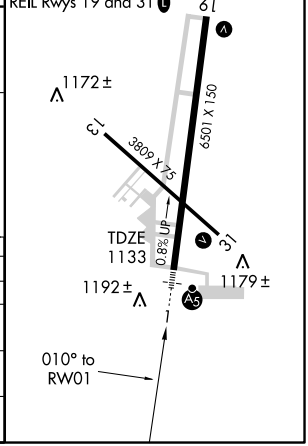
MALSR (A5)

MISSED APPROACH: Climb to 3400 direct DAMPY and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	121.25 322.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1383-¾ 250 (300-¾)			
LNAV/VNAV DA	1806-2 673 (700-2)			
LNAV MDA	1760-¾ 627 (600-¾)		1760-1¼ 627 (600-1¼)	1760-1½ 627 (600-1½)
CIRCLING	1760-1 578 (600-1)		1780-1¾ 598 (600-1¾)	1780-2 598 (600-2)

EC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6501
190°	TDZE	1182
	Apt Elev	1182

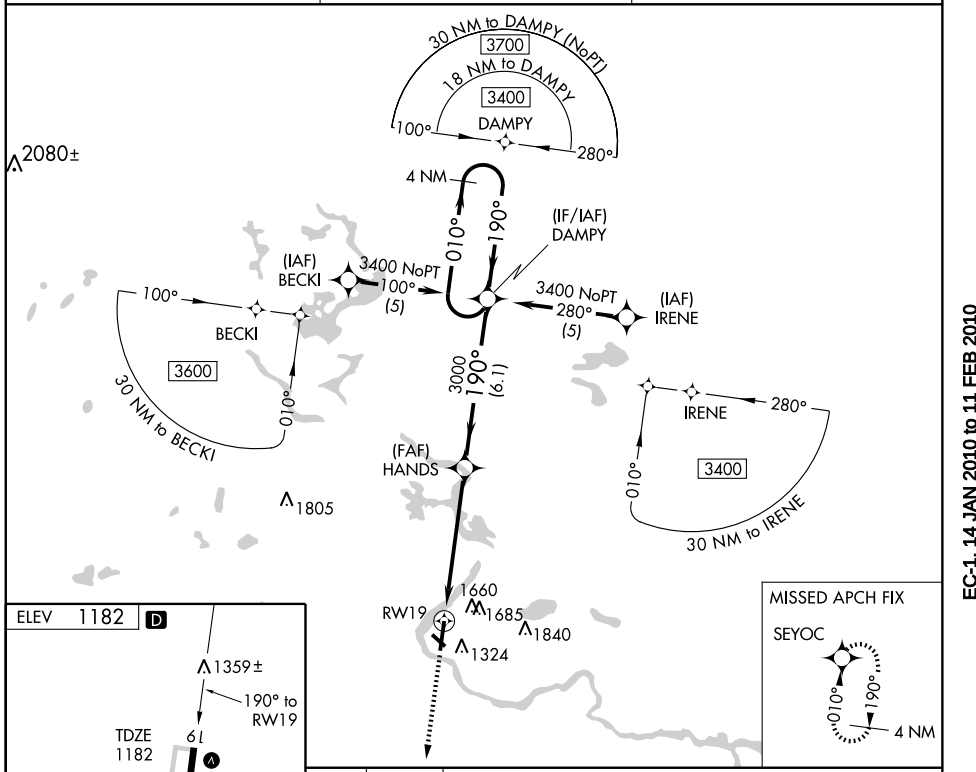
RNAV (GPS) RWY 19

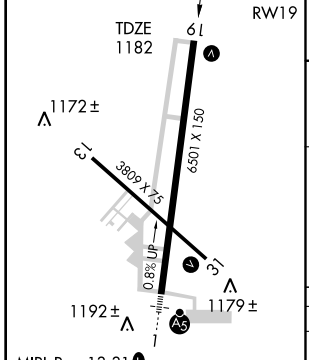
IRON MOUNTAIN/FORD (IMT)

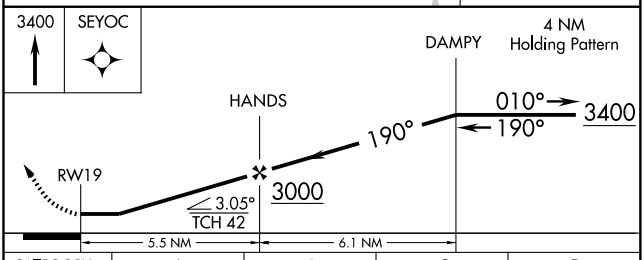
Circling NA northeast of Rwys 19 and 31. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Escanaba altimeter setting and increase all MDA 180 feet, increase LNAV and Circling Cat B visibility ¼ mile, Cats C and D visibility ¾ mile.

MISSED APPROACH: Climb to 3400 direct SEYOC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	121.25 322.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1760-1	578 (600-1)	1760-1½ 578 (600-1½)	1760-1¾ 578 (600-1¾)
CIRCLING	1760-1	578 (600-1)	1780-1½ 598 (600-1½)	1780-2 598 (600-2)

EC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME IMT	APP CRS	Rwy Idg	3809
111.2	323°	TDZE	1131
Chan 49		Apt Elev	1182

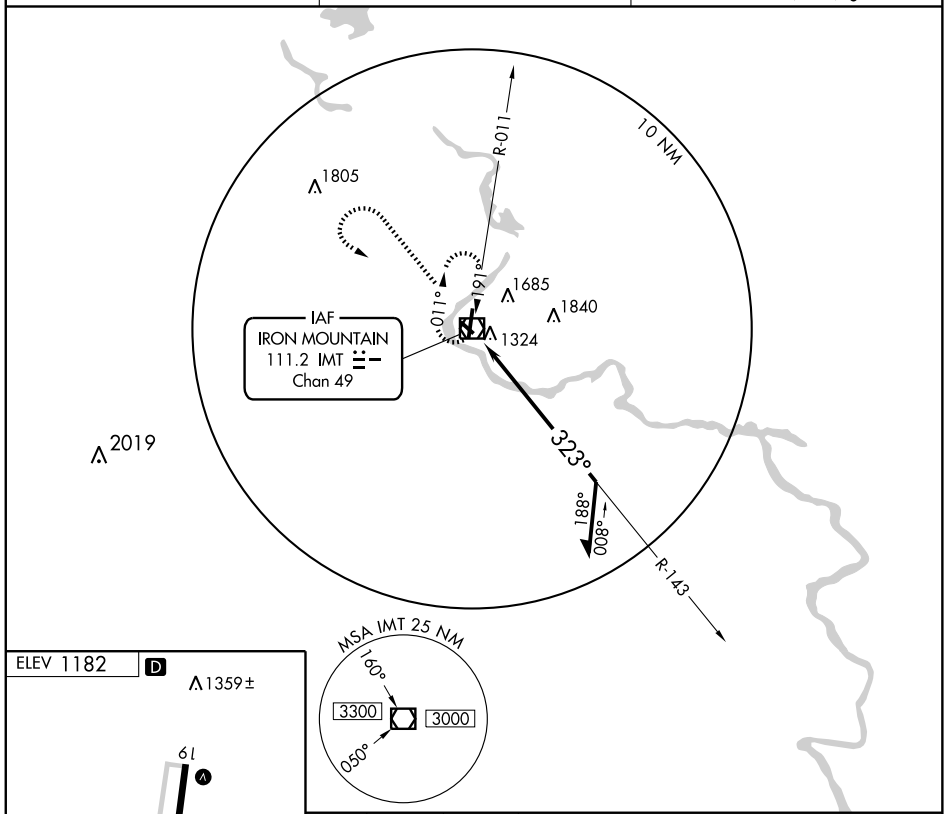
VOR RWY 31

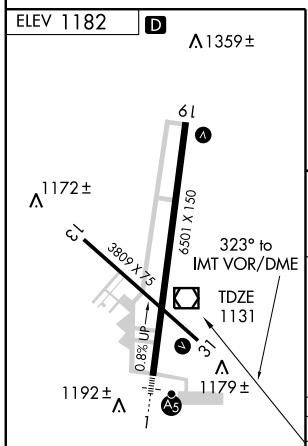
IRON MOUNTAIN/FORD (IMT)

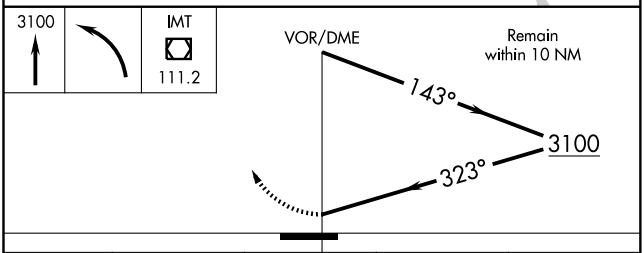
Circling NA NE of Rwys 19 and 31. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Escanaba altimeter setting and increase all MDA 180 feet, and increase S-31 and Circling Cat B visibility ¼ mile and Cats C and D visibility ½ mile.

MISSED APPROACH: Climb to 3100 then left turn direct IMT VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	121.25 322.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1760-1	629 (600-1)	1760-1¾ 629 (600-1¾)	1760-2 629 (600-2)
CIRCLING	1760-1	578 (600-1)	1780-1¾ 598 (600-1¾)	1780-2 598 (600-2)

MIRL Rwy 13-31 L
HIRL Rwy 1-19 L
REIL Rwys 19 and 31 L

EC-1. 14 JAN 2010 to 11 FEB 2010

LOC I-IWD	APP CRS	Rwy Idg	6501
111.5	270°	TDZE	1230
		Apt Elev	1230

ILS RWY 27

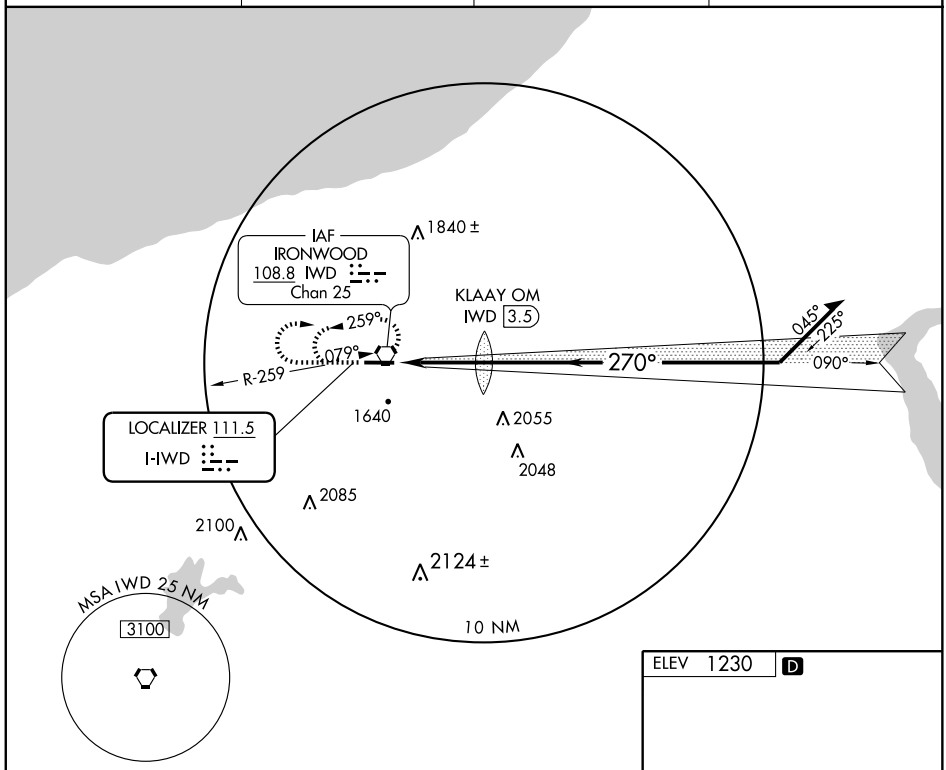
IRONWOOD/GOGEBIC-IRON COUNTY (IWD)

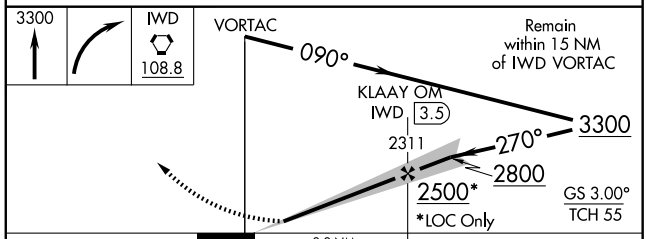
Use Ironwood altimeter setting; if not received, procedure not authorized.

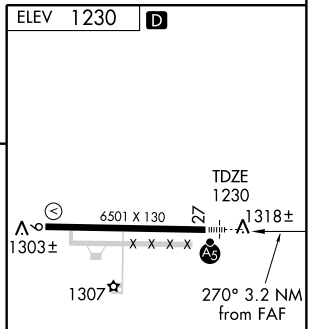
MALSR

MISSED APPROACH: Climb to 3300, then right turn direct IWD VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	GREEN BAY RADIO	UNICOM
125.175	133.55	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 27	1430-½ 200 (200-½)			
S-LOC-27	1720-½ 490 (500-½)		1720-¾ 490 (500-¾)	1720-1 490 (500-1)
CIRCLING	2100-1 870 (900-1)	2100-1¼ 870 (900-1¼)	2100-2½ 870 (900-2½)	2220-3 990 (1000-3)

REIL Rwy 9 L
HIRL Rwy 9-27 L

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

EC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6501
090°	TDZE	1230
	Apt Elev	1230

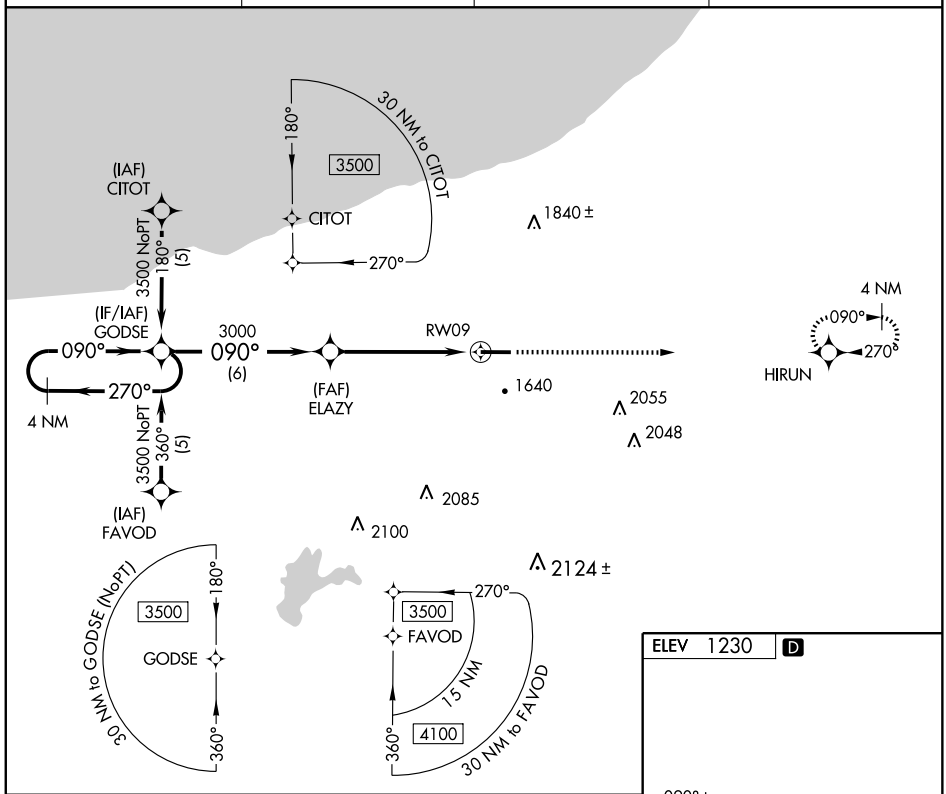
RNAV (GPS) RWY 9

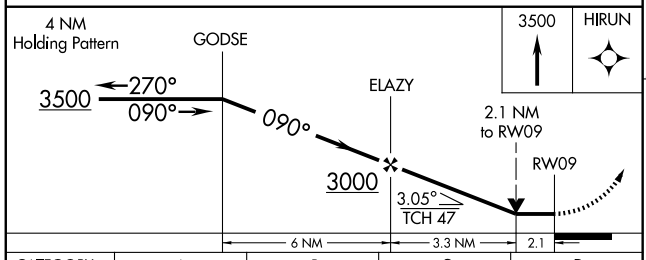
IRONWOOD/GOGEBIC-IRON COUNTY (IWD)

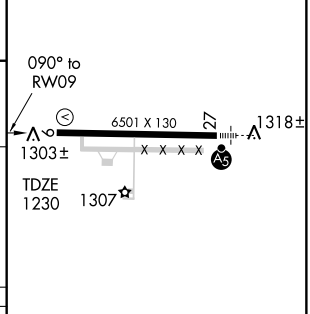
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Ashland altimeter setting and increase all MDA 140 feet, increase LNAV Cat B visibility ¼ mile, Cat C/D ½ mile and increase Circling Cat A/B visibility ¼ mile, Cat C ½ mile.

MISSED APPROACH: Climb to 3500 direct HIRUN and hold.

AWOS-3	MINNEAPOLIS CENTER	GREEN BAY RADIO	UNICOM
125.175	133.55	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1940-1 710 (800-1)		1940-2 710 (800-2)	1940-2¼ 710 (800-2¼)
CIRCLING	2100-1 870 (900-1)	2100-1¼ 870 (900-1¼)	2100-2½ 870 (900-2½)	2220-3 990 (1000-3)

REIL Rwy 9 L
HIRL Rwy 9-27 L

EC-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 50212 W27A	APP CRS 270°	Rwy Idg 6501 TDZE 1230 Apt Elev 1230

RNAV (GPS) RWY 27

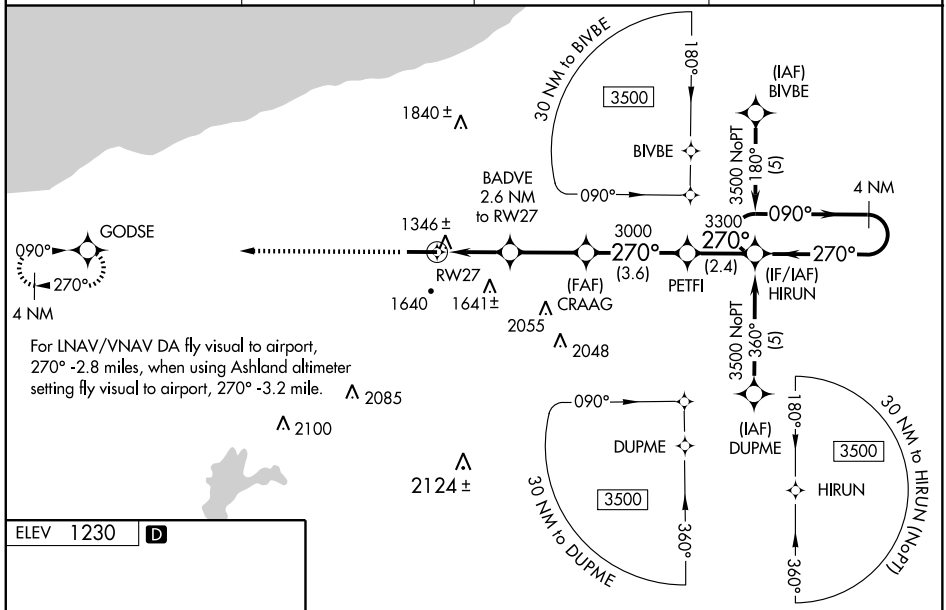
IRONWOOD/GOGEBIC-IRON COUNTY (IWD)

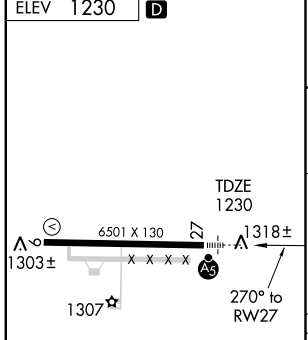
Inoperative table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cats A and B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When using Ashland altimeter setting: inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat A. When using Ashland altimeter setting: for inoperative MALSR, increase LNAV Cat B visibility to 1¼ mile. Baro-VNAV and VDP NA when using Ashland altimeter setting. When local altimeter setting not received, use Ashland altimeter setting and increase all DA 132 feet and all MDA 140 feet, increase LNAV/VNAV Cat C visibility ¼ mile, LNAV Cat C/D visibility ½ mile, and Circling Cat A/B visibility ¼ mile, Cat C ½ mile.

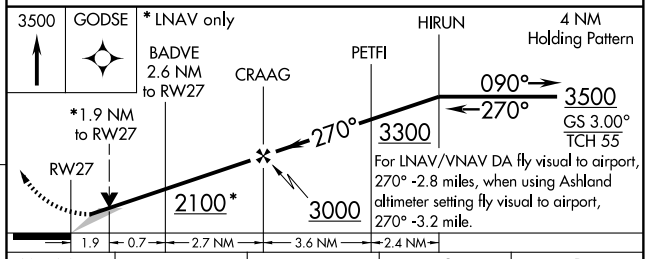
MALSR

MISSED APPROACH: Climb to 3500 direct GODSE and hold.

AWOS-3	MINNEAPOLIS CENTER	GREEN BAY RADIO	UNICOM
125.175	133.55	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1430-1 200 (200-1)			
LNAV/VNAV DA	2166-2 936 (1000-2)		2166-2¾ 936 (1000-2¾)	2166-3 936 (1000-3)
LNAV MDA	1900-1 670 (700-1)		1900-1¼ 670 (700-1¼)	1900-1½ 670 (700-1½)
CIRCLING	2100-1 870 (900-1)	2100-1¼ 870 (900-1¼)	2100-2½ 870 (900-2½)	2220-3 990 (1000-3)

REIL Rwy 9 L
HIRL Rwy 9-27 L

VORTAC IWD	APP CRS	Rwy Idg	6501
108.8	079°	TDZE	1230
Chan 25		Apt Elev	1230

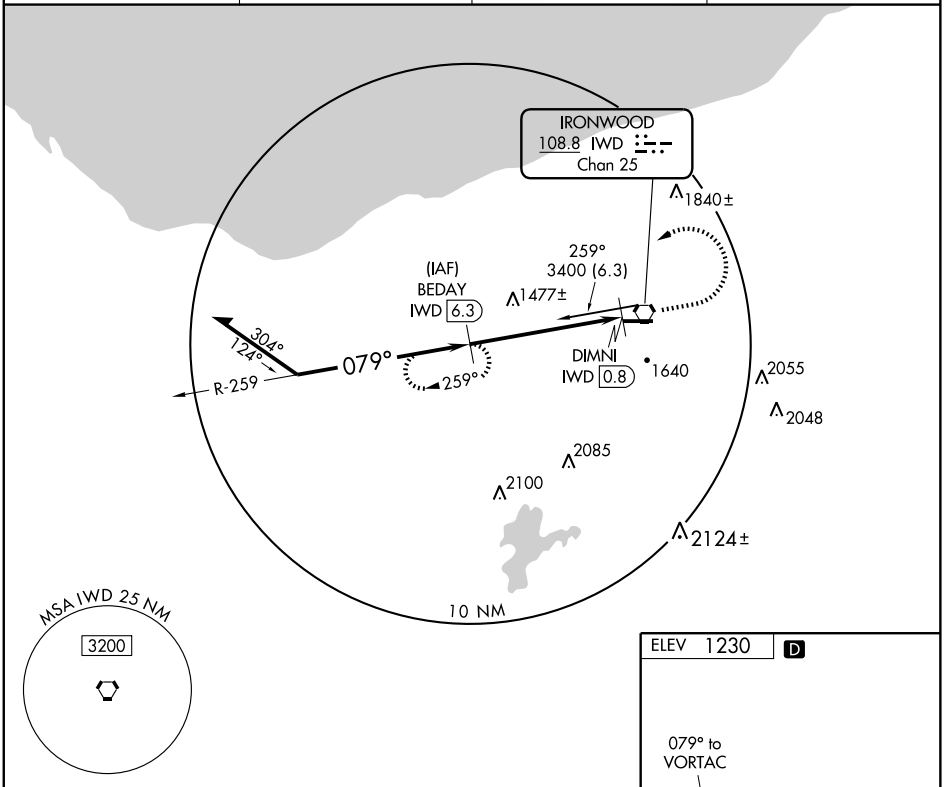
VOR/DME RWY 9

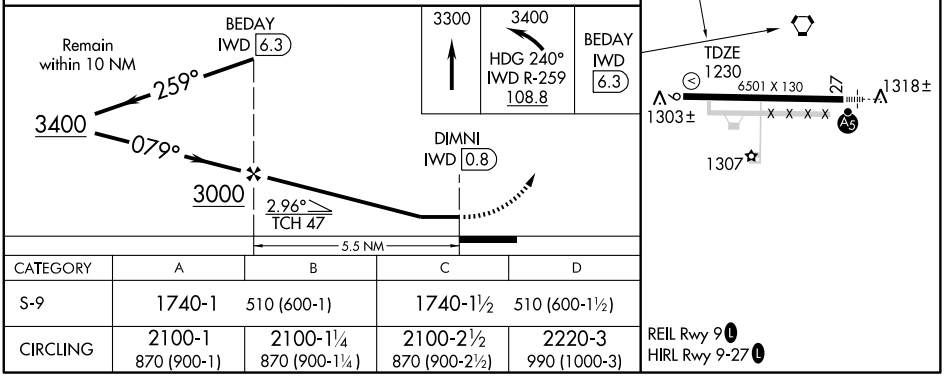
IRONWOOD/GOGEBIC-IRON COUNTY (IWD)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashland altimeter setting and increase all MDA 140 feet, increase S-9 visibility Cat C ¼ mile, and Cat D ½ mile. Increase Circling visibility Cat A/B ¼ mile and Cat C ½ mile.

MISSED APPROACH: Climb to 3300 then climbing left turn to 3400 via heading 240° and IWD R-259 to BEDAY/6.3 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GREEN BAY RADIO	UNICOM
125.175	133.55	122.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-9	1740-1	510 (600-1)	1740-1½	510 (600-1½)
CIRCLING	2100-1 870 (900-1)	2100-1¼ 870 (900-1¼)	2100-2½ 870 (900-2½)	2220-3 990 (1000-3)

REIL Rwy 9 L
HIRL Rwy 9-27 L

EC-1. 14 JAN 2010 to 11 FEB 2010

VORTAC IWD	APP CRS	Rwy Idg	6501
108.8	283°	TDZE	1230
Chan 25		Apt Elev	1230

VOR/DME RWY 27

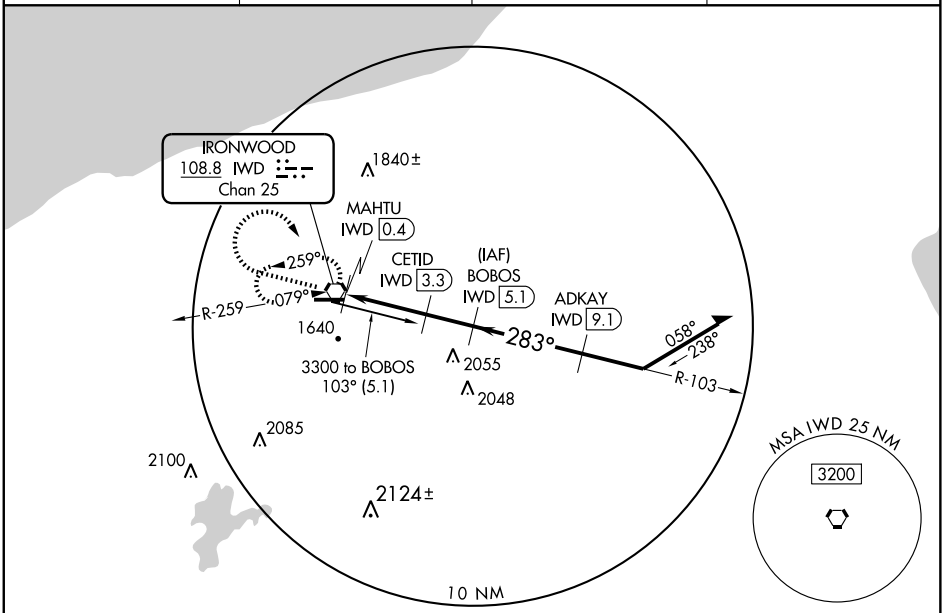
IRONWOOD/GOGEBIC-IRON COUNTY (IWD)

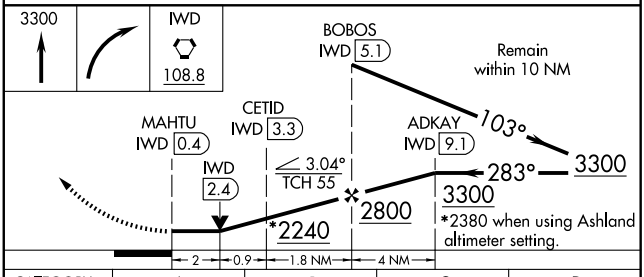
T A For inoperative MALSR when using Ashland altimeter setting, increase S-27 Cat A visibility to 1 mile. When local altimeter setting not received, use Ashland altimeter setting and increase all MDA 140 feet, increase S-27 Cat A/B visibility ¼ mile, Cat C/D ½ mile, increase Circling Cat A/B visibility ¼ mile, Cat C ½ mile.

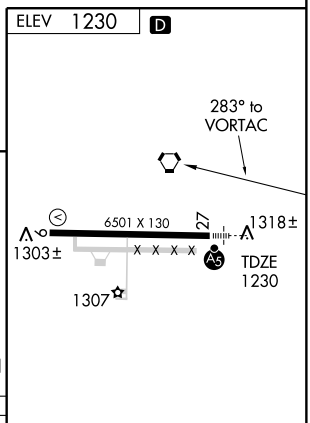
MALSR

MISSED APPROACH: Climb to 3300 then right turn direct IWD VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	GREEN BAY RADIO	UNICOM
125.175	133.55	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-27	1940-½	710 (800-½)	1940-1½ 710 (800-1½)	1940-1¾ 710 (800-1¾)
CIRCLING	2100-1 870 (900-1)	2100-1¼ 870 (900-1¼)	2100-2½ 870 (900-2½)	2220-3 990 (1000-3)

REIL Rwy 9 L
HIRL Rwy 9-27 L

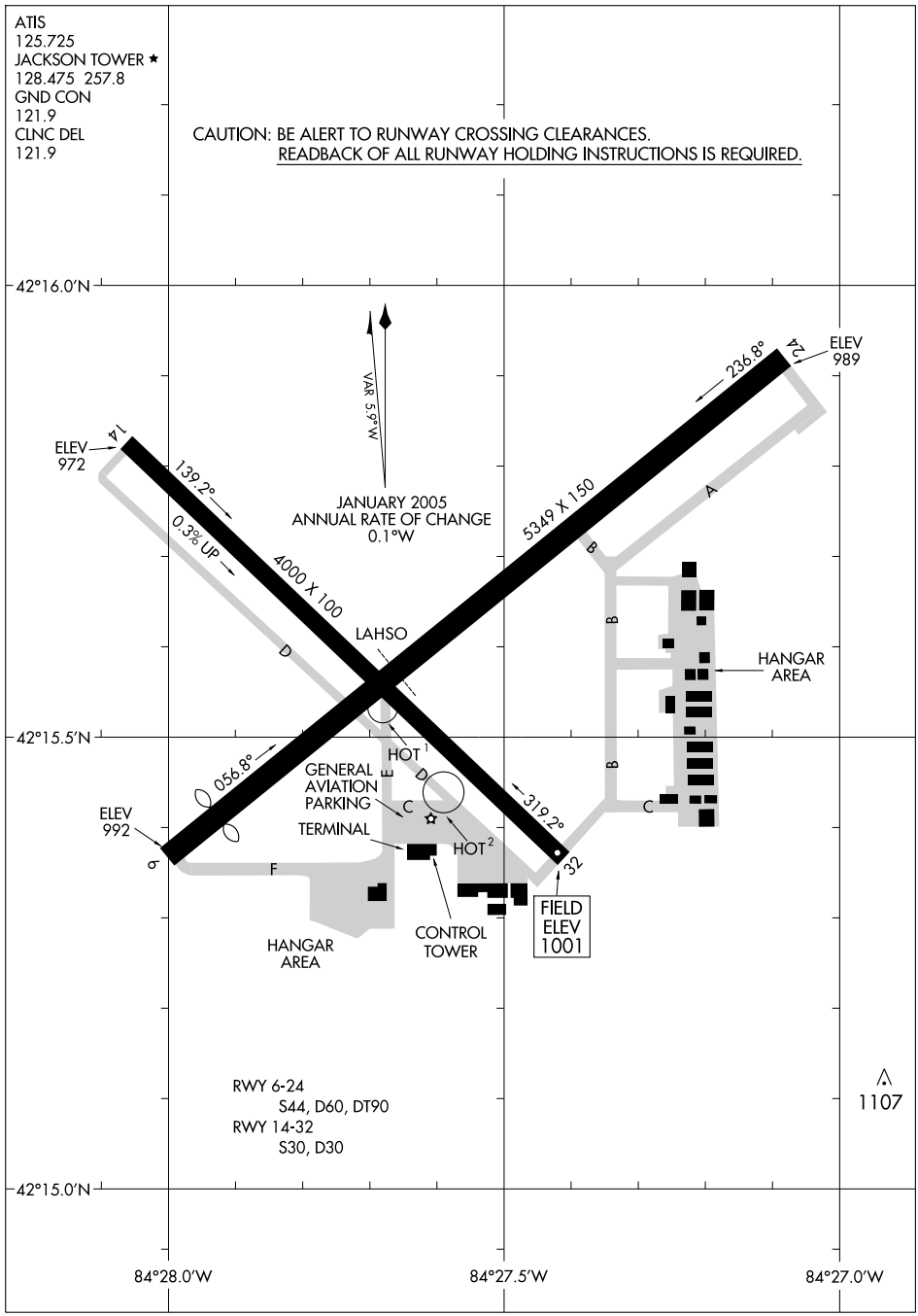
EC-1, 14 JAN 2010 to 11 FEB 2010

09295

AIRPORT DIAGRAM

AL-861 (FAA)

JACKSON COUNTY-REYNOLDS FIELD (JXN)
JACKSON, MICHIGAN



EC-1, 14 JAN 2010 to 11 FEB 2010

LOC I-JXN	APP CRS	Rwy Idg	5349
109.1	236°	TDZE	999
		Apt Elev	1001

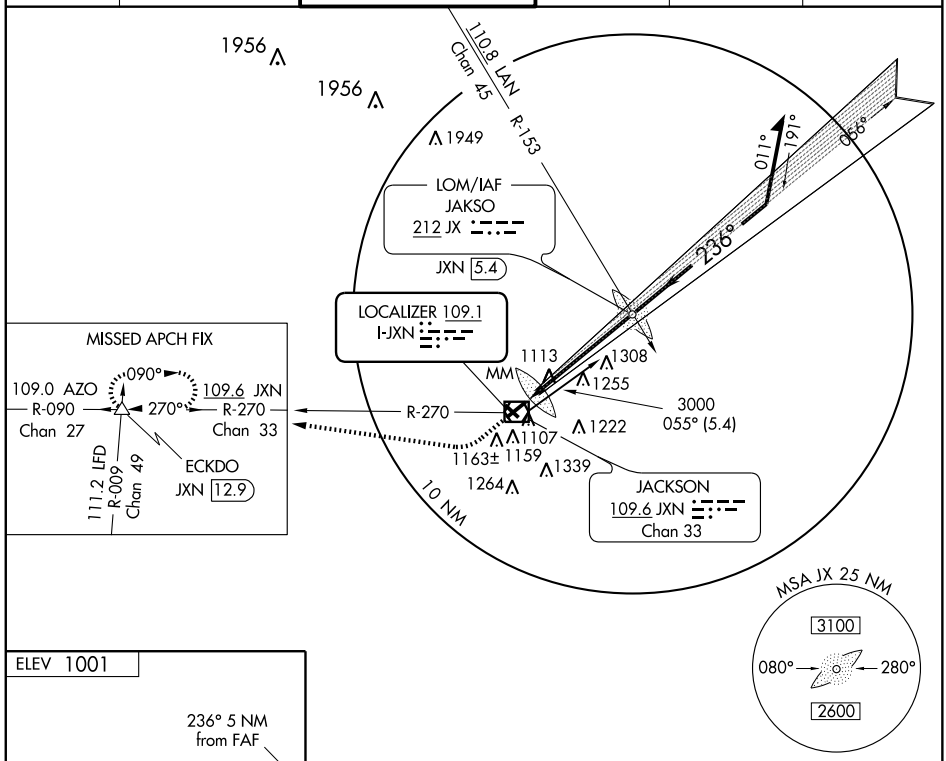
ILS RWY 24

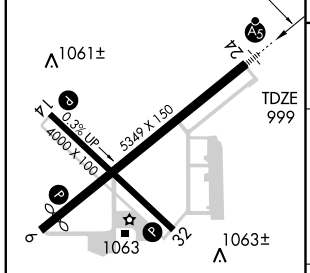
JACKSON COUNTY-REYNOLDS FIELD (JXN)

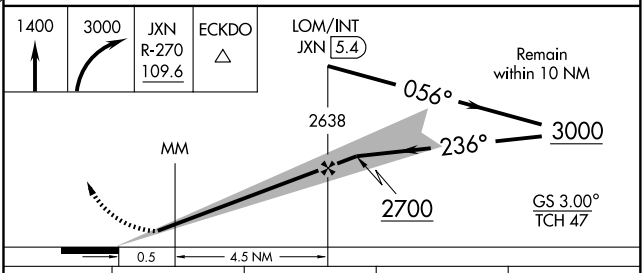
MALSR

MISSED APPROACH: Climb to 1400, then climbing right turn to 3000 via JXN R-270 to ECKDO Int/JXN 12.9 DME and hold.

ATIS	LANSING APP CON	JACKSON TOWER ★	GND CON	CLNC DEL	UNICOM
125.725	127.3 357.6	128.475 (CTAF) L 257.8	121.9	121.9	122.95







HIRL Rwy 6-24 L
MIRL Rwy 14-32 L
REIL Rwy 32 L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-ILS 24	1199-½ 200 (200-½)			
S-LOC 24	1440-½ 441 (500-½)		1440-¾ 441 (500-¾)	1440-1 441 (500-1)
CIRCLING	1520-1 519 (600-1)		1520-1½ 519 (600-1½)	1640-2 639 (700-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

LOM JX	APP CRS	Rwy Idg	5349
212	236°	TDZE	999
		Apt Elev	1001

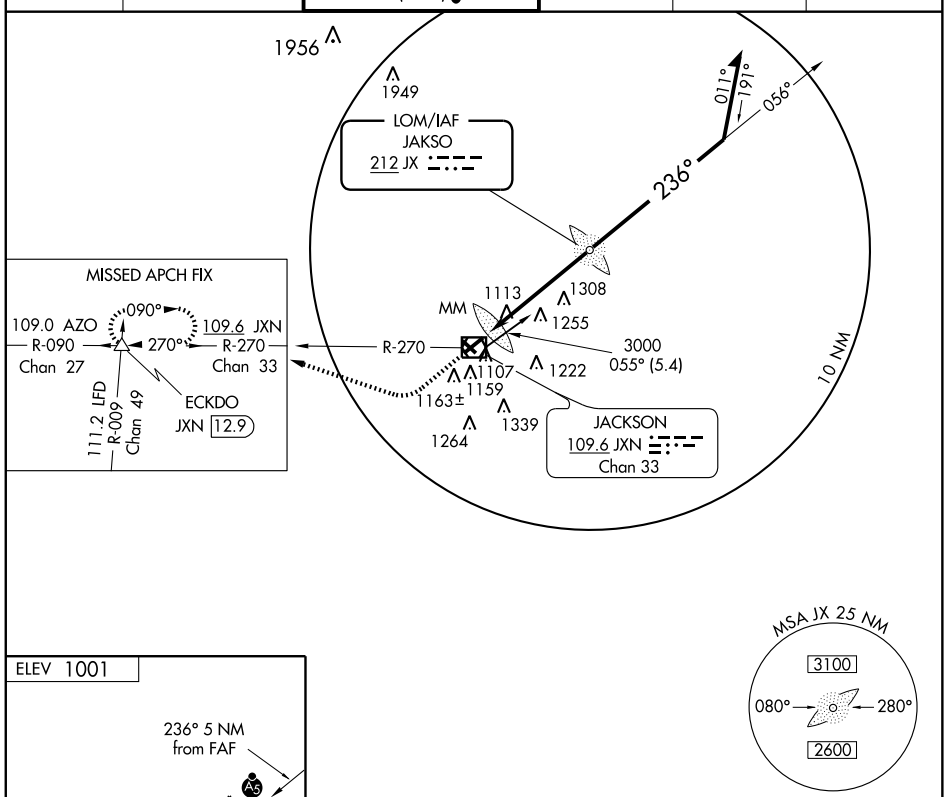
NDB RWY 24

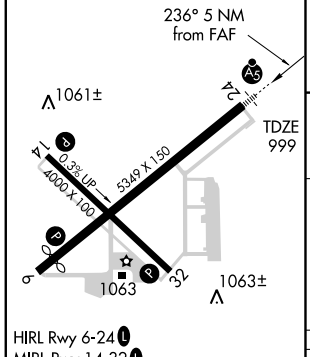
JACKSON COUNTY-REYNOLDS FIELD (JXN)

MALSR

MISSED APPROACH: Climbing right to 3000 via JXN R-270 to ECKDO Int/JXN 12.9 DME and hold.

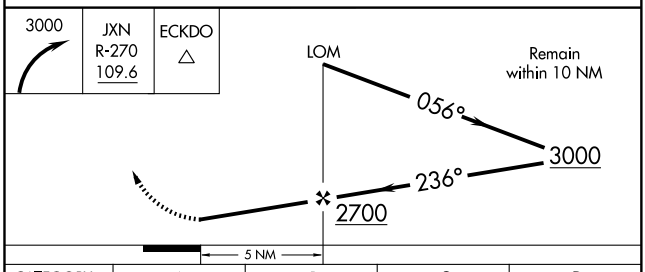
ATIS	LANSING APP CON	JACKSON TOWER★	GND CON	CLNC DEL	UNICOM
125.725	127.3 357.6	128.475 (CTAF) L 257.8	121.9	121.9	122.95





HIRL Rwy 6-24 L
MIRL Rwy 14-32 L
REIL Rwy 32 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-24	1660-¾ 661 (700-¾)		1660-1¼ 661 (700-1¼)	1660-1¾ 661 (700-1¾)
CIRCLING	1660-1 659 (700-1)		1660-1¾ 659 (700-1¾)	1660-2 659 (700-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4909
056°	TDZE	999
	Apt Elev	1001

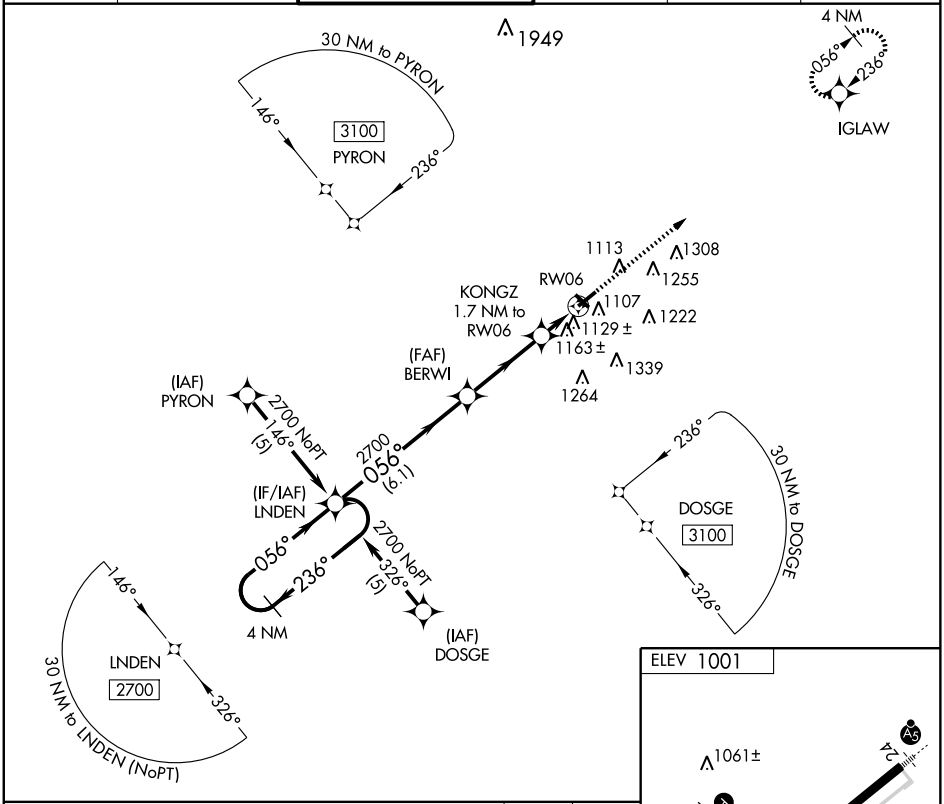
RNAV (GPS) RWY 6

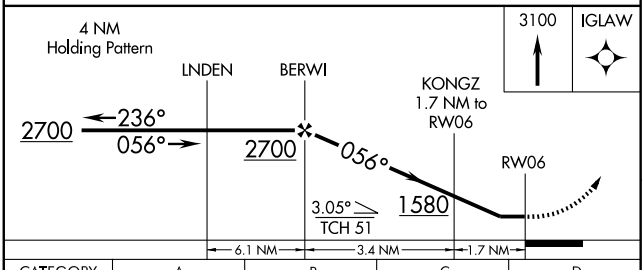
JACKSON COUNTY-REYNOLDS FIELD (JXN)

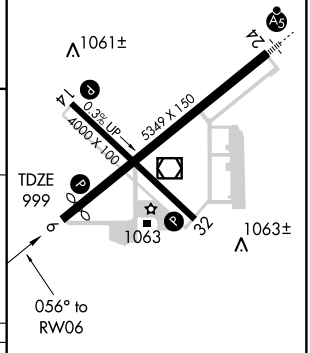
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mason altimeter setting and increase all MDA 60 feet, increase all Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 3100 direct IGLAW and hold.

ATIS	LANSING APP CON	JACKSON TOWER ★	GND CON	CLNC DEL	UNICOM
125.725	127.3 357.6	128.475 (CTAF) L 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1380-1 381 (400-1)			1380-1¼ 381 (400-1¼)
CIRCLING	1520-1 519 (600-1)		1520-1½ 519 (600-1½)	1640-2 639 (700-2)

HIRL Rwy 6-24 L
MIRL Rwy 14-32 L
REIL Rwy 32 L

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
138°	TDZE	996
	Apt Elev	1001

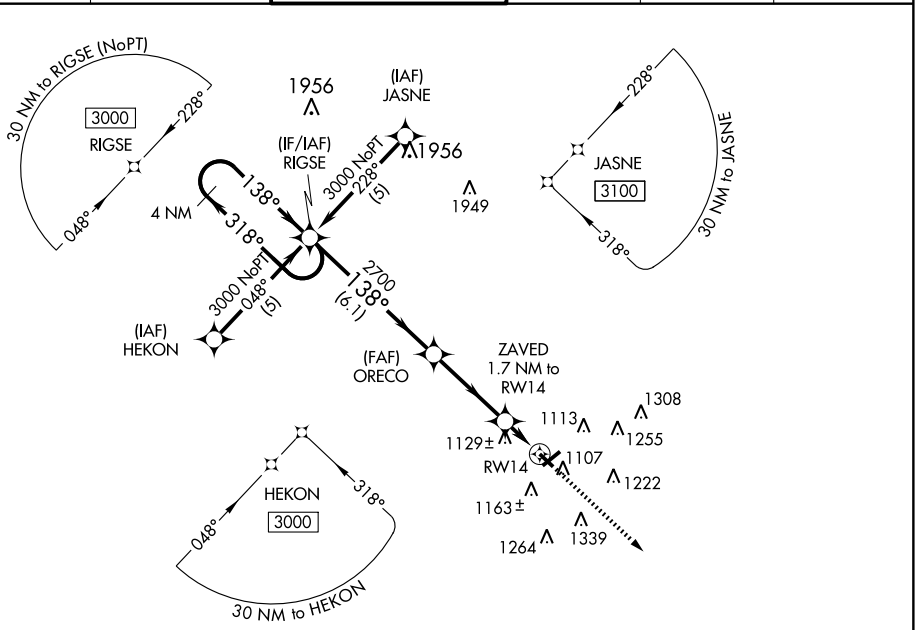
RNAV (GPS) RWY 14

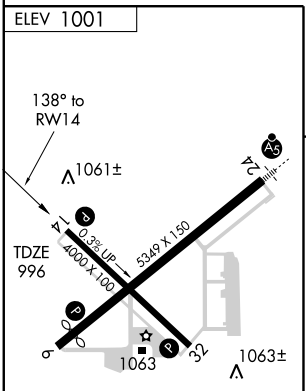
JACKSON COUNTY-REYNOLDS FIELD (JXN)

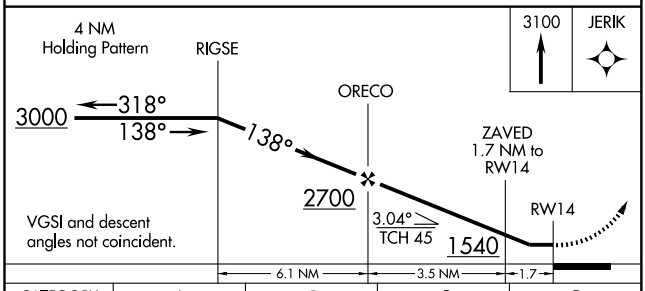
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mason altimeter setting and increase all MDA 60 feet, increase all Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 3100 direct JERIK and hold.

ATIS	LANSING APP CON	JACKSON TOWER ★	GND CON	CLNC DEL	UNICOM
125.725	127.3 357.6	128.475 (CTAF) L 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1380-1 384 (400-1)			1380-1¼ 384 (400-1¼)
CIRCLING	1520-1 519 (600-1)		1520-1½ 519 (600-1½)	1640-2 639 (700-2)

HIRL Rwy 6-24 L
MIRL Rwy 14-32 L
REIL Rwy 32 L

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 82212 W24A	APP CRS 236°	Rwy ldg 5349 TDZE 999 Apt Elev 1001

RNAV (GPS) RWY 24

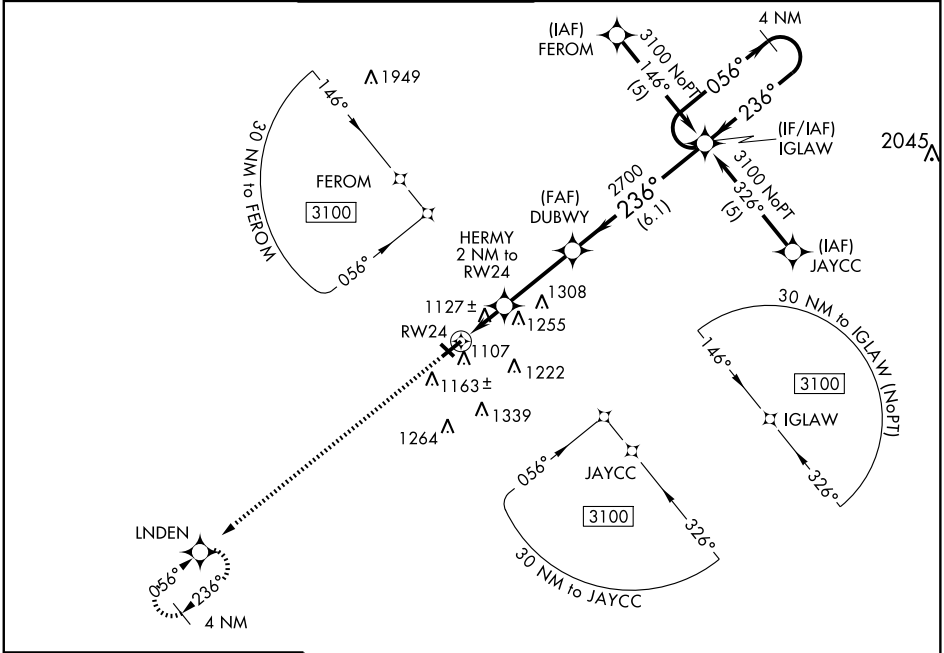
JACKSON COUNTY-REYNOLDS FIELD (JXN)

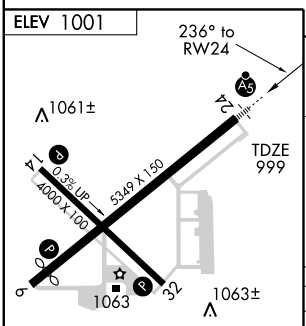
Baro-VNAV NA when using Mason altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F) DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mason altimeter setting and increase all DA 54 feet, all MDA 60 feet. Increase LNAV/VNAV all Cats, LNAV and circling Cat C/D visibility ¼ mile.

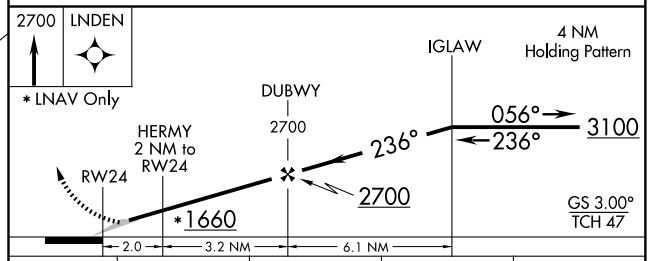
MALSR

MISSED APPROACH: Climb to 2700 direct LNDEN and hold.

ATIS	LANSING APP CON	JACKSON TOWER ★	GND CON	CLNC DEL	UNICOM
125.725	127.3 357.6	128.475 (CTAF) L 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1199-½ 200 (200-½)			
LNAV/ VNAV DA	1409-1 410 (500-1)			
LNAV MDA	1560-½ 561 (600-½)		1560-1 561 (600-1)	1560-1¼ 561 (600-1¼)
CIRCLING	1560-1 559 (600-1)		1560-1½ 559 (600-1½)	1640-2 639 (700-2)

HIRL Rwy 6-24 L
MIRL Rwy 14-32 L
REIL Rwy 32 L

EC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
318°	TDZE	1001
	Apt Elev	1001

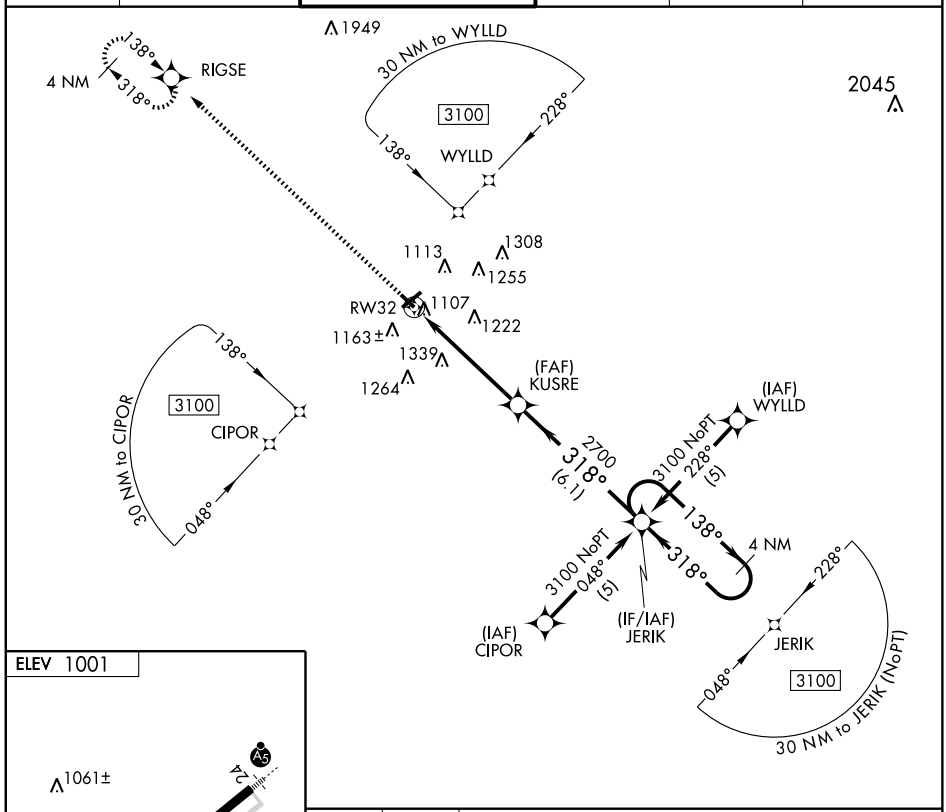
RNAV (GPS) RWY 32

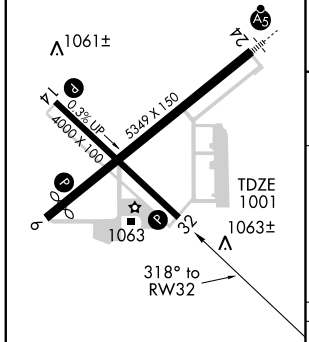
JACKSON COUNTY-REYNOLDS FIELD (JXN)

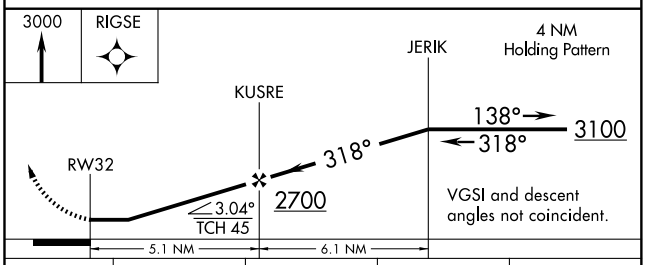
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mason altimeter setting and increase all MDA 60 feet, increase all Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct RIGSE and hold.

ATIS	LANSING APP CON	JACKSON TOWER ★	GND CON	CLNC DEL	UNICOM
125.725	127.3 357.6	128.475 (CTAF) L 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1560-1 559 (600-1)		1560-1½ 559 (600-1½)	1560-1¾ 559 (600-1¾)
CIRCLING	1560-1 559 (600-1)		1560-1½ 559 (600-1½)	1640-2 639 (700-2)

HIRL Rwy 6-24 L
MIRL Rwy 14-32 L
REIL Rwy 32 L

EC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME JXN	APP CRS	Rwy Idg	5349
109.6	231°	TDZE	999
Chan 33		Apt Elev	1001

VOR/DME RWY 24

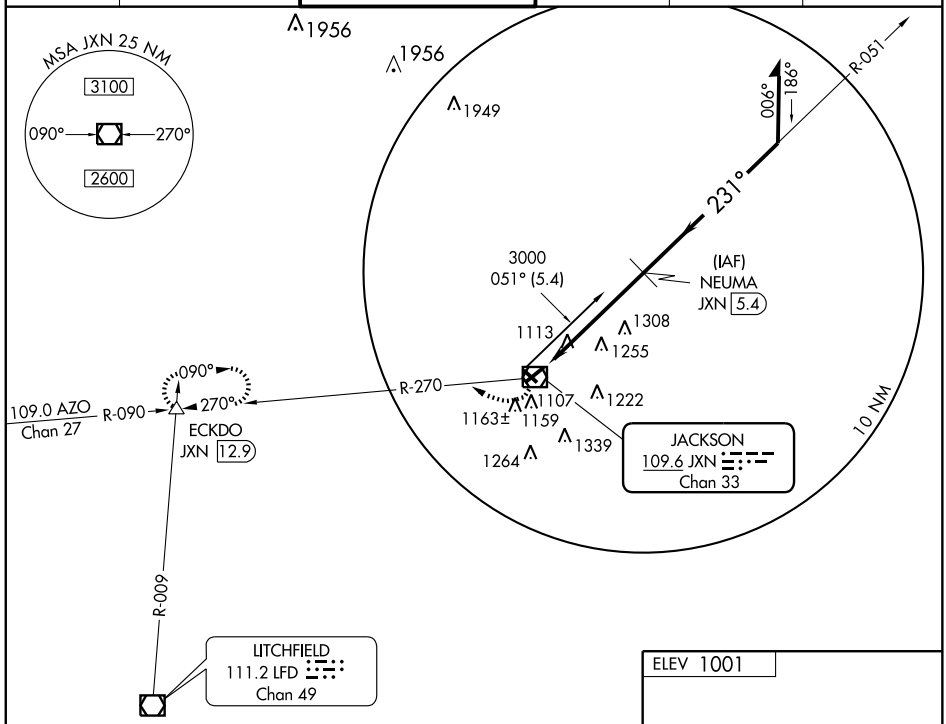
JACKSON COUNTY-REYNOLDS FIELD (JXN)

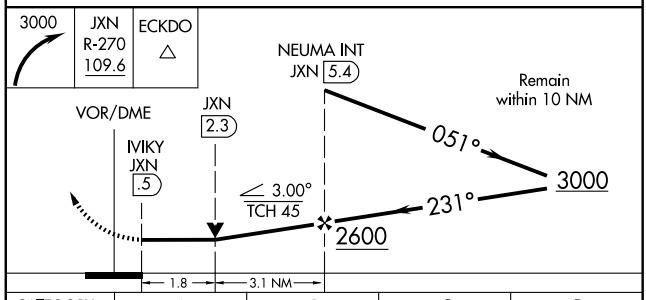
When local altimeter setting not received, use Mason altimeter setting and increase all MDA 60 feet, increase all Cat C/D visibilities ¼ mile. VDP NA when using Mason altimeter setting.

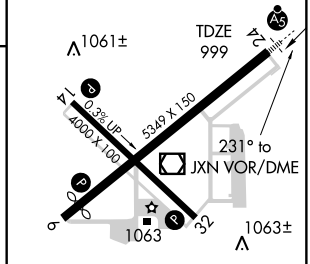
MALSR

MISSED APPROACH: Climbing right turn to 3000 via JXN R-270 to ECKDO Int/JXN 12.9 DME and hold.

ATIS	LANSING APP CON	JACKSON TOWER ★	GND CON	CLNC DEL	UNICOM
125.725	127.3 357.6	128.475 (CTAF) L 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
S-24	1620-½ 621 (700-½)		1620-1¼ 621 (700-1¼)	1620-1½ 621 (700-1½)
CIRCLING	1620-1 619 (700-1)		1620-1¾ 619 (700-1¾)	1640-2 639 (700-2)

HIRL Rwy 6-24 L
MIRL Rwy 14-32 L
REIL Rwy 32 L

EC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME JXN	APP CRS	Rwy Idg	4909
109.6	062°	TDZE	999
Chan 33		Apt Elev	1001

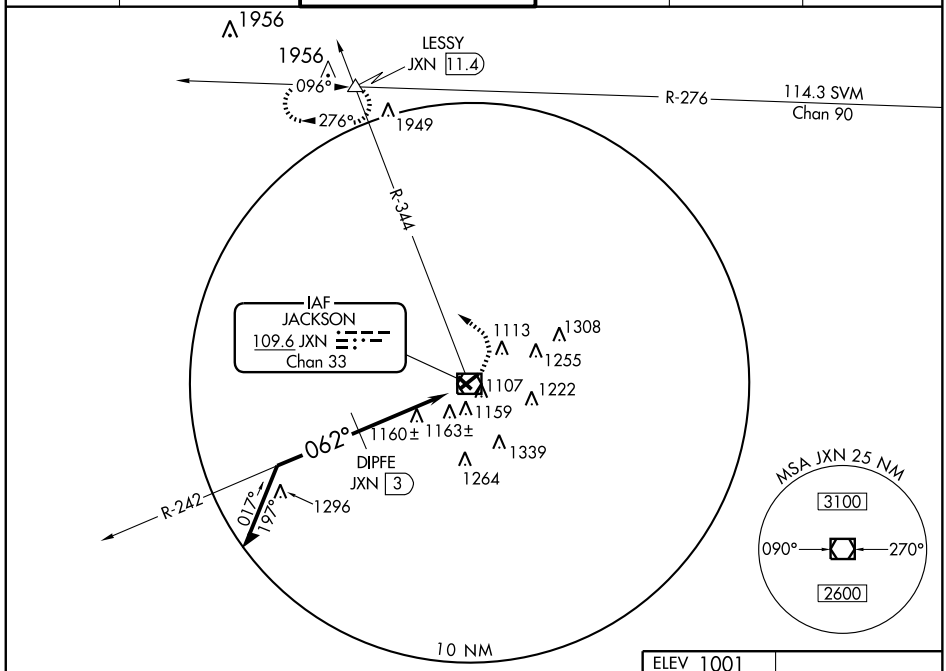
VOR RWY 6

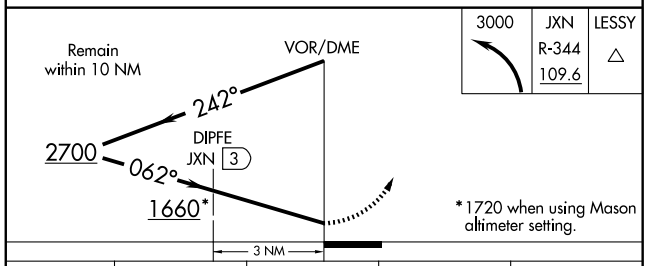
JACKSON COUNTY-REYNOLDS FIELD (JXN)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Mason altimeter setting and increase all MDA 60 feet. Increase all Cat C/D visibilities ¼ mile.

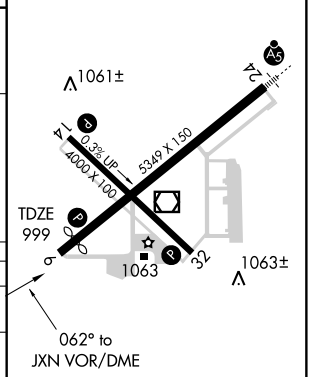
MISSED APPROACH: Climbing left turn to 3000 via JXN R-344 to LESSY Int/JXN 11.4 DME and hold.

ATIS	LANSING APP CON	JACKSON TOWER ★	GND CON	CLNC DEL	UNICOM
125.725	127.3 357.6	128.475 (CTAF) L 257.8	121.9	121.9	122.95





CATEGORY	A	B	C	D
S-6	1660-1	661 (700-1)	1660-1¾ 661 (700-1¾)	1660-2 661 (700-2)
CIRCLING	1660-1	659 (700-1)	1660-1¾ 659 (700-1¾)	1660-2 659 (700-2)
DIPFE MINIMUMS				
S-6	1460-1	461 (500-1)	1460-1¼ 461 (500-1¼)	1460-1½ 461 (500-1½)
CIRCLING	1520-1	519 (600-1)	1520-1½ 519 (600-1½)	1640-2 639 (700-2)



HIRL Rwy 6-24 L
MIRL Rwy 14-32 L
REIL Rwy 32 L

EC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME JXN	APP CRS	Rwy Idg	4000
109.6	133°	TDZE	996
Chan 33		Apt Elev	1001

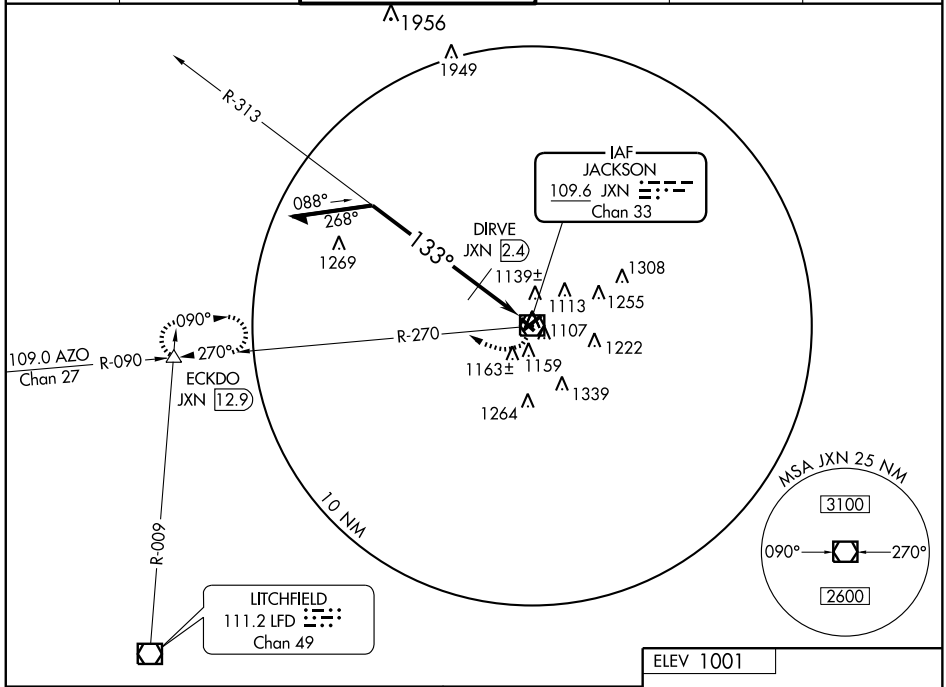
VOR RWY 14

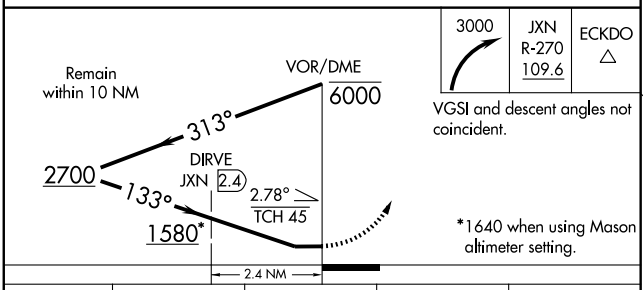
JACKSON COUNTY-REYNOLDS FIELD (JXN)

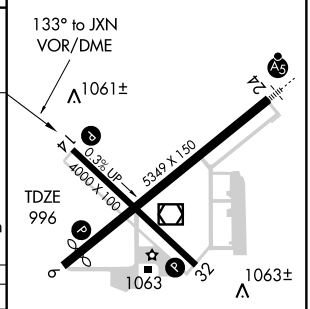
▼ ▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Mason altimeter setting and increase all MDA 60 feet, increase all Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via JXN R-270 to ECKDO Int/JXN 12.9 DME and hold.

ATIS	LANSING APP CON	JACKSON TOWER ★	GND CON	CLNC DEL	UNICOM
125.725	127.3 357.6	128.475 (CTAF) L 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
S-14	1580-1	584 (600-1)	1580-1½ 584 (600-1½)	1580-1¾ 584 (600-1¾)
CIRCLING	1580-1	579 (600-1)	1580-1½ 579 (600-1½)	1640-2 639 (700-2)
DIRVE MINIMUMS				
S-14	1400-1	404 (400-1)	1400-1¼	404 (400-1¼)
CIRCLING	1520-1	519 (600-1)	1520-1½ 519 (600-1½)	1640-2 639 (700-2)

HIRL Rwy 6-24 L
MIRL Rwy 14-32 L
REIL Rwy 32 L

EC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME JXN	APP CRS	Rwy Idg	4000
109.6	325°	TDZE	1001
Chan 33		Apt Elev	1001

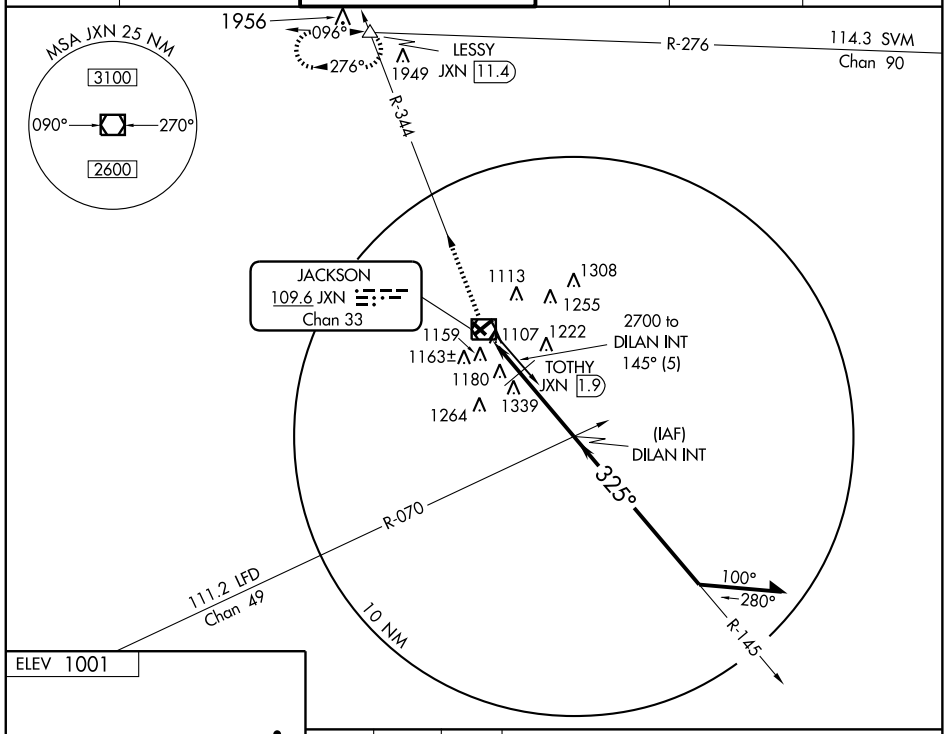
VOR RWY 32

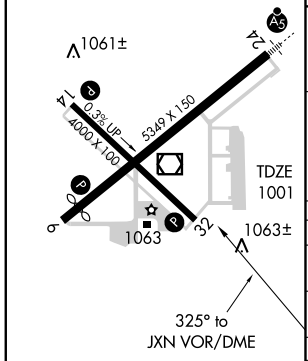
JACKSON COUNTY-REYNOLDS FIELD (JXN)

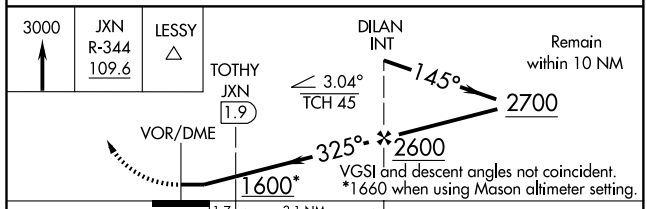
Visibility reduction by helicopters NA. When local altimeter setting not received, use Mason altimeter setting and increase all MDA 60 feet, increase all Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 via JXN R-344 to LESSY Int/JXN 11.4 DME and hold.

ATIS	LANSING APP CON	JACKSON TOWER ★	GND CON	CLNC DEL	UNICOM
125.725	127.3 357.6	128.475 (CTAF) L 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
S-32	1600-1 599 (600-1)		1600-1½ 599 (600-1½)	1600-1¾ 599 (600-1¾)
CIRCLING	1600-1 599 (600-1)		1600-1½ 599 (600-1½)	1640-2 639 (700-2)
TOTHY MINIMUMS				
S-32	1460-1 459 (500-1)		1460-1¼ 459 (500-1¼)	1460-1½ 459 (500-1½)
CIRCLING	1520-1 519 (600-1)		1520-1½ 519 (600-1½)	1640-2 639 (700-2)

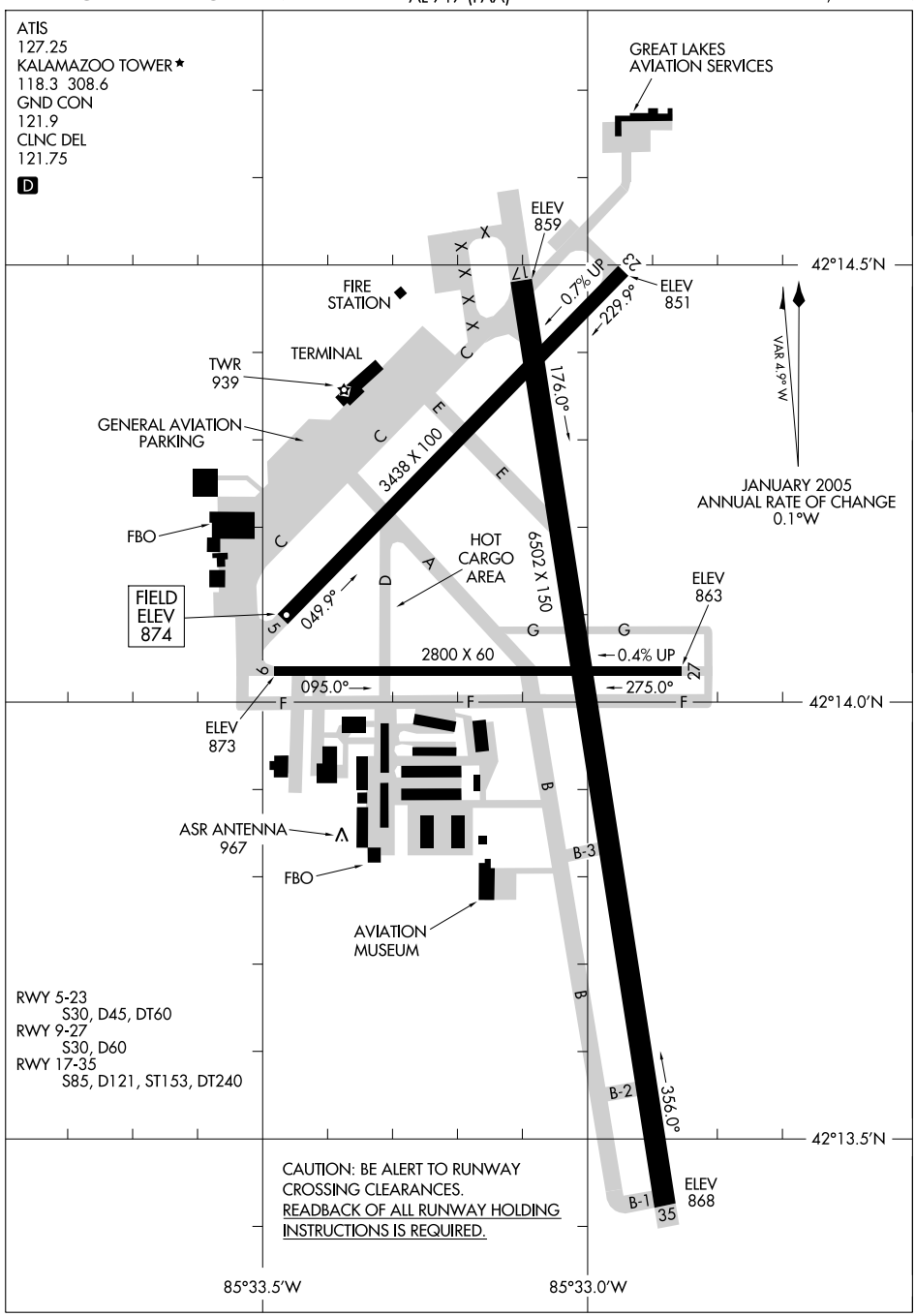
HIRL Rwy 6-24 L
MIRL Rwy 14-32 L
REIL Rwy 32 L

EC-1, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-717 (FAA)

KALAMAZOO/ BATTLE CREEK INTL (AZO)
KALAMAZOO, MICHIGAN



RWY 5-23
S30, D45, DT60
RWY 9-27
S30, D60
RWY 17-35
S85, D121, ST153, DT240

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3438
049°	TDZE	874
	Apt Elev	874

GPS RWY 5

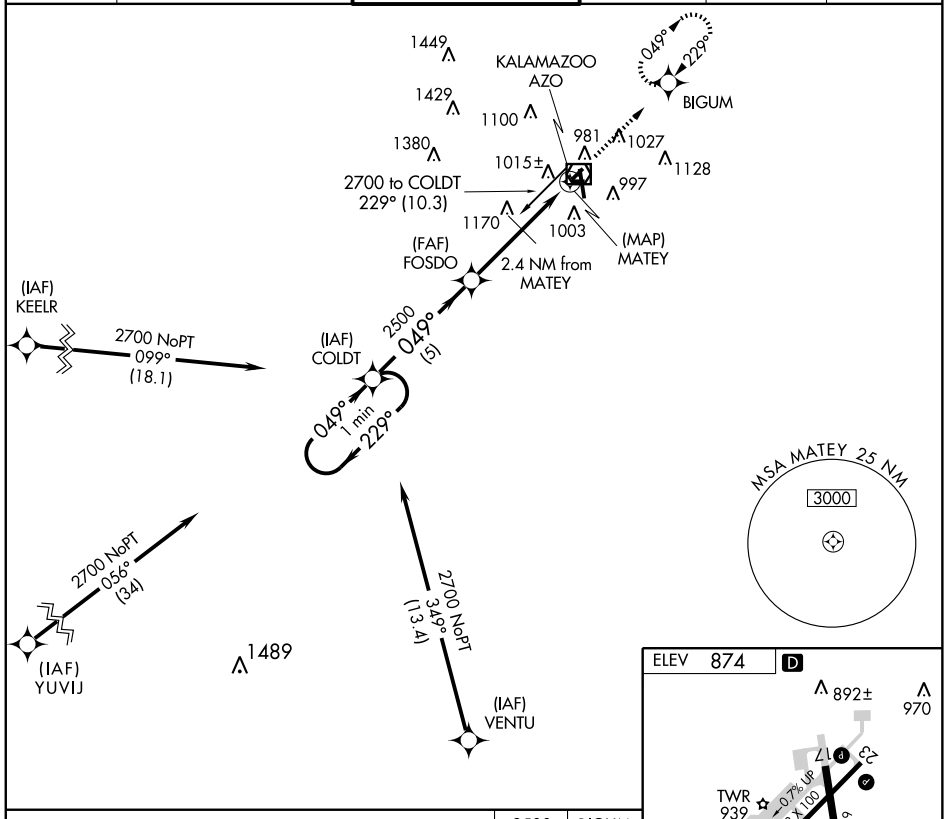
KALAMAZOO/BATTLE CREEK INTL (AZO)

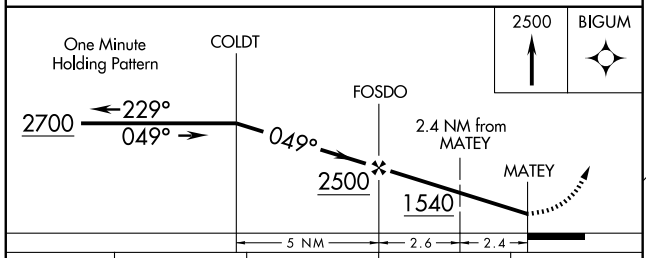
▼ NA ASR

When local altimeter setting not received, use Grand Rapids altimeter setting and increase all MDA 120 feet, increase S-5 and Circling Cat C visibility ¼ mile.

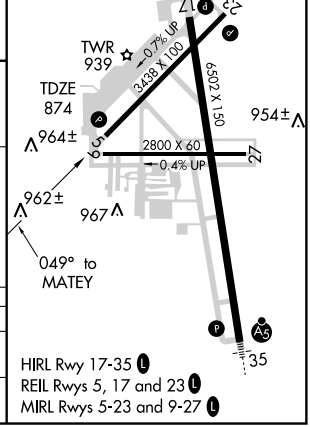
MISSED APPROACH: Climb to 2500 direct BIGUM WP and hold.

ATIS	KALAMAZOO APP CON ★	KALAMAZOO TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	121.2 340.9	118.3 (CTAF) L 308.6	121.9	121.75	122.95





CATEGORY	A	B	C	D
S-5	1320-1	446 (500-1)	1320-1¼ 446 (500-1¼)	NA
CIRCLING	1380-1	506 (600-1)	1380-1½ 506 (600-1½)	NA



APP CRS	Rwy Idg	3438
217°	TDZE	874
	Apt Elev	874

GPS RWY 23

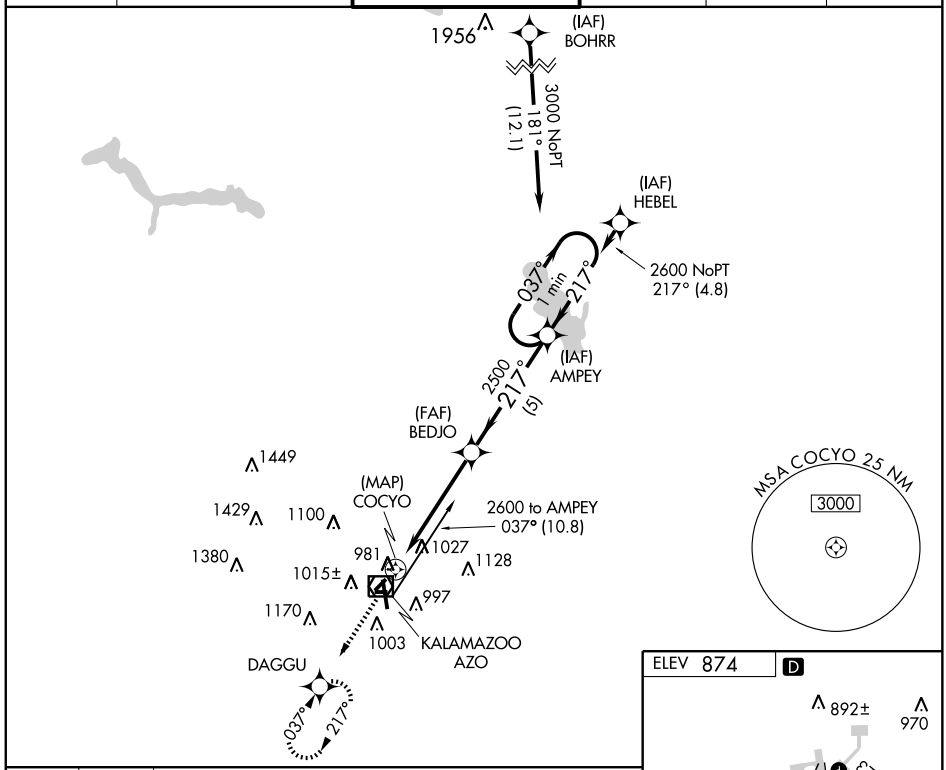
KALAMAZOO/BATTLE CREEK INTL (AZO)

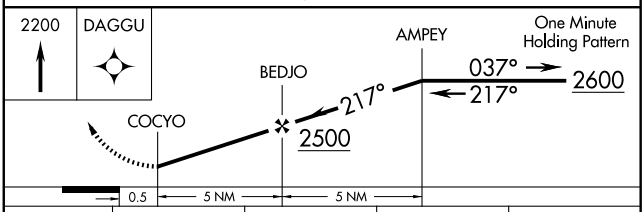
NA
ASR

When local altimeter not received, use Grand Rapids altimeter setting.

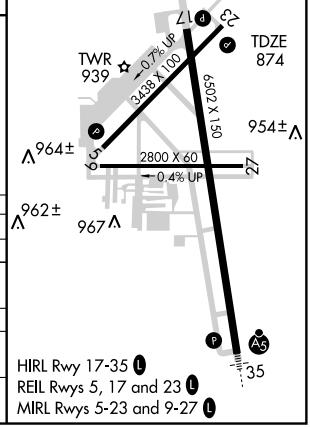
MISSED APPROACH: Climb to 2200 direct DAGGU WP and hold.

ATIS	KALAMAZOO APP CON ★	KALAMAZOO TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	121.2 340.9	118.3 (CTAF) L 308.6	121.9	121.75	122.95





CATEGORY	A	B	C	D
S-23	1300-1 426 (500-1)		1300-1¼ 426 (500-1¼)	
CIRCLING	1380-1 506 (600-1)		1380-1½ 506 (600-1½)	1440-2 566 (600-2)
GRAND RAPIDS ALTIMETER SETTING MINIMUMS				
S-23	1400-1 526 (600-1)		1400-1½ 526 (600-1½)	1400-1¾ 526 (600-1¾)
CIRCLING	1480-1 606 (700-1)		1480-1¾ 606 (700-1¾)	1480-2 606 (700-2)



EC-1. 14 JAN 2010 to 11 FEB 2010

LOC I-AZO	APP CRS	Rwy Idg	6502
110.9	354°	TDZE	868
		Apt Elev	874

ILS or LOC RWY 35

KALAMAZOO/BATTLE CREEK INTL (AZO)

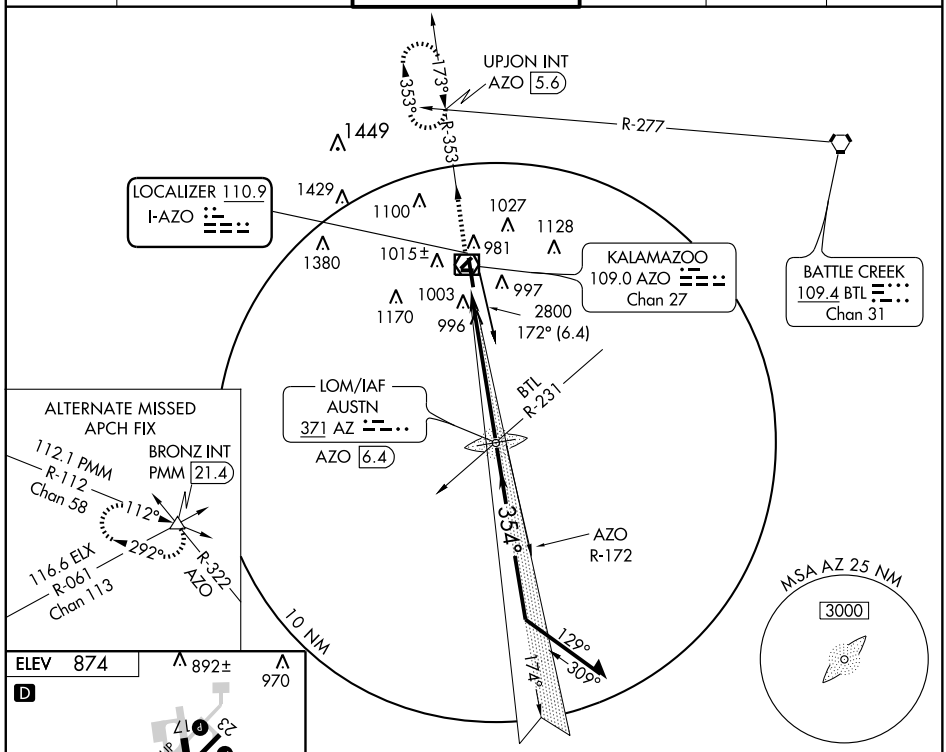
ASR

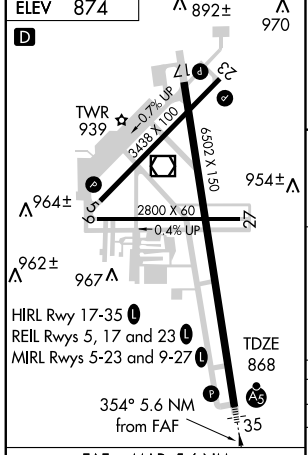
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2600 via AZO VOR/DME R-353 to UPJON INT/AZO 5.6 DME and hold.

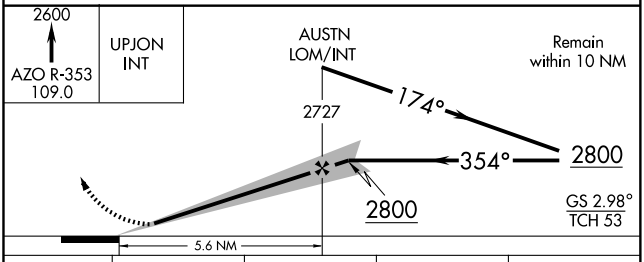
ATIS	KALAMAZOO APP CON *	KALAMAZOO TOWER *	GND CON	CLNC DEL	UNICOM
127.25	121.2 340.9	118.3 (CTAF) L 308.6	121.9	121.75	122.95





FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-ILS 35	*1068/24 200 (200-½)			
S-LOC 35	1260/24 392 (400-½)			1260/40 392 (400-¾)
CIRCLING	1380-1 506 (600-1)		1380-1½ 506 (600-1½)	1440-2 566 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

LOC I-AZO	APP CRS	Rwy Idg	6502
110.9	174°	TDZE	867
		Apt Elev	874

LOC BC RWY 17

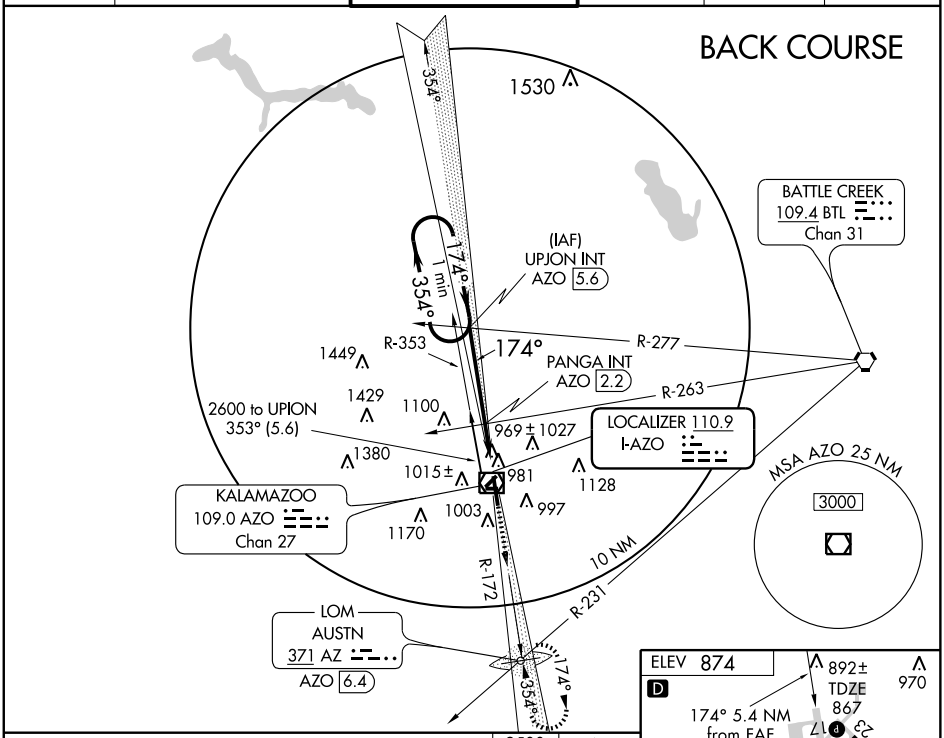
KALAMAZOO/BATTLE CREEK INTL (AZO)

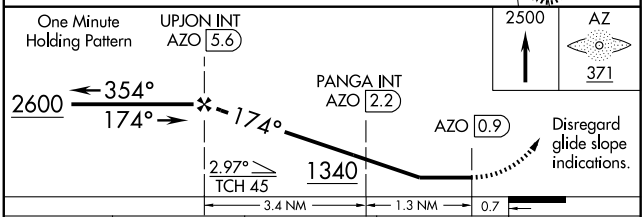
ASR

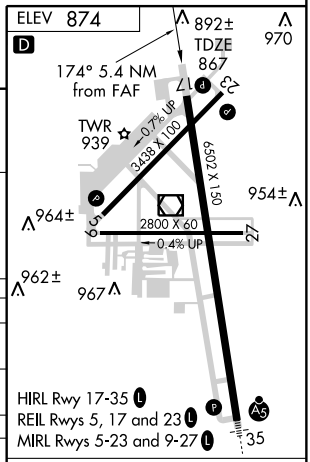
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct AUSTN LOM/Int/AZO 6.4 DME and hold.

ATIS	KALAMAZOO APP CON ★	KALAMAZOO TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	121.2 340.9	118.3 (CTAF) L 308.6	121.9	121.75	122.95







CATEGORY	A	B	C	D
S-17	1340-1	473 (500-1)	1340-1¼ 473 (500-1¼)	1340-1½ 473 (500-1½)
CIRCLING	1380-1	506 (600-1)	1380-1½ 506 (600-1½)	1440-2 566 (600-2)
PANGA FIX MINIMUMS				
S-17	1220-1	353 (400-1)		1220-1¼ 353 (400-1¼)
CIRCLING	1380-1	506 (600-1)	1380-1½ 506 (600-1½)	1440-2 566 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-1, 14 JAN 2010 to 11 FEB 2010

LOM AZ	APP CRS	Rwy Idg	6502
371	355°	TDZE	868
		Apt Elev	874

NDB RWY 35

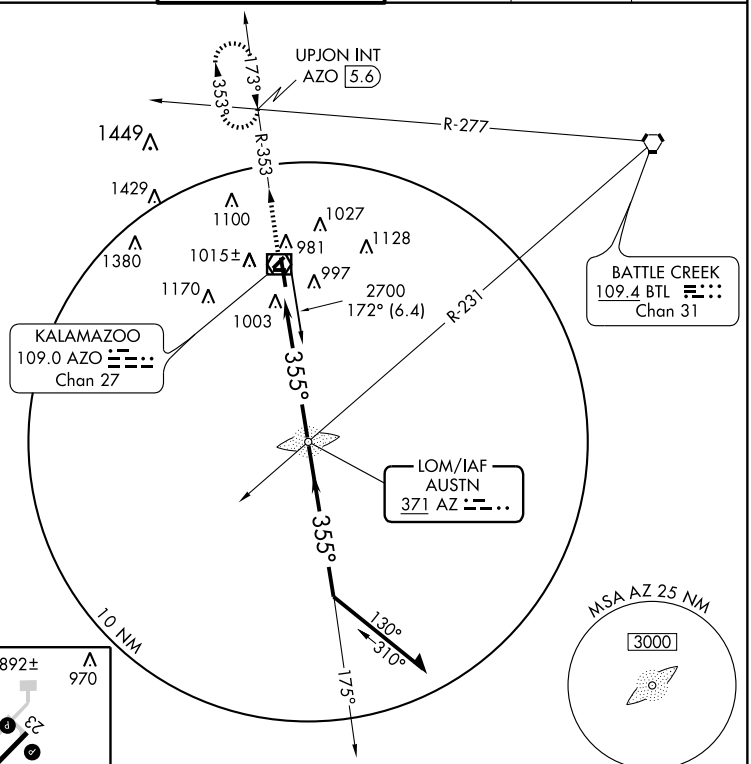
KALAMAZOO/BATTLE CREEK INTL (AZO)

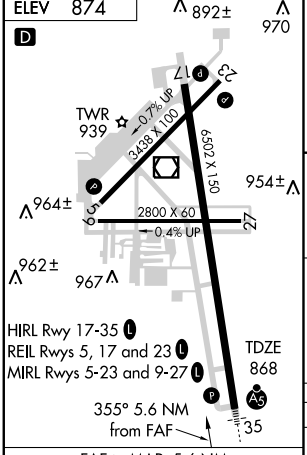
ASR

MALSR

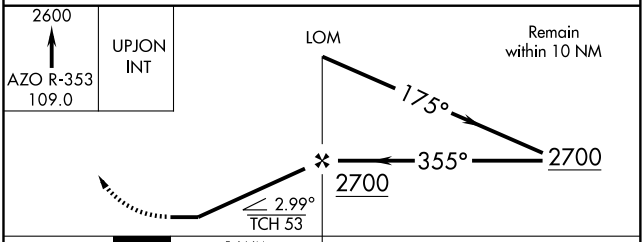
MISSED APPROACH: Climb to 2600 via AZO VOR/DME R-353 to UPJON Int/AZO 5.6 DME and hold.

ATIS	KALAMAZOO APP CON★	KALAMAZOO TOWER★	GND CON	CLNC DEL	UNICOM
127.25	121.2 340.9	118.3 (CTAF) L 308.6	121.9	121.75	122.95





FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-35	1320/40 452 (500-¾)			1320/60 452 (500-1¼)
CIRCLING	1380-1 506 (600-1)		1380-1½ 506 (600-1½)	1440-2 566 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6502
174°	TDZE	867
	Apt Elev	874

RNAV (GPS) RWY 17

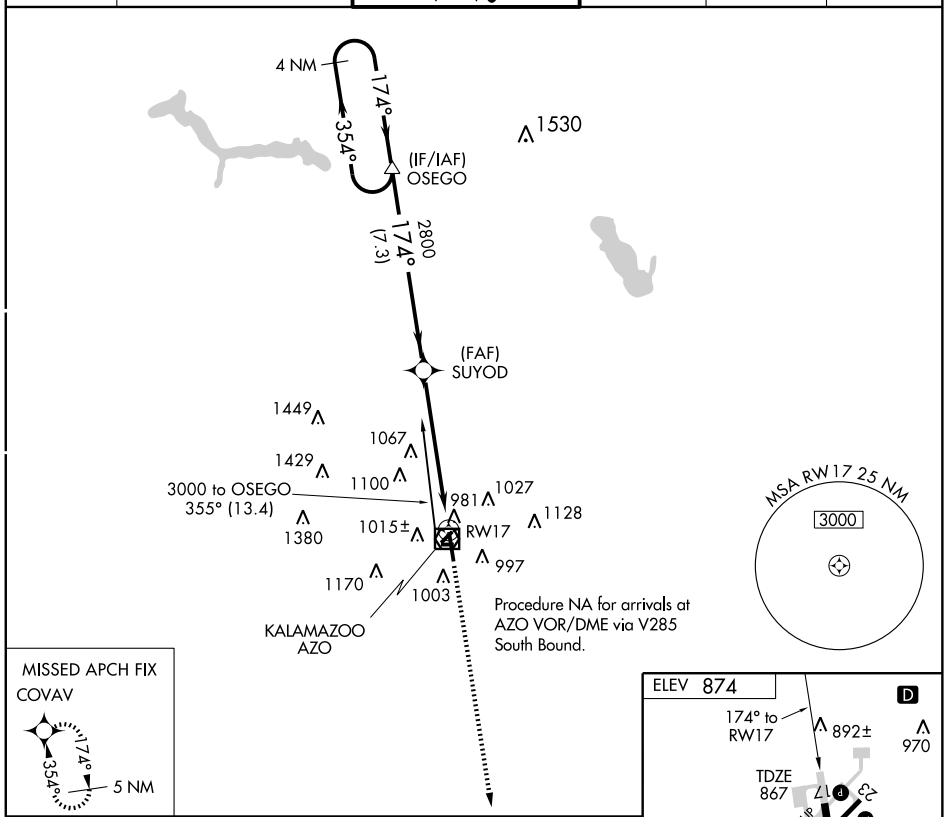
KALAMAZOO/BATTLE CREEK INTL (AZO)

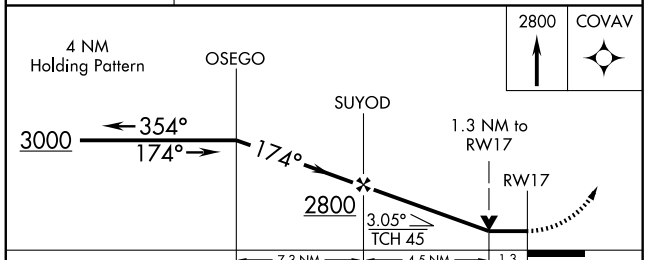
ASR

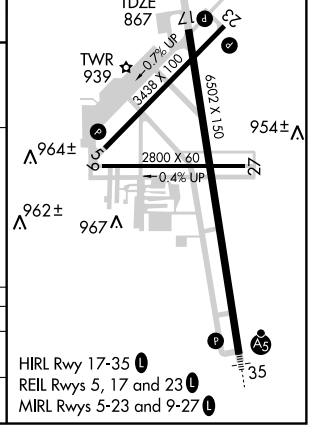
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2800 direct COVAV and hold.

ATIS	KALAMAZOO APP CON ★	KALAMAZOO TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	121.2 340.9	118.3 (CTAF) L 308.6	121.9	121.75	122.95







CATEGORY	A	B	C	D
LNAV MDA	1320-1	453 (500-1)	1320-1¼ 453 (500-1¼)	1320-1½ 453 (500-1½)
CIRCLING	1380-1	506 (600-1)	1380-1½ 506 (600-1½)	1440-2 566 (700-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6502
CH 61102	354°	TDZE	868
W35A		Apt Elev	874

RNAV (GPS) RWY 35

KALAMAZOO/BATTLE CREEK INTL (AZO)

ASR: For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 49°C (121°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct OSEGO and hold.

ATIS	KALAMAZOO APP CON ★	KALAMAZOO TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	121.2 340.9	118.3 (CTAF) L 308.6	121.9	121.75	122.95

MISSED APCH FIX

4 NM 174° 354° OSEGO

Procedure NA for arrivals on AZO VOR/DME airway radials 192 CW 232.

1449 1429 1100 1027 981 1380 1015± 1128 997 1170 1003 1489

KALAMAZOO AZO

RW35

3000 to COVAV 174° (12.7)

(FAF) EYOLU

2800 (6) 354°

(IF/IAF) COVAV

174° 354° 5 NM

2800 NoPT 349° (6)

(IAF) YURUD

MSA RW35 25 NM 3000

ELEV 874 D 892± 970 964± 962± 967 954±

TWR 939

0.7% UP 3438 X 100

6502 X 150

2800 X 60 0.4% UP

TDZE 868

354° to RW35

HIRL Rwy 17-35 L
REIL Rwys 5, 17 and 23 L
MIRL Rwys 5-23 and 9-27 L

3000 OSEGO

* LNAV only

EYOLU COVAV 5 NM Holding Pattern

*1.1 NM to RW35 RW35 354° 174° 354° 2800 2800

GS 2.98° TCH 53

1.1 4.7 NM 6 NM

CATEGORY	A	B	C	D
LPV DA	1134/24 266 (300-½)			
LNAV/VNAV DA	1283/50 415 (500-1)			
LNAV MDA	1260-24 392 (400-½)			1260/50 392 (400-1)
CIRCLING	1380-1½ 506 (600-1½)			1440-2 566 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME AZO	APP CRS	Rwy Idg	3438
109.0	050°	TDZE	874
Chan 27		Apt Elev	874

VOR RWY 5

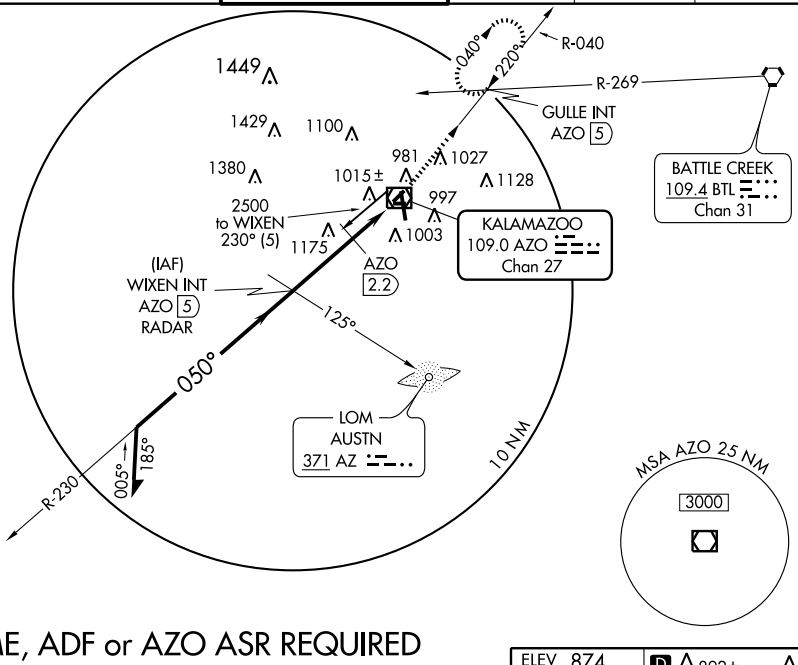
KALAMAZOO/BATTLE CREEK INTL (AZO)

ASR

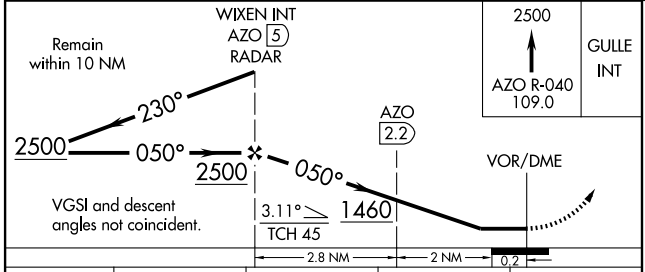
When control tower closed, procedure not authorized.

MISSED APPROACH: Climb to 2500 via AZO R-040 to GULLE Int/AZO 5 DME and hold.

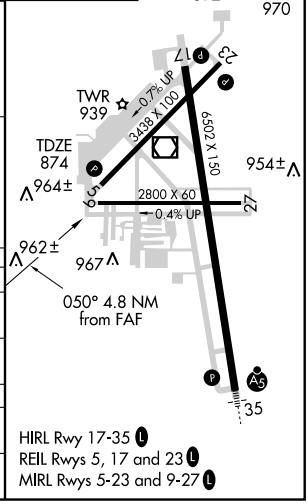
ATIS	KALAMAZOO APP CON ★	KALAMAZOO TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	121.2 340.9	118.3 (CTAF) L 308.6	121.9	121.75	122.95



DME, ADF or AZO ASR REQUIRED



CATEGORY	A	B	C	D
S-5	1460-1	586 (600-1)	1460-1½ 586 (600-1½)	NA
CIRCLING	1460-1	586 (600-1)	1460-1½ 586 (600-1½)	NA
DME MINIMUMS				
S-5	1340-1	466 (500-1)	1340-1¼ 466 (500-1¼)	NA
CIRCLING	1340-1	466 (500-1)	1340-1½ 466 (500-1½)	NA



VOR/DME AZO	APP CRS	Rwy Idg	6502
109.0	180°	TDZE	867
Chan 27		Apt Elev	874

VOR RWY 17

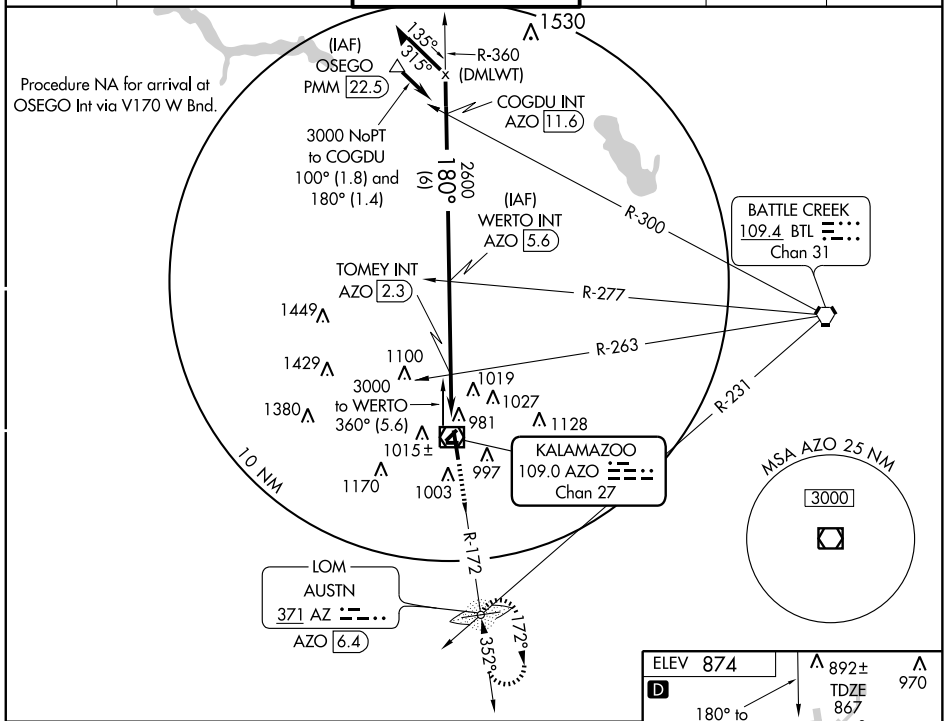
KALAMAZOO/BATTLE CREEK INTL (AZO)

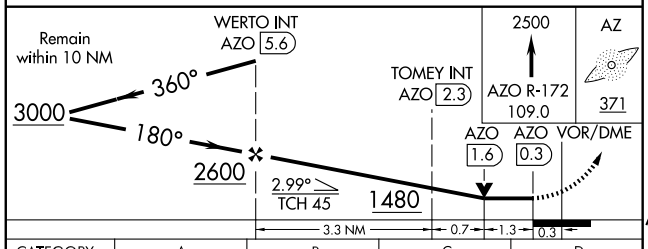
ASR

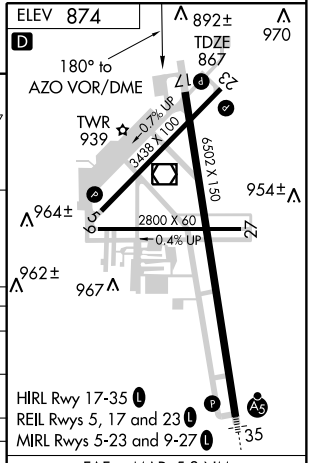
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 via AZO R-172 to AUSTN LOM/Int/AZO 6.4 DME and hold.

ATIS	KALAMAZOO APP CON ★	KALAMAZOO TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	121.2 340.9	118.3 (CTAF) L 308.6	121.9	121.75	122.95







CATEGORY	A	B	C	D
S-17	1480-1	613 (700-1)	1480-1¾ 613 (700-1¾)	1480-2 613 (700-2)
CIRCLING	1480-1	606 (700-1)	1480-1¾ 606 (700-1¾)	1480-2 606 (700-2)
TOMEY FIX MINIMUMS				
S-17	1320-1	453 (500-1)	1320-1¼ 453 (500-1¼)	1320-1½ 453 (500-1½)
CIRCLING	1380-1	506 (600-1)	1380-1½ 506 (600-1½)	1440-2 566 (600-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME AZO	APP CRS	Rwy Idg 3438
109.0	220°	TDZE 873
Chan 27		Apt Elev 874

VOR RWY 23

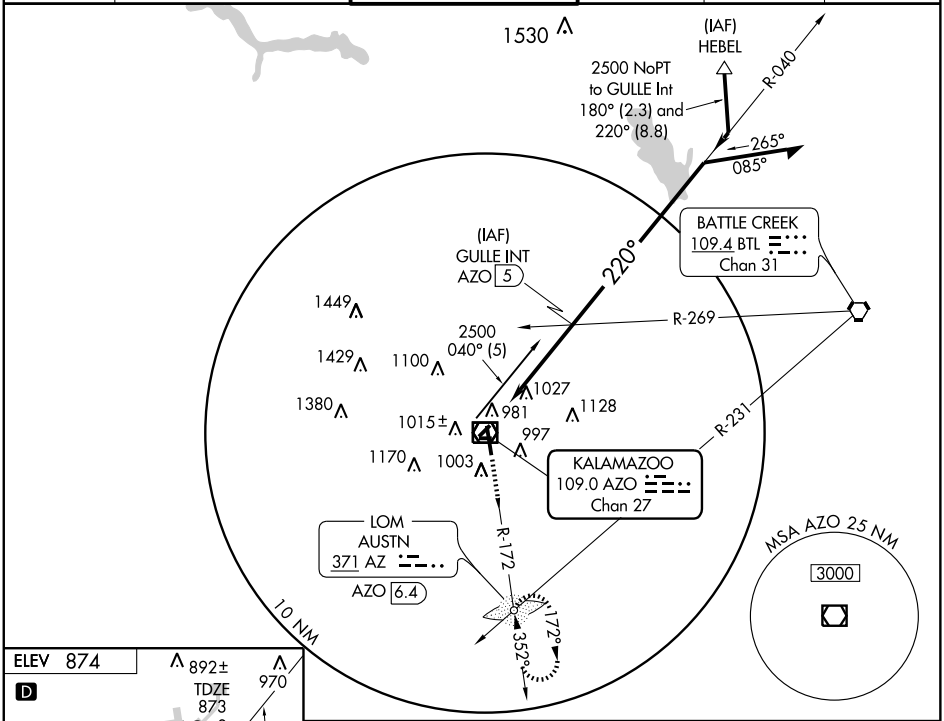
KALAMAZOO/BATTLE CREEK INTL (AZO)

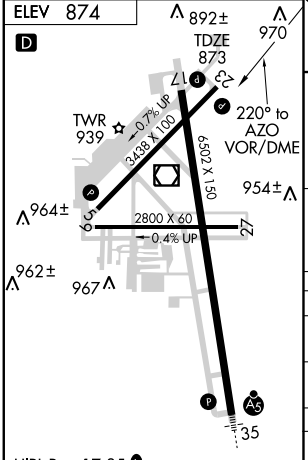
ASR

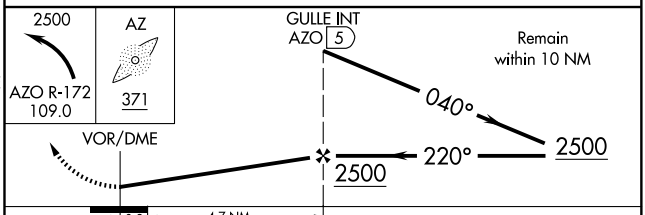
When Control Tower closed, except for operators with approved weather reporting service, use South Bend altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via AZO R-172 to AUSTN LOM/Int/AZO 6.4 DME and hold.

ATIS	KALAMAZOO APP CON ★	KALAMAZOO TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	121.2 340.9	118.3 (CTAF) L 308.6	121.9	121.75	122.95







CATEGORY	A	B	C	D
S-23	1300-1	427 (500-1)	1300-1¼ 427 (500-1¼)	1300-1½ 427 (500-1½)
CIRCLING	1320-1 446 (500-1)	1340-1 466 (500-1)	1340-1½ 466 (500-1½)	1440-2 566 (600-2)
SOUTH BEND ALTIMETER SETTING MINIMUMS				
S-23	1520-1	647 (700-1)	1520-1¾ 647 (700-1¾)	1520-2 647 (700-2)
CIRCLING	1540-1	666 (700-1)	1560-2 686 (700-2)	1640-2½ 766 (800-2½)

HIRL Rwy 17-35 L
REIL Rwys 5, 17 and 23 L
MIRL Rwys 5-23 and 9-27 L

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME AZO	APP CRS	Rwy Idg 6502
109.0	347°	TDZE 868
Chan 27		Apt Elev 874

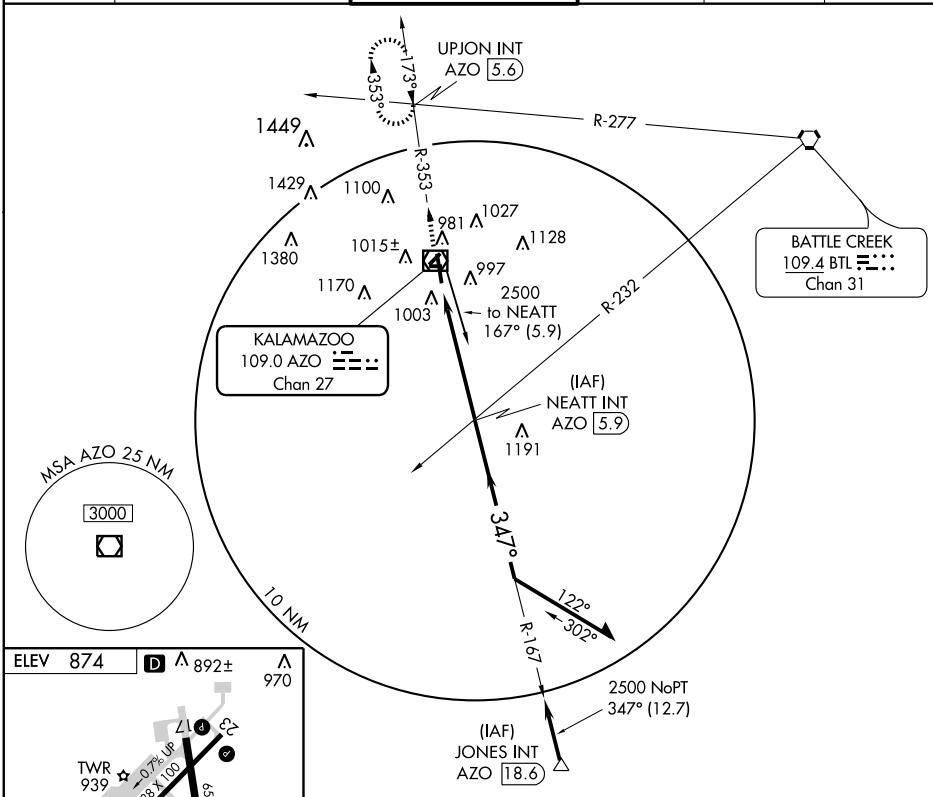
VOR RWY 35

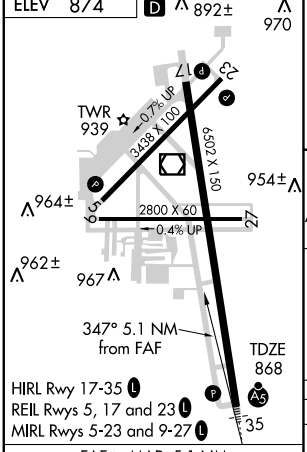
KALAMAZOO/BATTLE CREEK INTL (AZO)

ASR — For inoperative MALSR, increase S-35 Cat D visibility to RVR 6000.

MALSR — MISSED APPROACH: Climb to 2600 via AZO R-353 to UPJON Int/AZO 5.6 DME and hold.

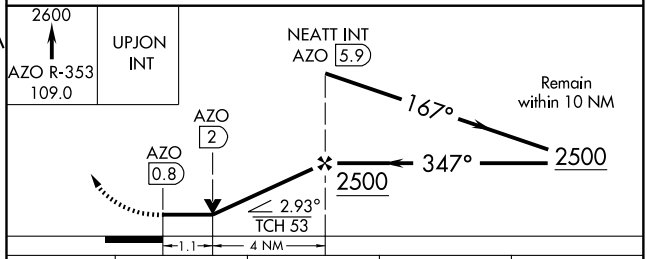
ATIS	KALAMAZOO APP CON ★	KALAMAZOO TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	121.2 340.9	118.3 (CTAF) L 308.6	121.9	121.75	122.95





FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-35	1280/24 412 (500-½)		1280/40 412 (500-¾)	1280/50 412 (500-1)
CIRCLING	1380-1 506 (600-1)		1380-1½ 506 (600-1½)	1440-2 566 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS		
094°	Rwy Idg	3500
	TDZE	969
	Apt Elev	969

GPS RWY 9

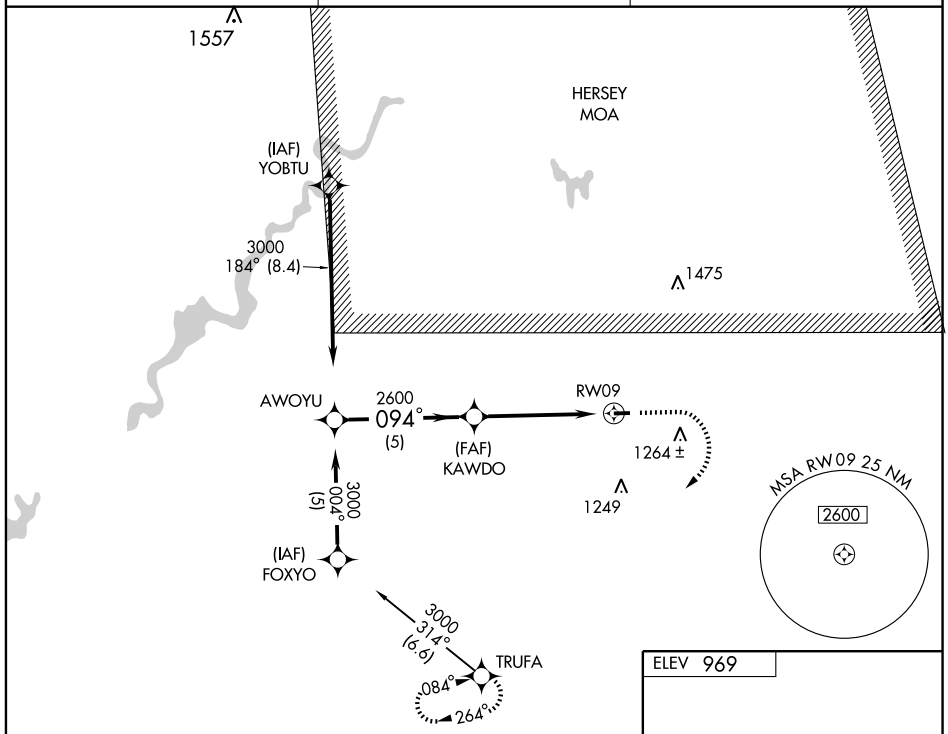
LAKEVIEW AIRPORT-GRIFFITH FIELD (13C)

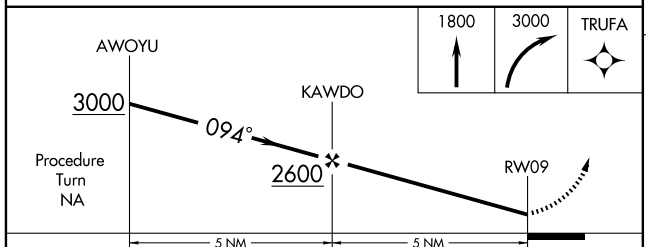
NA

Use Roben-Hood altimeter setting.

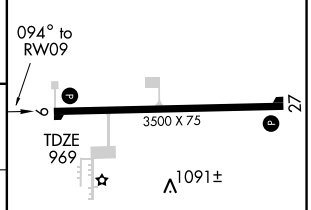
MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct TRUFA WP and hold.

ROBEN-HOOD AWOS-3	GRAND RAPIDS APP CON ★	UNICOM
121.125	124.6 257.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-9	1400-1 431 (500-1)		NA	
CIRCLING	1440-1 471 (500-1)	1580-1 611 (700-1)	NA	



MIRL Rwy 9-27 L

REIL Rwys 9 and 27 L

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3500
274°	TDZE	969
	Apt Elev	969

GPS RWY 27

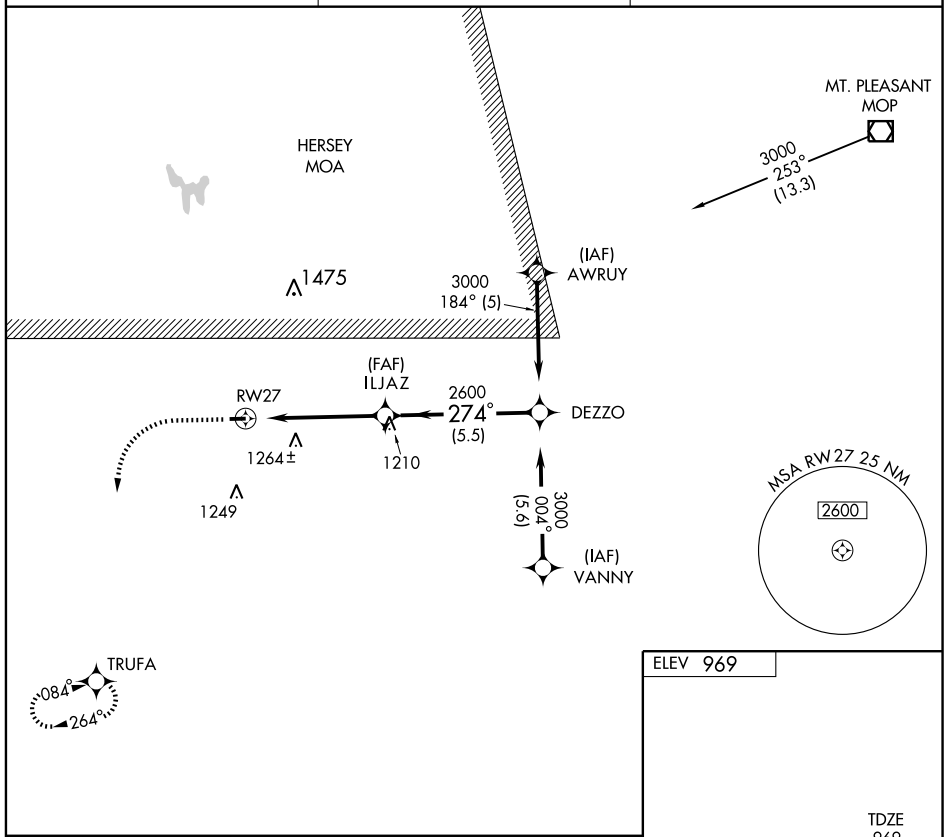
LAKEVIEW AIRPORT-GRIFFITH FIELD (13C)

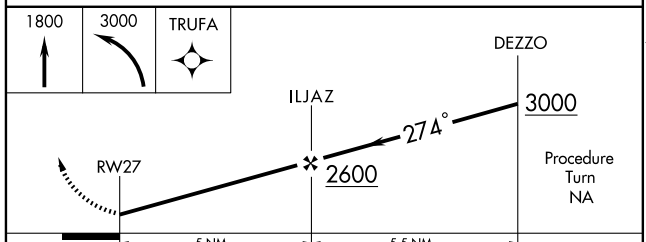
NA

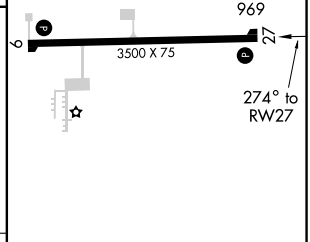
Use Roben-Hood altimeter setting.

MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 direct TRUFA WP and hold.

ROBEN-HOOD AWOS-3	GRAND RAPIDS APP CON ★	UNICOM
121.125	124.6 257.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-27	1460-1 491 (500-1)		NA	
CIRCLING	1460-1 491 (500-1)	1580-1 611 (700-1)	NA	

MIRL Rwy 9-27 L

REIL Rwys 9 and 27 L

EC-1. 14 JAN 2010 to 11 FEB 2010

LAKEVIEW, MICHIGAN AL-9344 (FAA)

VOR/DME HIC	APP CRS	Rwy Idg	3500
117.6	112°	TDZE	969
Chan 123		Apt Elev	969

VOR/DME RWY 9

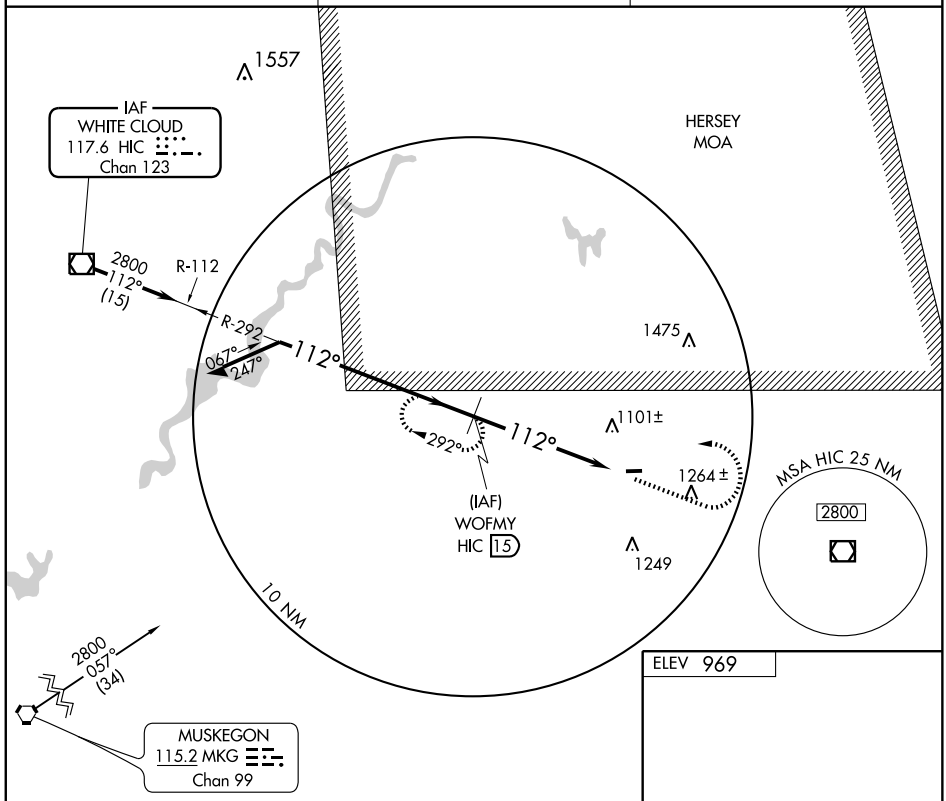
LAKEVIEW AIRPORT-GRIFFITH FIELD (13C)

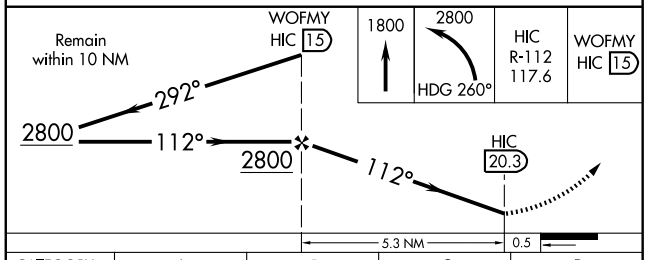
NA

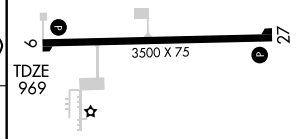
Use Roben-Hood altimeter setting.

MISSED APPROACH: Climb to 1800, then climbing left turn to 2800 via heading 260° and HIC VOR/DME R-112 to WOFMY and hold.

ROBEN-HOOD AWOS-3	GRAND RAPIDS APP CON ★	UNICOM
121.125	124.6 257.6	122.8 (CTAF) L







MIRL Rwy 9-27 L

REIL Rwys 9 and 27 L

CATEGORY	A	B	C	D
S-9	1400-1 431 (500-1)	1400-1¼ 431 (500-1¼)	NA	
CIRCLING	1440-1 471 (500-1)	1580-1¼ 611 (700-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME VWV	APP CRS	Rwy Idg	N/A
113.1	360°	TDZE	N/A
Chan 78		Apt Elev	669

VOR or GPS-A

LAMBERTVILLE/ TOLEDO SUBURBAN (DUH)

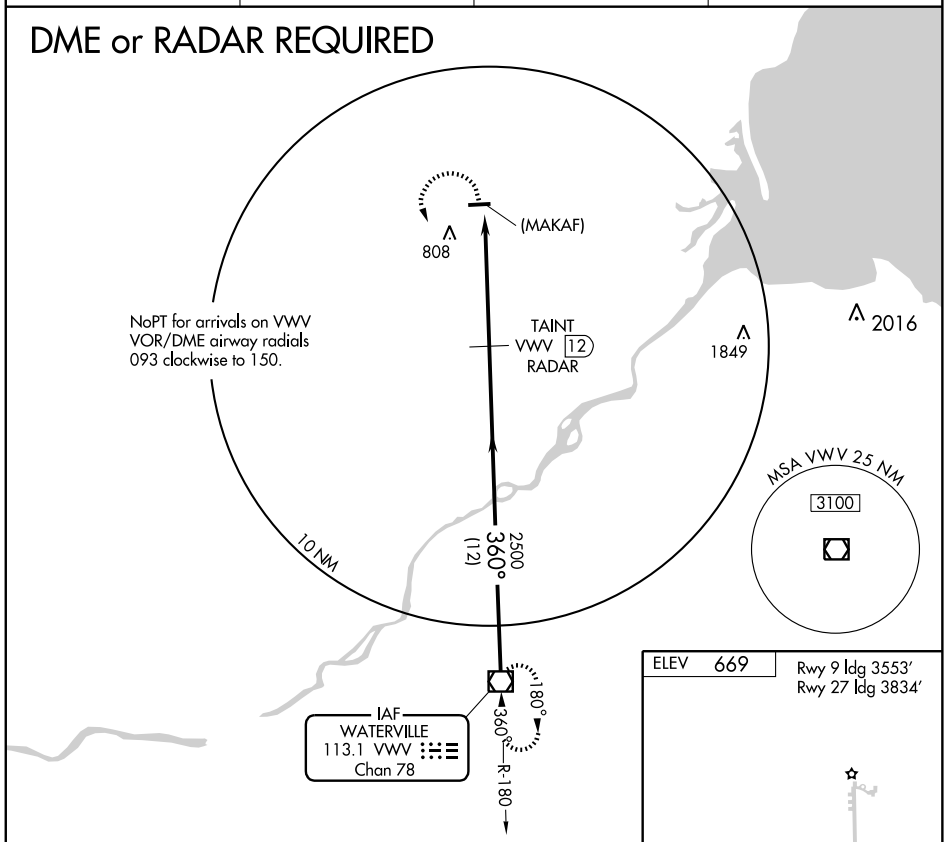
T
A NA

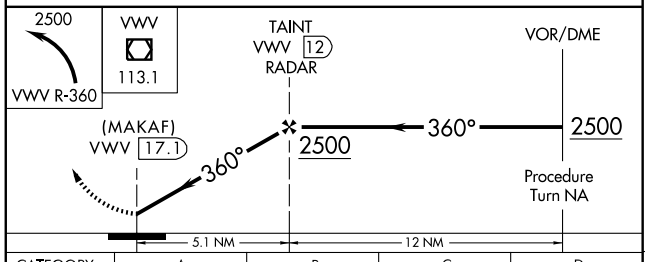
Use Toledo Express altimeter setting.

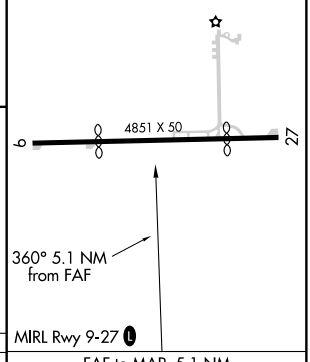
MISSED APPROACH: Climbing left turn to 2500 via VWV R-360 to VWV VOR/DME and hold.

AWOS-3	TOLEDO APP CON	GCO	UNICOM
119.175	134.35 317.55	121.725	122.7 (CTAF) L

DME or RADAR REQUIRED







CATEGORY	A	B	C	D
CIRCLING	1160-1 496 (500-1)		1160-1½ 496 (500-1½)	NA

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

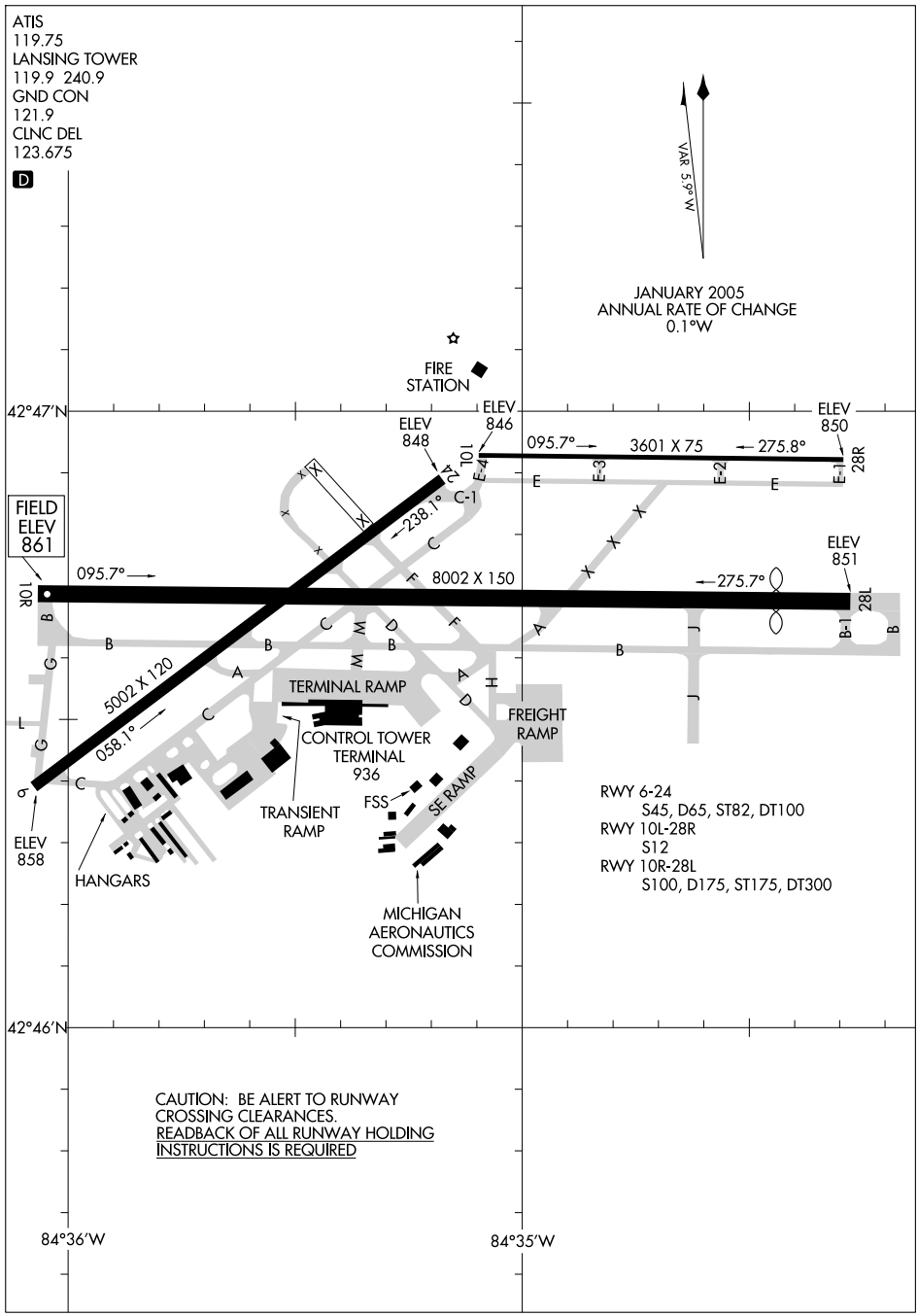
EC-1. 14 JAN 2010 to 11 FEB 2010

09351

AIRPORT DIAGRAM

AL-224 (FAA)

LANSING/ CAPITAL CITY (LAN)
LANSING, MICHIGAN



EC-1, 14 JAN 2010 to 11 FEB 2010

LOC I-CPQ	APP CRS	Rwy Idg	7251
111.7	096°	TDZE	861
		Apt Elev	861

ILS or LOC RWY 10R

LANSING/ CAPITAL CITY (LAN)

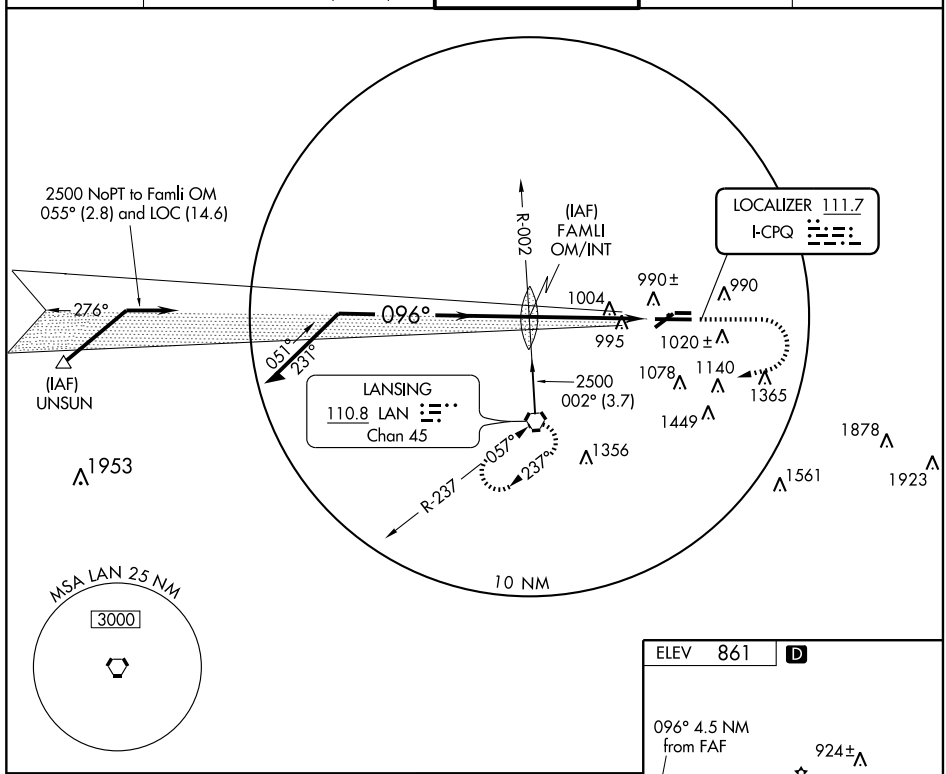
ASR

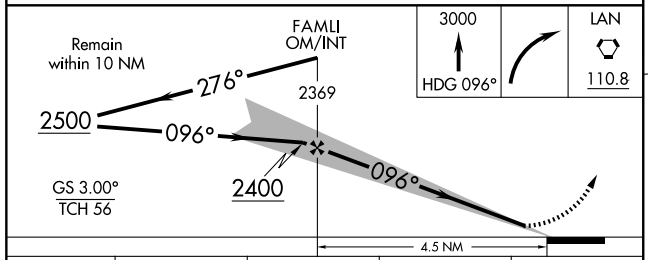
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

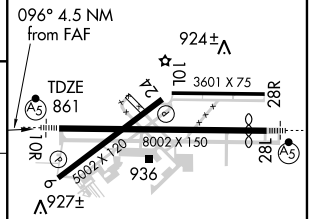
MALSR

MISSED APPROACH: Climb to 3000 via heading 096°, then right turn direct LAN VORTAC and hold.

ATIS	LANSING APP CON	LANSING TOWER	GND CON	CLNC DEL
119.75	133.475 226.4 (NORTH) 118.65 226.4 (SOUTH)	119.9 240.9	121.9	123.675







CATEGORY	A	B	C	D
S-ILS 10R	*1061/24		200 (200-½)	
S-LOC 10R	1320/24 459 (500-½)		1320/40 459 (500-¾)	1320/50 459 (500-1)
CIRCLING	1320-1 459 (500-1)		1360-1½ 499 (500-1½)	1440-2 579 (600-2)

REIL Rwys 6 and 24
HIRL Rwy 10R-28L
MIRL Rwys 6-24 and 10L-28R

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

EC-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-LAN	APP CRS	Rwy Idg	7251
110.1	276°	TDZE	851
Chan 38		Apt Elev	861

ILS or LOC RWY 28L

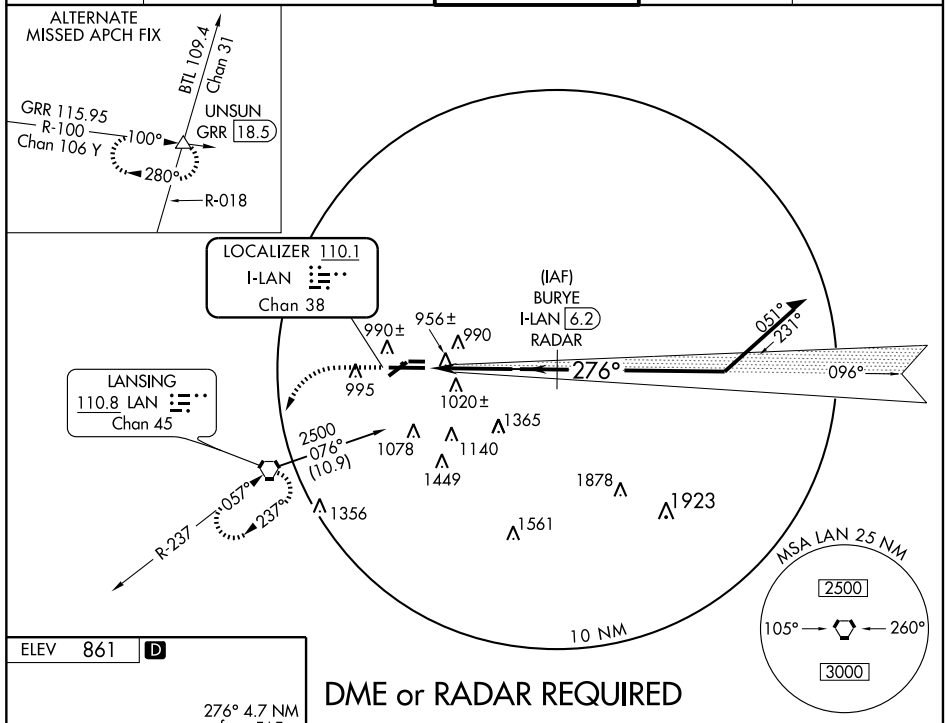
LANSING/CAPITAL CITY (LAN)

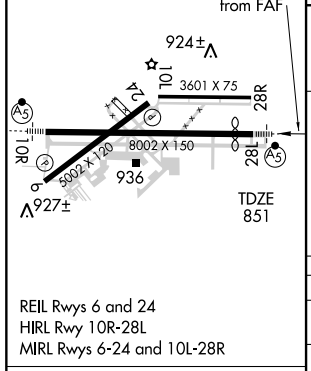
ASR — DME or RADAR REQUIRED

MALSR

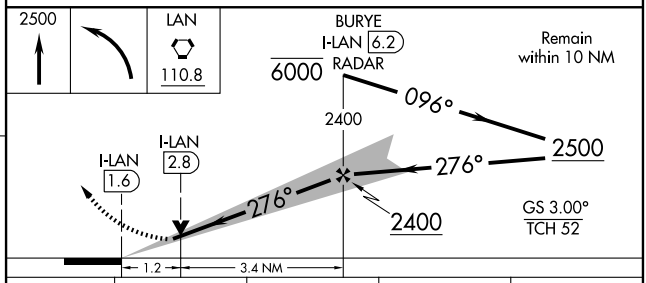
MISSED APPROACH: Climb to 2500, then left turn direct LAN VORTAC and hold.

ATIS	LANSING APP CON	LANSING TOWER	GND CON	CLNC DEL
119.75	133.475 226.4 (NORTH) 118.65 226.4 (SOUTH)	119.9 240.9	121.9	123.675





DME or RADAR REQUIRED



REIL Rwys 6 and 24
HIRL Rwy 10R-28L
MIRL Rwys 6-24 and 10L-28R

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-ILS 28L	1051/24 200 (200-½)			
S-LOC 28L	1300/24 449 (500-½)		1300/40 449 (500-¾)	
CIRCLING	1380-1 519 (600-1)		1380-1½ 519 (600-1½)	1440-2 579 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7251
CH 61314	096°	TDZE	861
W10A		Apt Elev	861

RNAV (GPS) RWY 10R

LANSING/CAPITAL CITY (LAN)

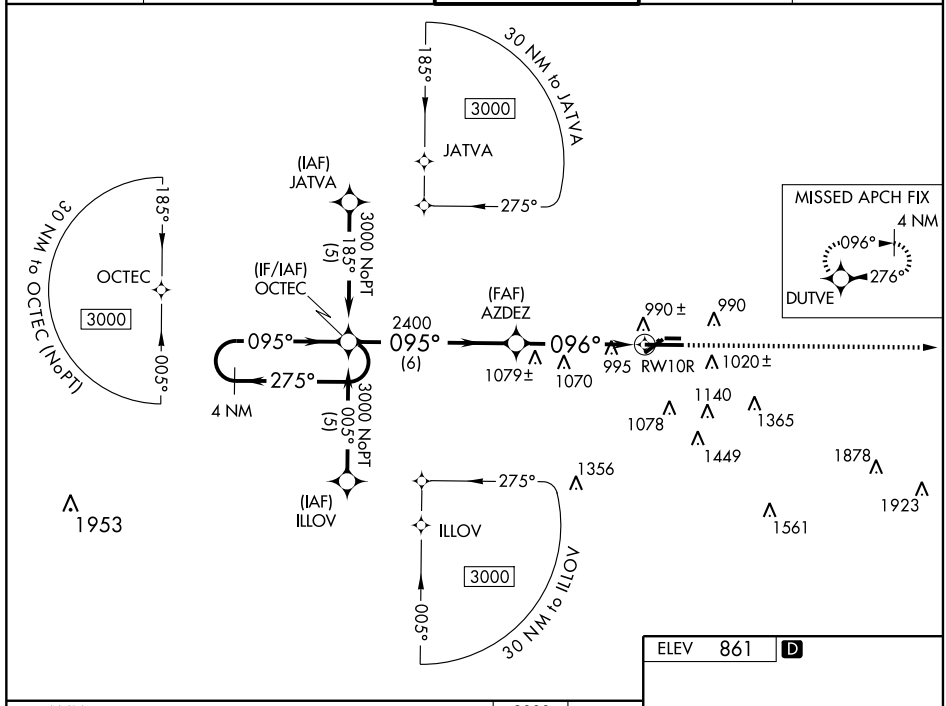
ASR

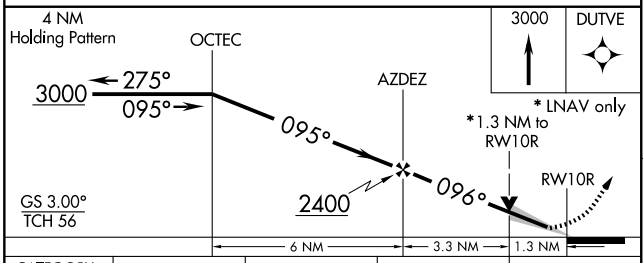
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

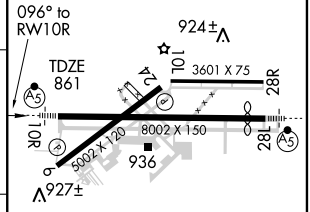
MALSR

MISSED APPROACH: Climb to 3000 direct DUTVE and hold.

ATIS	LANSING APP CON	LANSING TOWER	GND CON	CLNC DEL
119.75	133.475 226.4 (NORTH) 118.65 226.4 (SOUTH)	119.9 240.9	121.9	123.675







CATEGORY	A	B	C	D
LPV DA	1061/24 200 (200-½)			
LNAV/VNAV DA	1290/50 429 (500-1)			
LNAV MDA	1320/24 459 (500-½)		1320/40 459 (500-¾)	1320/50 459 (500-1)
CIRCLING	1380-1 519 (600-1)		1380-1½ 519 (600-1½)	1440-2 579 (600-2)

REIL Rwys 6 and 24
HIRL Rwy 10R-28L
MIRL Rwys 6-24 and 10L-28R

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5002
CH 50413	238°	TDZE	857
W24A		Apt Elev	861

RNAV (GPS) RWY 24

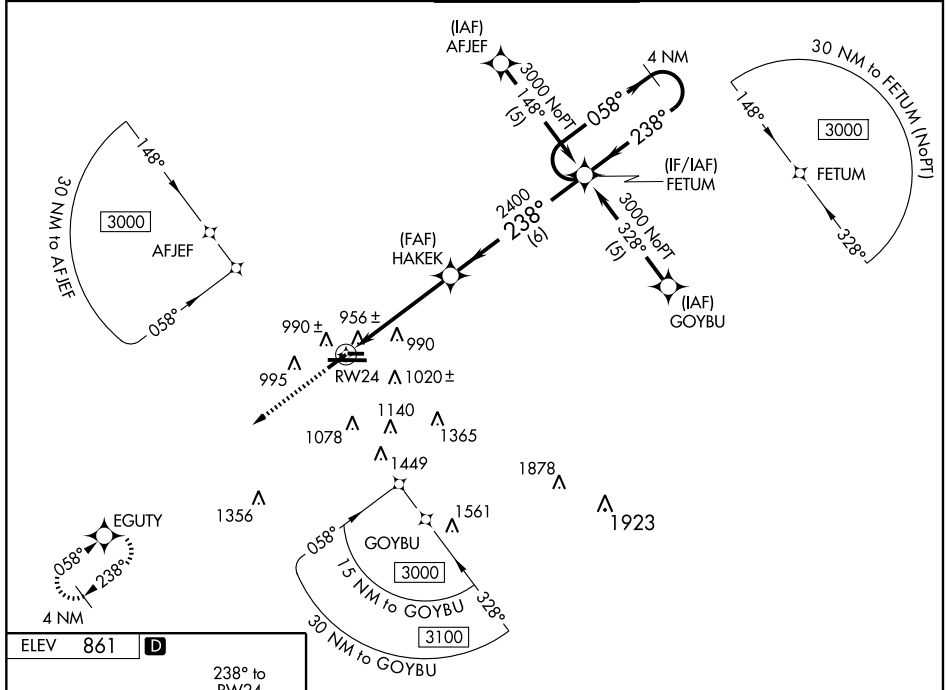
LANSING/CAPITAL CITY (LAN)

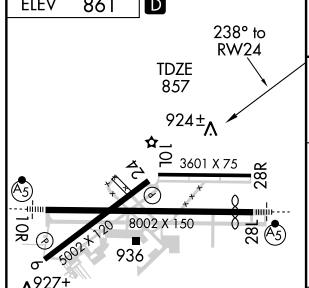
ASR

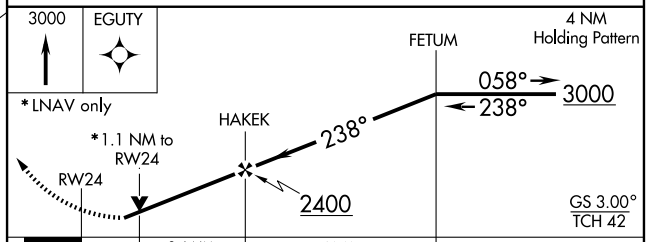
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct EGUTY and hold.

ATIS	LANSING APP CON	LANSING TOWER	GND CON	CLNC DEL
119.75	133.475 226.4 (NORTH) 118.65 226.4 (SOUTH)	119.9 240.9	121.9	123.675







CATEGORY	A	B	C	D
LPV DA	1215-1¼ 358 (400-1¼)			
LNAV/VNAV DA	1254-1½ 397 (400-1½)			
LNAV MDA	1240-1 383 (400-1)			1240-1¼ 383 (400-1¼)
CIRCLING	1380-1 519 (600-1)		1380-1½ 519 (600-1½)	1440-2 579 (600-2)

REIL Rwys 6 and 24
HIRL Rwy 10R-28L
MIRL Rwys 6-24 and 10L-28R

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7251
CH 40414	276°	TDZE	851
W28A		Apt Elev	861

RNAV (GPS) RWY 28L

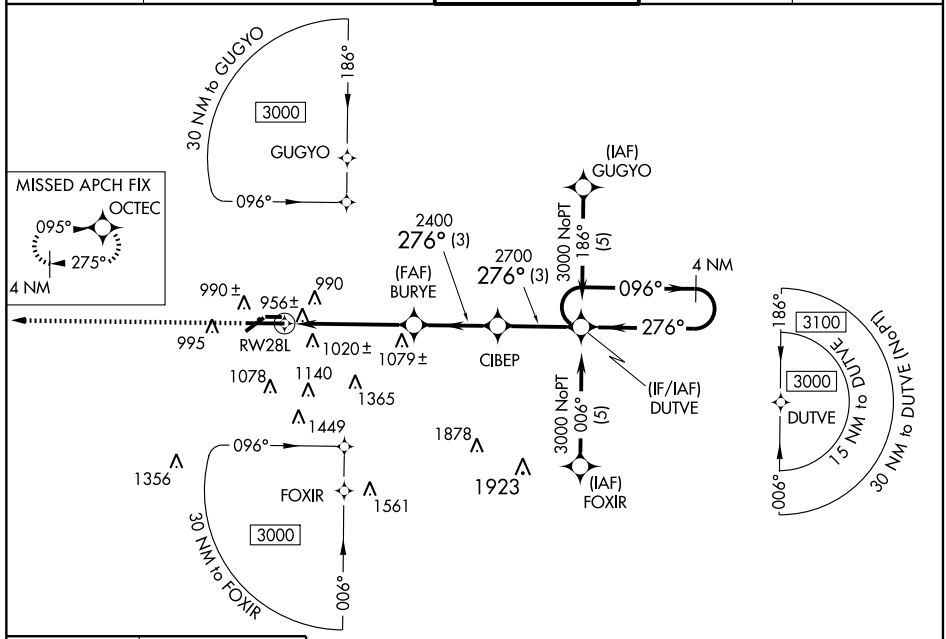
LANSING/CAPITAL CITY (LAN)

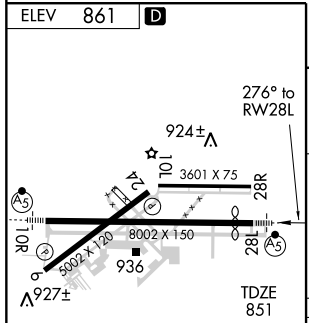
ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

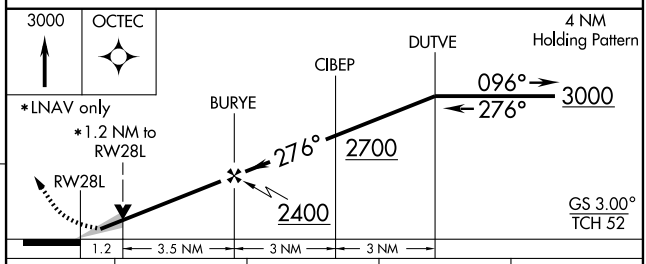
MALSR

MISSED APPROACH: Climb to 3000 direct OCTEC and hold.

ATIS	LANSING APP CON	LANSING TOWER	GND CON	CLNC DEL
119.75	133.475 226.4 (NORTH) 118.65 226.4 (SOUTH)	119.9 240.9	121.9	123.675







CATEGORY	A	B	C	D
LPV DA	1051/24 200 (200-½)			
LNAV/VNAV DA	1370/60 519 (600-1¼)			
LNAV MDA	1280/24 429 (500-½)		1280/40 429 (500-¾)	1280/50 429 (500-1)
CIRCLING	1380-1 519 (600-1)		1380-1½ 519 (600-1½)	1440-2 579 (600-2)

REIL Rwys 6 and 24
HIRL Rwy 10R-28L
MIRL Rwys 6-24 and 10L-28R

EC-1, 14 JAN 2010 to 11 FEB 2010

VORTAC LAN 110.8 Chan 45	APP CRS 057°	Rwy Idg 5002 TDZE 859 Apt Elev 861

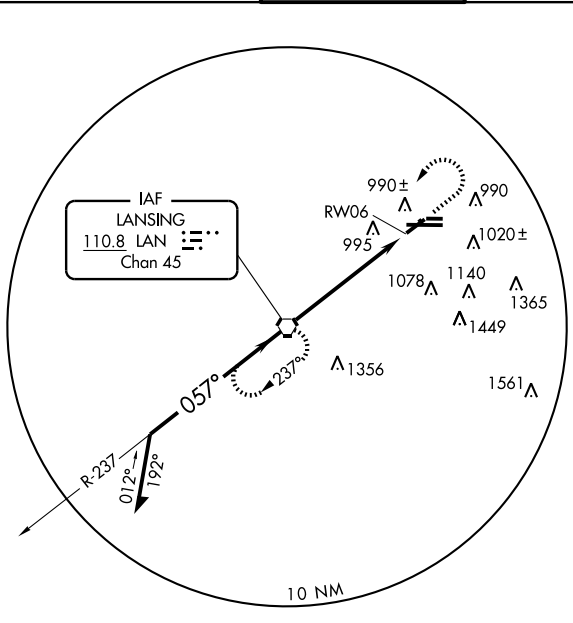
VOR or GPS RWY 6

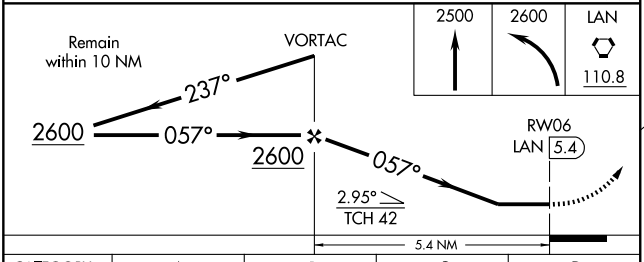
LANSING/CAPITAL CITY (LAN)

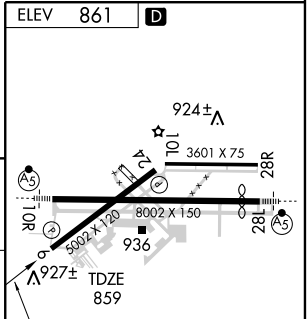
ASR

MISSED APPROACH: Climb to 2500, then climbing left turn to 2600 direct LAN VORTAC and hold.

ATIS	LANSING APP CON	LANSING TOWER	GND CON	CLNC DEL
119.75	133.475 226.4 (NORTH) 118.65 226.4 (SOUTH)	119.9 240.9	121.9	123.675







REIL Rwys 6 and 24
HIRL Rwy 10R-28L
MIRL Rwys 6-24 and 10L-28R

CATEGORY	A	B	C	D
S-6	1320-1	461 (500-1)	1320-1¼ 461 (500-1¼)	1320-1½ 461 (500-1½)
CIRCLING	1320-1	459 (500-1)	1360-1½ 499 (500-1½)	1440-2 579 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-1, 14 JAN 2010 to 11 FEB 2010

VORTAC LAN	APP CRS	Rwy Idg	5002
110.8	237°	TDZE	857
Chan 45		Apt Elev	861

VOR RWY 24

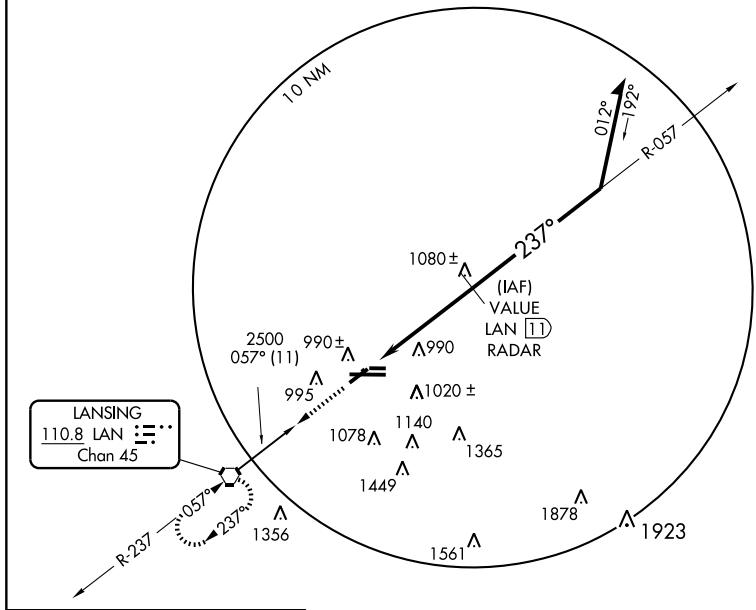
LANSING/CAPITAL CITY (LAN)

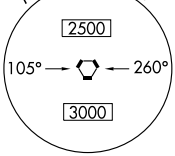
ASR

DME or RADAR Required.
Visibility reduction by helicopters NA.

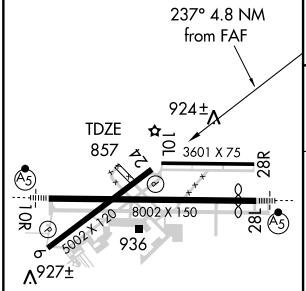
MISSED APPROACH: Climb to 2500 direct LAN VORTAC and hold.

ATIS	LANSING APP CON	LANSING TOWER	GND CON	CLNC DEL
119.75	133.475 226.4 (NORTH) 118.65 226.4 (SOUTH)	119.9 240.9	121.9	123.675





ELEV 861 D

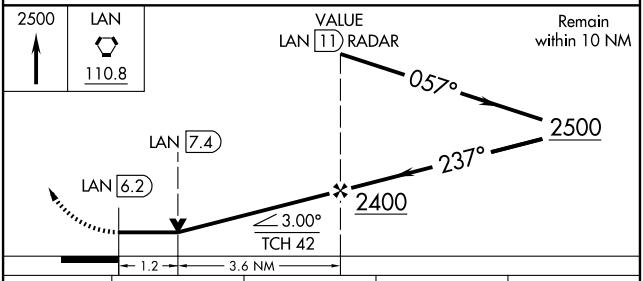


REIL Rwys 6 and 24
HIRL Rwy 10R-28L
MIRL Rwys 6-24 and 10L-28R

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-24	1260-1	403 (400-1)	1260-1¼	403 (400-1¼)
CIRCLING	1380-1	519 (600-1)	1380-1½ 519 (600-1½)	1440-2 579 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

VORTAC FNT 116.9 Chan 116	APP CRS 080°	Rwy Idg N/A TDZE N/A Apt Elev 844

VOR-A

LAPEER/ DUPONT-LAPEER (D95)

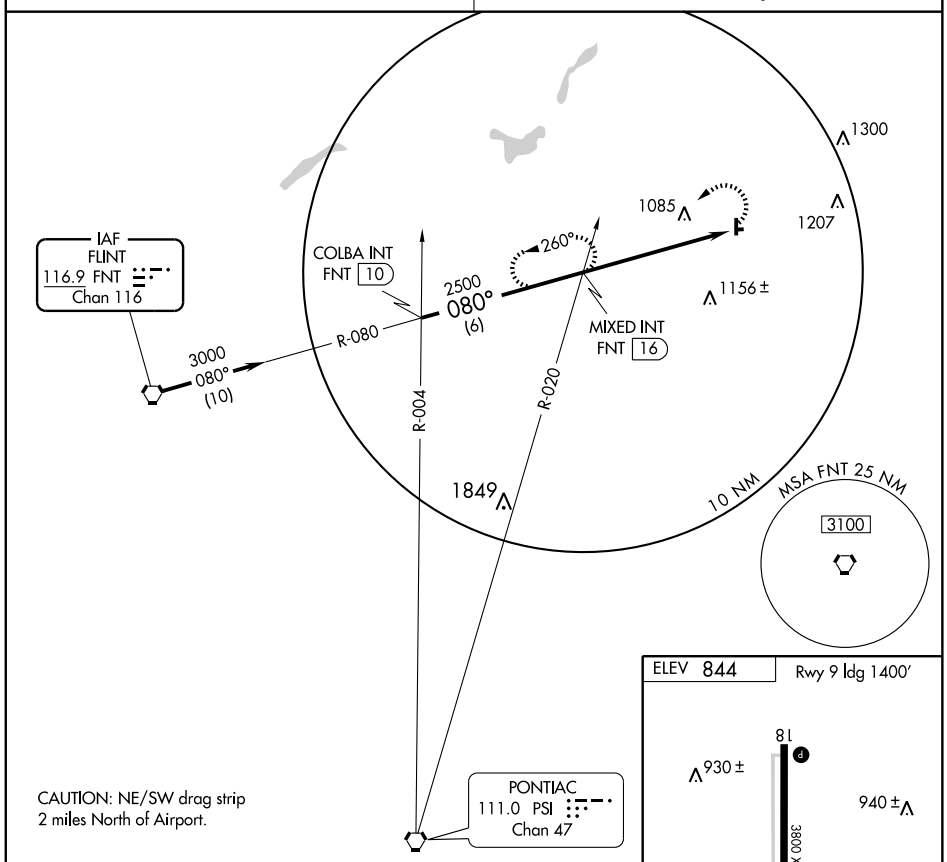
Use Flint altimeter setting.

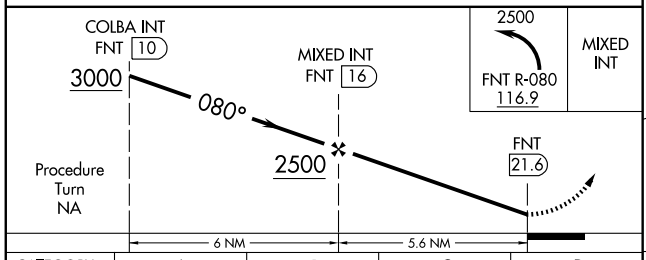
NA

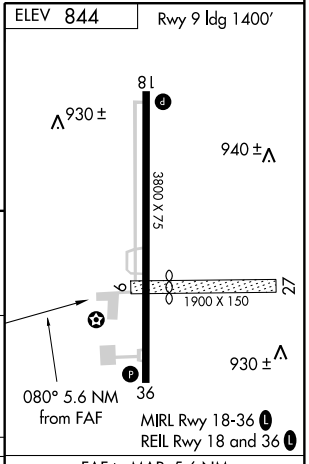
MISSED APPROACH: Climbing left turn to 2500 via FNT R-080 to MIXED INT/FNT 16 DME and hold.

FLINT APP CON ★ 118.8 257.9

UNICOM 123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1460-1 616 (700-1)	1460-1¼ 616 (700-1¼)	1460-1¾ 616 (700-1¾)	NA

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3732
095°	TDZE	919
	Apt Elev	920

RNAV (GPS) RWY 9

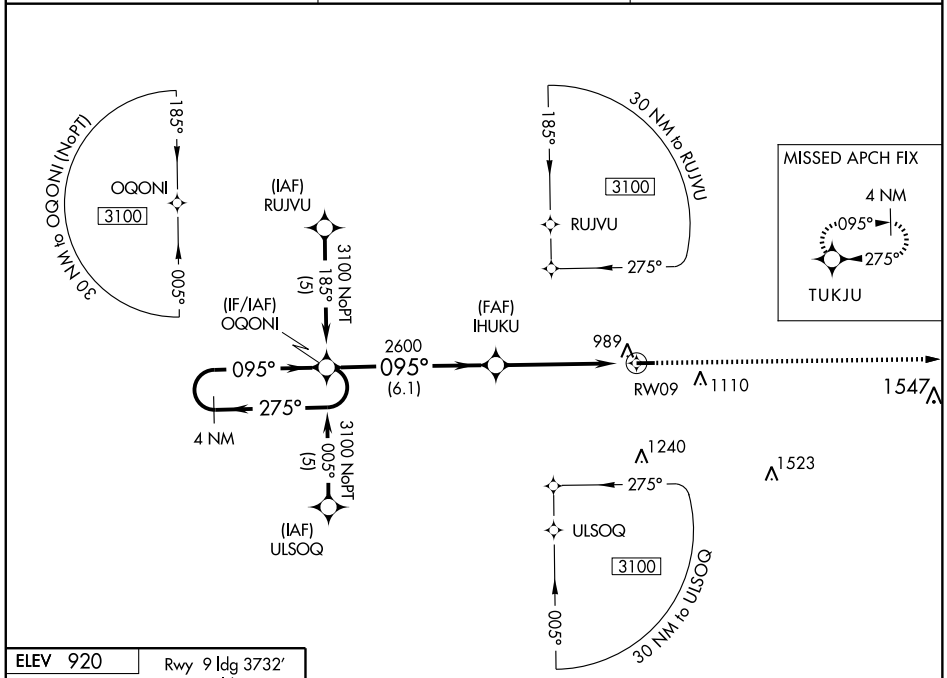
LINDEN/ PRICE'S (9G2)

T
NA

Use Flint altimeter setting; when not received, use Howell altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct TUKJU and hold.

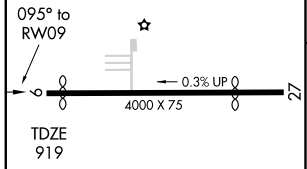
FLINT ASOS	FLINT APP CON ★	UNICOM
133.15	118.8 257.9	123.0 (CTAF) L

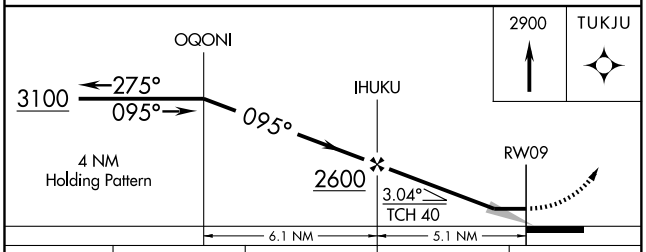


EC-1. 14 JAN 2010 to 11 FEB 2010

ELEV 920

Rwy 9 ldg 3732'
Rwy 27 ldg 3200'





CATEGORY	A	B	C	D
LNAV MDA	1400-1 481 (500-1)		NA	
CIRCLING	1460-1 540 (600-1)		NA	

REIL Rwy 9 L
MIRL Rwy 9-27 L

RNAV (GPS) RWY 27

LINDEN/ PRICE'S (9G2)

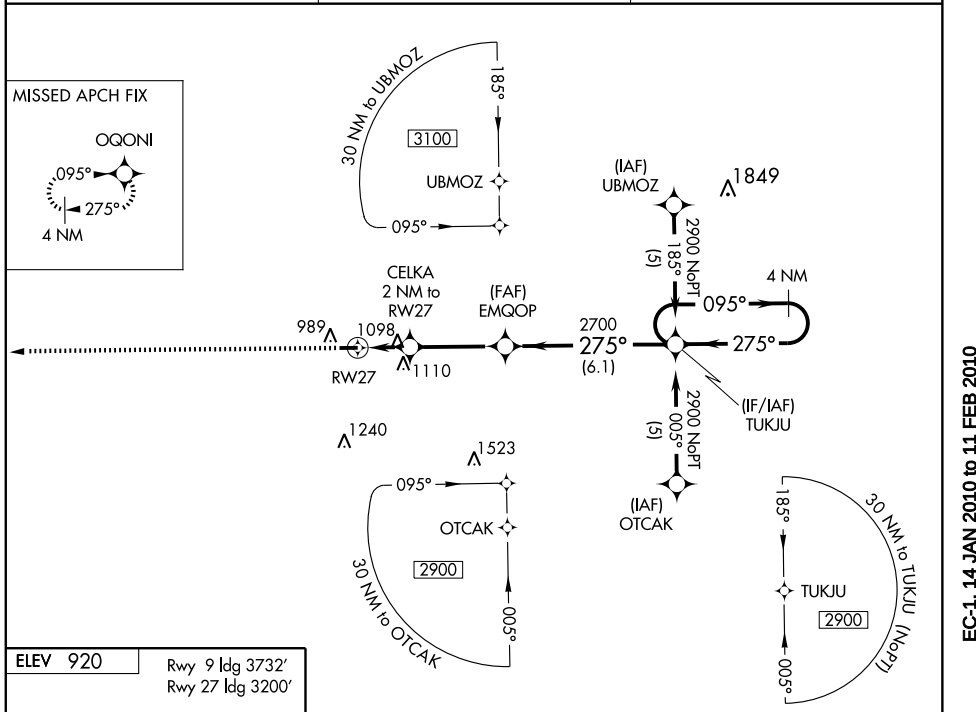
APP CRS	Rwy ldg	3200
275°	TDZE	915
	Apt Elev	920

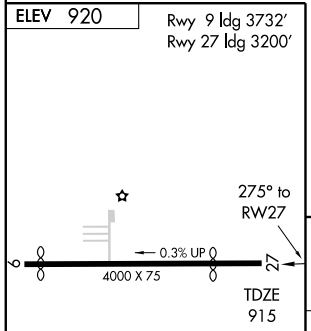
T
A NA

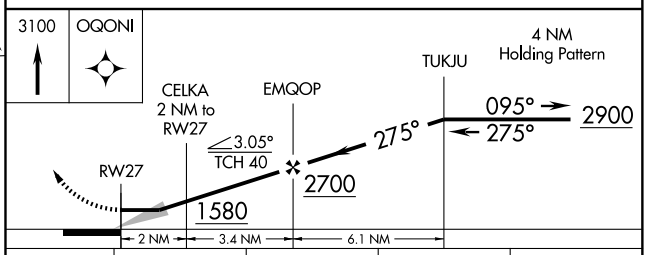
Use Flint altimeter setting; when not received, use Howell altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct OQONI and hold.

FLINT ASOS	FLINT APP CON ★	UNICOM
133.15	118.8 257.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1400-1 485 (500-1)		NA	
CIRCLING	1460-1 540 (600-1)		NA	

REIL Rwy 9 L
MIRL Rwy 9-27 L

EC-1. 14 JAN 2010 to 11 FEB 2010

VORTAC FNT 116.9 Chan 116	APP CRS 192°	Rwy Idg N/A TDZE N/A Apt Elev 920

VOR-A

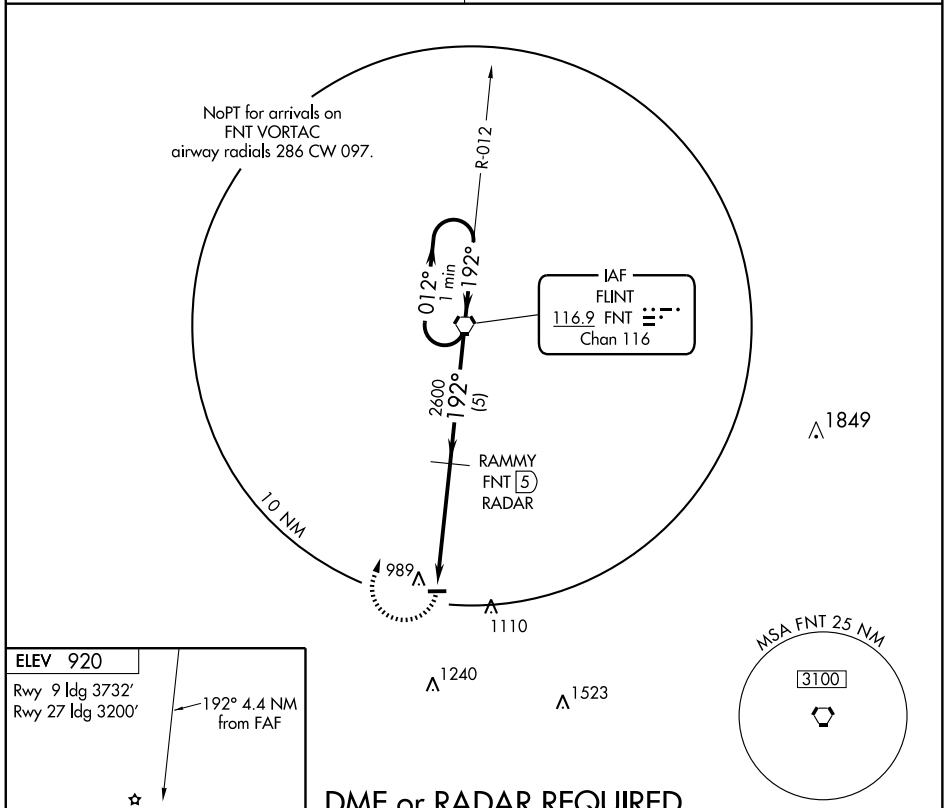
LINDEN/ PRICE'S (9G2)

▼ NA

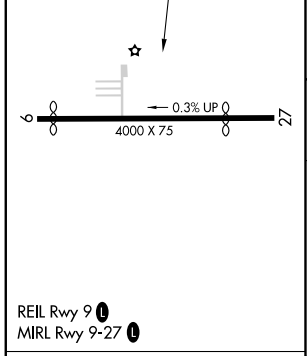
Use Flint altimeter setting.

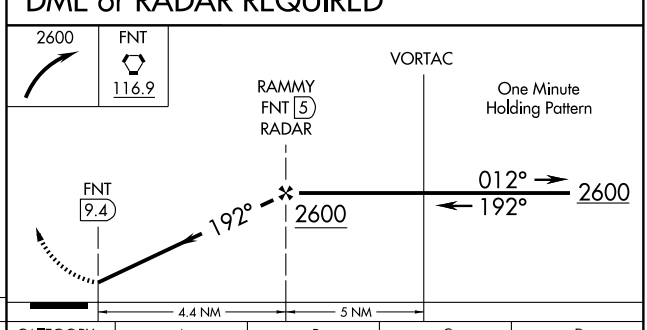
MISSED APPROACH: Climbing right turn to 2600 direct FNT VORTAC and hold.

FLINT APP CON ★	UNICOM
118.8 257.9	123.0 (CTAF) L



DME or RADAR REQUIRED





FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
CIRCLING	1460-1 540 (600-1)		NA	

NDB LDM 341	APP CRS 260°	Rwy Idg 5003 TDZE 645 Apt Elev 645

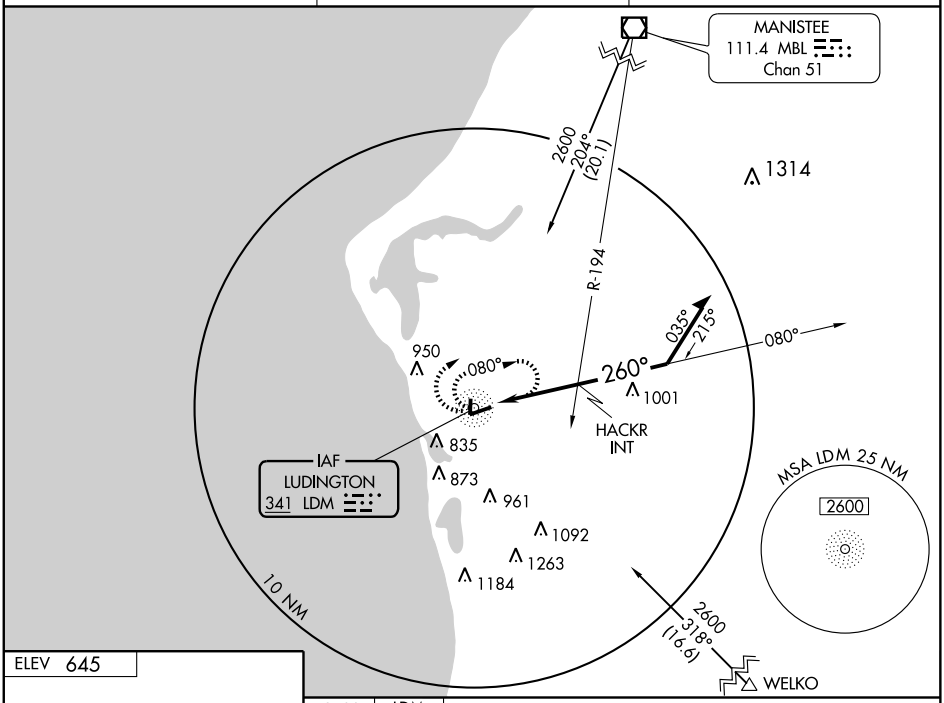
NDB RWY 26

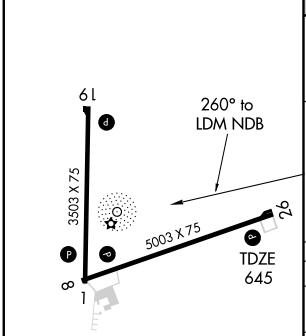
LUDINGTON/ MASON COUNTY (LDM)

▼ NA — Obtain local altimeter setting on CTAF; when not received, use Muskegon altimeter setting and increase all MDAs 220 feet and all visibilities ¾ of a mile.

MISSED APPROACH: Climbing right turn to 2500 in LDM NDB holding pattern.

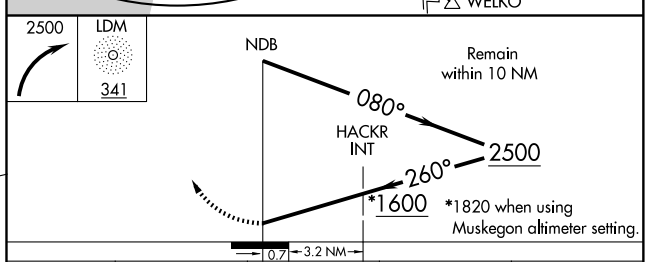
AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.925	120.85 322.35	123.0 (CTAF) L





REIL Rwy 26 L
MIRL Rwys 8-26 and 1-19 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-26	1600-1¼ 955 (1000-1¼)	1600-1½ 955 (1000-1½)	1600-3 955 (1000-3)	
CIRCLING	1600-1¼ 955 (1000-1¼)	1600-1½ 955 (1000-1½)	1600-3 955 (1000-3)	
HACKR FIX MINIMUMS				
S-26	1160-1 515 (600-1)		1160-1½ 515 (600-1½)	1160-1¾ 515 (600-1¾)
CIRCLING	1160-1 515 (600-1)		1200-1½ 555 (600-1½)	1300-2 655 (700-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

LUDINGTON, MICHIGAN

AL-5618 (FAA)

APP CRS	Rwy Idg	5003
074°	TDZE	643
	Apt Elev	646

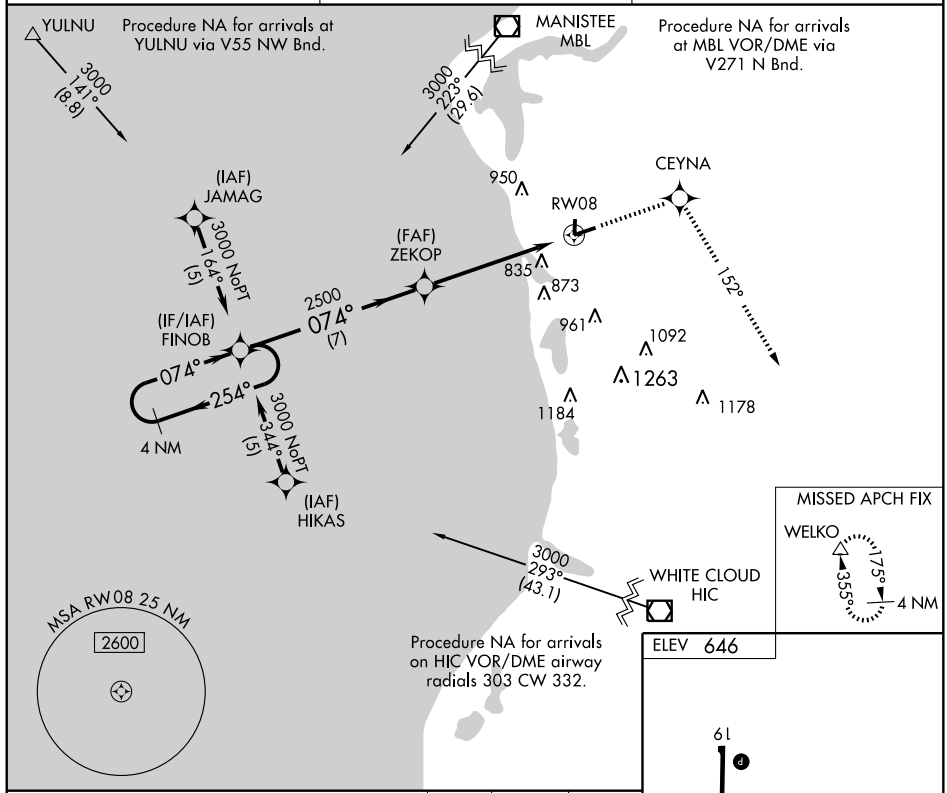
RNAV (GPS) RWY 8

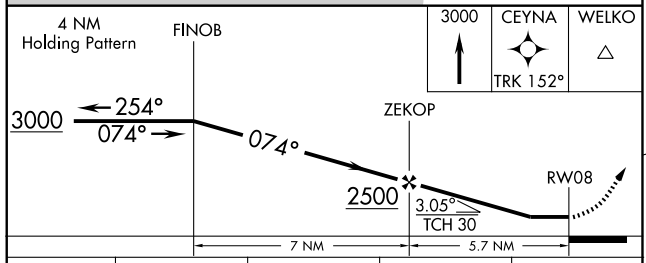
LUDINGTON/MASON COUNTY (LDM)

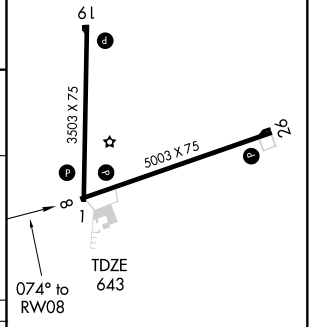
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskegon County altimeter setting and increase all MDAs 120 feet, increase LNAV and circling visibility Cat C/D ½ mile.

MISSED APPROACH: Climb to 3000 direct CEYNA and via 152° track to WELKO and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.925	120.85 322.35	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1140-1	497 (500-1)	1140-1¼ 497 (500-1¼)	1140-1½ 497 (500-1½)
CIRCLING	1160-1	514 (600-1)	1200-1½ 554 (600-1½)	1300-2 654 (700-2)

REIL Rwy 26 L

MIRL Rwys 8-26 and 1-19 L

EC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5003
CH 49206	254°	TDZE	646
W26A		Apt Elev	646

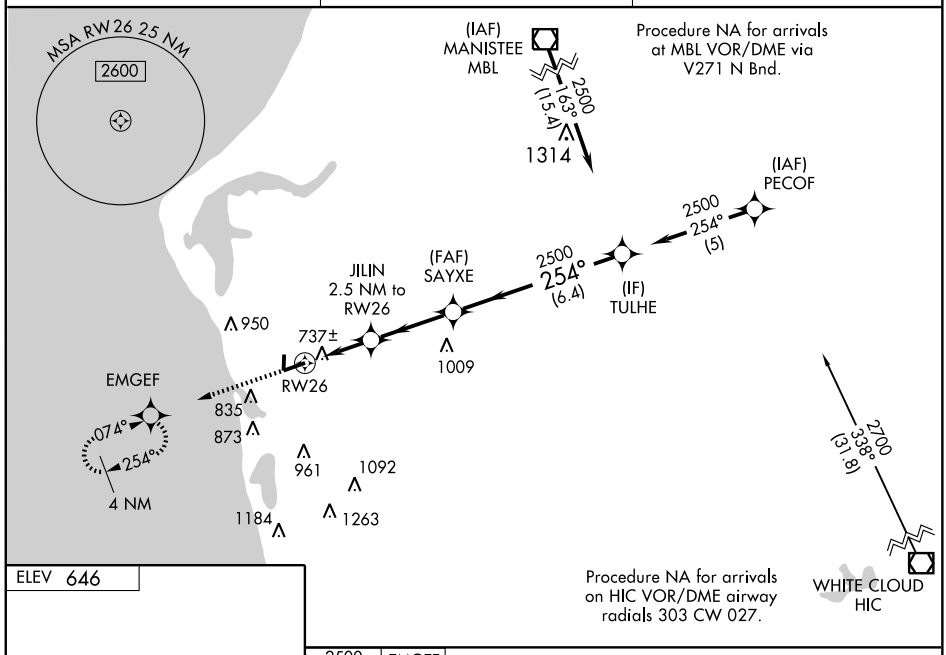
RNAV (GPS) RWY 26

LUDINGTON/ MASON COUNTY (LDM)

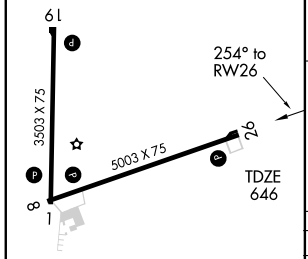
Baro-VNAV NA when using Muskegon altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskegon County altimeter setting and increase DAs and MDAs 120 feet and increase LPV visibility ¼ mile all Cats, increase LNAV/VNAV visibility ½ mile all Cats, increase LNAV Cat C/D visibility ¼ mile, increase circling Cat C/D visibility ½ mile.

MISSED APPROACH: Climb to 2500 direct EMGEF and hold.

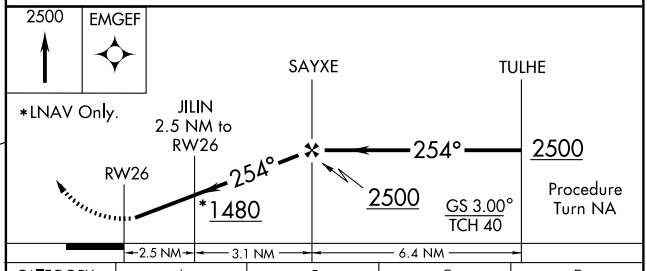
AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.925	120.85 322.35	123.0 (CTAF) L



ELEV 646



REIL Rwy 26 L
MIRL Rwys 8-26 and 1-19 L



CATEGORY	A	B	C	D
LPV DA	975-1¼ 329 (400-1¼)			
LNAV/ VNAV DA	1020-1¼ 374 (400-1¼)			
LNAV MDA	1000-1 354 (400-1)			1000-1¼ 354 (400-1¼)
CIRCLING	1160-1 514 (600-1)		1200-1½ 554 (600-1½)	1300-2 654 (700-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

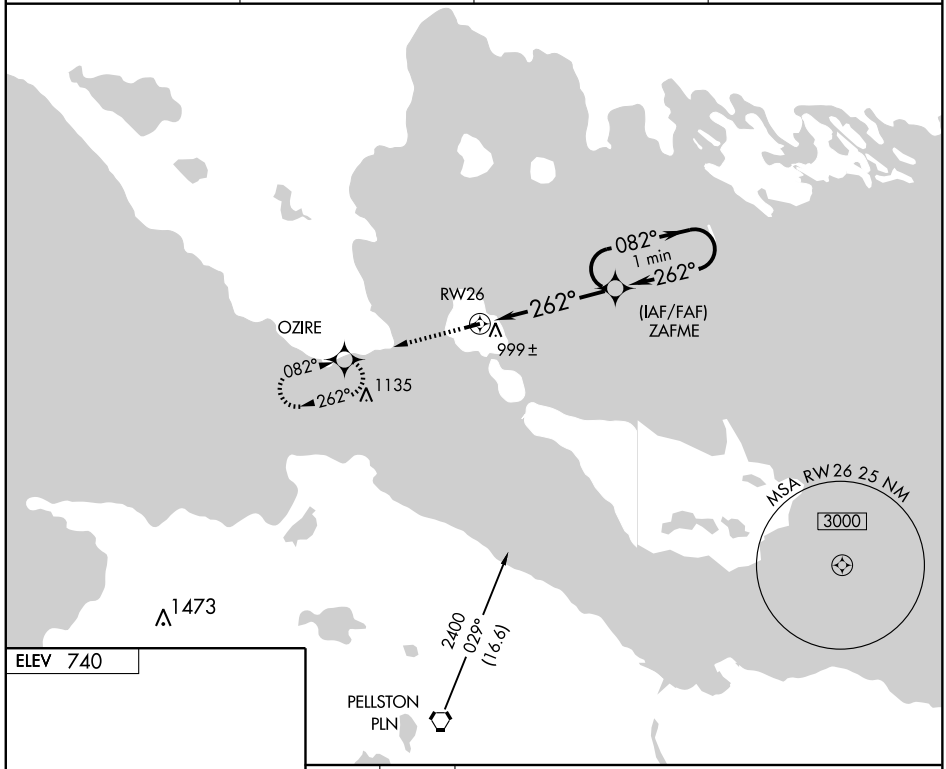
APP CRS		
262°	Rwy Idg	3500
	TDZE	740
	Apt Elev	740

GPS RWY 26
MACKINAC ISLAND (MCD)

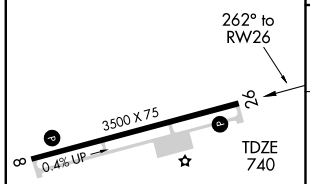
NA

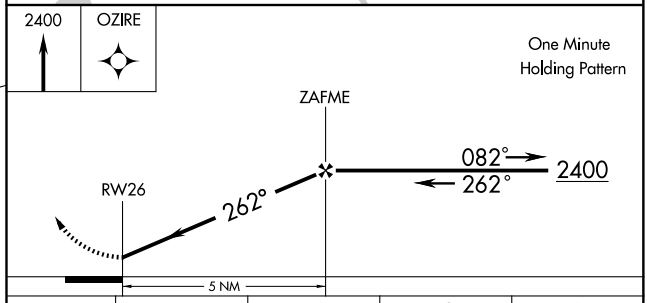
MISSED APPROACH: Climb to 2400 direct OZIRE WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM	
118.275	134.6 354.05	122.7 (CTAF)	122.8 L



ELEV 740





CATEGORY	A	B	C	D
S-26	1260-1	520 (600-1)	1260-1½ 520 (600-1½)	NA
CIRCLING	1320-1	580 (600-1)	1320-1½ 580 (600-1½)	NA

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

EC-1. 14 JAN 2010 to 11 FEB 2010

VORTAC PLN	APP CRS	Rwy Idg	N/A
111.8	012°	TDZE	N/A
Chan 55		Apt Elev	740

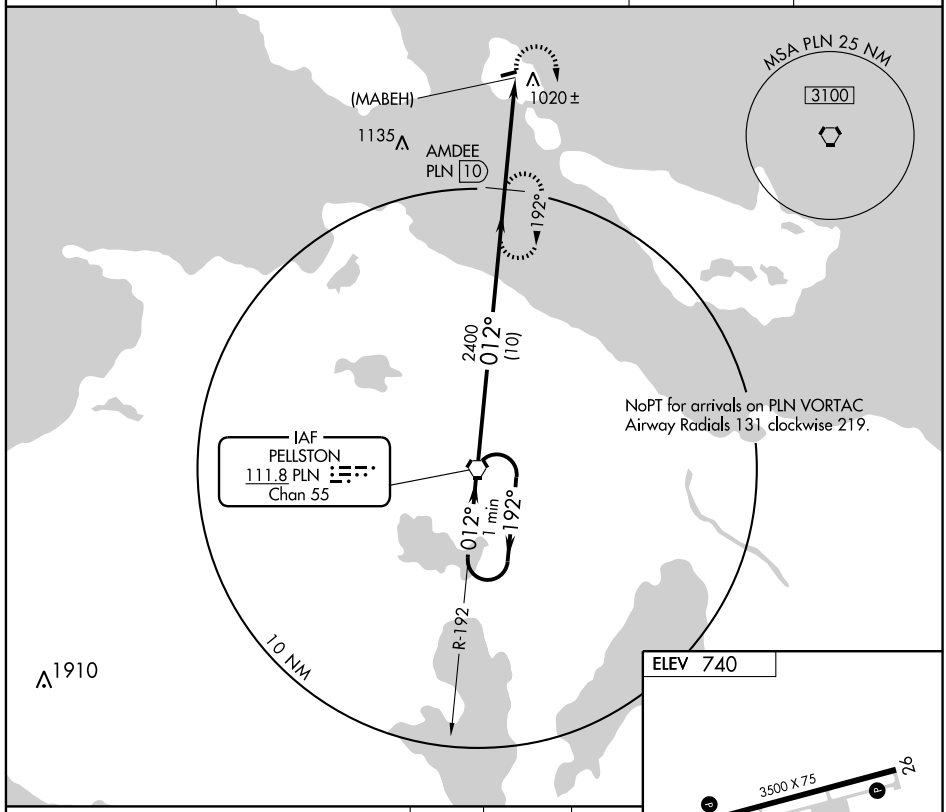
VOR/DME or GPS-A
MACKINAC ISLAND (MCD)

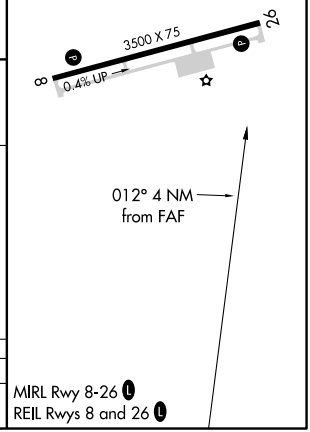
Use Mackinac Island altimeter setting. If not available, use Pellston altimeter setting and increase all MDAs 80 feet; if neither are available, procedure not authorized.

NA

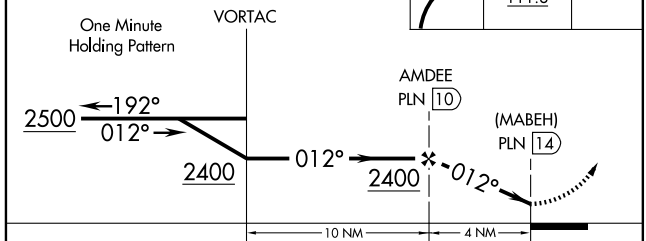
MISSED APPROACH: Climbing right turn to 2400 via PLN R-012 to AMDEE 10 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM	122.8 L
118.275	134.6 354.05	122.7 (CTAF)	





2400	PLN R-012	AMDEE
	111.8	



CATEGORY	A	B	C	D
CIRCLING	1320-1	581 (600-1)	1320-1½ 581 (600-1½)	NA

EC-1. 14 JAN 2010 to 11 FEB 2010

LOC I-MBL	APP CRS	Rwy Idg	5500
108.35	276°	TDZE	621
		Apt Elev	621

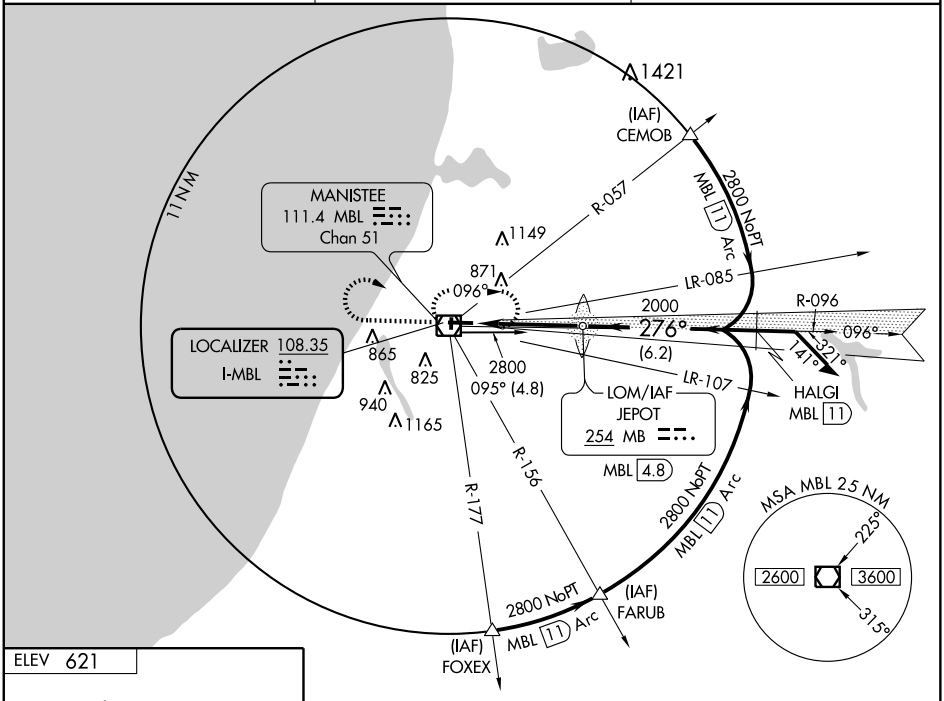
ILS RWY 27

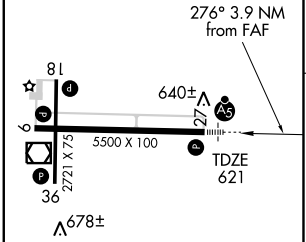
MANISTEE COUNTY-BLACKER (MBL)

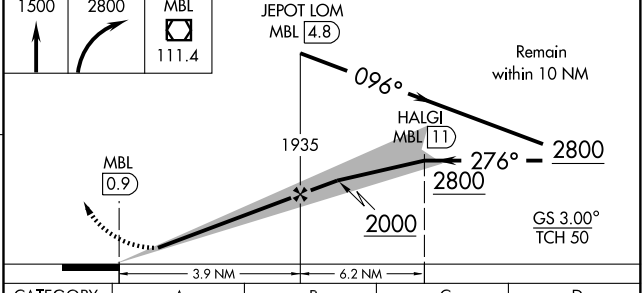
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2800 direct MBL VOR/DME and hold.

AWOS-3	LANSING RADIO	UNICOM
111.4	122.1R	122.8 (CTAF) L







HIRL Rwys 9-27 L
MIRL Rwys 18-36 L
REIL Rwys 9 L

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-ILS 27	821-½ 200 (200-½)			
S-LOC 27	1080-½ 459 (500-½)		1080-¾ 459 (500-¾)	1080-1 459 (500-1)
CIRCLING	1120-1 499 (500-1)	1160-1 539 (600-1)	1180-1½ 559 (600-1½)	1300-2¼ 679 (700-2¼)

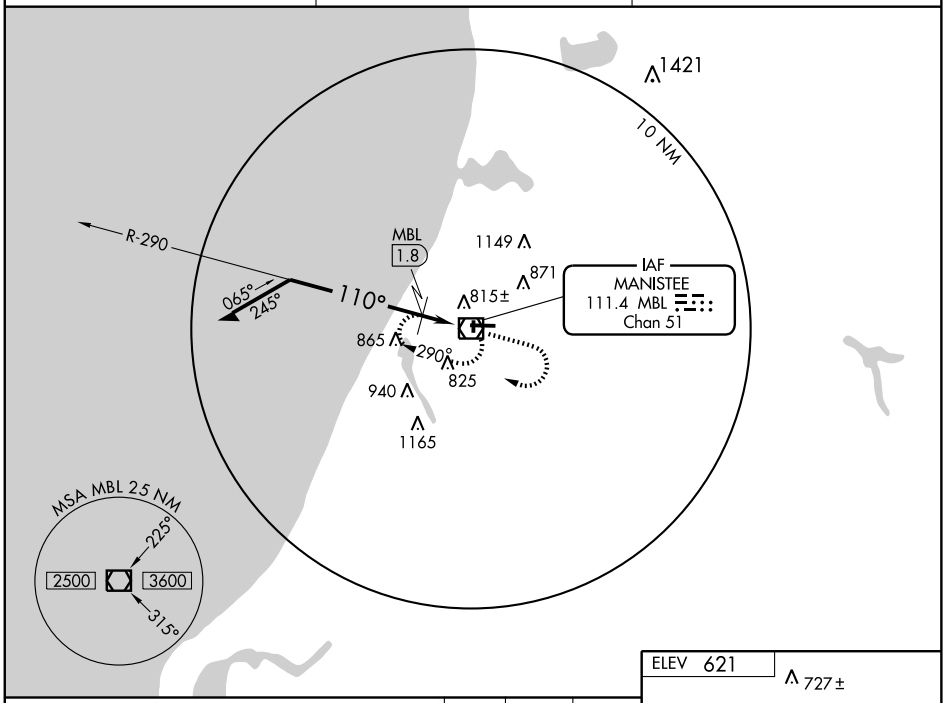
VOR/DME MBL	APP CRS	Rwy Idg 5500
111.4	110°	TDZE 621
Chan 51		Apt Elev 621

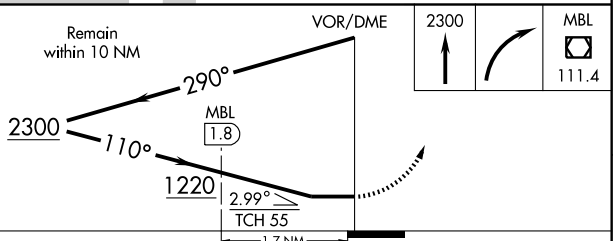
VOR RWY 9

MANISTEE COUNTY-BLACKER (MBL)

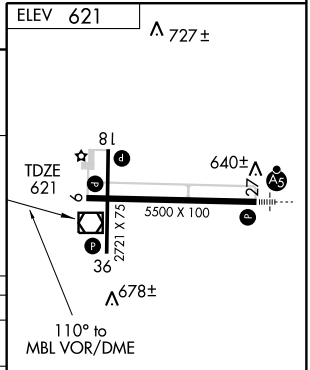
MISSED APPROACH: Climb to 2300, then right turn direct MBL VOR/DME and hold.

AWOS-3	LANSING RADIO	UNICOM
111.4	122.1 R	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-9	1220-1	599 (600-1)	1220-1½ 599 (600-1½)	1220-1¾ 599 (600-1¾)
CIRCLING	1220-1	599 (600-1)	1220-1½ 599 (600-1½)	1300-2¼ 679 (700-2¼)
DME MINIMUMS				
S-9	1080-1	459 (500-1)	1080-1¼ 459 (500-1¼)	1080-1½ 459 (500-1½)
CIRCLING	1120-1 499 (500-1)	1160-1 539 (600-1)	1180-1½ 559 (600-1½)	1300-2¼ 679 (700-2¼)



HIRL Rwys 9-27 L
MIRL Rwys 18-36 L
REIL Rwys 9 L

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME MBL	APP CRS	Rwy Idg	5500
111.4	271°	TDZE	621
Chan 51		Apt Elev	621

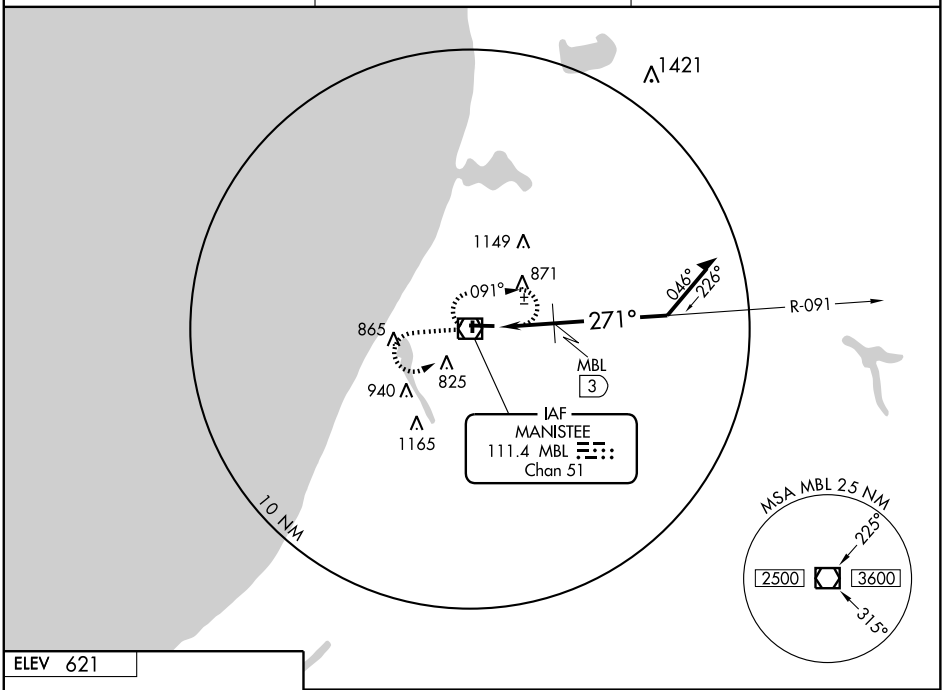
VOR RWY 27

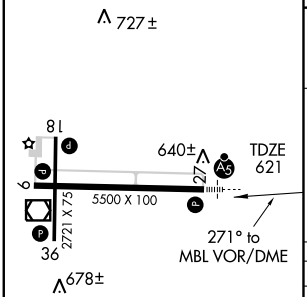
MANISTEE COUNTY-BLACKER (MBL)

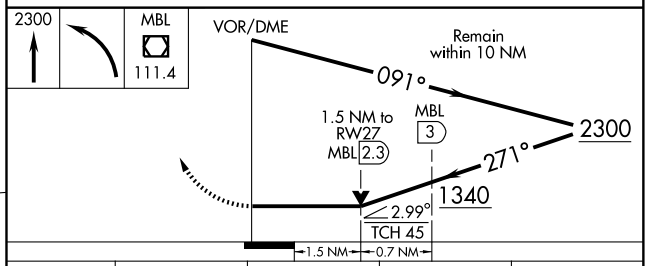
MALSR

MISSED APPROACH: Climb to 2300, then left turn direct MBL VOR/DME and hold.

AWOS-3	LANSING RADIO	UNICOM
111.4	122.1R	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-27	1340-½ 719 (800-½)		1340-1½ 719 (800-1½)	1340-1¾ 719 (800-1¾)
CIRCLING	1340-1 719 (800-1)		1340-2 719 (800-2)	1340-2¼ 719 (800-2¼)
DME MINIMUMS				
S-27	1140-½ 519 (600-½)		1140-1 519 (600-1)	1140-1¼ 519 (600-1¼)
CIRCLING	1140-1 519 (600-1)	1160-1 539 (600-1)	1180-1½ 559 (600-1½)	1300-2¼ 679 (700-2¼)

HIRL Rwys 9-27 L
MIRL Rwys 18-36 L
REIL Rwys 9 L

EC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME ISQ 110.4 Chan 41	APP CRS 280°	Rwy Idg 5001 TDZE 684 Apt Elev 685

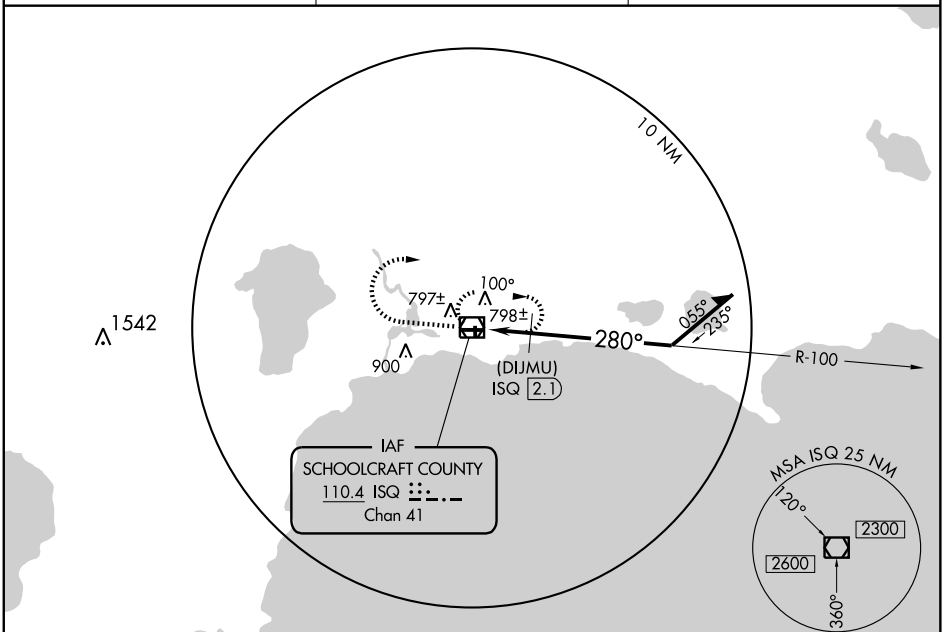
VOR or GPS RWY 28

MANISTIQUE/ SCHOOLCRAFT COUNTY (ISQ)

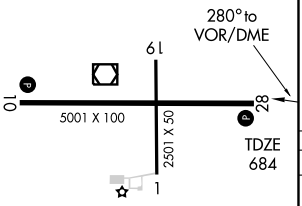
NA Obtain local altimeter setting on CTAF, when not received, use Escanaba altimeter setting and increase all MDA's 100 feet, and visibility Cats. C and D ¼ mile.

MISSED APPROACH: Climb to 2300, then right turn direct ISQ VOR/DME and hold.

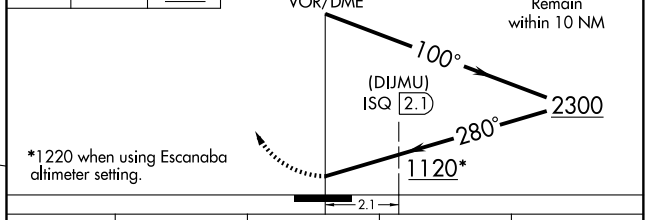
AWOS-3	GREEN BAY RADIO	UNICOM
110.4	122.25	122.8 (CTAF) L



ELEV 685



REIL Rwy 28 L
MIRL Rwy 10-28 L



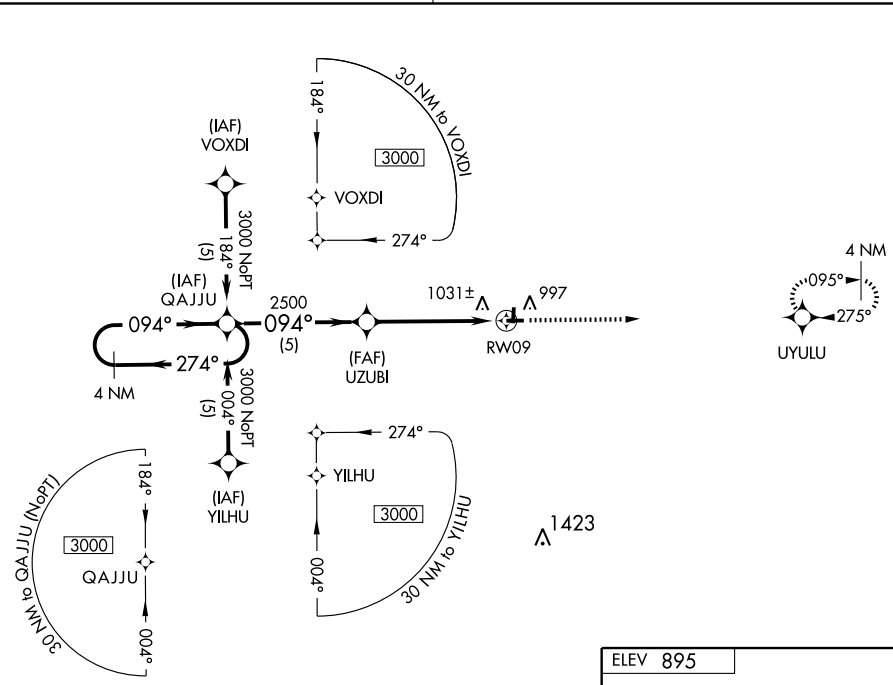
CATEGORY	A	B	C	D
S-28	1120 - 1 436 (500-1)		1120 - 1¼ 436 (500-1¼)	1120 - 1½ 436 (500-1½)
CIRCLING	1120 - 1 435 (500-1)	1140 - 1 455 (500-1)	1140 - 1½ 455 (500-1½)	1260 - 2 575 (600-2)
	DME MINIMUMS			
S-28	1060 - 1 376 (400-1)			1060 - 1¼ 376 (400-1¼)
CIRCLING	1120 - 1 435 (500-1)	1140 - 1 455 (500-1)	1140 - 1½ 455 (500-1½)	1260 - 2 575 (600-2)

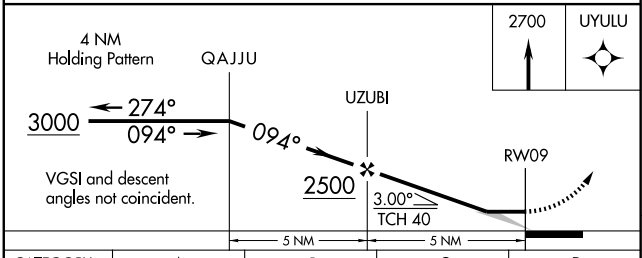
EC-1. 14 JAN 2010 to 11 FEB 2010

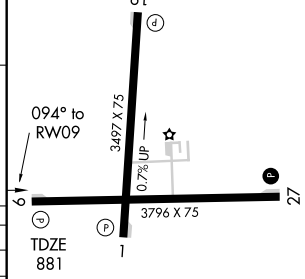
APP CRS	Rwy ldg	3796
094°	TDZE	881
	Apt Elev	895

RNAV (GPS) RWY 9
MARLETTE (77G)

NA	Use Flint altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2700 direct UYULU WP and hold.
CLEVELAND CENTER **127.7 307.8**		UNICOM **122.8** (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	NA			
LNAV MDA	1440-1 559 (600-1)		1440-1½ 559 (600-1½)	1440-1¾ 559 (600-1¾)
CIRCLING	1440-1 545 (600-1)		1440-1½ 545 (600-1½)	1460-2 565 (600-2)

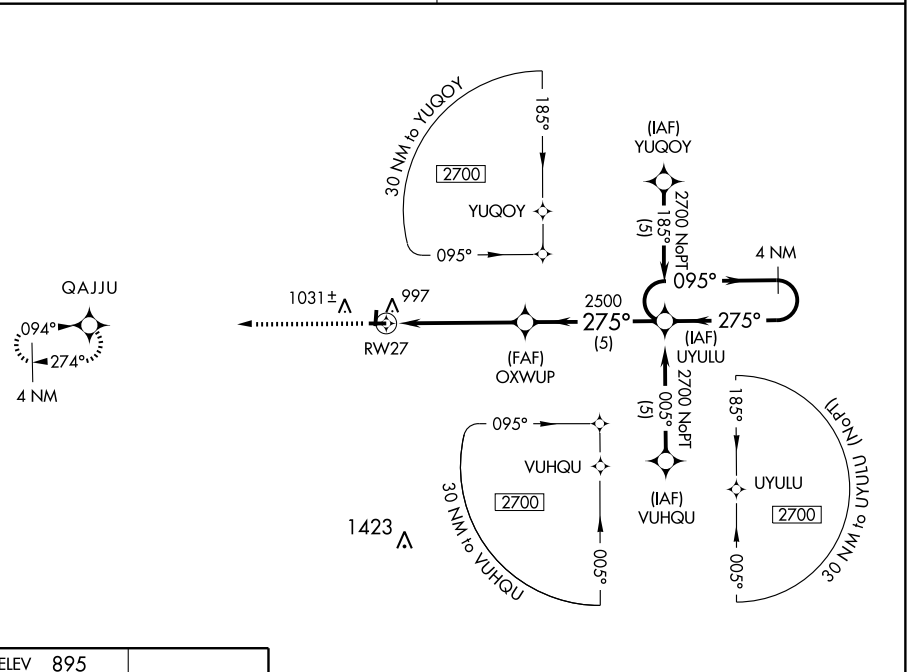
REIL Rwy 27 L
MIRL Rwys 1-19 and 9-27 L

EC-1. 14 JAN 2010 to 11 FEB 2010

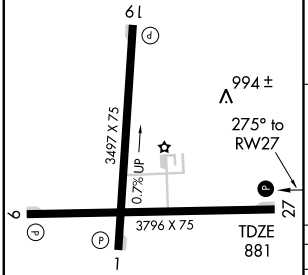
APP CRS	Rwy ldg	3796
275°	TDZE	881
	Apt Elev	895

RNAV (GPS) RWY 27
MARLETTE (77G)

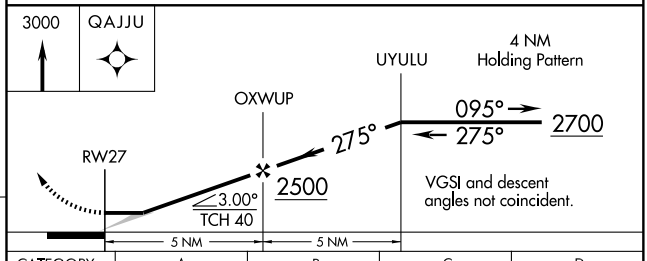
⚠ NA Use Flint altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct QAJJU WP and hold.
CLEVELAND CENTER **127.7 307.8**	UNICOM **122.8** (CTAF) Ⓛ



ELEV 895



REIL Rwy 27 Ⓛ
MIRL Rwys 1-19 and 9-27 Ⓛ



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1360-1 479 (500-1)		1360-1¼ 479 (500-1¼)	1360-1½ 479 (500-1½)
CIRCLING	1440-1 545 (600-1)		1440-1½ 545 (600-1½)	1460-2 565 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

VORTAC ECK	APP CRS	Rwy Idg	N/A
114.0	289°	TDZE	N/A
Chan 87		Apt Elev	895

VOR/DME or GPS-A

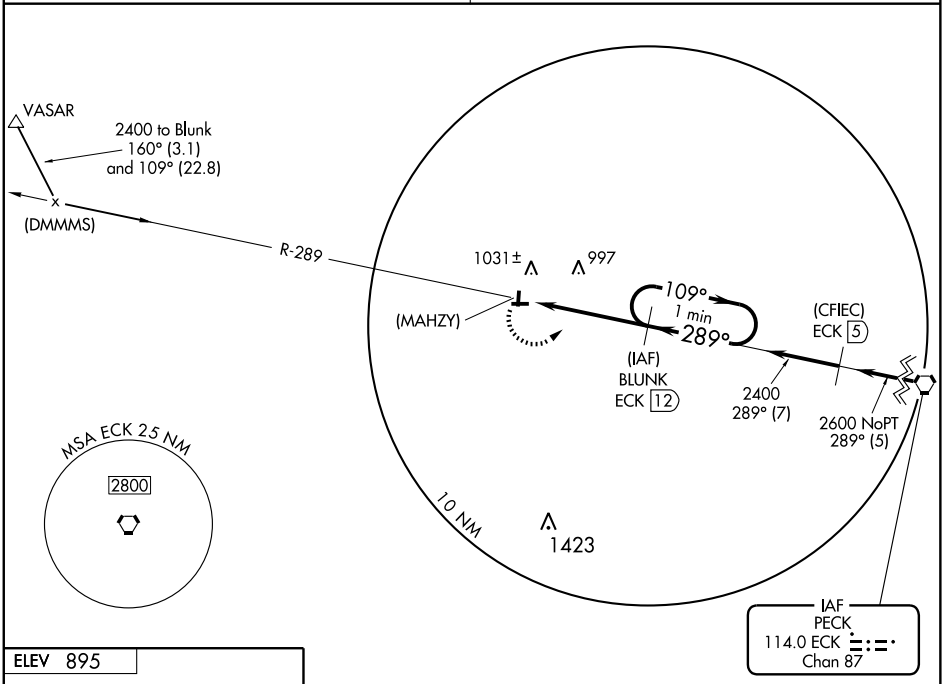
MARLETTE (77G)

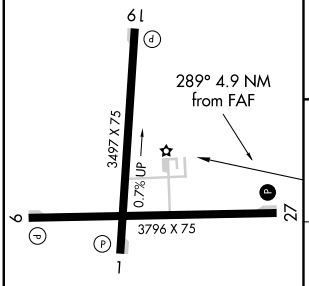
NA — Use Flint altimeter setting.

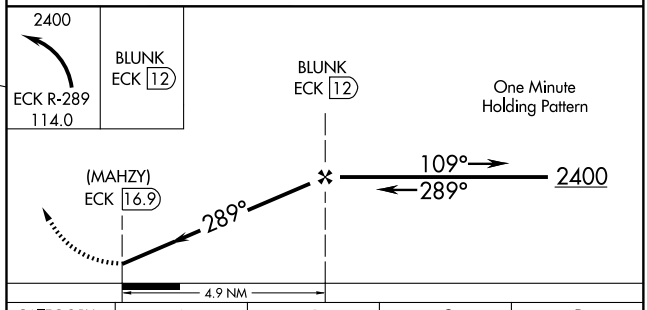
MISSED APPROACH: Climbing left turn to 2400 via ECK R-289 to BLUNK 12 DME and hold.

CLEVELAND CENTER
127.7 307.8

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1500-1 605 (700-1)		1500-1¾ 605 (700-1¾)	1500-2 605 (700-2)

REIL Rwy 27 L
MIRL Rwys 1-19 and 9-27 L

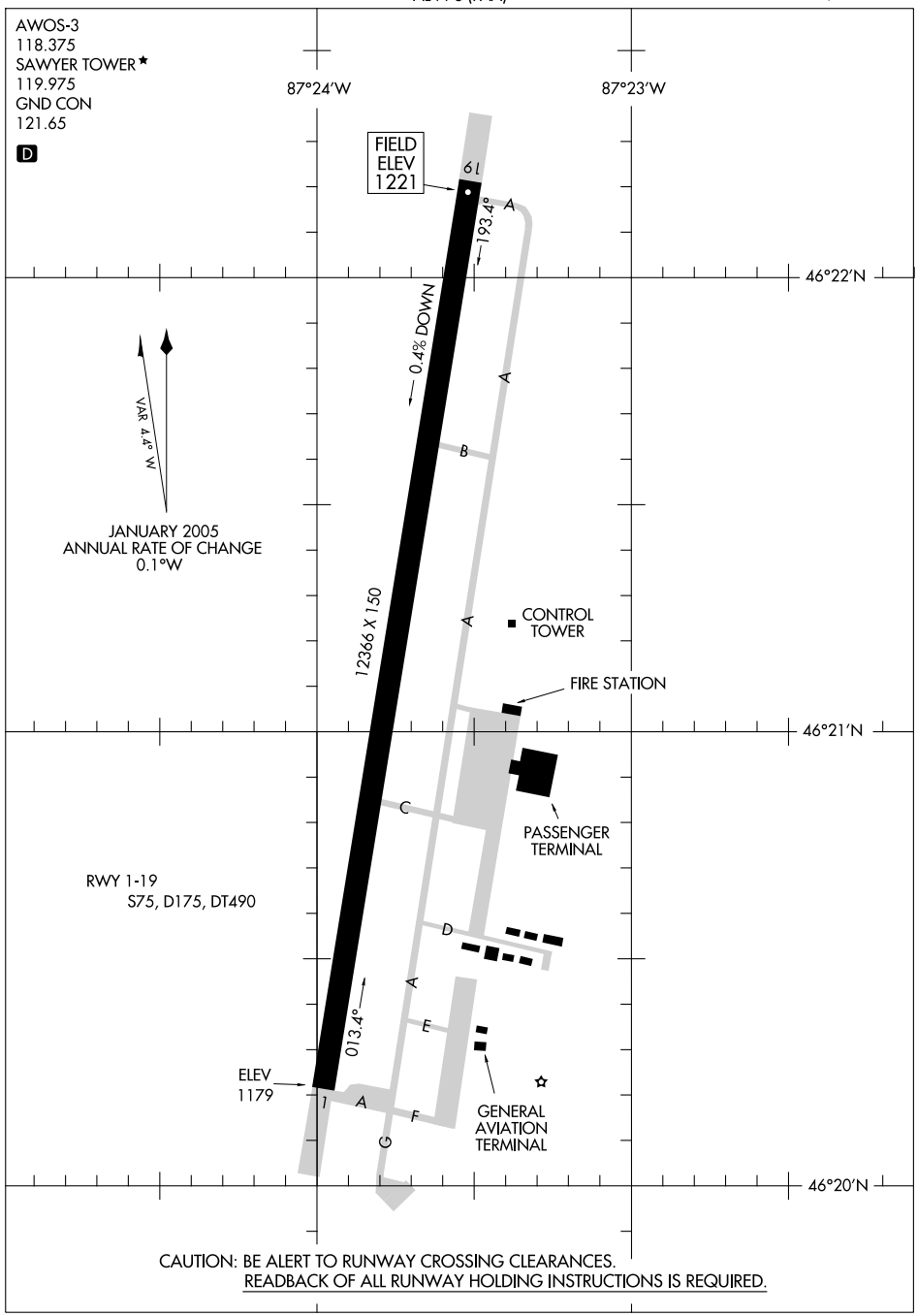
EC-1, 14 JAN 2010 to 11 FEB 2010

09295

AIRPORT DIAGRAM

AL-773 (FAA)

MARQUETTE/ SAWYER INTL (SAW)
MARQUETTE, MICHIGAN



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-1, 14 JAN 2010 to 11 FEB 2010

LOC I-SOU	APP CRS	Rwy Idg	12366
110.1	013°	TDZE	1180
		Apt Elev	1221

ILS RWY 1

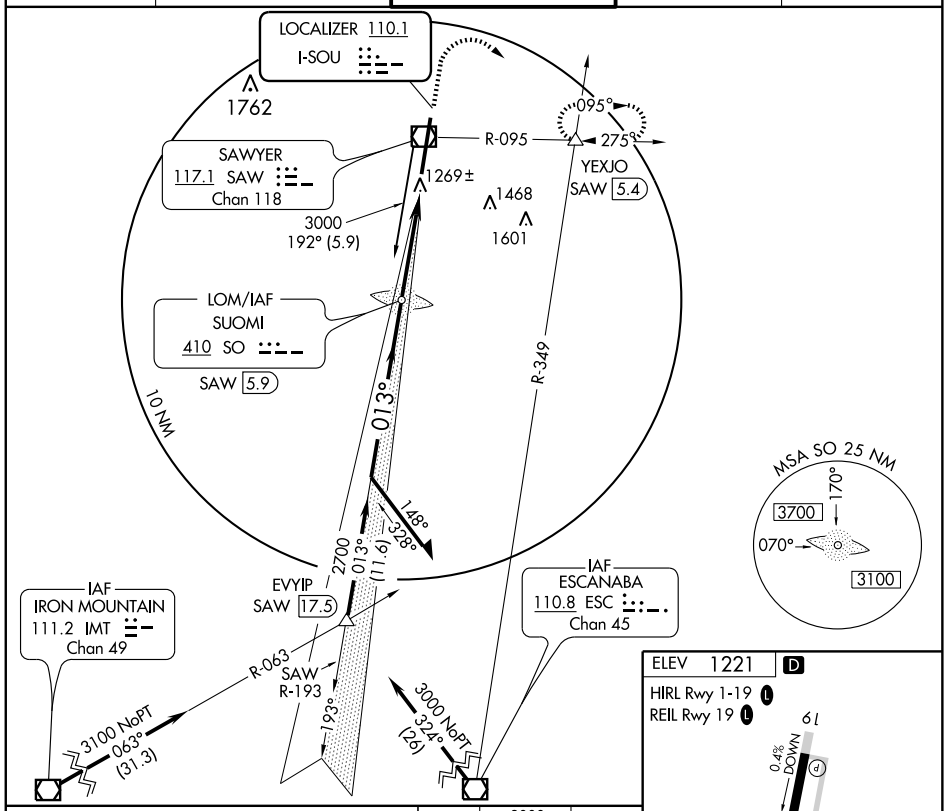
MARQUETTE/ SAWYER INTL (SAW)

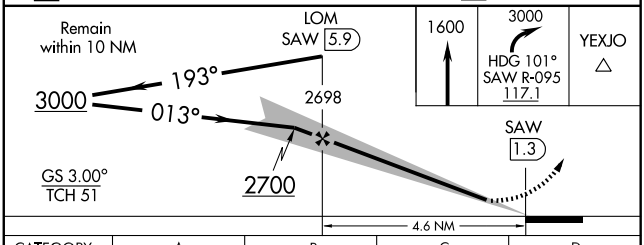
For inoperative MALSR increase S-LOC 1 CAT D visibility to 1.

MALSR

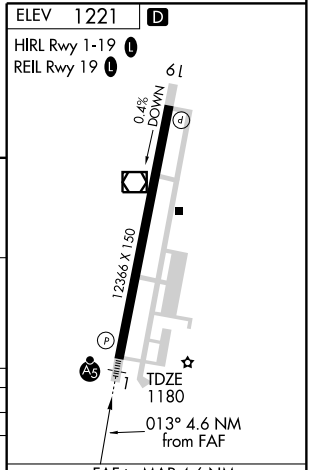
MISSED APPROACH: Climb to 1600, then climbing right turn to 3000 via heading 101° and SAW R-095 to YEXJO Int and hold.

AWOS-3	MINNEAPOLIS CENTER	SAWYER TOWER ★	GND CON	UNICOM
118.375	119.1 290.2	119.975 (CTAF) L	121.65	122.7





CATEGORY	A	B	C	D
S-ILS 1	1380-½ 200 (200-½)			
S-LOC 1	1520-½ 340 (300-½)			1520-¾ 340 (300-¾)
CIRCLING	1720-1 499 (500-1)		1720-1½ 499 (500-1½)	1780-2 559 (600-2)



FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

EC-1. 14 JAN 2010 to 11 FEB 2010

LOM SO	APP CRS	Rwy Idg	12366
410	013°	TDZE	1180
		Apt Elev	1221

NDB RWY 1

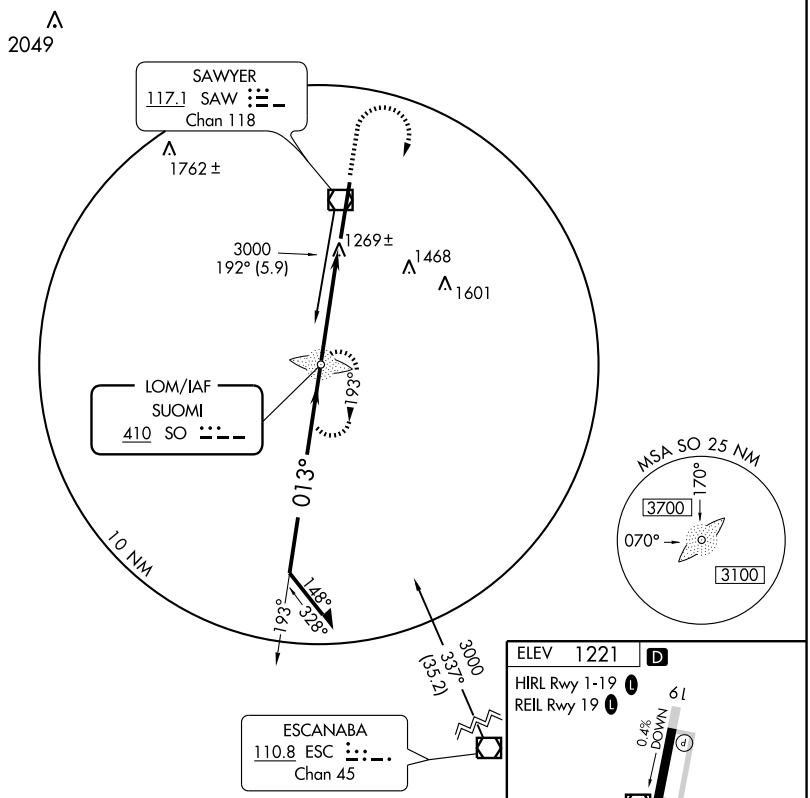
MARQUETTE/ SAWYER INTL (SAW)

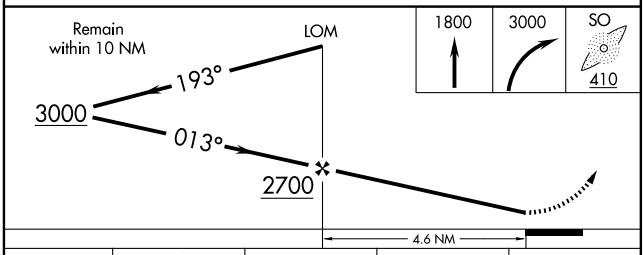
NA For inoperative MALSR, increase S-1 CAT C visibility to 1.

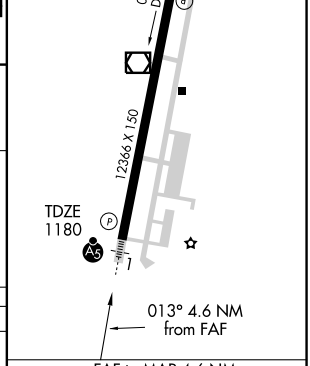
MALSR

MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct SUOMI LOM and hold.

AWOS-3	MINNEAPOLIS CENTER	SAWYER TOWER ★	GND CON	UNICOM
118.375	119.1 290.2	119.975 (CTAF) L	121.65	122.7







CATEGORY	A	B	C	D
S-1	1580-¾ 400 (400-¾)			1580-1 400 (400-1)
CIRCLING	1720-1 499 (500-1)		1720-1½ 499 (500-1½)	1780-2 559 (600-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

EC-1. 14 JAN 2010 to 11 FEB 2010

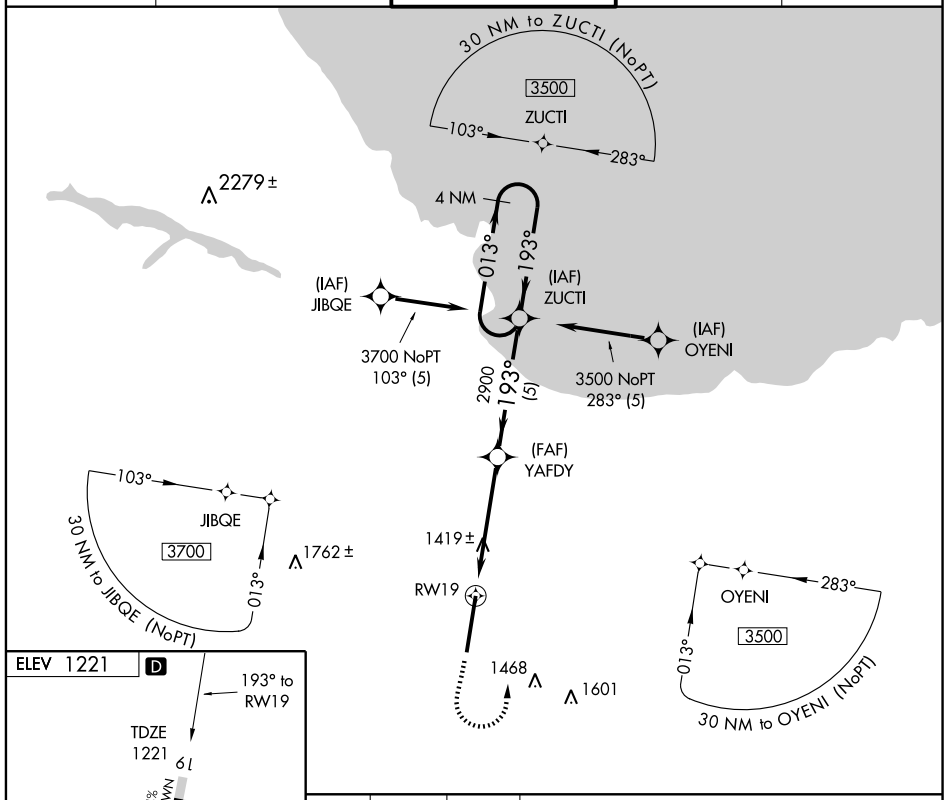
APP CRS	Rwy Idg	12366
193°	TDZE	1221
	Apt Elev	1221

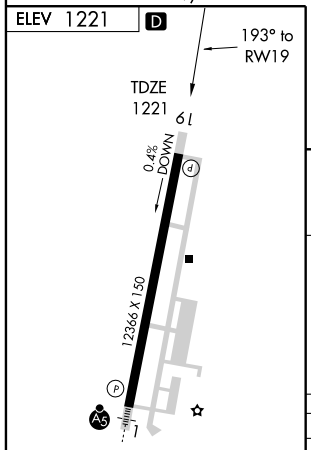
RNAV (GPS) RWY 19

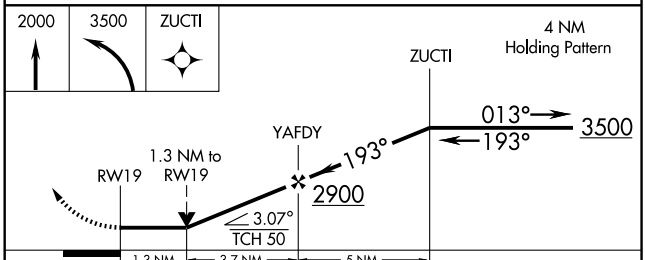
MARQUETTE/ SAWYER INTL (SAW)

⚠ NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
	MISSED APPROACH: Climb to 2000, then climbing left turn to 3500 direct ZUCTI WP and hold.

AWOS-3	MINNEAPOLIS CENTER	SAWYER TOWER ★	GND CON	UNICOM
118.375	119.1 290.2	119.975 (CTAF) L	121.65	122.7







CATEGORY	A	B	C	D
LNAV MDA	1680-1 459 (500-1)		1680-1¼ 459 (500-1¼)	1680-1½ 459 (500-1½)
CIRCLING	1720-1 499 (500-1)		1720-1½ 499 (500-1½)	1780-2 559 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME SAW 117.1 Chan 118	APP CRS 009°	Rwy Idg 12366 TDZE 1180 Apt Elev 1221

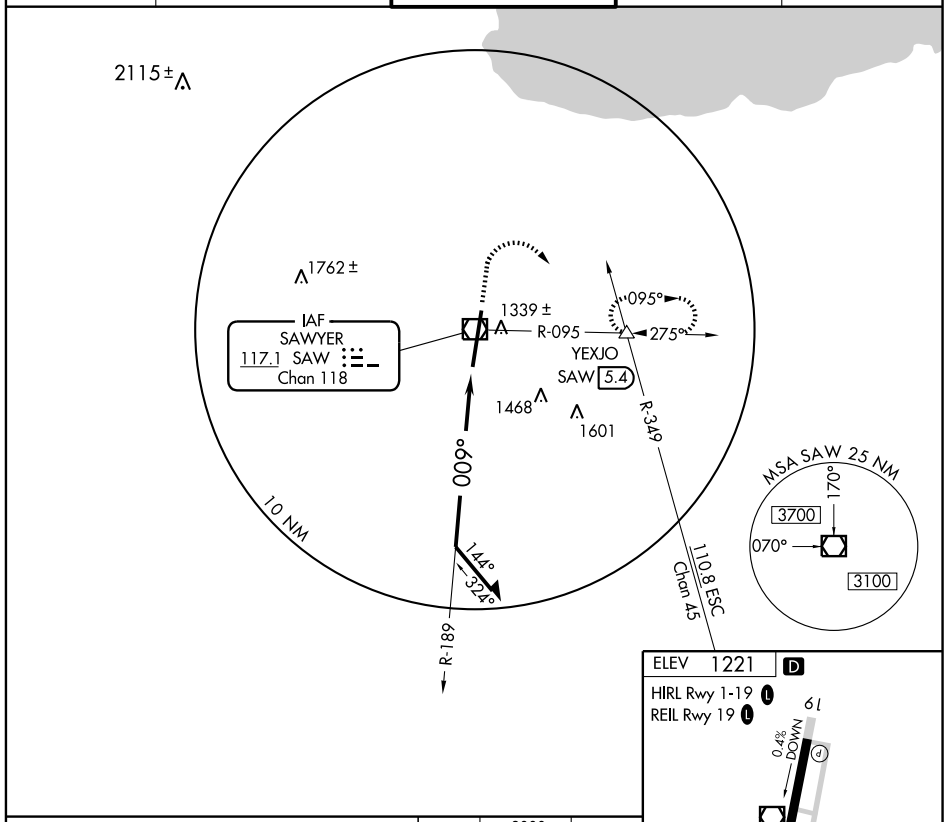
VOR RWY 1

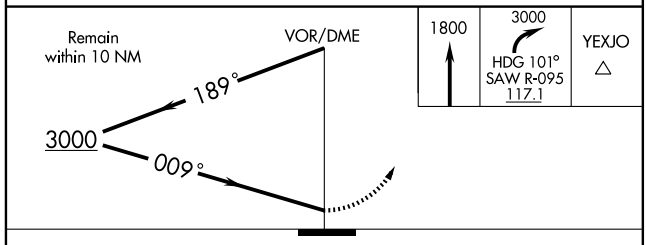
MARQUETTE/ SAWYER INTL (SAW)

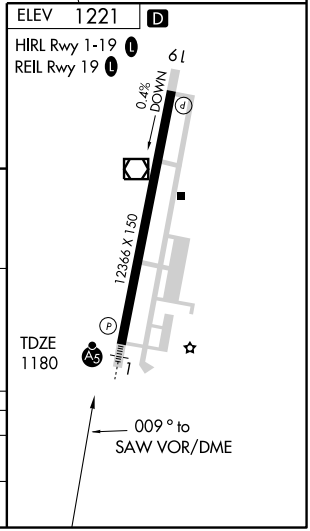
MALSR

MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 via heading 101° and SAW R-095 to YEXJO Int and hold.

AWOS-3	MINNEAPOLIS CENTER	SAWYER TOWER ★	GND CON	UNICOM
118.375	119.1 290.2	119.975 (CTAF) L	121.65	122.7







CATEGORY	A	B	C	D
S-1	1640-½ 460 (500-½)		1640-¾ 460 (500-¾)	1640-1 460 (500-1)
CIRCLING	1720-1 499 (500-1)		1720-1½ 499 (500-1½)	1780-2 559 (600-2)

EC-1, 14 JAN 2010 to 11 FEB 2010

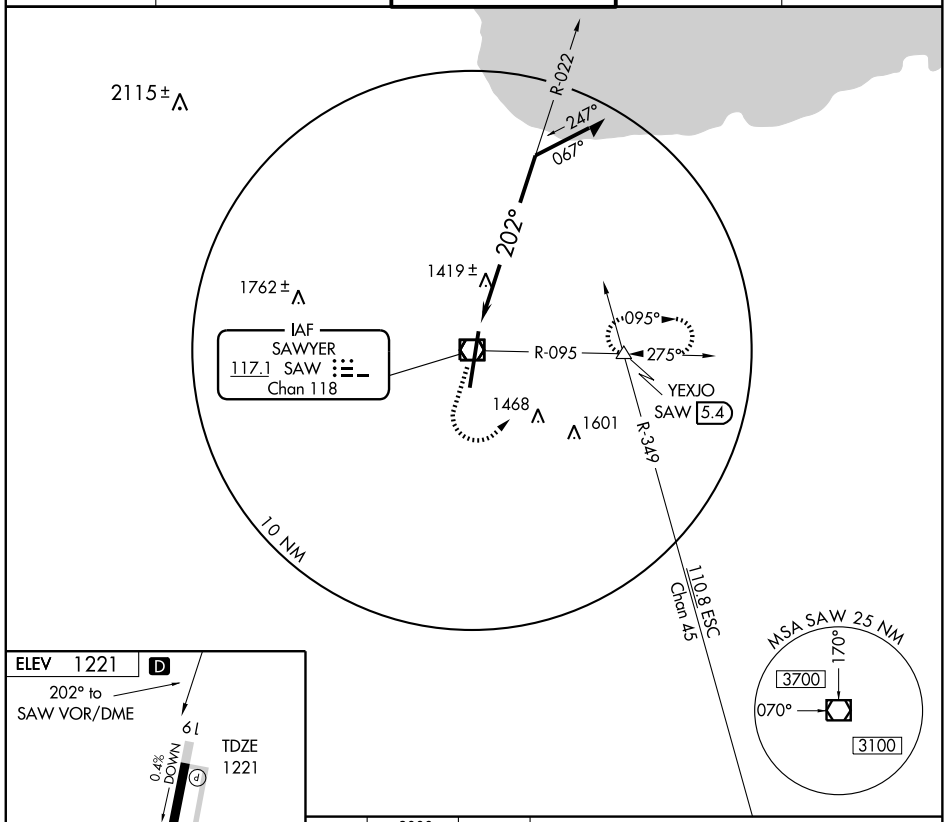
VOR/DME SAW 117.1 Chan 118	APP CRS 202°	Rwy Idg 12366 TDZE 1221 Apt Elev 1221

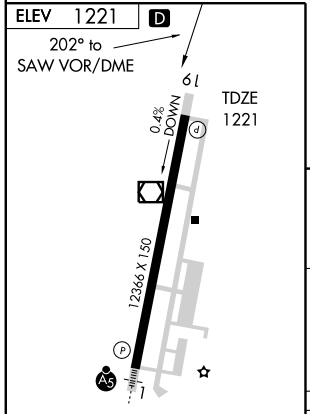
VOR RWY 19

MARQUETTE/ SAWYER INTL (SAW)

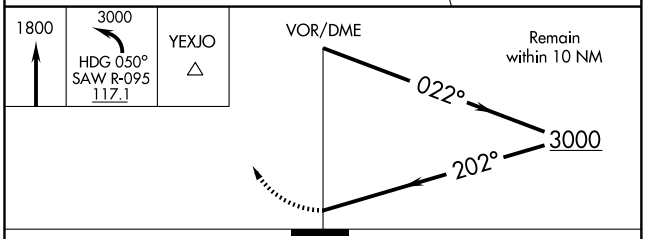
MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 via heading 050° and SAW R-095 to YEXJO Int and hold.

AWOS-3 118.375	MINNEAPOLIS CENTER 119.1 290.2	SAWYER TOWER ★ 119.975 (CTAF) L	GND CON 121.65	UNICOM 122.7





HIRL Rwy 1-19 L
REIL Rwy 19 L



CATEGORY	A	B	C	D
S-19	1720-1	499 (500-1)	1720-1¼ 499 (500-1¼)	1720-1½ 499 (500-1½)
CIRCLING	1720-1	499 (500-1)	1720-1½ 499 (500-1½)	1780-2 559 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

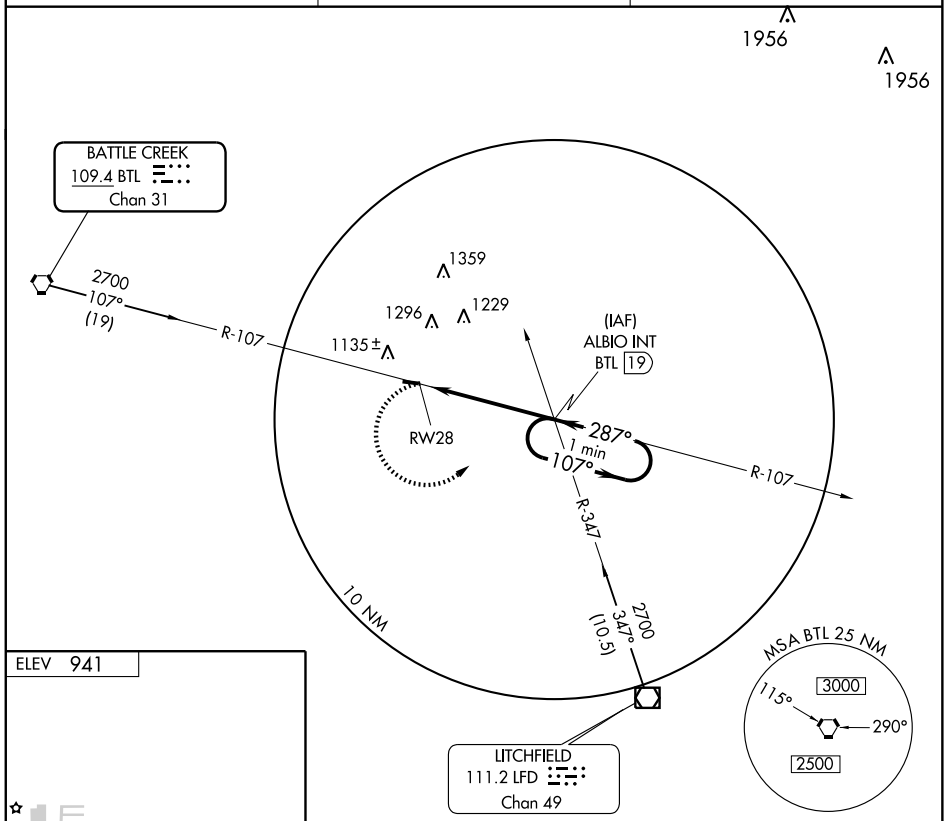
VOR BTL 109.4 Chan 31	APP CRS 287°	Rwy Idg 3501 TDZE 940 Apt Elev 941

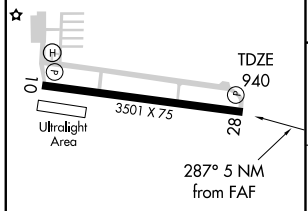
VOR or GPS RWY 28

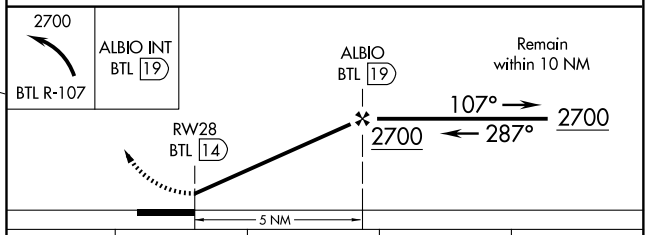
MARSHALL / BROOKS FIELD (RMY)

MISSED APPROACH: Climbing left turn to 2700 via BTL R-107 to ALBIO Int/BTL 19 DME and hold.

AWOS-3	KALAMAZOO APP CON	UNICOM
120.025	119.2 340.9	122.8 (CTAF) L







MIRL Rwy 10-28 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-28	1400-1 460 (500-1)		1400-1¼ 460 (500-1¼)	NA
CIRCLING	1460-1 519 (600-1)		1460-1½ 519 (600-1½)	NA

EC-1. 14 JAN 2010 to 11 FEB 2010

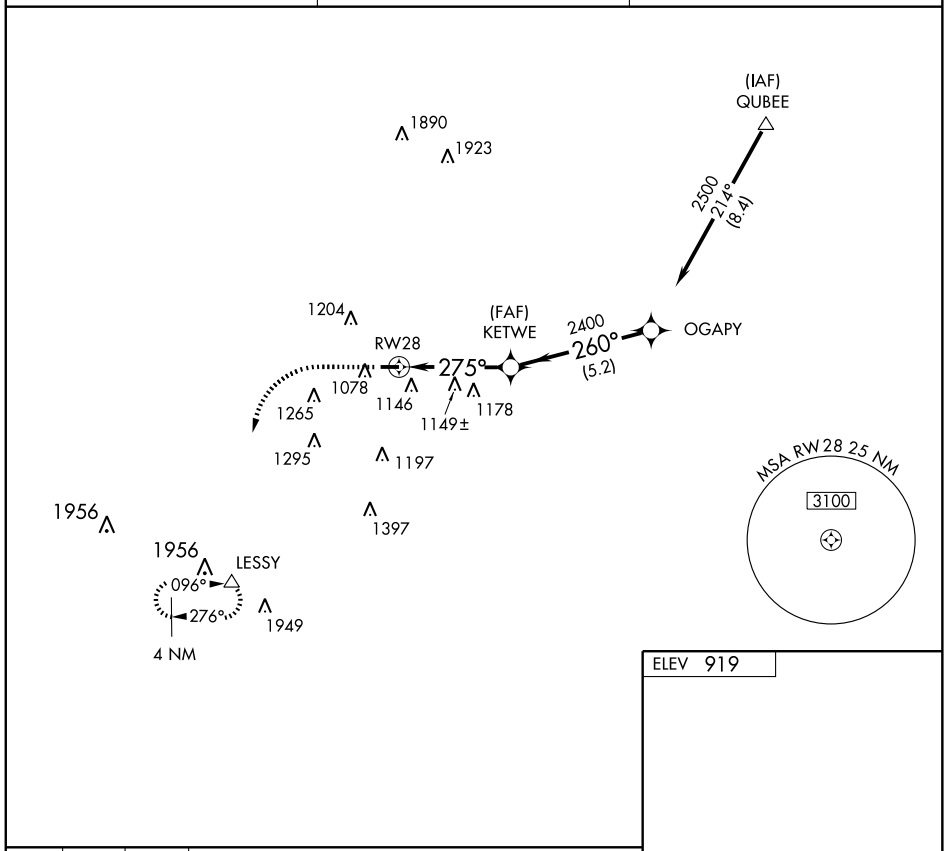
APP CRS		
275°	Rwy Idg	4000
	TDZE	919
	Apt Elev	919

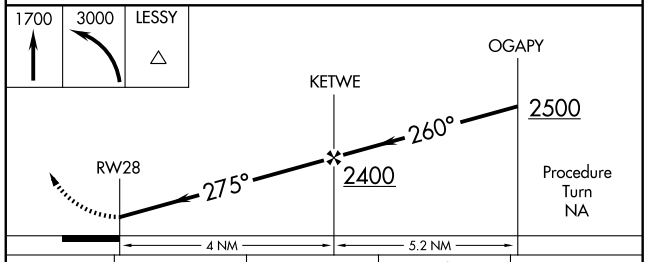
GPS RWY 28
MASON JEWETT FIELD (TEW)

NA

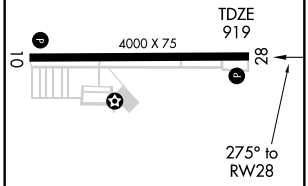
MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct LESSY and hold.

AWOS-3	LANSING APP CON	UNICOM
119.425	118.65 226.40	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-28	1400-1	481 (500-1)	NA	
CIRCLING	1560-1	641 (700-1)	NA	



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

EC-1, 14 JAN 2010 to 11 FEB 2010

VORTAC LAN 110.8 Chan 45	APP CRS 132°	Rwy Idg N/A TDZE N/A Apt Elev 919

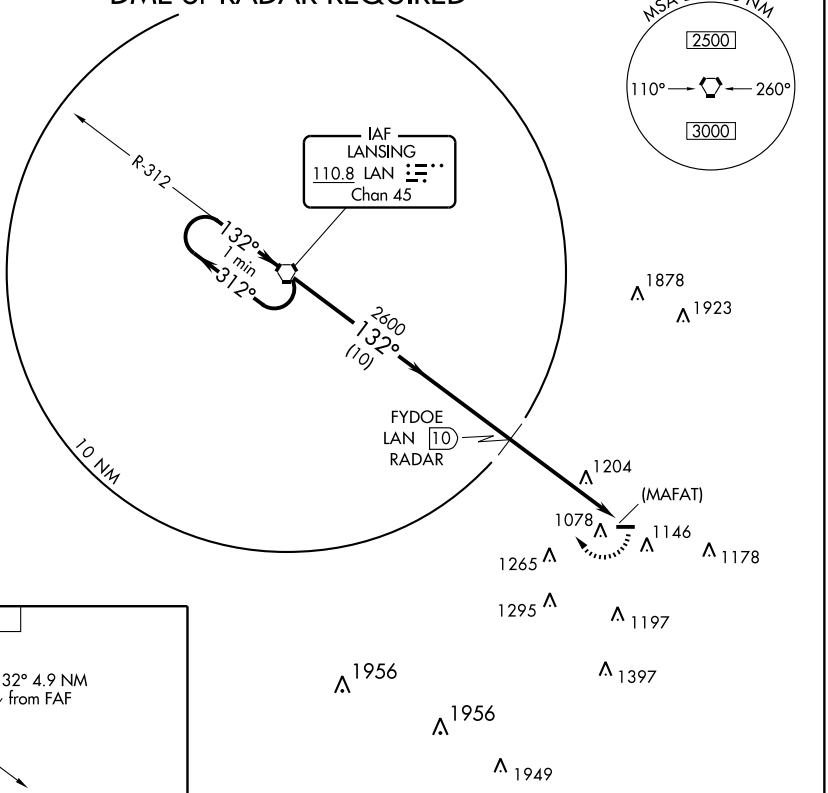
VOR or GPS-A

MASON JEWETT FIELD (TEW)

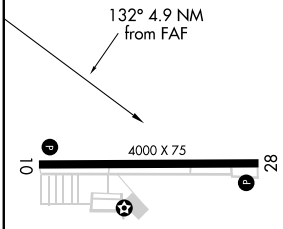
MISSED APPROACH: Climbing right turn to 2600 via LAN R-132 to LAN VORTAC and hold.

AWOS-3	LANSING APP CON	UNICOM
119.425	118.65 226.40	122.7 (CTAF) L

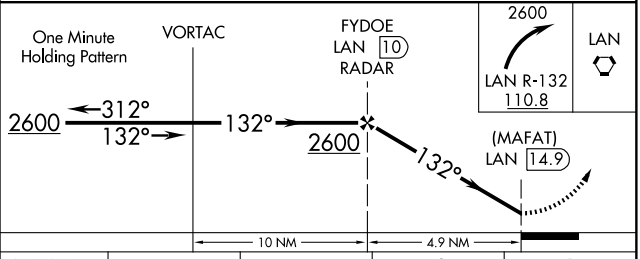
DME or RADAR REQUIRED



ELEV 919



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
CIRCLING	1520-1	601 (700-1)	NA	

EC-1. 14 JAN 2010 to 11 FEB 2010

LOC I-TNQ	APP CRS	Rwy Idg	6000
108.7	034°	TDZE	624
		Apt Elev	625

ILS or LOC RWY 3

MENOMINEE-MARINETTE TWIN COUNTY (MNM)

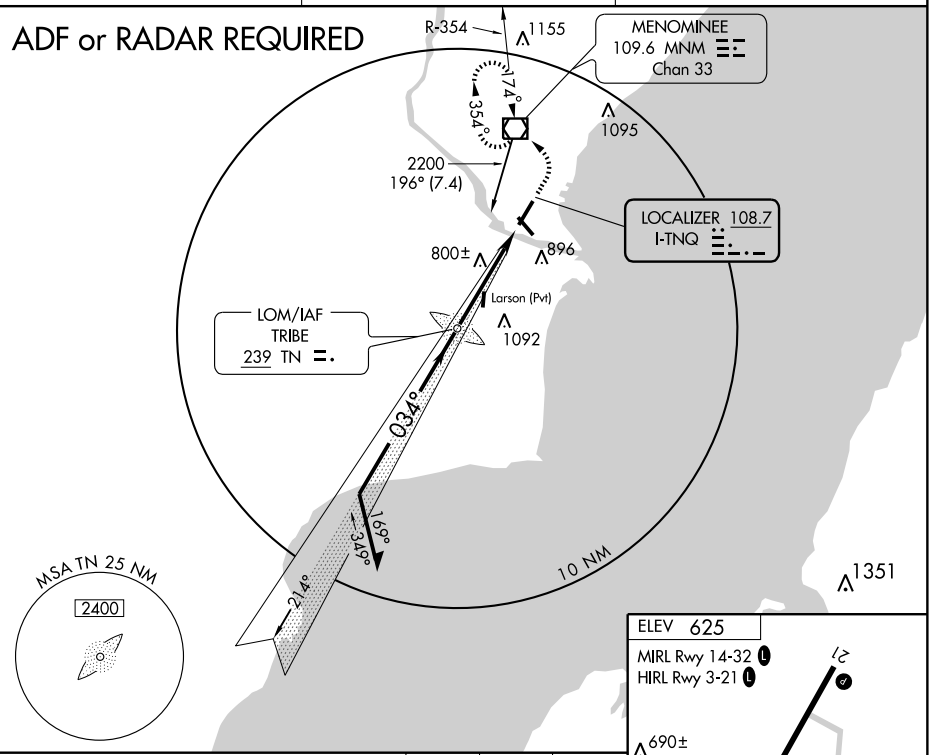
T
NA When local altimeter setting not received, use Sturgeon Bay altimeter setting and increase all DA/MDA 60 feet, increase S-LOC 3 Cat C/D and Circling Cat C visibility ¼ mile. For inoperative MALSR when using Sturgeon Bay altimeter setting, increase S-ILS 3 all Cats visibility to 1 mile.

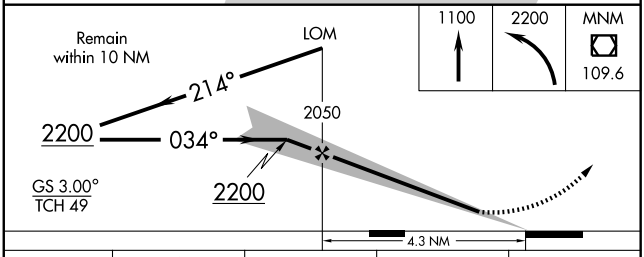
MALSR

MISSED APPROACH: Climb to 1100, then climbing left turn to 2200 direct MNM VOR/DME and hold.

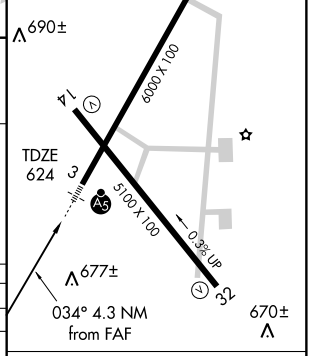
AWOS-3	GREEN BAY APP CON ★		UNICOM
109.6	119.5	338.2	122.8 (CTAF) L

ADF or RADAR REQUIRED





1100	2200	MNM
		109.6



CATEGORY	A	B	C	D
S-ILS 3	824-½ 200 (200-½)			
S-LOC 3	1100-½ 476 (500-½)		1100-¾ 476 (500-¾)	1100-1 476 (500-1)
CIRCLING	1200-1 575 (600-1)		1200-1½ 575 (600-1½)	1200-2 575 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-1, 14 JAN 2010 to 11 FEB 2010

LOM TN	APP CRS	Rwy Idg	6000
239	034°	TDZE	624
		Apt Elev	625

NDB RWY 3

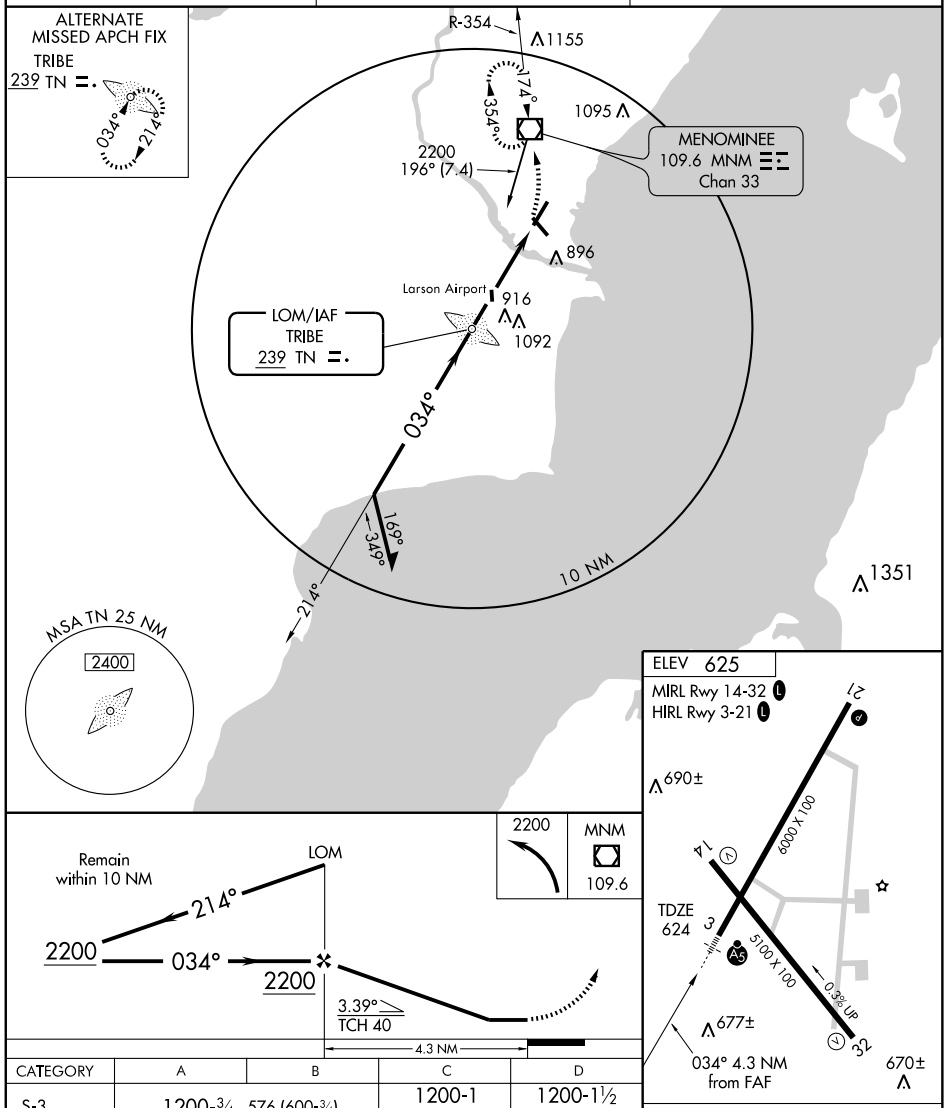
MENOMINEE-MARINETTE TWIN COUNTY (MNM)

T NA — When local altimeter setting not received, use Sturgeon Bay altimeter setting and increase all MDA 60 feet, increase S-3 Cat C/D and Circling Cat C visibility ¼ mile.

MALSR

MISSED APPROACH: Climbing left turn to 2200 direct MNM VOR/DME and hold.

AWOS-3	GREEN BAY APP CON★	UNICOM
109.6	119.5 338.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-3	1200-¾ 576 (600-¾)		1200-1 576 (600-1)	1200-1½ 576 (600-1½)
CIRCLING	1200-1 575 (600-1)		1200-1½ 575 (600-1½)	1200-2 575 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6000
CH 73014	034°	TDZE	624
W03A		Apt Elev	625

RNAV (GPS) RWY 3

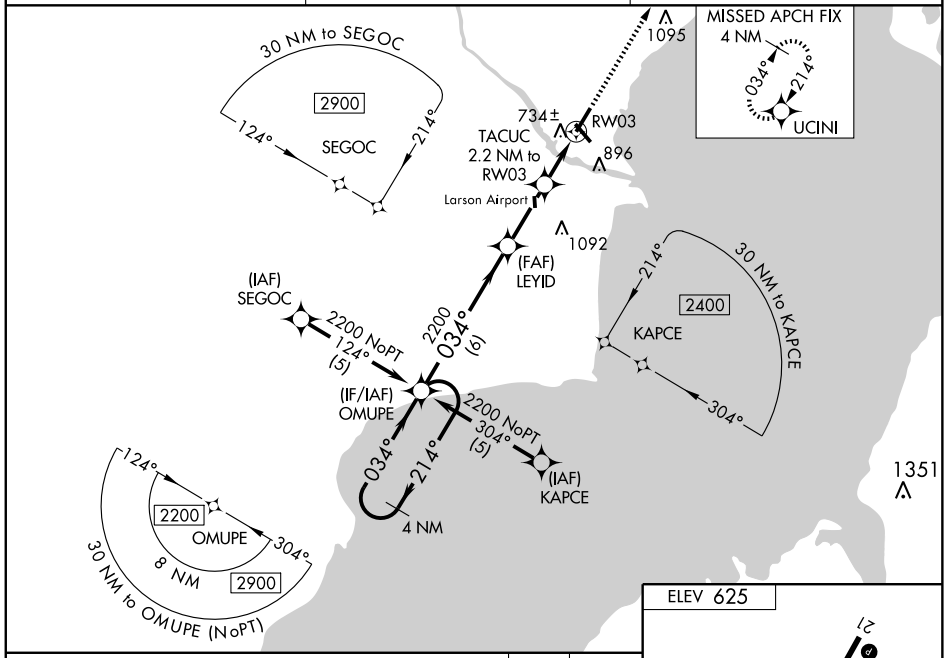
MENOMINEE-MARINETTE TWIN COUNTY (MNM)

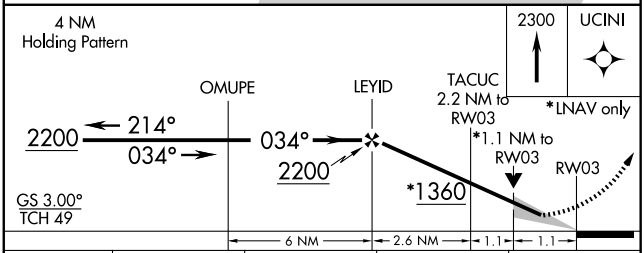
T A For inoperative MALSR, increase LNAV Cat D visibility to 1¼ . For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Sturgeon Bay altimeter setting and increase all DA/MDA 60 feet, increase LNAV Cat C and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Sturgeon Bay altimeter setting. For inoperative MALSR when using Sturgeon Bay altimeter setting, increase LPV all Cats visibility to 1 mile.

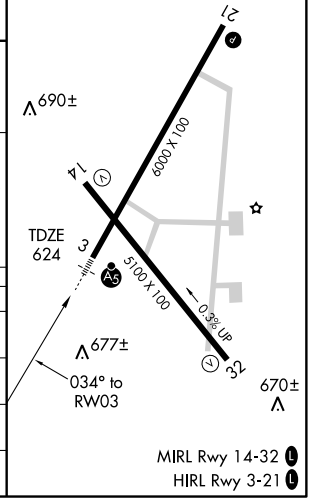
MALSR (A5)

MISSED APPROACH: Climb to 2300 direct UCINI and hold.

AWOS-3	GREEN BAY APP CON ★	UNICOM
109.6	119.5 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	824-½ 200 (200-½)			
LNAV/VNAV DA	1150-1½ 526 (600-1½)			
LNAV MDA	1000-½ 376 (400-½)			1000-1 376 (400-1)
CIRCLING	1200-1 575 (600-1)		1200-1½ 575 (600-1½)	1200-2 575 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6000
214°	TDZE	625
	Apt Elev	625

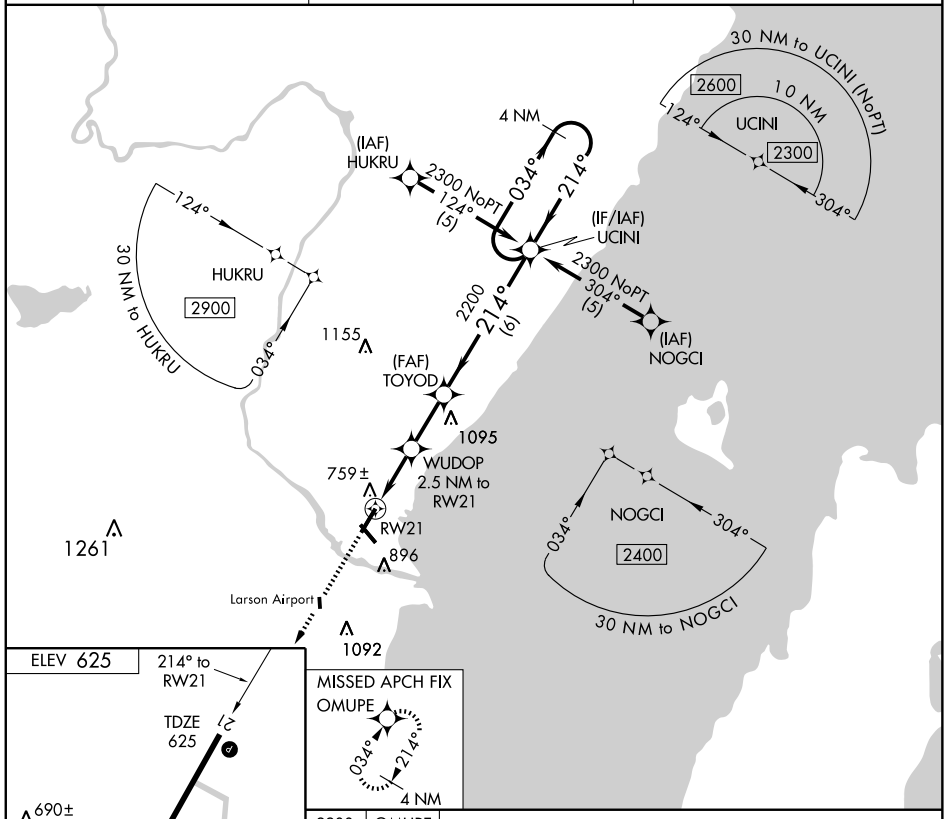
RNAV (GPS) RWY 21

MENOMINEE-MARINETTE TWIN COUNTY (MNM)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Sturgeon Bay altimeter setting and increase all MDA 60 feet, increase LNAV Cat C/D and Circling Cat C visibility ¼ mile. VDP NA when using Sturgeon Bay altimeter setting.

MISSED APPROACH: Climb to 2200 direct OMUPE and hold.

AWOS-3	GREEN BAY APP CON ★	UNICOM
109.6	119.5 338.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1020-1 395 (400-1)			1020-1¼ 395 (400-1¼)
CIRCLING	1200-1 575 (600-1)		1200-1½ 575 (600-1½)	1200-2 575 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5100
323°	TDZE	608
	Apt Elev	625

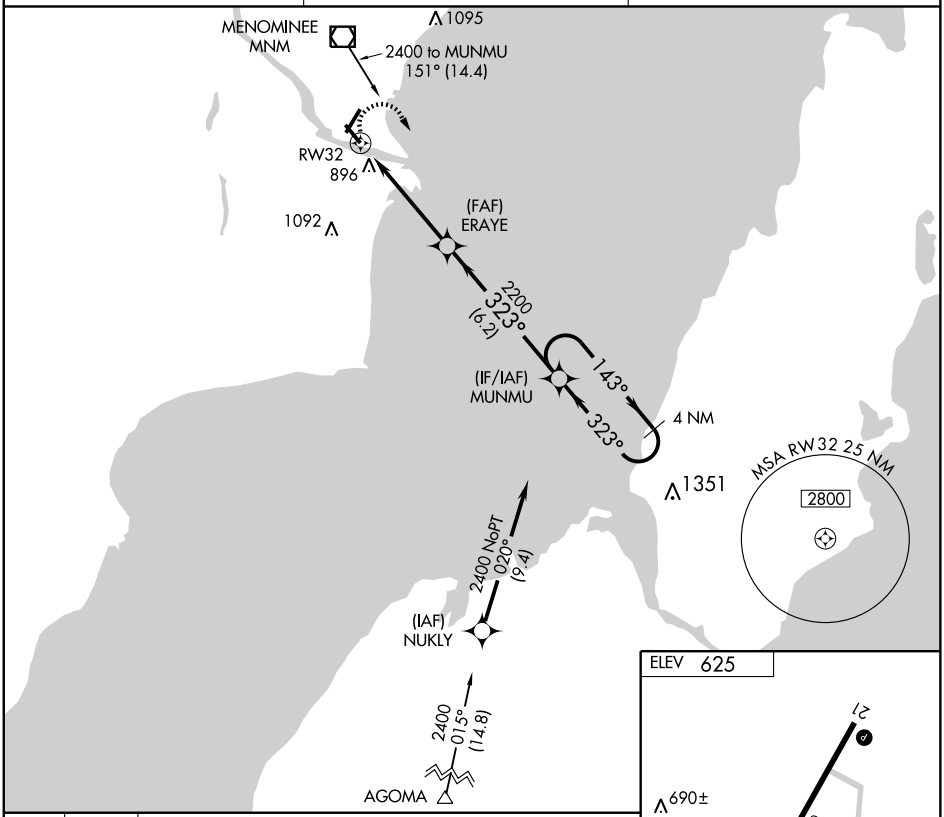
RNAV (GPS) RWY 32

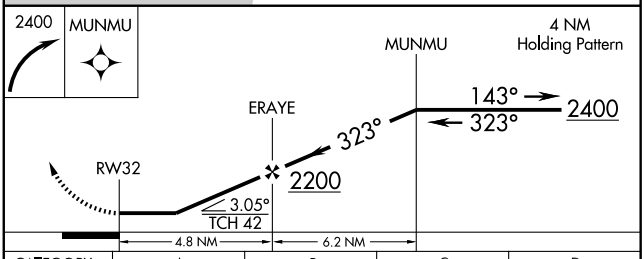
MENOMINEE-MARINETTE TWIN COUNTY (MNM)

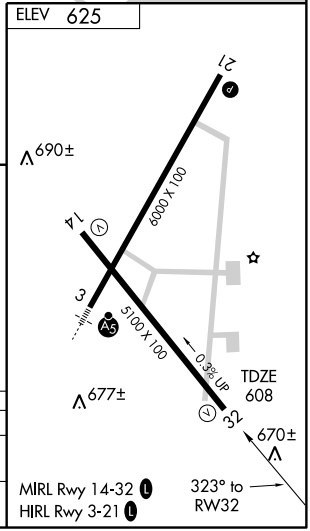
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Sturgeon Bay altimeter setting and increase all MDA 60 feet, increase LNAV Cat C/D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2400 direct MUNMU WP and hold.

AWOS-3	GREEN BAY APP CON ★	UNICOM
109.6	119.5 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1160-1 552 (600-1)		1160-1½ 552 (600-1½)	1160-1¾ 552 (600-1¾)
CIRCLING	1200-1 575 (600-1)		1200-1½ 575 (600-1½)	1200-2 575 (600-2)

EC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME MNM	APP CRS	Rwy Idg	N/A
109.6	174°	TDZE	N/A
Chan 33		Apt Elev	625

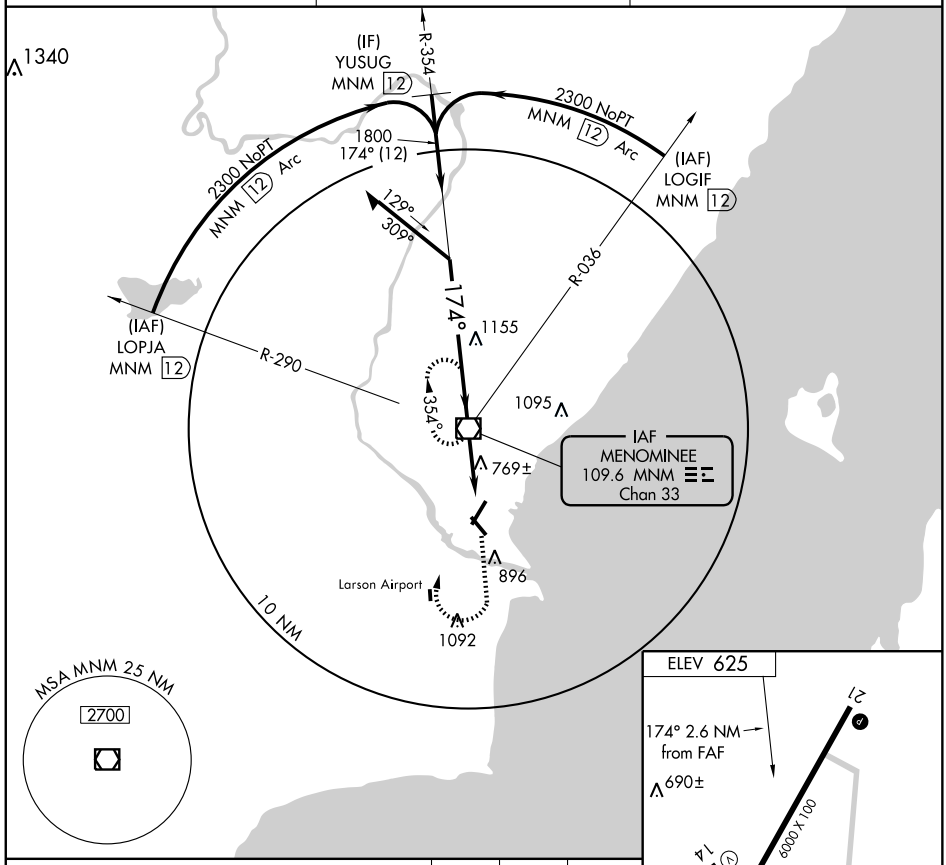
VOR-A

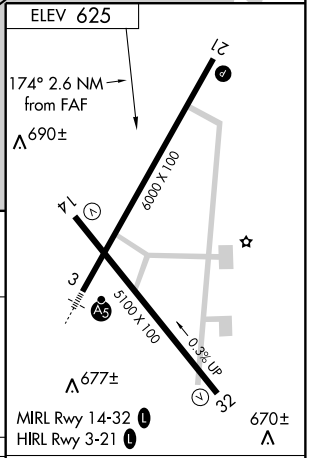
MENOMINEE-MARINETTE TWIN COUNTY (MNM)

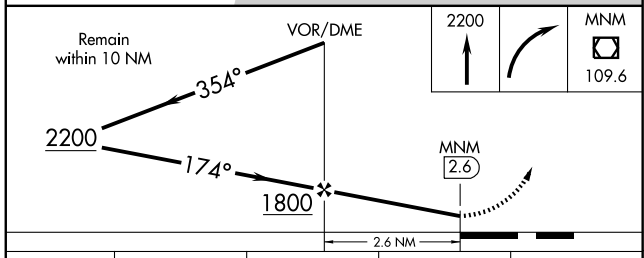
When local altimeter setting not received, use Sturgeon Bay altimeter setting and increase MDA 60 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2200 then right turn direct MNM VOR/DME and hold.

AWOS-3	GREEN BAY APP CON★	UNICOM
109.6	119.5 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1200-1 575 (600-1)		1200-1½ 575 (600-1½)	1200-2 575 (600-2)

FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS		
066°	Rwy Idg	3801
	TDZE	628
	Apt Elev	635

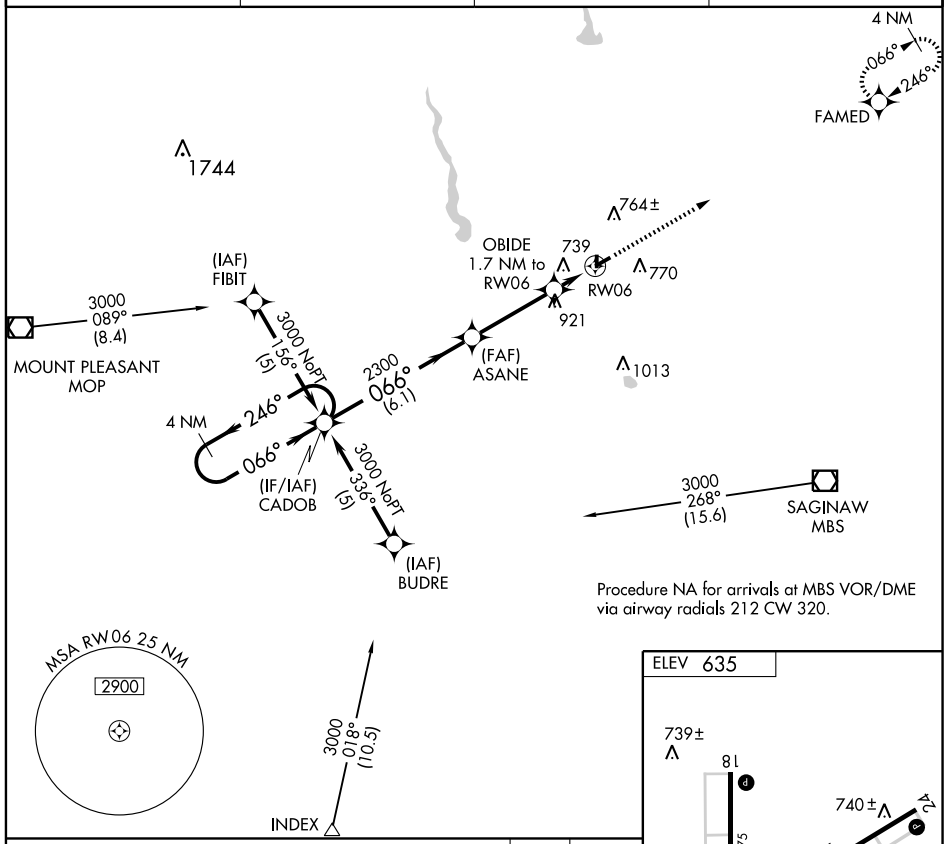
RNAV (GPS) RWY 6

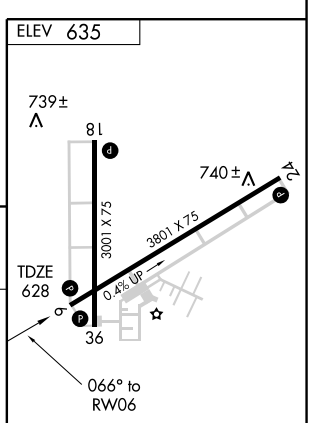
MIDLAND / JACK BARSTOW (IKW)

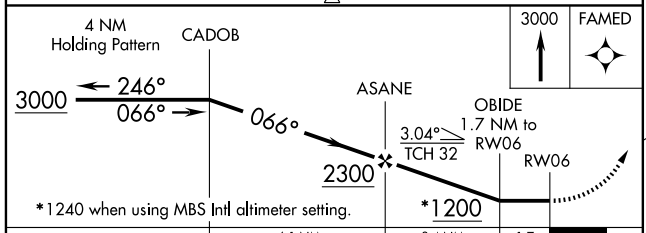
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use MBS Intl altimeter setting and increase all MDA 40 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FAMED and hold.

AWOS-3	SAGINAW APP CON ★	GCO	UNICOM
119.525	126.45 235.625	121.725	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1000-1 372 (400-1)			NA
CIRCLING	1120-1 485 (500-1)		1120-1½ 485 (500-1½)	NA

REIL Rwys 6, 18, 24, and 36 (L)
MIRL Rwys 6-24 and 18-36 (L)

EC-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 72912 W24A	APP CRS 246°	Rwy Idg 3801 TDZE 635 Apt Elev 635

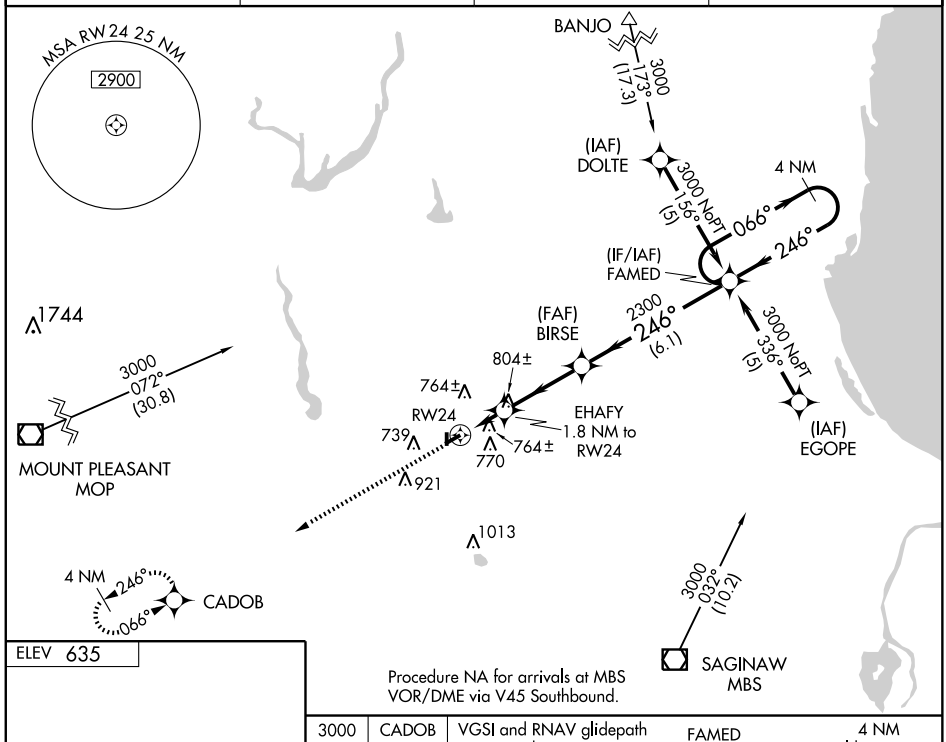
RNAV (GPS) RWY 24

MIDLAND / JACK BARSTOW (IKW)

Baro-VNAV NA when using MBS Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. When local altimeter setting not received, use MBS Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet and all LPV visibility ¼ mile.

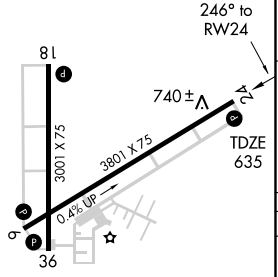
MISSED APPROACH: Climb to 3000 direct CADOB and hold.

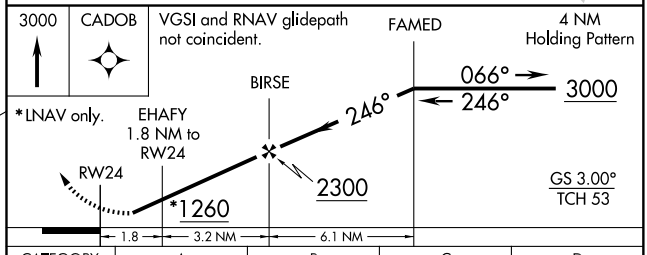
AWOS-3	SAGINAW APP CON ★	GCO	UNICOM
119.525	126.45 235.625	121.725	122.8 (CTAF)



Procedure NA for arrivals at MBS VOR/DME via V45 Southbound.

ELEV 635





CATEGORY	A	B	C	D
LPV DA	1021-1¼ 386 (400-1¼)			NA
LNAV/VNAV DA	1068-1½ 433 (500-1½)			NA
LNAV MDA	1060-1 425 (500-1)		1060-1¼ 425 (500-1¼)	NA
CIRCLING	1120-1 485 (500-1)		1120-1½ 485 (500-1½)	NA

REIL Rwys 6, 18, 24 and 36 (L)
MIRL Rwys 6-24 and 18-36 (L)

EC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME MBS	APP CRS	Rwy Idg	N/A
112.9	137°	TDZE	N/A
Chan 76		Apt Elev	635

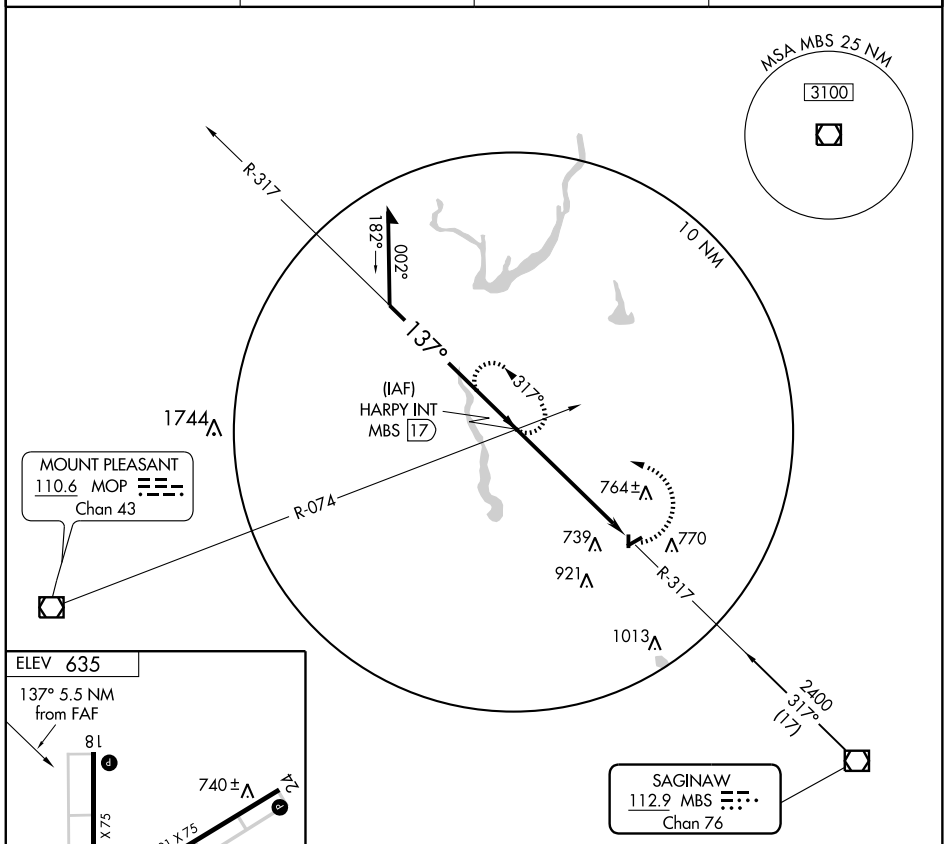
VOR-A

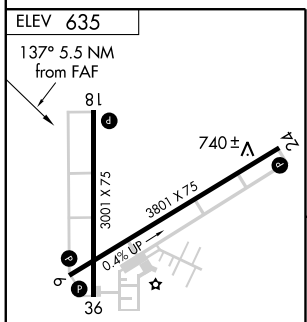
MIDLAND/ JACK BARSTOW (IKW)

When local altimeter setting not received, use MBS Intl altimeter setting and increase all MDA 40 feet.

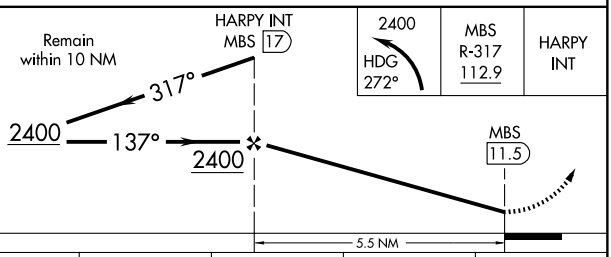
MISSED APPROACH: Climbing left turn to 2400 via heading 272° and MBS VOR/DME R-317 to HARPY INT/17 DME and hold.

AWOS-3	SAGINAW APP CON ★	GCO	UNICOM
119.525	126.45 235.625	121.725	122.8 (CTAF)





REIL Rwys 6, 18, 24 and 36 (L)
MIRL Rwys 6-24 and 18-36 (L)

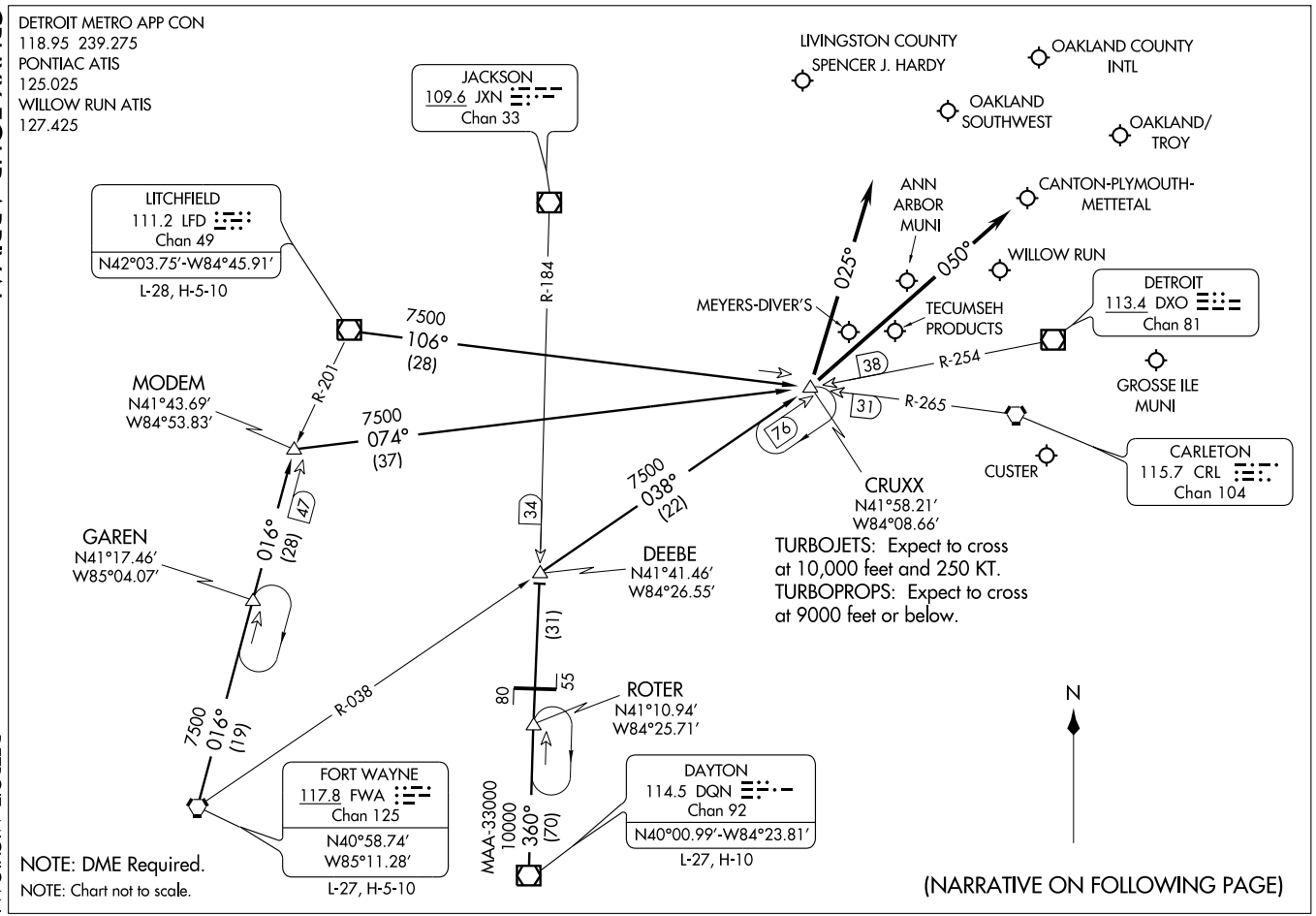


2400 HDG 272°	MBS R-317 112.9	HARPY INT

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
CIRCLING	1140-1 505 (600-1)		1140-1½ 505 (600-1½)	NA

EC-1. 14 JAN 2010 to 11 FEB 2010


DETROIT METRO APP CON
118.95 239.275
PONTIAC ATIS
125.025
WILLOW RUN ATIS
127.425
LIVINGSTON COUNTY
SPENCER J. HARDY
OAKLAND COUNTY
INTL
OAKLAND
SOUTHWEST
OAKLAND/
TROY
JACKSON
109.6 JXN
Chan 33
LITCHFIELD
111.2 LFD
Chan 49
N42°03.75'-W84°45.91'
L-28, H-5-10
ANN
ARBOR
MUNI
CANTON-PLYMOUTH-
METTETAL
WILLOW RUN
DETROIT
113.4 DXO
Chan 81
MEYERS-DIVER'S
TECUMSEH
PRODUCTS
GROSSE ILE
MUNI
025°
050°
R-184
R-201
R-254
R-265
7500
106°
(28)
7500
074°
(37)
MODEM
N41°43.69'
W84°53.83'
38
31
76
CUSTER
CARLETON
115.7 CRL
Chan 104
CRUXX
N41°58.21'
W84°08.66'
7500
038°
(22)
34
47
GAREN
N41°17.46'
W85°04.07'
016°
(28)
DEEBE
N41°41.46'
W84°26.55'
TURBOJETS: Expect to cross
at 10,000 feet and 250 KT.
TURBOPROPS: Expect to cross
at 9000 feet or below.
(31)
80
55
ROTER
N41°10.94'
W84°25.71'
N
7500
016°
(19)
R-038
FORT WAYNE
117.8 FWA
Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10
MAA-33000
10000
360°
(70)
DAYTON
114.5 DQN
Chan 92
N40°00.99'-W84°23.81'
L-27, H-10
NOTE: DME Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

CRUXX FOUR ARRIVAL (CRUXX.CRUXX4)

ARRIVAL DESCRIPTION

DAYTON TRANSITION (DQN.CRUXX4): From over DQN VOR/DME via DQN R-360 and JXN R-184 to DEEBE INT and FWA R-038 to CRUXX INT. Thence . . . .
FORT WAYNE TRANSITION (FWA.CRUXX4): From over FWA VORTAC via FWA R-016 to MODEM INT and DXO R-254 to CRUXX INT. Thence . . . .
LITCHFIELD TRANSITION (LFD.CRUXX4): From over LFD VORTAC via LFD R-106 to CRUXX INT. Thence . . . .

. . . . Aircraft landing Y47, PTK, 36MI, ØMI7, OZW, ONZ, 1D2, TTF, VLL: From over CRUXX INT via 025° heading.
. . . . Aircraft landing YIP or ARB: From over CRUXX INT via 050° heading. Expect radar vector to final approach course.

EC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4997
027°	TDZE	614
	Apt Elev	616

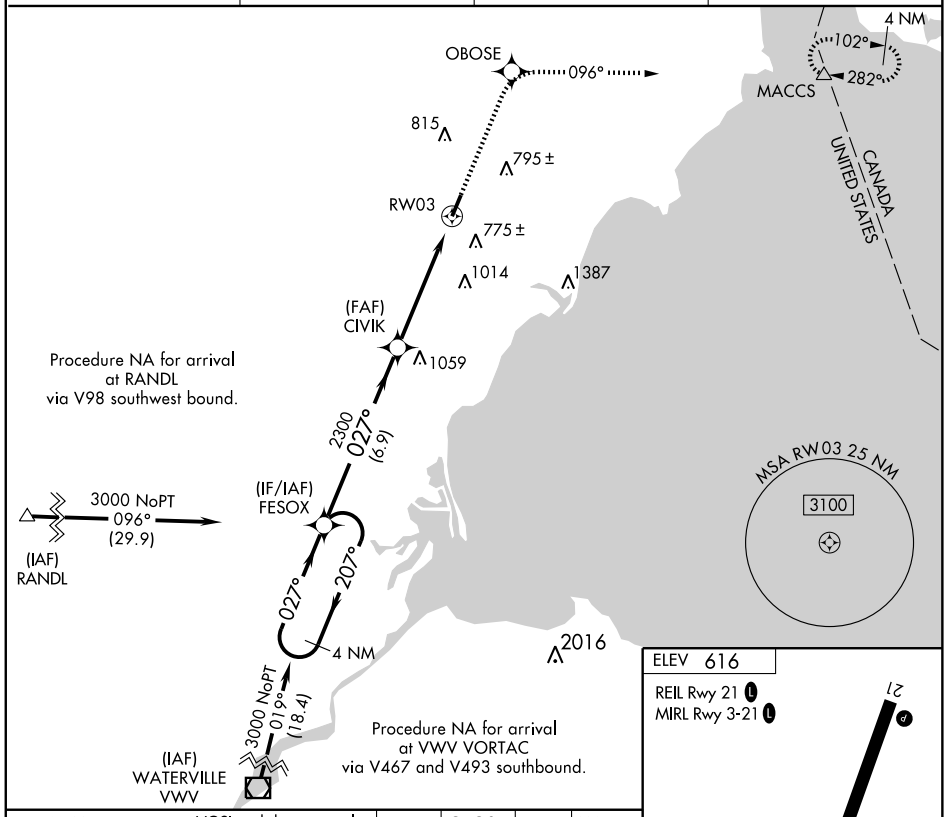
RNAV (GPS) RWY 3

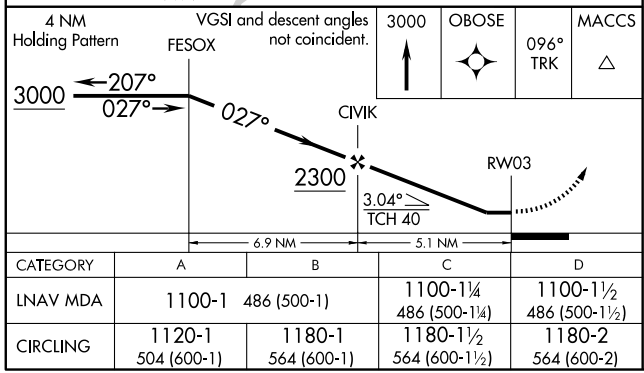
MONROE/ CUSTER (TTF)

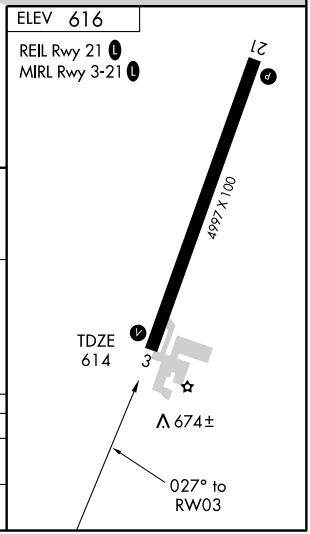
When local altimeter setting not received, use Detroit Metropolitan Wayne County altimeter setting and increase all MDA 60 feet, LNAV Cat C/D visibility ¼ mile, and Circling Cat C visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct OBOSE and via 096° track to MACCS and hold.

AWOS-3	DETROIT APP CON	GCO	UNICOM
119.075	134.3 363.2	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1100-1	486 (500-1)	1100-1¼ 486 (500-1¼)	1100-1½ 486 (500-1½)
CIRCLING	1120-1 504 (600-1)	1180-1 564 (600-1)	1180-1½ 564 (600-1½)	1180-2 564 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 86707 W21A	APP CRS 208°	Rwy Idg 4997 TDZE 616 Apt Elev 616

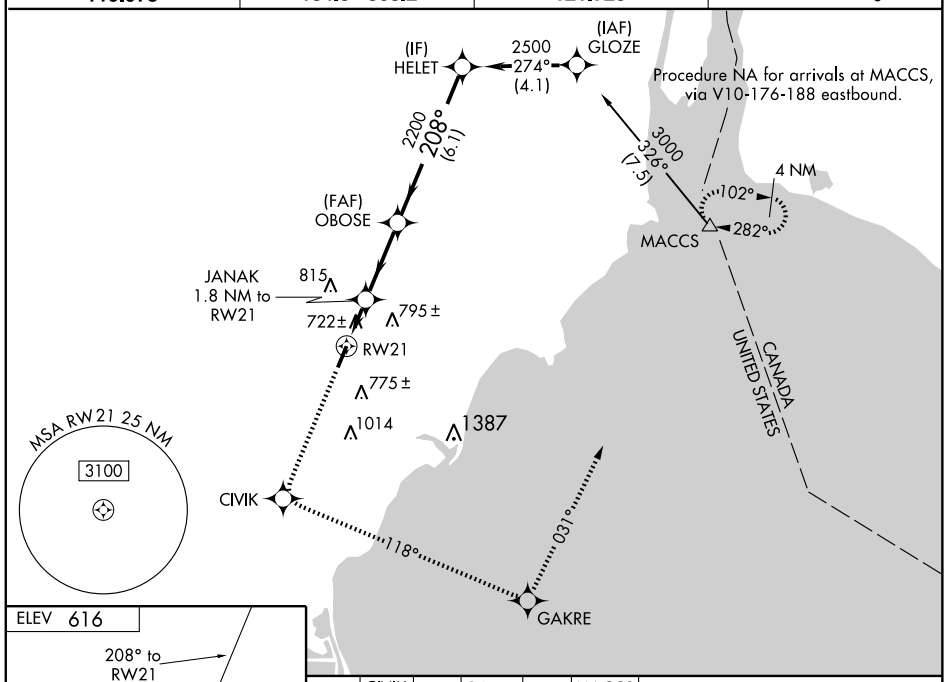
RNAV (GPS) RWY 21

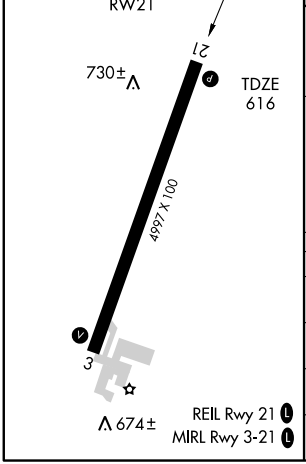
MONROE/ CUSTER (TTF)

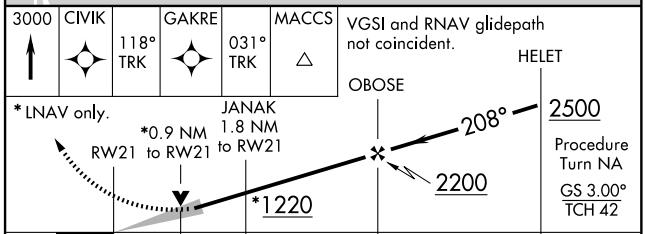
When local altimeter setting not received, use Detroit Metropolitan Wayne County altimeter setting and increase LPV DA 43 feet and all visibilities ¼ mile, LNAV/VNAV DA 138 feet and all visibilities ½ mile and all MDA 60 feet and Cat C visibilities ¼ mile. Baro-VNAV and VDP NA when using Detroit Metropolitan Wayne County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CIVIK and via 118° track to GAKRE and via 031° track to MACCS and hold.

AWOS-3	DETROIT APP CON	GCO	UNICOM
119.075	134.3 363.2	121.725	122.7 (CTAF) L





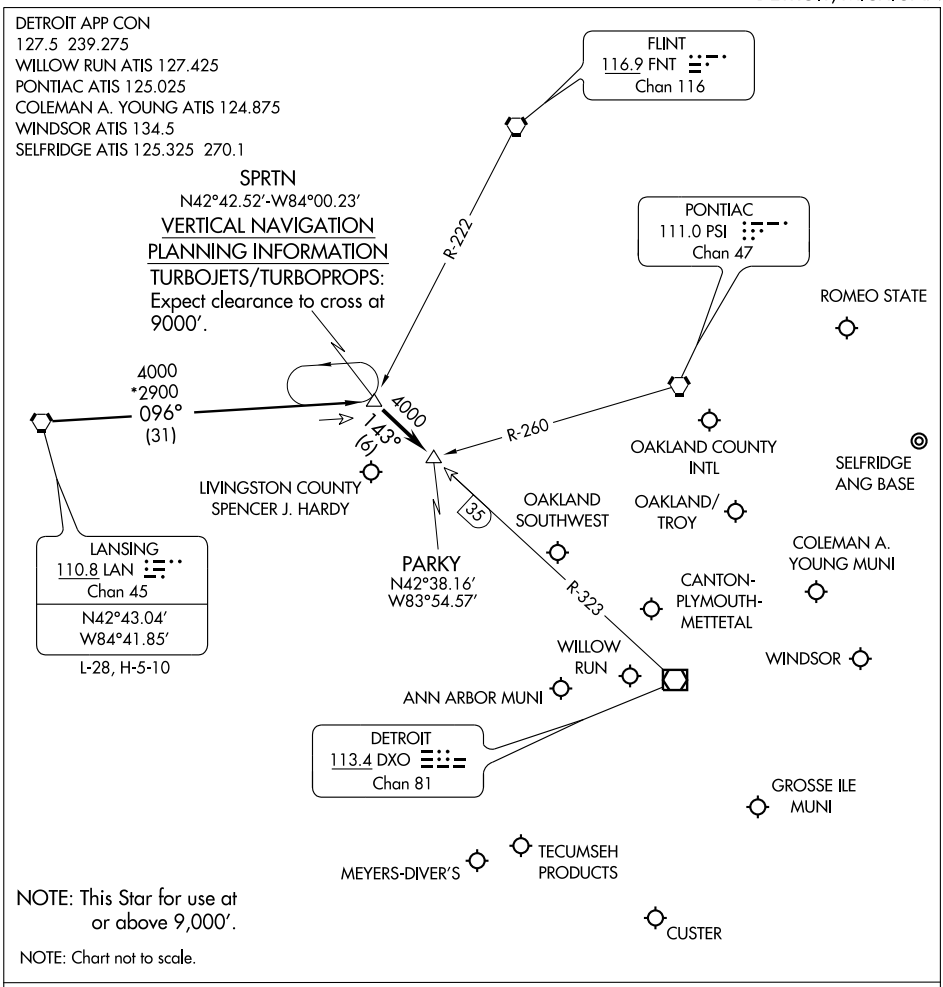


CATEGORY	A	B	C	D
LPV DA	966-1¼ 350 (400-1¼)			
LNAV/ VNAV DA	1009-1½ 393 (400-1½)			
LNAV MDA	980-1 364 (400-1)			980-1¼ 364 (400-1¼)
CIRCLING	1120-1 504 (600-1)	1180-1 564 (600-1)	1180-1½ 564 (600-1½)	1180-2 564 (600-1)

EC-1. 14 JAN 2010 to 11 FEB 2010

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN



LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.

VOR/DME DXO 113.4 Chan 81	APP CRS 017°	Rwy Idg 4997 TDZE 614 Apt Elev 616

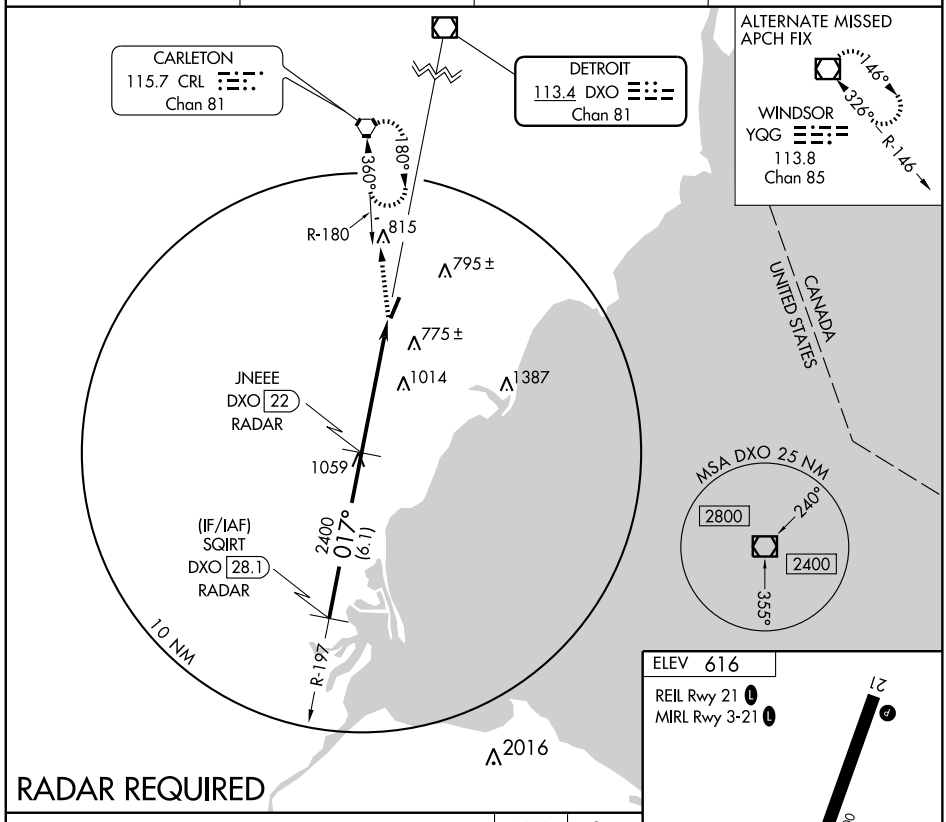
VOR RWY 3

MONROE/ CUSTER (TTF)

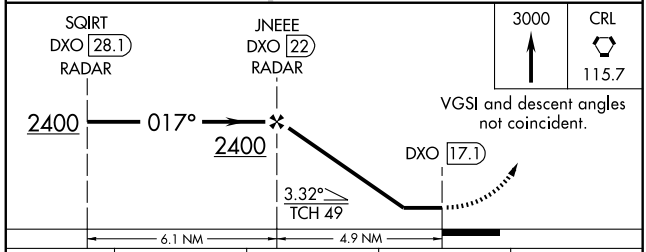
DME or RADAR required. When local altimeter setting not received, use Detroit Metropolitan Wayne County altimeter setting and increase all MDAs 60 feet, and increase Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct CRL VORTAC and hold.

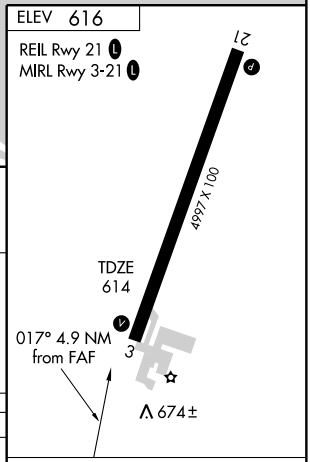
AWOS-3	DETROIT APP CON	GCO	UNICOM
119.075	134.3 363.2	121.725	122.7 (CTAF) L



RADAR REQUIRED



CATEGORY	A	B	C	D
S-3	1320-1	706 (800-1)	1320-2 706 (800-2)	1320-2¼ 706 (800-2¼)
CIRCLING	1320-1	704 (800-1)	1320-2 704 (800-2)	1320-2¼ 704 (800-2¼)



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME DXO	APP CRS	Rwy Idg	4997
113.4	196°	TDZE	616
Chan 81		Apt Elev	616

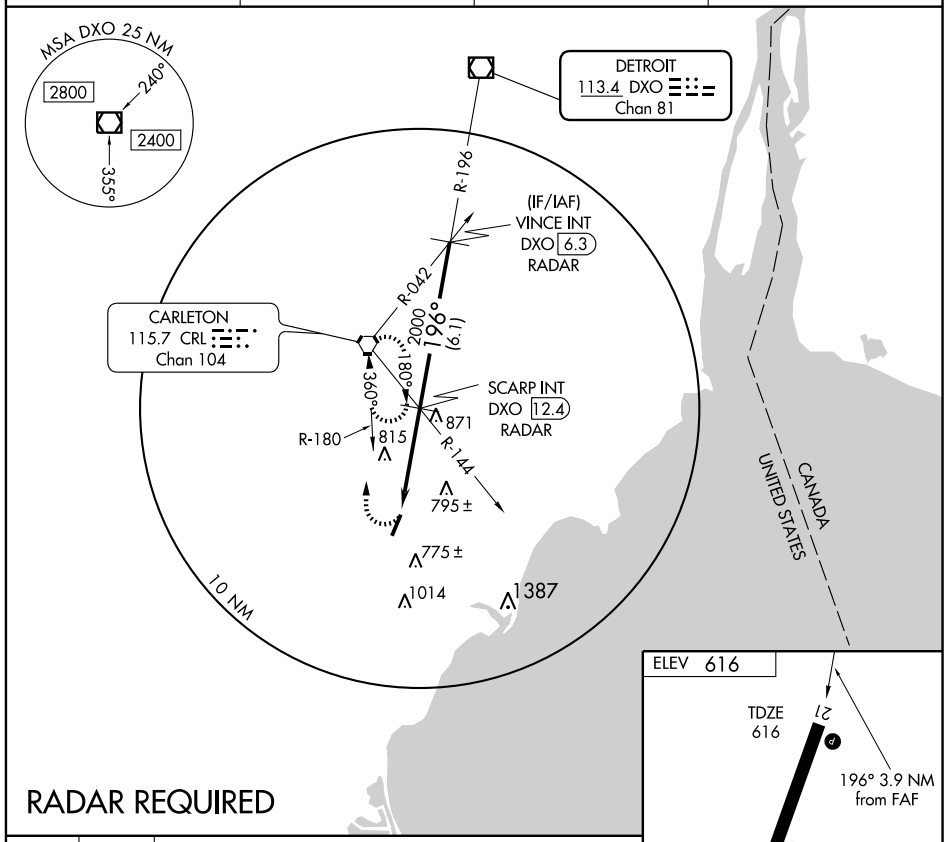
VOR RWY 21

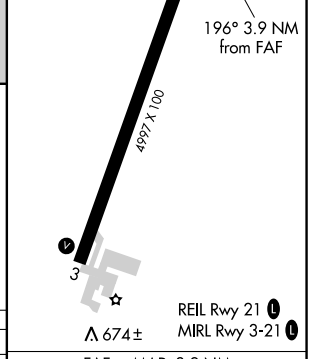
MONROE/ CUSTER (TTF)

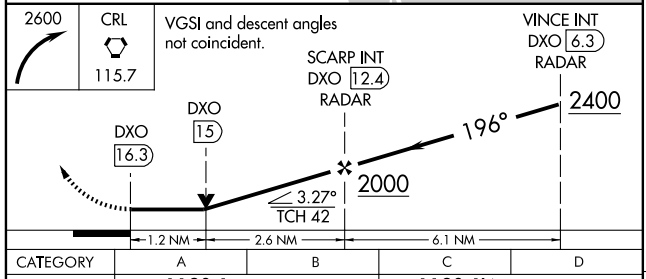
When local altimeter setting not received, use Detroit Metropolitan Wayne County altimeter setting and increase all MDA 60 feet, and increase Cat C and D visibility ¼ mile. VDP NA when using Detroit Metropolitan Wayne County altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 direct CRL VORTAC and hold.

AWOS-3	DETROIT APP CON	GCO	UNICOM
119.075	134.3 363.2	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-21	1120-1 504 (600-1)		1120-1½ 504 (600-1½)	
CIRCLING	1120-1 504 (600-1)	1180-1 564 (600-1)	1180-1½ 564 (600-1½)	1180-2 564 (600-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5001
096°	TDZE	755
	Apt Elev	755

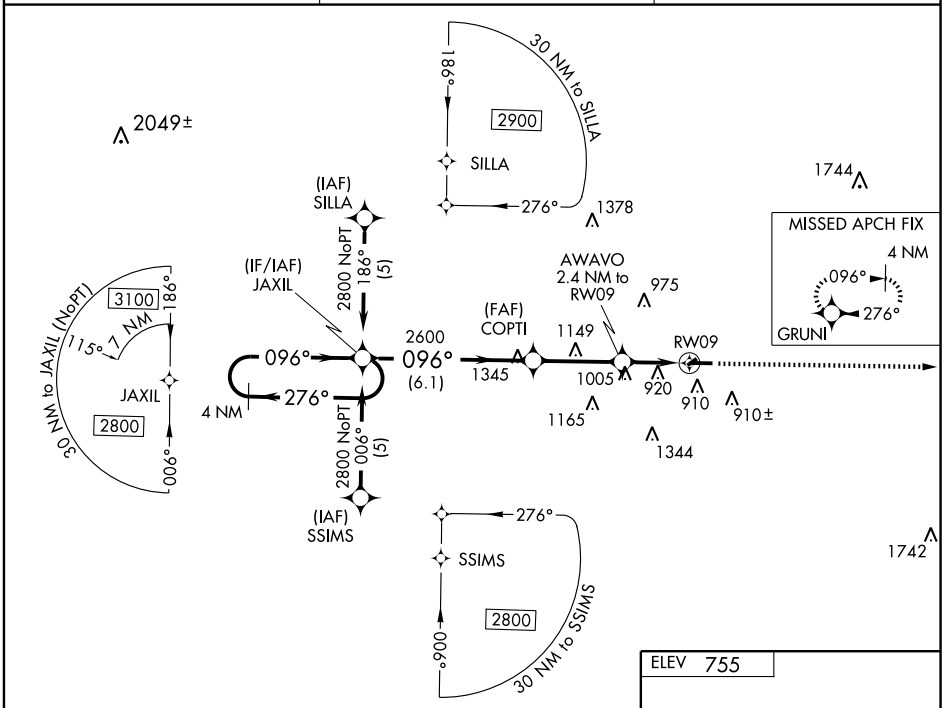
RNAV (GPS) RWY 9

MOUNT PLEASANT MUNI (MOP)

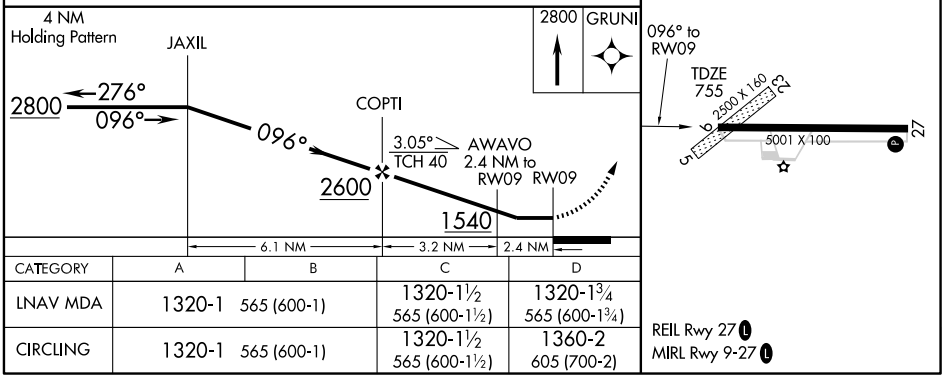
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Alma altimeter setting and increase all MDA 60 feet, increase LNAV Cat C/D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 direct GRUNI and hold.

AWOS-3	SAGINAW APP CON ★	UNICOM
110.6	126.45 235.625	123.0 (CTAF) L



ELEV 755



CATEGORY	A	B	C	D
LNAV MDA	1320-1	565 (600-1)	1320-1½ 565 (600-1½)	1320-1¾ 565 (600-1¾)
CIRCLING	1320-1	565 (600-1)	1320-1½ 565 (600-1½)	1360-2 605 (700-2)

REIL Rwy 27 L
MIRL Rwy 9-27 L

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5001
CH 82613	276°	TDZE	753
W27A		Apt Elev	755

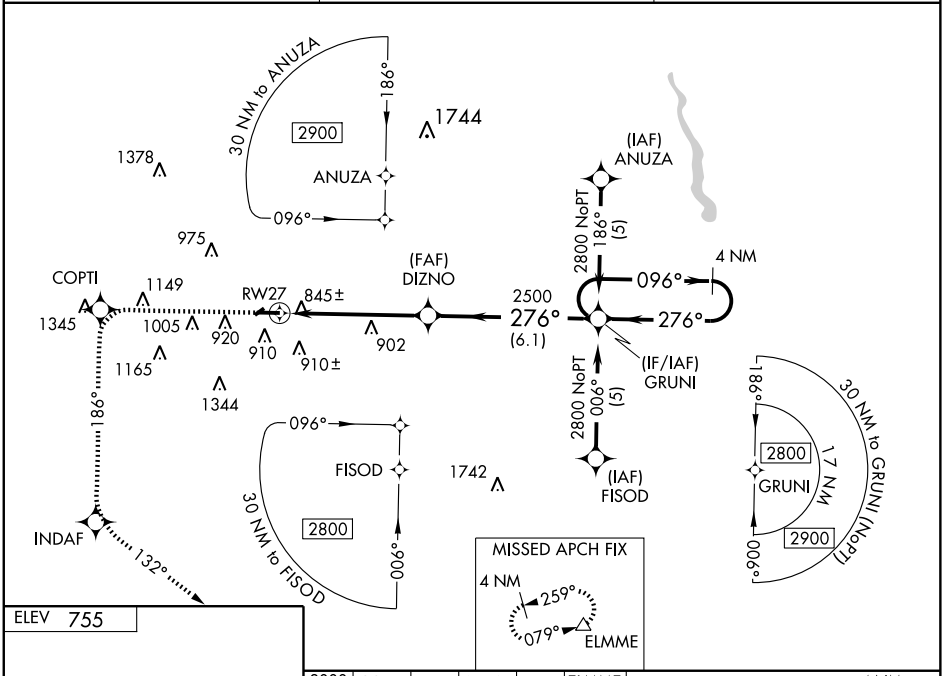
RNAV (GPS) RWY 27

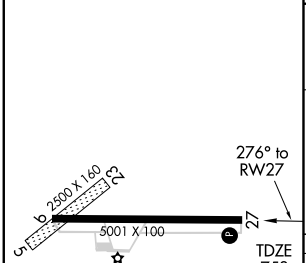
MOUNT PLEASANT MUNI (MOP)

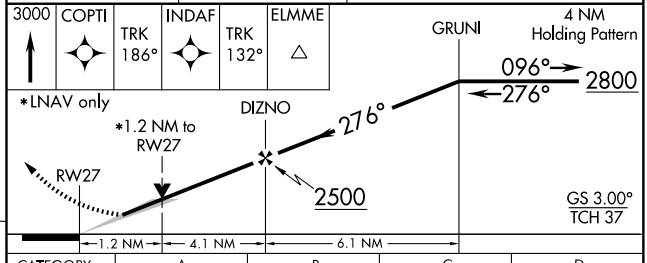
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alma altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV, LNAV/VNAV all Cats, LNAV Cat D and Circling Cat C visibilities ¼ mile. Baro-VNAV and VDP NA when using Alma altimeter setting.

MISSED APPROACH: Climb to 3000 direct COPTI and via 186° track direct INDAF and via 132° track to ELMME and hold.

AWOS-3	SAGINAW APP CON ★	UNICOM
110.6	126.45 235.625	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1099-1¼ 346 (400-1¼)			
LNAV/VNAV DA	1201-1½ 448 (500-1½)			
LNAV MDA	1160-1 407 (500-1)		1160-1¼ 407 (500-1¼)	
CIRCLING	1220-1 465 (500-1)		1320-1½ 565 (600-1½)	1360-2 605 (700-2)

REIL Rwy 27 L
MIRL Rwy 9-27 L

VOR/DME MOP	APP CRS	Rwy Idg	5001
110.6	284°	TDZE	753
Chan 43		Apt Elev	755

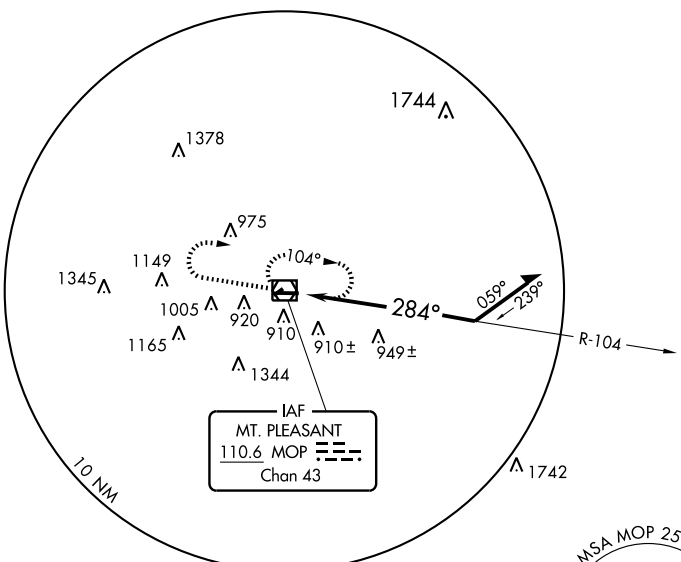
VOR RWY 27

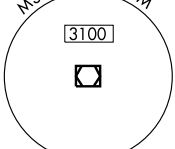
MOUNT PLEASANT MUNI (MOP)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Alma altimeter setting and increase all MDA 60 feet, S-27 Cat D and Circling Cat C visibilities ¼ mile. VDP NA when using Alma altimeter setting.

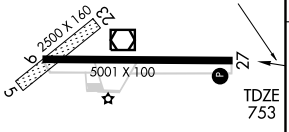
MISSED APPROACH: Climb to 2400 then right turn direct MOP VOR/DME and hold.

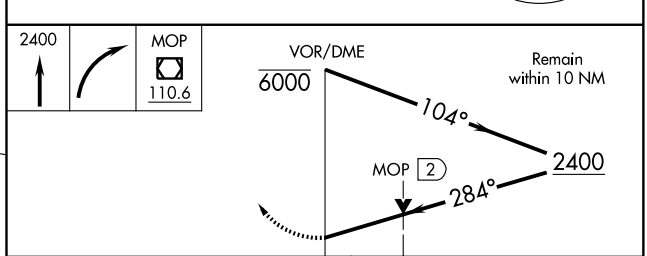
AWOS-3	SAGINAW APP CON ★	UNICOM
110.6	126.45 235.625	123.0 (CTAF) L





ELEV 755

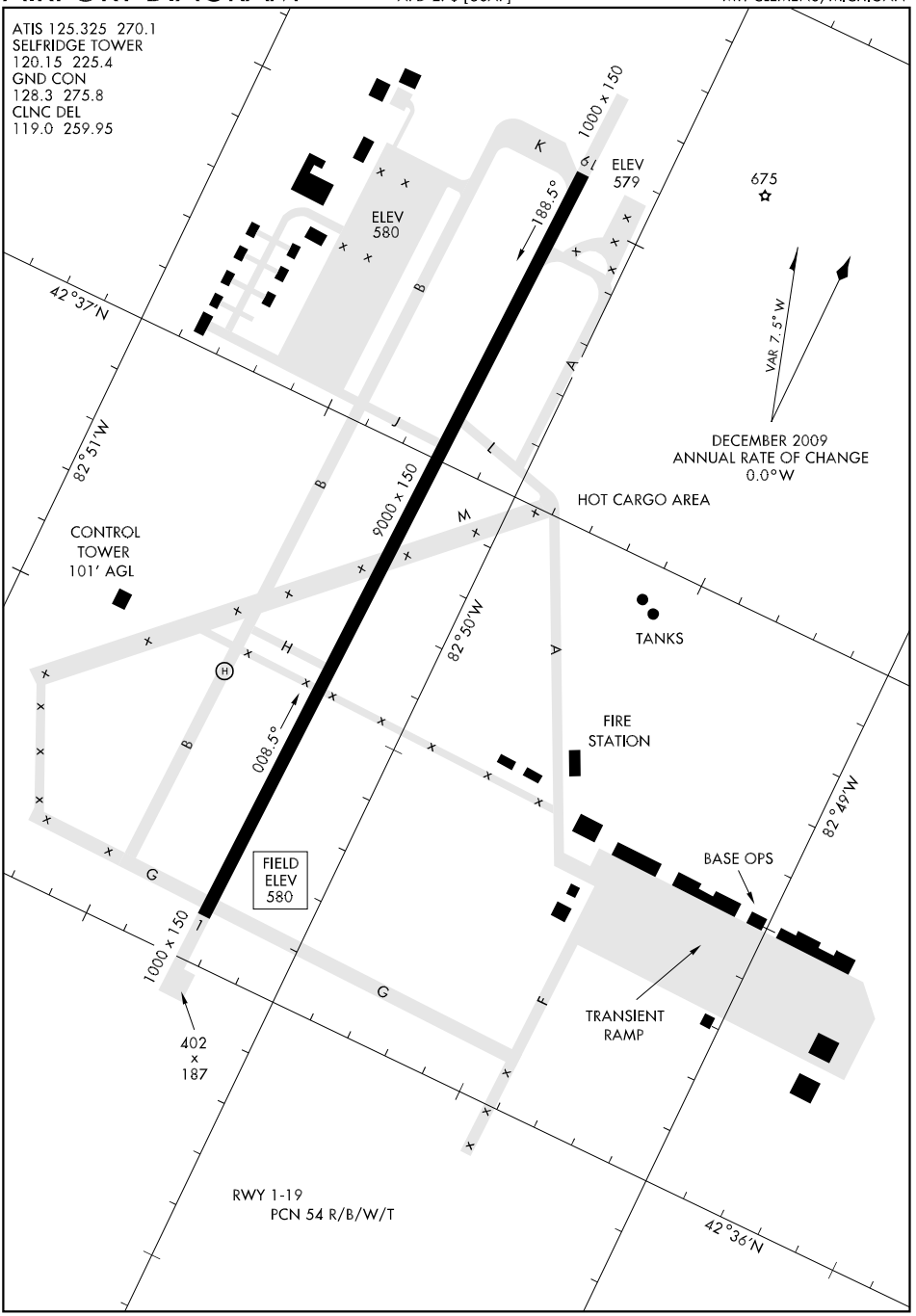




CATEGORY	A	B	C	D
S-27	1260-1	507 (600-1)	1260-1½	507 (600-1½)
CIRCLING	1260-1	505 (600-1)	1320-1½ 565 (600-1½)	1360-2 605 (700-2)

REIL Rwy 27 L
MIRL Rwy 9-27 L

EC-1. 14 JAN 2010 to 11 FEB 2010



EC-1, 14 JAN 2010 to 11 FEB 2010

HI-ILS or LOC/DME RWY 1

LOC I-RFB	APCH CRS	Rwy ldg	9000
110.1	007°	TDZE	580
		Arpt Elev	580

JAL-276 [USAF]

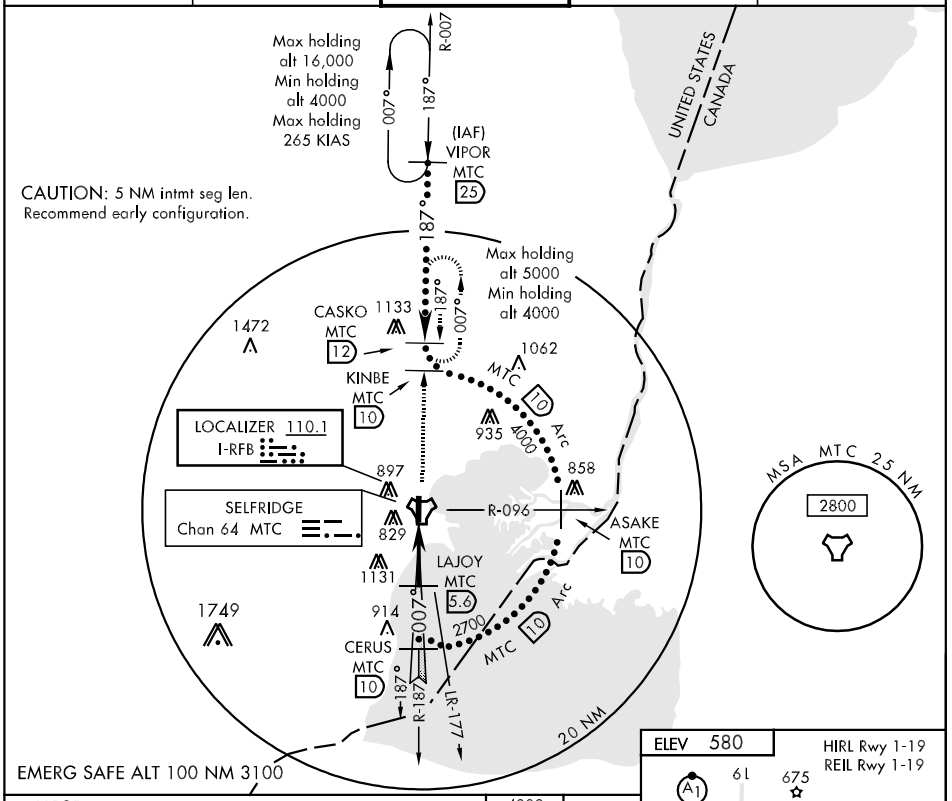
SELFRIDGE ANGB (KMTC)

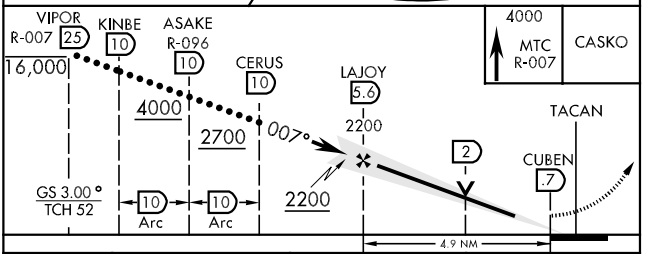
▼ *When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles. **Circling not authorized W of Rwy 1-19.

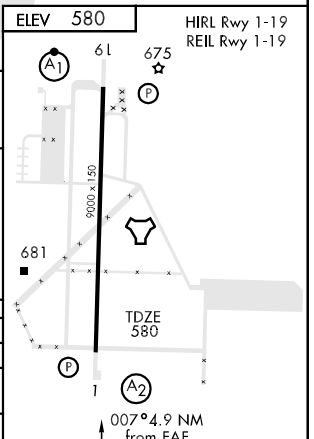
SALS A2

MISSED APPROACH: Climb to 4000, intercept MTC R-007 to CASKO and hold, continue climb-in-hold to 4000.

ATIS	SELFRIDGE APP CON	SELFRIDGE TOWER	GND CON	CLNC DEL
125.325 270.1	119.6 318.2	120.15 225.4	128.3 275.8	119.0 259.95







CATEGORY	C	D	E
S-ILS/DME 1	780/40 200 (200-¾)		
S-LOC/DME 1 *	1060/50 480 (500-1)	1060/60 480 (500-1¼)	1060-1½ 480 (500-1½)
CIRCLING **	1140-1½ 560 (600-1½)	1160-2 580 (600-2)	1200-2¼ 620 (700-2¼)

HI-ILS or LOC/DME RWY 19

LOC I-MTC	APCH CRS	Rwy ldg / TDZE / Arpt Elev
110.1	187°	9000 / 579 / 580

JAL-276 [USAF]

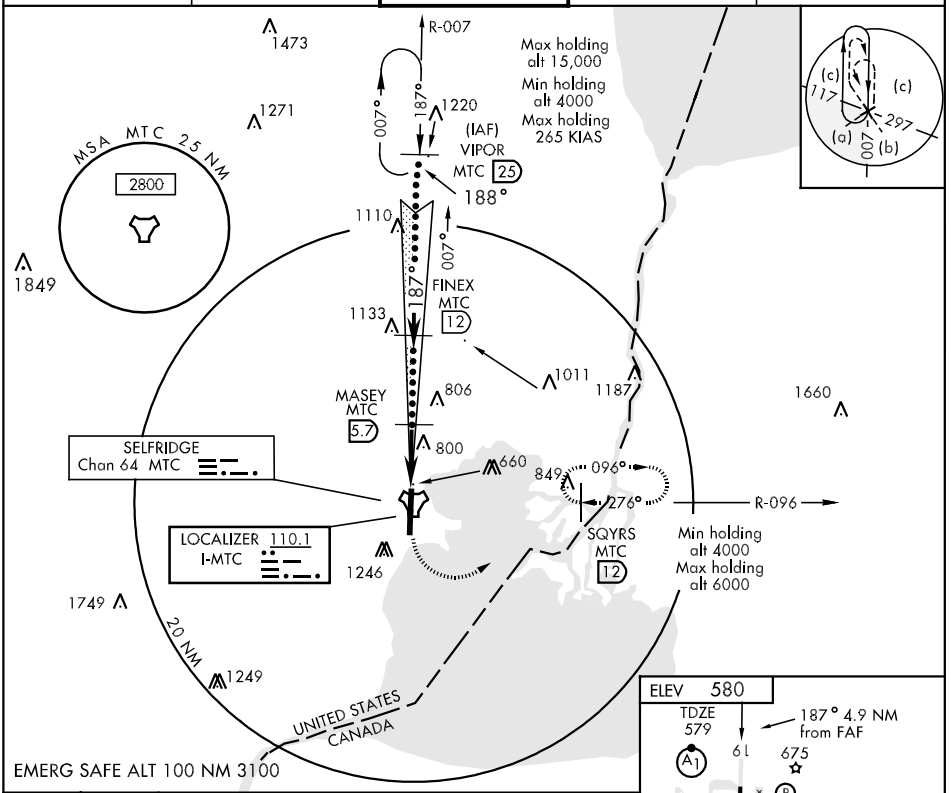
SELFRIDGE ANGB (KMTC)

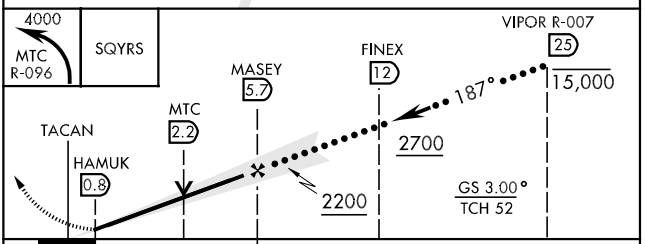
▼ * When ALS inop, increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
*** Circling not authorized W of Rwy 1-19.

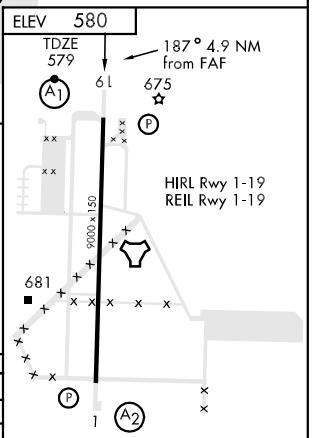
ALSF-1

MISSED APPROACH: Climbing left turn to 4000, intercept MTC R-096 to SQYRS and hold, continue climb-in-hold to 4000..

ATIS	SELFRIDGE APP CON	SELFRIDGE TOWER	GND CON	CLNC DEL
125.325 270.1	119.6 318.2	120.15 225.4	128.3 275.8	119.0 259.95







CATEGORY	C	D	E
S-ILS 19 *	882/40	303 (400-¾)	
S-LOC 19 **	1080/50	501 (500-1)	1080/60 501 (500-1¼)
*** CIRCLING	1140-1½ 560 (600-1½)	1160-2 580 (600-2)	1200-2¼ 620 (700-2¼)

FAF to MAP 4.9 NM					
Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

HI-TACAN RWY 1

TACAN	APCH CRS	Rwy ldg	9000
MTC Chan 64	018°	TDZE	580
		Arpt Elev	580

JAL-276 [USAF]

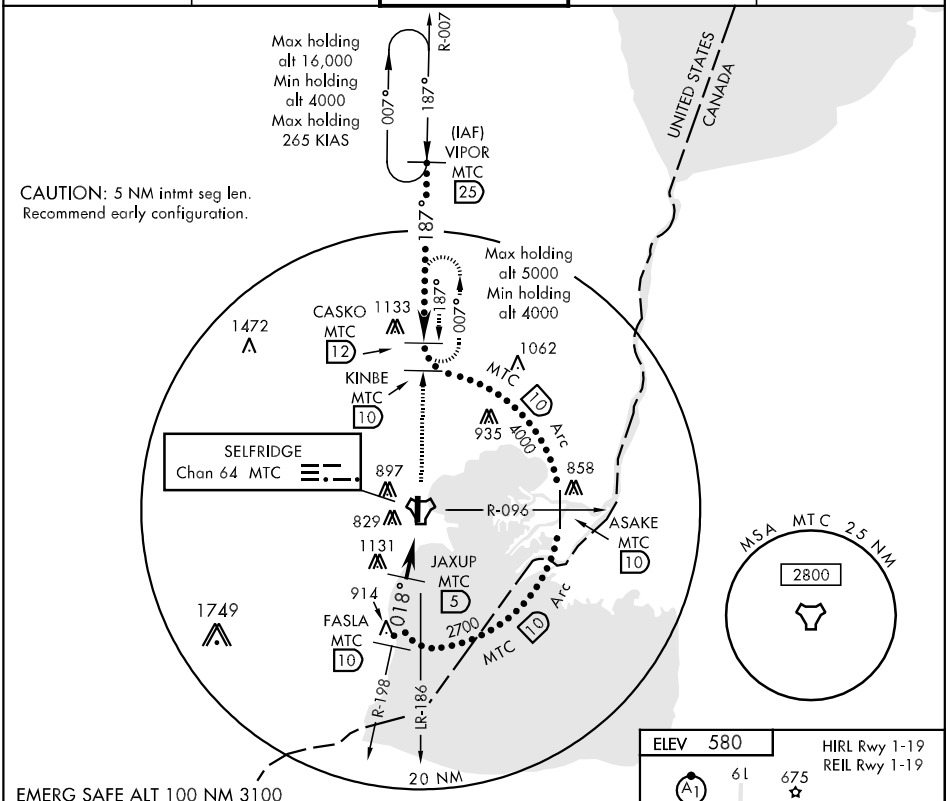
SELFRIDGE ANGB (KMTC)

▼ *When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.
**Circling not authorized W of Rwy 1-19.

SALS A2

MISSED APPROACH: Climb to 4000 and intercept MTC R-007 to CASKO and hold, continue climb-in-hold to 4000.

ATIS	SELFRIDGE APP CON	SELFRIDGE TOWER	GND CON	CLNC DEL
125.325 270.1	119.6 318.2	120.15 225.4	128.3 275.8	119.0 259.95



CATEGORY	C	D	E
S-1*	1140/60 560 (600-1¼)	1140-1½ 560 (600-1½)	1140-1¾ 560 (600-1¾)
CIRCLING**	1140-1½ 560 (600-1½)	1160-2 580 (600-2)	1200-2¼ 620 (700-2¼)

HI-TACAN RWY 19

TACAN MTC Chan 64	APCH CRS 177°	Rwy ldg 9000 TDZE 579 Arpt Elev 580

JAL-276 [USAF]

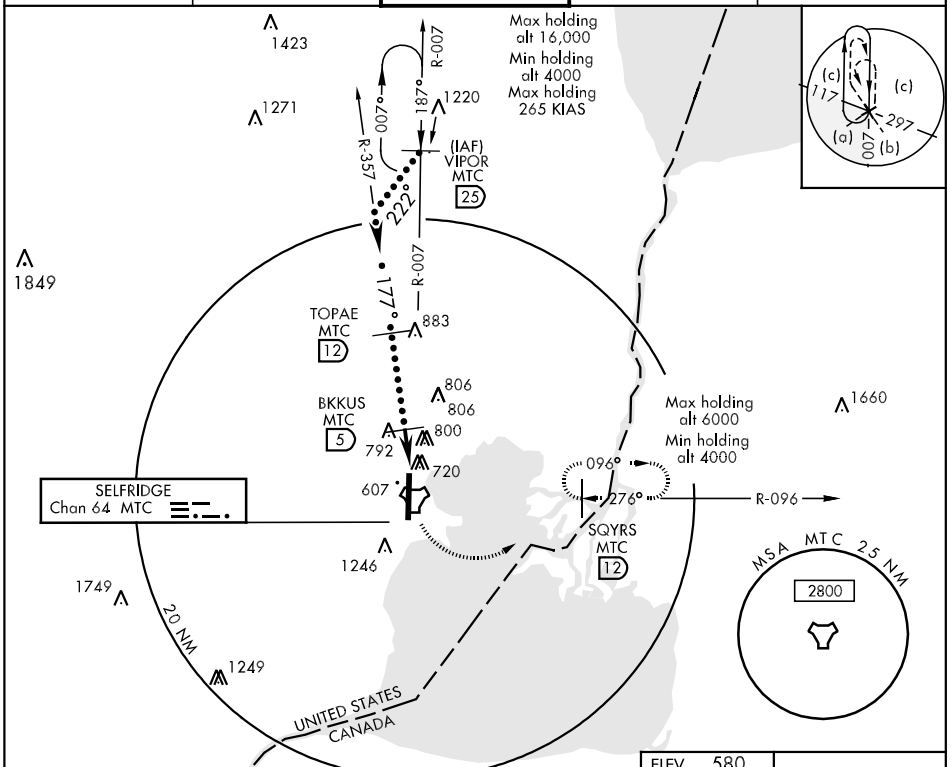
SELFRIDGE ANGB (KMTC)

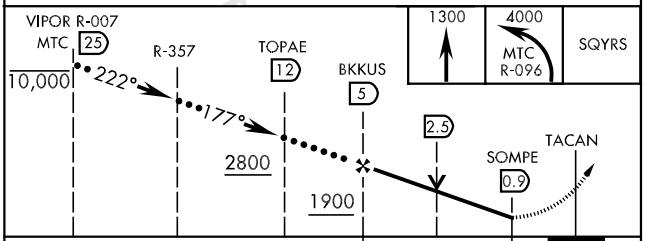
▼ * When ALS inop, increase CAT C vis to1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
* * Circling not authorized W of Rwy 1-19.

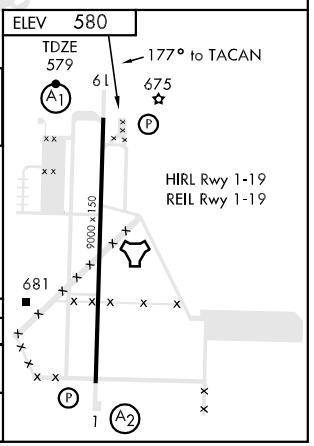
ALSF-1

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000, intercept MTC TACAN R-096 to SQYRS and hold, continue climb-in-hold to 4000.

ATIS	SELFRIDGE APP CON	SELFRIDGE TOWER	GND CON	CLNC DEL
125.325 270.1	119.6 318.2	120.15 225.4	128.3 275.8	119.0 259.95







CATEGORY	C	D	E
S- 19 *	1180/60 601 (600-1¼)	1180-1½ 601 (600-1½)	1180-1¾ 601 (600-1¾)
CIRCLING * *	1180-1¾ 600 (600-1¾)	1180-2 600 (600-2)	1200-2¼ 620 (700-2¼)

ILS or LOC/DME RWY 1

LOC I-RFB	APCH CRS	Rwy ldg	9000
110.1	007°	TDZE	580
		Arpt Elev	580

AL-276 [USAF]

SELFRIDGE ANGB (KMTC)

▼*When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ mile, CAT D vis to 1½, CAT E vis to 1¾.

SALS (A2)

MISSED APPROACH: Climb to 4000, intercept MTC R-007 to CASKO and hold, continue climb-in-hold to 4000.

ATIS	SELFRIDGE APP CON	SELFRIDGE TOWER	GND CON	CLNC DEL
125.325 270.1	119.6 318.2	120.15 225.4	128.3 275.8	119.0 259.95

*** Circling not authorized W of Rwy 1-19.

CASKO MTC 12

Max holding alt 5000
Min holding alt 4000

187° 007°

906 838

R-007

CAUTION: 5 NM Intermediate Segment Length. Recommend Early Configuration.

LOCALIZER 110.1 I-RFB

SELFRIDGE Chan 64 MTC

ASAKE MTC 10

Max holding alt 6000
Min holding alt 4000

096° 276° R-096

276° (IAF) SQYRS MTC 12

834 829 706 1246 1132

R-112

PONTIAC 111.0 PSI Chan 47

LAJOY MTC 5.6 /RADAR

007°

UNITED STATES CANADA 2700

MTC 10 Arc

10 NM

914

CERUS MTC 10

187° LR-177

MSA MT C 2.5 NM 2800

EMERG SAFE ALT 100 NM 3100

SQYRS R-096 12 — 4000 — 276° — ASAKE 10 — 2700 — Intcp Lczr CERUS 10 — 007° — LAJOY 5.6 /RADAR — 2 — TACAN CUBEN .7 — 2200

GS 3.00° TCH 52 — 10 Arc

4.9 NM

4000 MTC R-007 CASKO

ELEV 580

HIRL Rwy 1-19
REIL Rwy 1-19

A1 6 l 675

9000 x 150

681

TDZE 580

1 A2

007° 4.9 NM from FAF

CATEGORY	A	B	C	D	E
S-ILS 01*	780/24	200 (200-½)	780/40	200 (200-¾)	
S-LOC 01**	1060/40	480 (500-¾)	1060/50 480 (500-1)	1060/60 480 (500-1¼)	1060-1½ 480 (500-1½)
CIRCLING***	1140-1	560 (600-1)	1140-1½ 560 (600-1½)	1160-2 580 (600-2)	1200-2¼ 620 (700-2¼)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:36

ILS or LOC/DME RWY 19

LOC I-MTC	APCH CRS	Rwy ldg	9000
110.1	187°	TDZE	579
		Arpt Elev	580

AL-276 [USAF]

SELFRIDGE ANGB (KMTC)

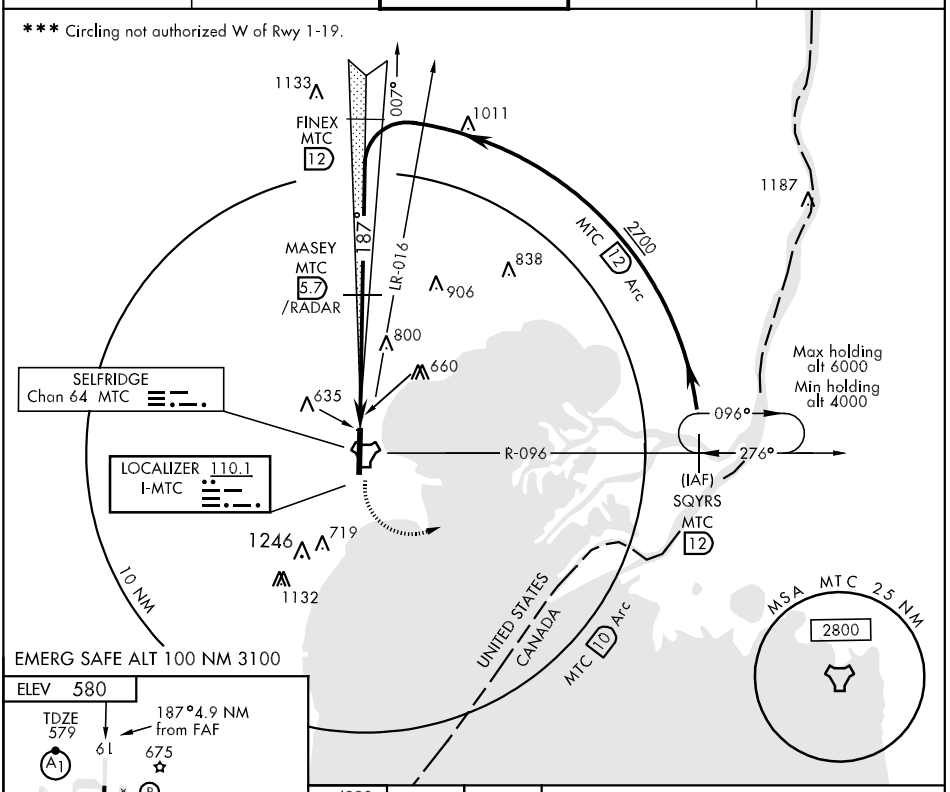
▼ * When ALS inop, increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C/D vis to 1½ miles, CAT E vis to 1¾ miles.

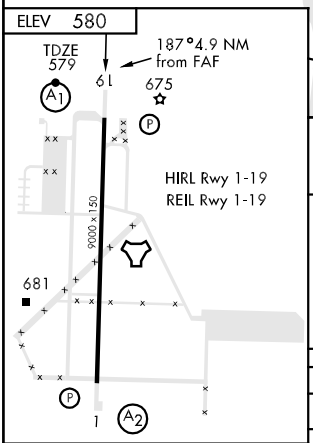
ALSF-1

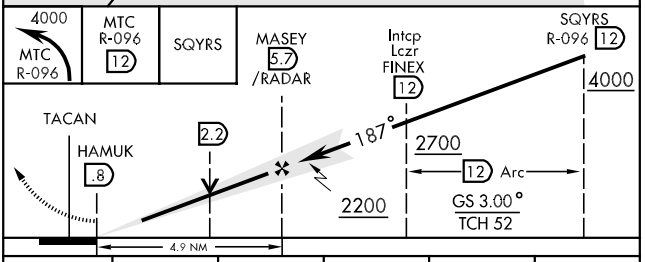
MISSED APPROACH: Climbing left turn to 4000, intercept MTC TACAN R-096 to SQYRS and hold, continue climb-in-hold to 4000.

ATIS	SELFRIDGE APP CON	SELFRIDGE TOWER	GND CON	CLNC DEL
125.325 270.1	119.6 318.2	120.15 225.4	128.3 275.8	119.0 259.95

*** Circling not authorized W of Rwy 1-19.

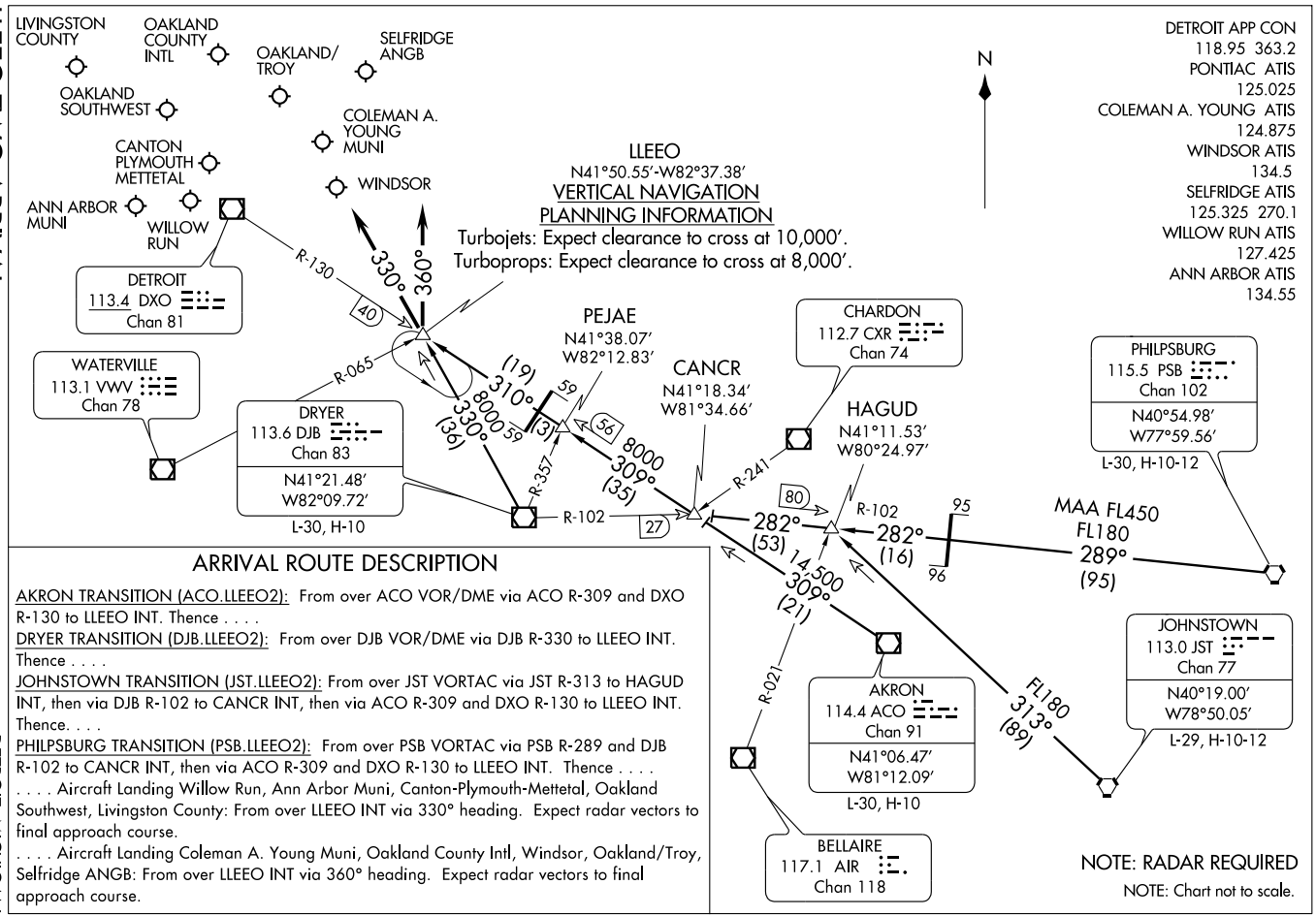






CATEGORY	A	B	C	D	E
S-ILS 19*	882/40	303 (400-¾)			
S-LOC 19**	1080/40	501 (500-¾)	1080/50	501 (500-1)	1080/60 501 (500-1¼)
CIRCLING***	1140-1	560 (600-1)	1140-1½ 560 (600-1½)	1160-2 580 (600-2)	1200-2¼ 620 (700-2¼)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



ARRIVAL ROUTE DESCRIPTION

AKRON TRANSITION (ACO.LLEEO2): From over ACO VOR/DME via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

DRYER TRANSITION (DJB.LLEEO2): From over DJB VOR/DME via DJB R-330 to LLEEO INT. Thence . . . .

JOHNSTOWN TRANSITION (JST.LLEEO2): From over JST VORTAC via JST R-313 to HAGUD INT, then via DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence. . . .

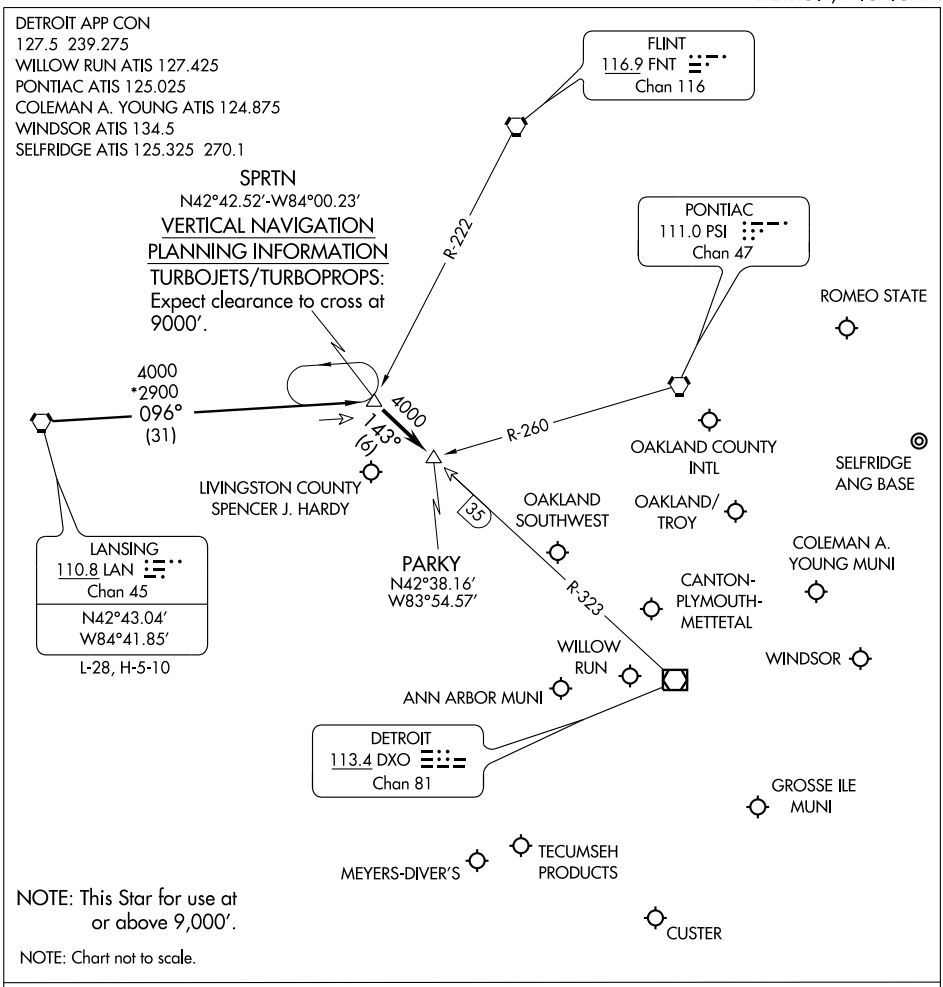
PHILPSBURG TRANSITION (PSB.LLEEO2): From over PSB VORTAC via PSB R-289 and DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

. . . . Aircraft Landing Willow Run, Ann Arbor Muni, Canton-Plymouth-Mettetal, Oakland Southwest, Livingston County: From over LLEEO INT via 330° heading. Expect radar vectors to final approach course.

. . . . Aircraft Landing Coleman A. Young Muni, Oakland County Intl, Windsor, Oakland/Troy, Selfridge ANGB: From over LLEEO INT via 360° heading. Expect radar vectors to final approach course.

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN



LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.

TACAN RWY 1

TACAN MTC Chan 64	APCH CRS 018°	Rwy ldg 9000 TDZE 580 Arpt Elev 580

AL-276 [USAF]

SELFRIDGE ANGB (KMTC)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

SALS (A2)

MISSED APPROACH: Climb to 4000, intercept MTC R-007 to CASKO and hold, continue climb-in-hold to 4000.

ATIS	SELFRIDGE APP CON	SELFRIDGE TOWER	GND CON	CLNC DEL
125.325 270.1	119.6 318.2	120.15 225.4	128.3 275.8	119.0 259.95

** Circling not authorized W of Rwy 1-19.

CAUTION:
5 NM Intermediate Segment Length.
Recommend Early Configuration

CASKO MTC 12
R-007
187°
007°
Max holding alt 5000
Min holding alt 4000
906
838

SELFRIDGE Chan 64 MTC

ASAKE MTC 10
096°
276°
R-096
276°
(IAF) SQYRS MTC 12
Max holding alt 6000
Min holding alt 4000

834
829
706
1246
1132
JAXUP MTC 5
018°
10 NM
914
FASLA MTC 10
R-198
LR-186

UNITED STATES
CANADA
2700
MTC 10 Arc

MSA MT C 2.5 NM
2800

EMERG SAFE ALT 100 NM 3100

ELEV 580
HIRL Rwy 1-19
REIL Rwy 1-19
61
675
681
9000 x 150
TDZE 580
018° to TACAN

SQYRS R-096 12
ASAKE R-096 10
FASLA R-198 10
JAXUP 5
276°
018°
4000
2700
2000
3.01°
TCH 51
10 Arc
2.3
TACAN
WOBOK .8
4.2 NM
.1

4000 MTC R-007 CASKO

CATEGORY	A	B	C	D	E
S-1*	1140/40 560 (600-¾)		1140/60 560 (600-1¼)	1140-1½ 560 (600-1½)	1140-1¾ 560 (600-1¾)
CIRCLING **	1140-1 560 (600-1)		1140-1½ 560 (600-1½)	1160-2 580 (600-2)	1200-2¼ 620 (700-2¼)

TACAN RWY 19

TACAN MTC Chan 64	APCH CRS 177°	Rwy ldg 9000 TDZE 579 Arpt Elev 580

AL-276 [USAF]

SELFRIDGE ANGB (KMTC)

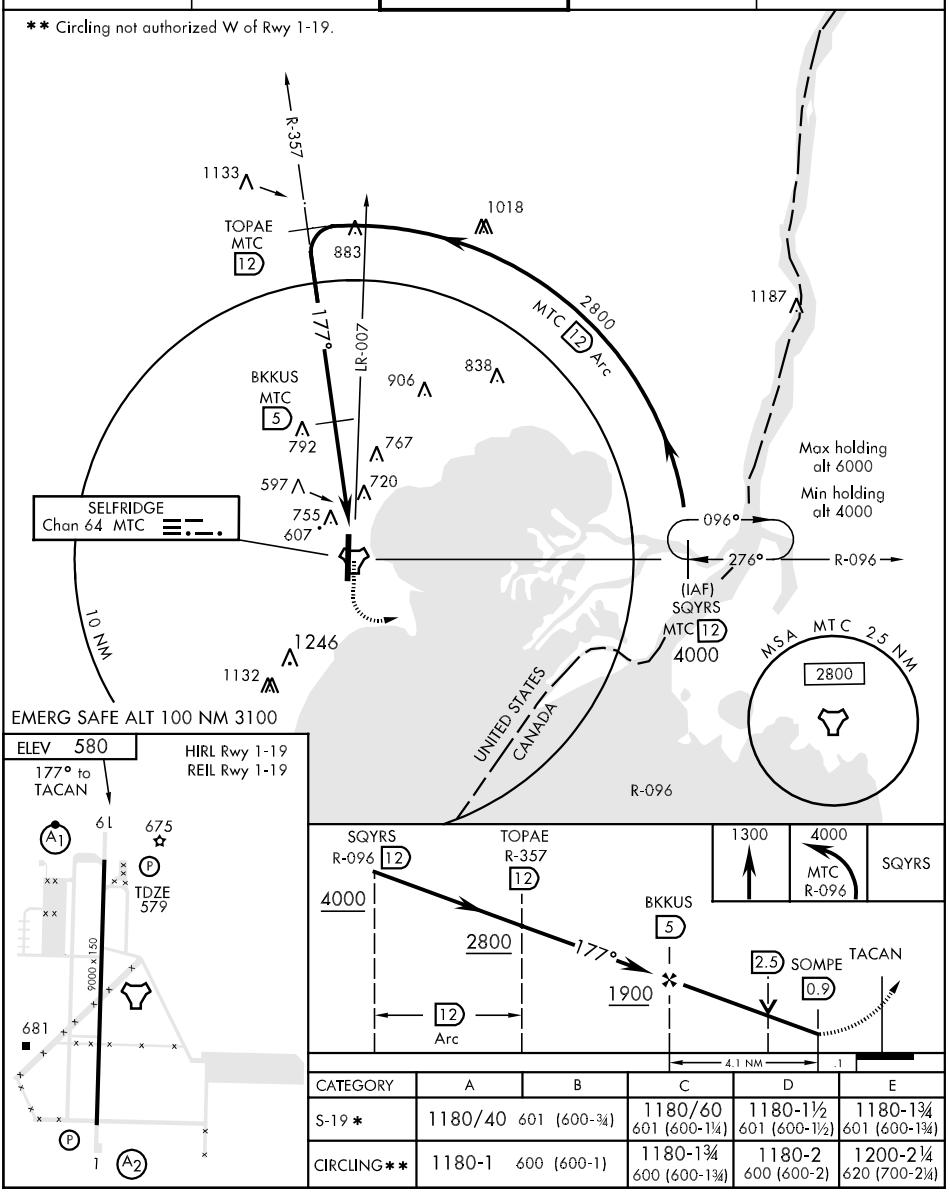
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

ALSF-1

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000, intercept MTC TACAN R-096 to SQYRS and hold, continue climb-in-hold to 4000.

ATIS	SELFRIDGE APP CON	SELFRIDGE TOWER	GND CON	CLNC DEL
125.325 270.1	119.6 318.2	120.15 225.4	128.3 275.8	119.0 259.95

** Circling not authorized W of Rwy 1-19.



CATEGORY	A	B	C	D	E
S-19 *	1180/40	601 (600-¾)	1180/60 601 (600-1¼)	1180-1½ 601 (600-1½)	1180-1¾ 601 (600-1¾)
CIRCLING**	1180-1	600 (600-1)	1180-1¾ 600 (600-1¾)	1180-2 600 (600-2)	1200-2¼ 620 (700-2¼)

EC-1, 14 JAN 2010 to 11 FEB 2010

09295

AIRPORT DIAGRAM

AL-278 (FAA)

MUSKEGON COUNTY (MKG)
MUSKEGON, MICHIGAN

ATIS
124.3
MUSKEGON TOWER ★
126.25 363.1
GND CON
121.6

D

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

43°11.0'N
43°10.5'N
43°10.0'N
43°09.5'N

86°15.0'W
86°14.5'W
86°14.0'W
86°13.5'W

ELEV 628

14

141.9°

24

ELEV 627

GENERAL AVIATION PARKING

VAR 4.5°W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

240.9°

6501 X 150

6100 X 150

060.9°

ELEV 621

9

CONTROL TOWER
708

TERMINAL

GENERAL AVIATION PARKING

US COAST GUARD

321.9°

32

RWY 6-24
S100, D160, ST175, DT300
RWY 14-32
S80, D120, ST165, DT210

FIELD ELEV 629

EC-1, 14 JAN 2010 to 11 FEB 2010

LOC I-MKG	APP CRS	Rwy Idg	6100
109.9	321°	TDZE	629
		Apt Elev	629

ILS or LOC RWY 32

MUSKEGON COUNTY (MKG)

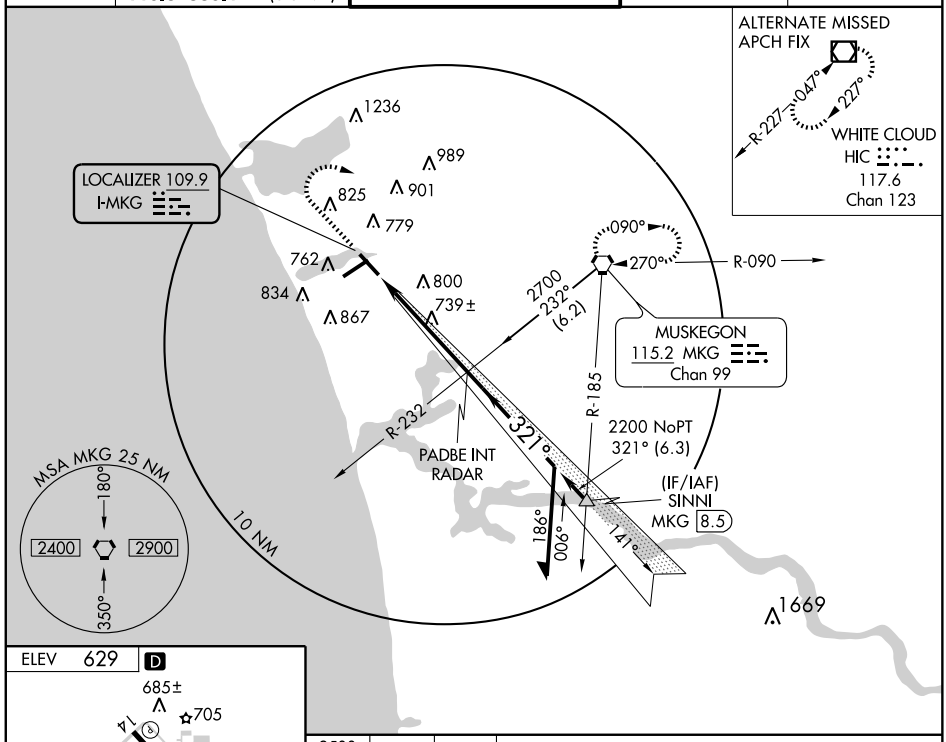
ASR

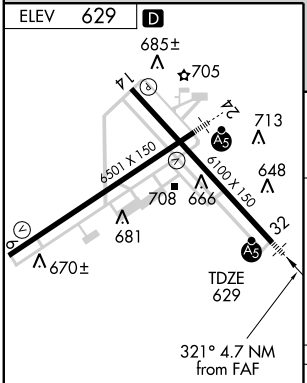
*RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Fremont altimeter setting and increase DA 65 feet, and all MDA 80 feet, increase S-LOC Cat C visibility to RVR 4000, Cat D visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 2500 then right turn direct MKG VORTAC and hold.

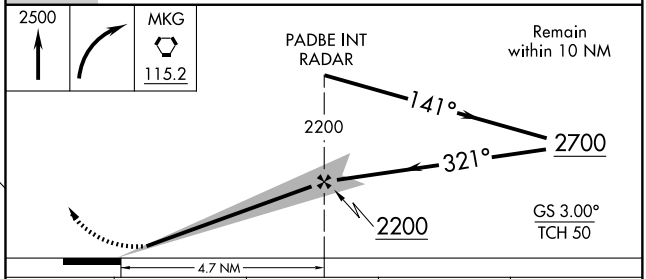
ATIS	MUSKEGON APP CON ★	MUSKEGON TOWER ★	GND CON	UNICOM
124.3	118.2 339.1 (N of V2) 119.8 339.1 (S of V2)	126.25 (CTAF) L 363.1	121.6	122.95





REIL Rwys 6 and 14 L
HIRL Rwys 6-24 and 14-32 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-ILS 32	*829/24 200 (200-½)			
S-LOC 32	1000/24 371 (400-½)			1000/40 371 (400-¾)
CIRCLING	1080-1 451 (500-1)		1140-1½ 511 (600-1½)	1180-2 551 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-CJH	APP CRS	Rwy Idg	6501
109.5	240°	TDZE	627
Chan 32		Apt Elev	628

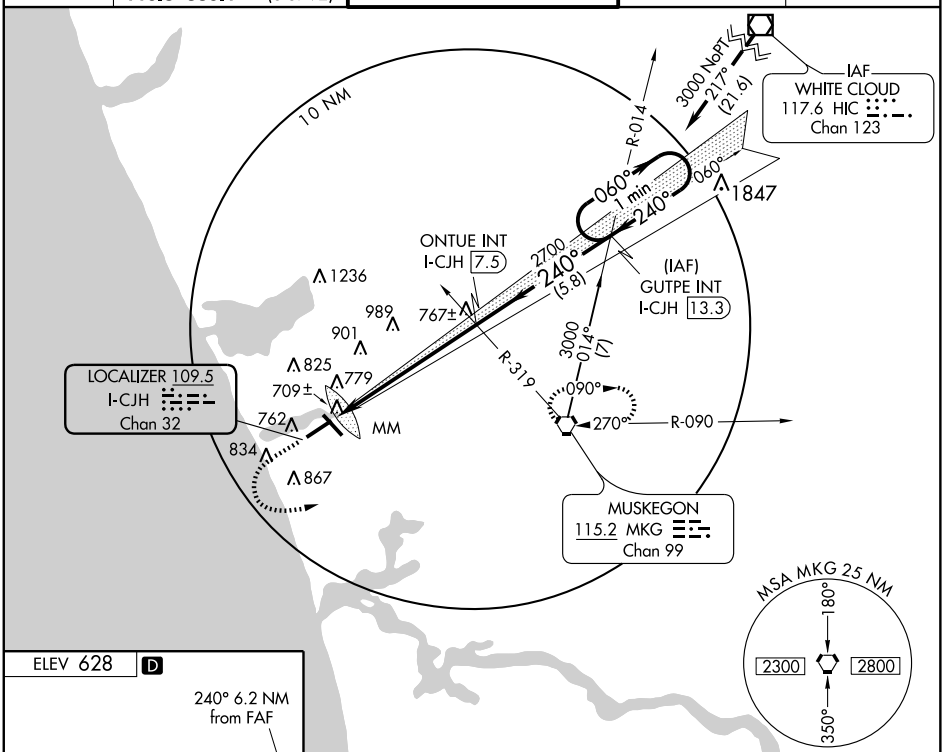
ILS RWY 24
MUSKEGON COUNTY (MKG)

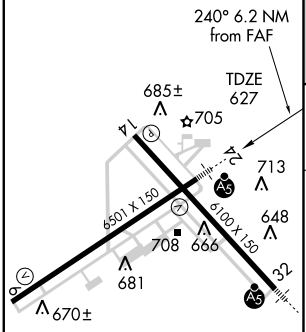
ASR

MALSR

MISSED APPROACH: Climb to 2500 then left turn direct MKG VORTAC and hold.

ATIS	MUSKEGON APP CON ★	MUSKEGON TOWER ★	GND CON	UNICOM
124.3	118.2 339.1 (N of V2) 119.8 339.1 (S of V2)	126.25 (CTAF) L 363.1	121.6	122.95

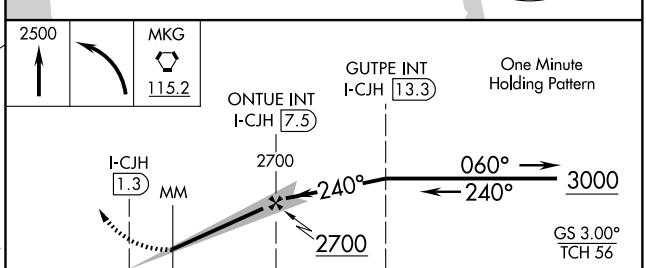




REIL Rwys 6 and 14 L
HIRL Rwys 6-24 and 14-32 L

FAF to MAP 6.2 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 24	827-½ 200 (200-½)			
S-LOC 24	980- ½ 353 (400-½)			980-¾ 353 (400-¾)
CIRCLING	1080-1 452 (500-1)		1140-1½ 512 (600-1½)	1180-2 552 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

LOC I-MKG	APP CRS	Rwy Idg	6100
109.9	141°	TDZE	627
		Apt Elev	629

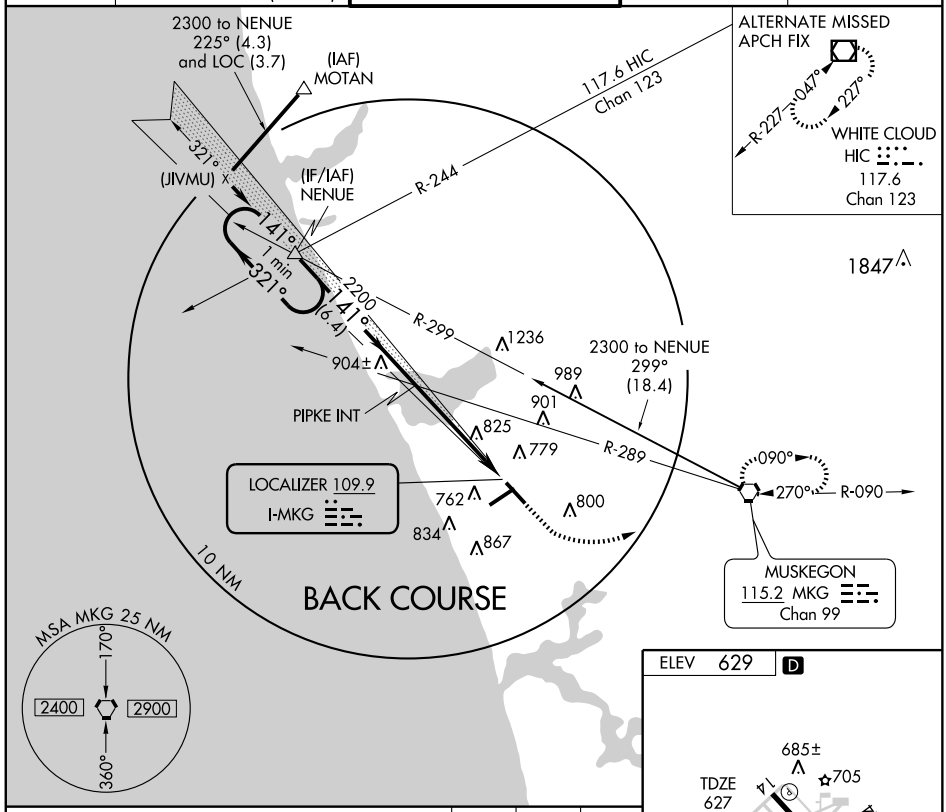
LOC BC RWY 14
MUSKEGON COUNTY (MKG)

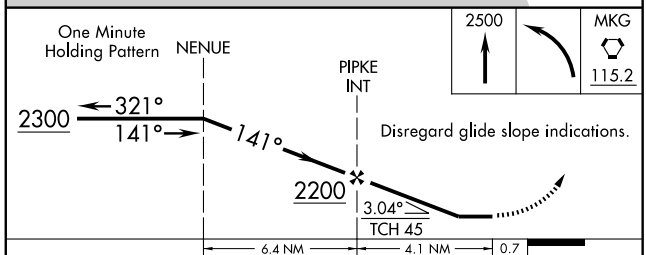
ASR

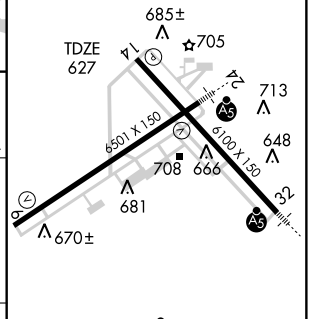
Visibility reduction by helicopters NA. When local altimeter setting not received, use Fremont altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2500 then left turn direct MKG VORTAC and hold.

ATIS	MUSKEGON APP CON ★	MUSKEGON TOWER ★	GND CON	UNICOM
124.3	118.2 339.1 (N of V2) 119.8 339.1 (S of V2)	126.25 (CTAF) L 363.1	121.6	122.95







CATEGORY	A	B	C	D
S-14	1140-1 513 (600-1)		1140-1½ 513 (600-1½)	1140-1¾ 513 (600-1¾)
CIRCLING	1140-1 511 (600-1)		1140-1½ 511 (600-1½)	1180-2 551 (600-2)

REIL Rwys 6 and 14 L
HIRL Rwys 6-24 and 14-32 L

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

EC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6501
060°	TDZE	623
	Apt Elev	628

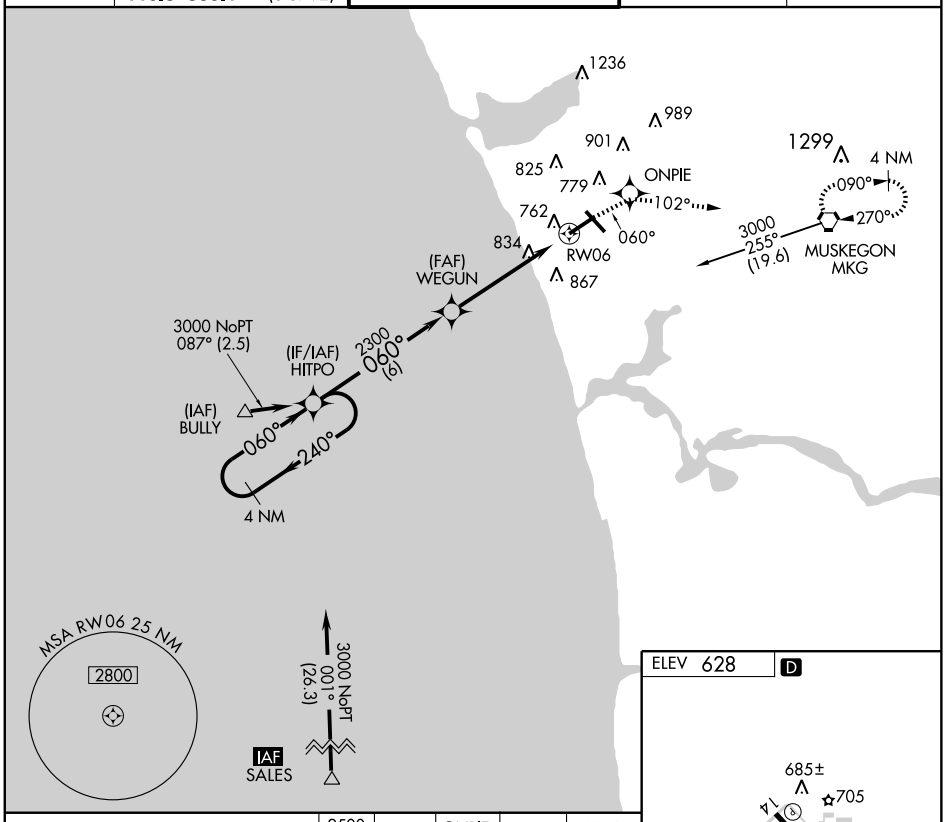
RNAV (GPS) RWY 6
MUSKEGON COUNTY (MKG)

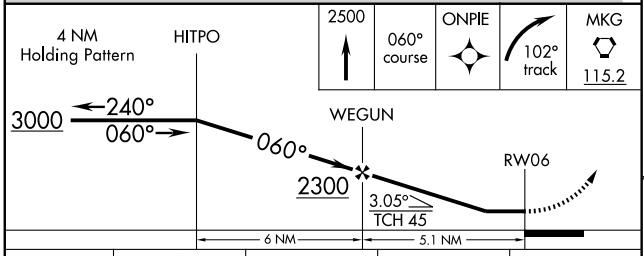
T NA ASR

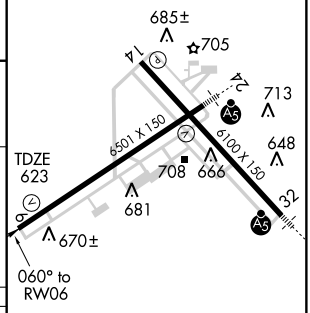
IAF ARM APPROACH MODE PRIOR TO IAF. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 via 060° course to ONPIE WP and right turn via 102° track to MKG VORTAC and hold.

ATIS	MUSKEGON APP CON ★	MUSKEGON TOWER ★	GND CON	UNICOM
124.3	118.2 339.1 (N of V2) 119.8 339.1 (S of V2)	126.25 (CTAF) L 363.1	121.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	1100-1	477 (500-1)	1100-1¼ 477(500-1¼)	1100-1½ 477(500-1½)
CIRCLING	1100-1	472 (500-1)	1140-1½ 512(600-1½)	1180-2 552(600-2)

REIL Rwys 6 and 14 L
HIRL Rwys 6-24 and 14-32 L

EC-1. 14 JAN 2010 to 11 FEB 2010

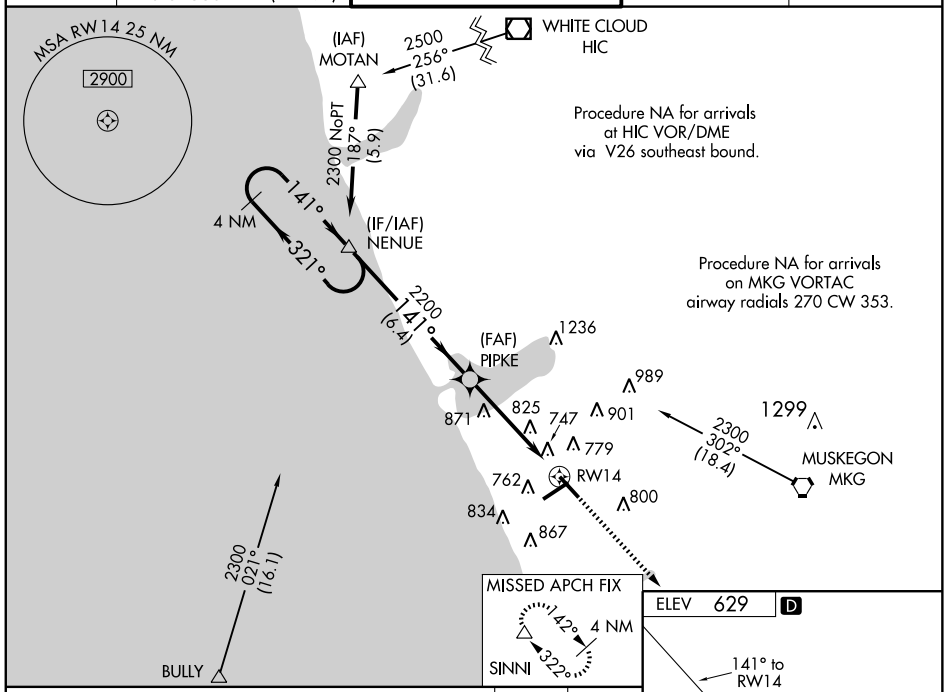
WAAS	APP CRS	Rwy Idg	6100
CH 69410	141°	TDZE	627
W14A		Apt Elev	629

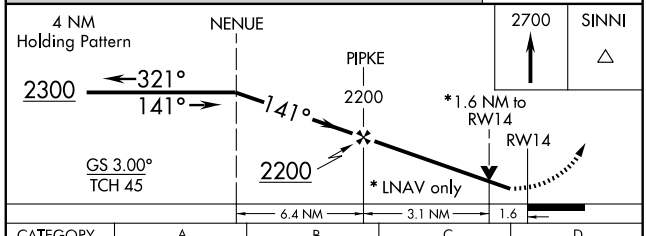
RNAV (GPS) RWY 14
MUSKEGON COUNTY (MKG)

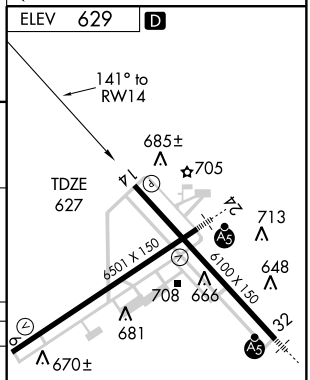
Baro-VNAV NA when using Fremont altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fremont altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibility ¼ mile. VDP NA when using Fremont altimeter setting.

MISSED APPROACH: Climb to 2700 direct SINNI and hold.

ATIS	MUSKEGON APP CON ★	MUSKEGON TOWER ★	GND CON	UNICOM
124.3	118.2 339.1 (N of V2) 119.8 339.1 (S of V2)	126.25 (CTAF) L 363.1	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	877-¾ 250 (300-¾)			
LNAV/VNAV DA	1079-1½ 452 (500-1½)			
LNAV MDA	1180-1 553 (600-1)		1180-1½ 553 (600-1½)	1180-1¾ 553 (600-1¾)
CIRCLING	1180-1 551 (600-1)		1180-1½ 551 (600-1½)	1180-2 551 (600-2)

REIL Rwys 6 and 14 L
HIRL Rwys 6-24 and 14-32 L

EC-1. 14 JAN 2010 to 11 FEB 2010

MUSKEGON, MICHIGAN AL-278 (FAA)

RNAV (GPS) RWY 24

MUSKEGON COUNTY (MKG)

APP CRS	Rwy Idg	6501
240°	TDZE	627
	Apt Elev	628

NA
ASR

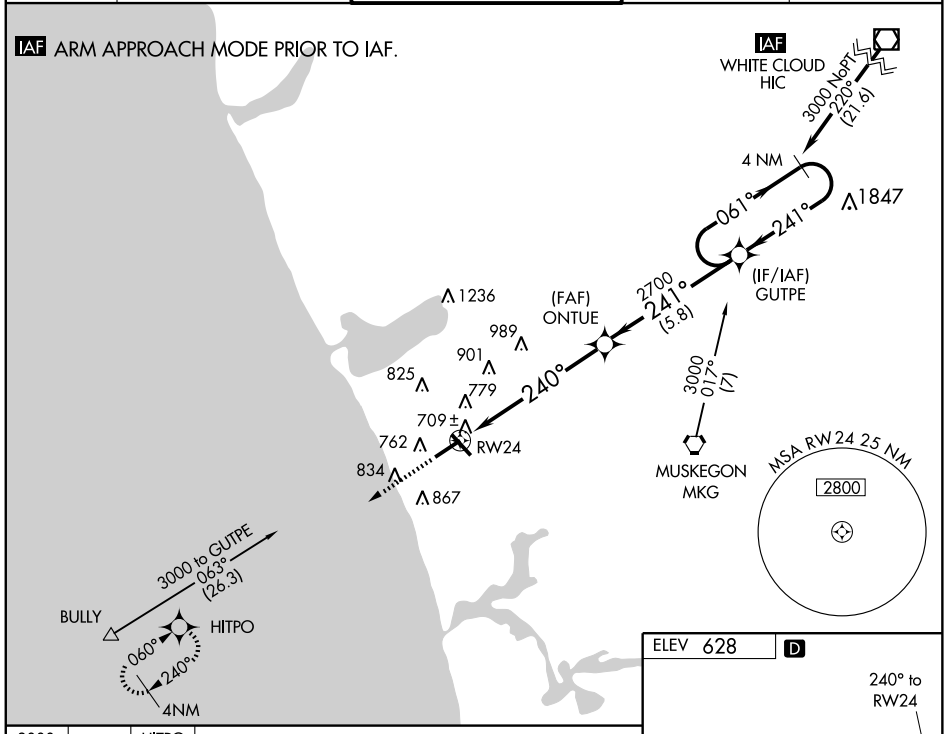
BARO-VNAV NA below -16°C (4°F).
DME/DME RNP -0.3 NA.

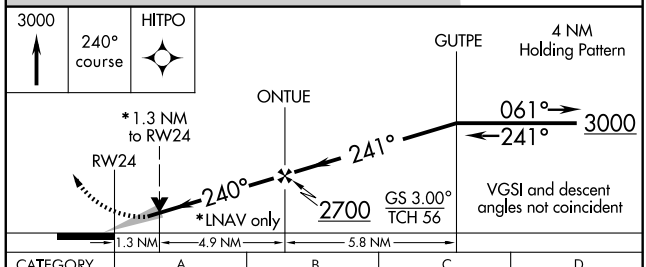
MALSR

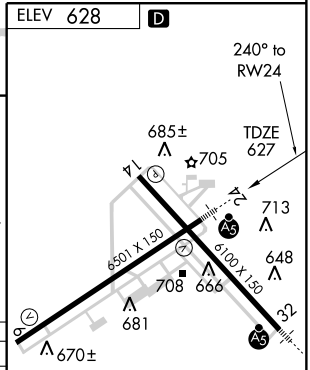
MISSED APPROACH: Climb to 3000 via 240° course to HITPO WP and hold.

ATIS	MUSKEGON APP CON ★	MUSKEGON TOWER ★	GND CON	UNICOM
124.3	118.2 339.1 (N of V2) 119.8 339.1 (S of V2)	126.25 (CTAF) L 363.1	121.6	122.95

IAF ARM APPROACH MODE PRIOR TO IAF.







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1080-1 453 (500-1)			
LNAV MDA	1100-½ 473 (500-½)		1100-¾ 473 (500-¾)	1100-1 473 (500-1)
CIRCLING	1100-1½ 472 (500-1½)		1140-1½ 512 (600-1½)	1180-2 552 (600-2)

REIL Rwys 6 and 14 L
HIRL Rwys 6-24 and 14-32 L

EC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS		
CH 63010	321°	Rwy Idg	6100
W32A		TDZE	629
		Apt Elev	629

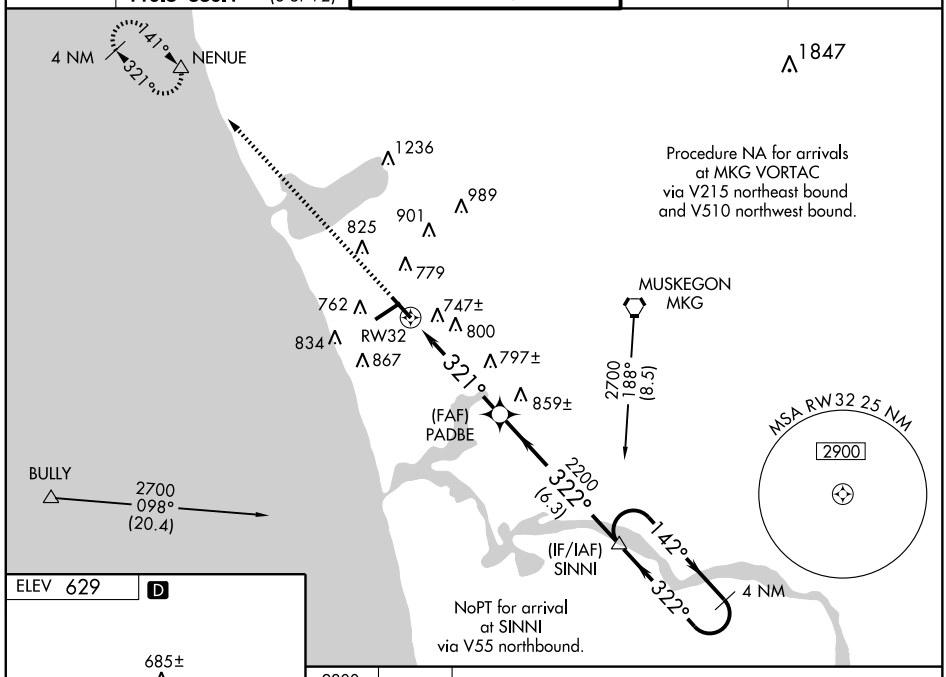
RNAV (GPS) RWY 32
MUSKEGON COUNTY (MKG)

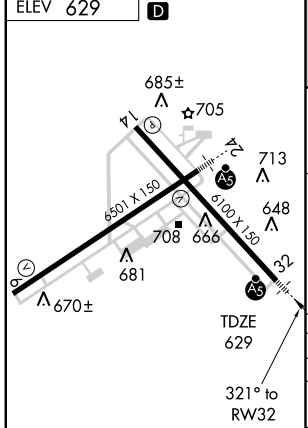
T A For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. Baro-VNAV NA when using Fremont altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fremont altimeter setting and increase all DA 65 feet, all MDA 80 feet, increase LPV all Cats visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 6000, LNAV Cat C visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. VDP NA when using Fremont altimeter setting.

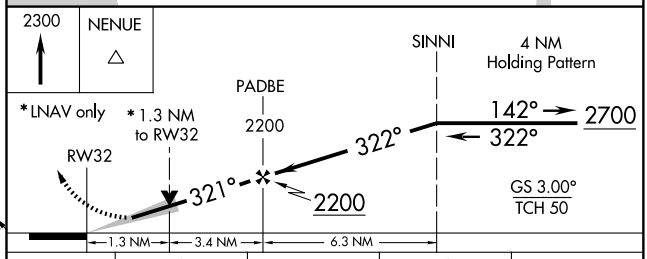
MALSR (A5)

MISSED APPROACH: Climb to 2300 direct NENUE and hold.

ATIS	MUSKEGON APP CON ★	MUSKEGON TOWER ★	GND CON	UNICOM
124.3	118.2 339.1 (N of V2) 119.8 339.1 (S of V2)	126.25 (CTAF) L 363.1	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	913/24 284 (300-½)			
LNAV/VNAV DA	1029/50 400 (400-1)			
LNAV MDA	1100/24 471 (500-½)		1100/40 471 (500-¾)	1100/50 471 (500-1)
CIRCLING	1100-1 471 (500-1)		1140-1½ 511 (600-1½)	1180-2 551 (600-2)

REIL Rwys 6 and 14 L
HIRL Rwys 6-24 and 14-32 L

EC-1, 14 JAN 2010 to 11 FEB 2010

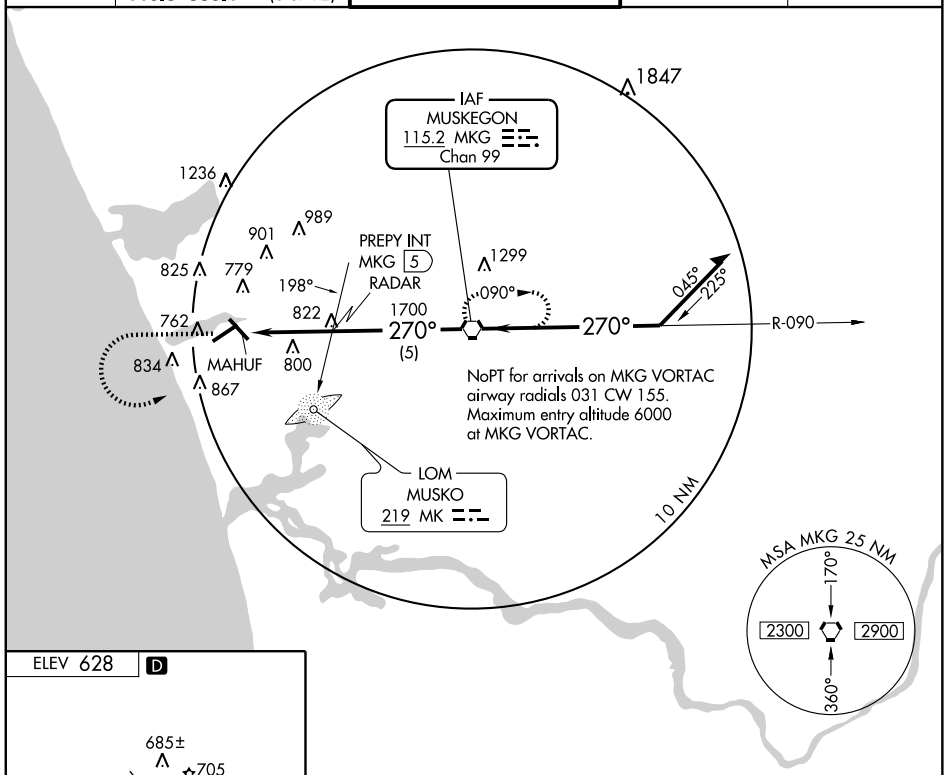
VORTAC MKG	APP CRS	Rwy Idg	N/A
115.2	270°	TDZE	N/A
Chan 99		Apt Elev	628

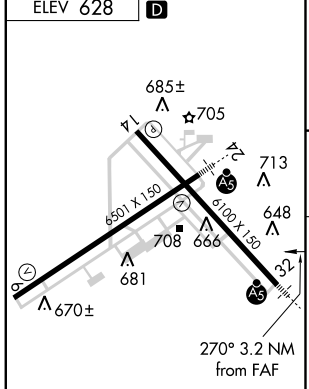
VOR-A
MUSKEGON COUNTY (MKG)

ADF, DME or RADAR REQUIRED.
ASR If local altimeter setting not received, use Tulip City altimeter setting and increase all MDAs 80 feet.

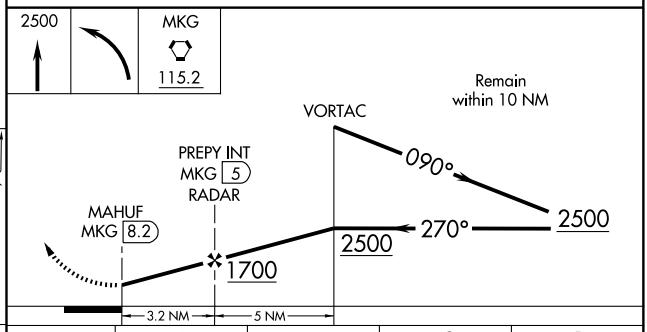
MISSED APPROACH: Climb to 2500 then left turn direct MKG VORTAC and hold.

ATIS	MUSKEGON APP CON ★	MUSKEGON TOWER ★	GND CON	UNICOM
124.3	118.2 339.1 (N of V2) 119.8 339.1 (S of V2)	126.25 (CTAF) L 363.1	121.6	122.95





REIL Rwys 6 and 14 L
HIRL Rwys 6-24 and 14-32 L



FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

CATEGORY	A	B	C	D
CIRCLING	1100-1 472 (500-1)		1180-1½ 552 (600-1½)	1220-2 592 (600-2)

EC-1, 14 JAN 2010 to 11 FEB 2010

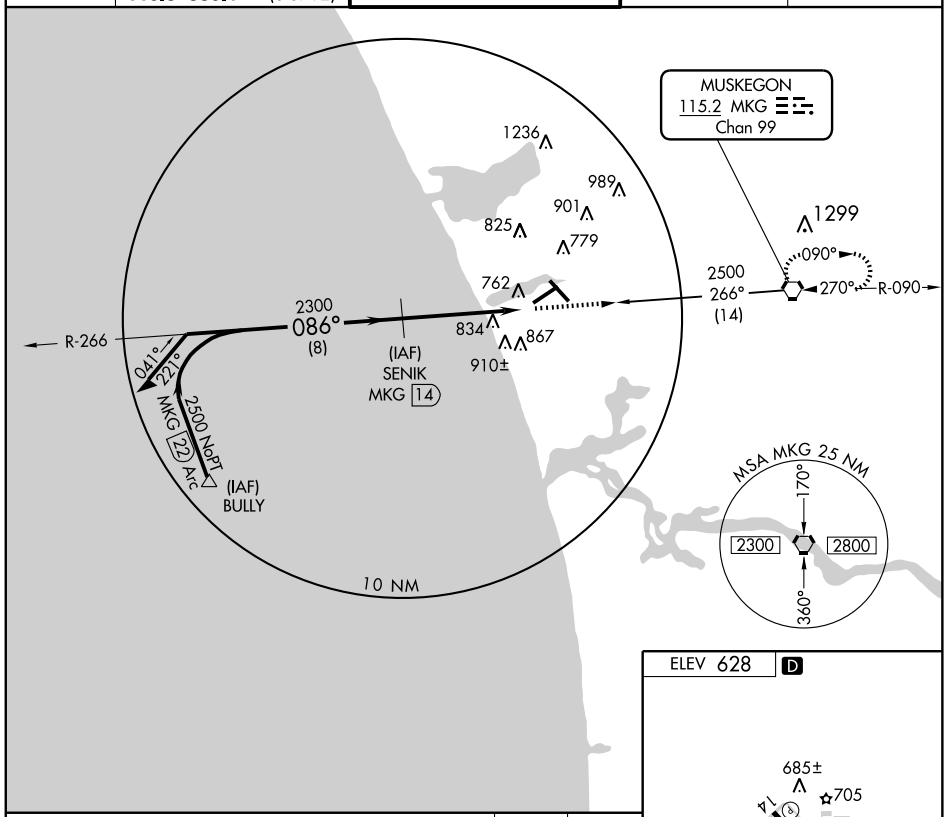
VORTAC MKG	APP CRS	Rwy Idg	6501
115.2	086°	TDZE	623
Chan 99		Apt Elev	628

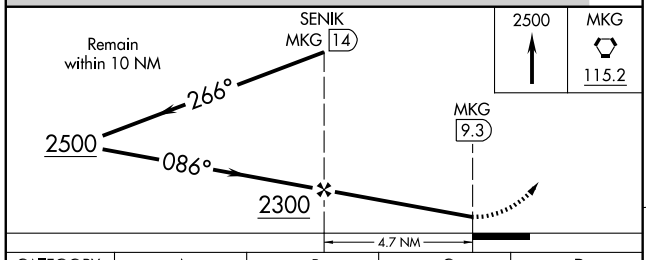
VOR/DME RWY 6
MUSKEGON COUNTY (MKG)

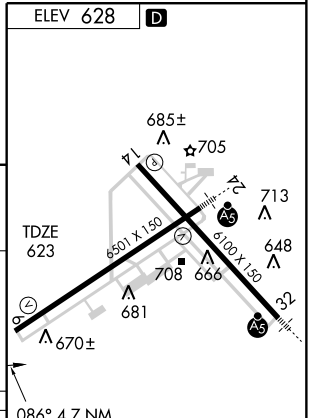
ASR

MISSED APPROACH: Climb to 2500 direct MKG VORTAC and hold.

ATIS	MUSKEGON APP CON ★	MUSKEGON TOWER ★	GND CON	UNICOM
124.3	118.2 339.1 (N of V2) 119.8 339.1 (S of V2)	126.25 (CTAF) L 363.1	121.6	122.95



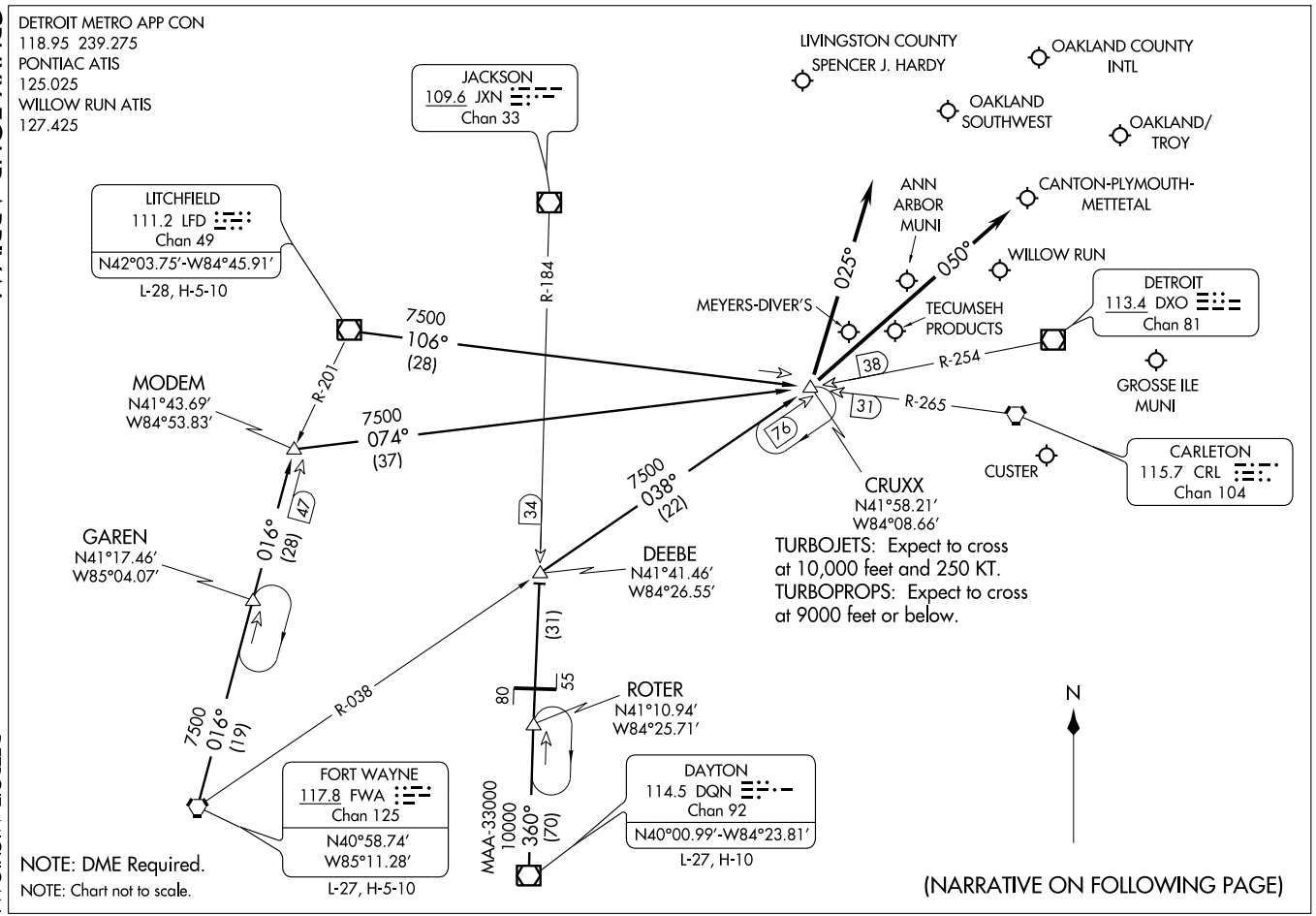




CATEGORY	A	B	C	D
S-6	1160-1 537 (600-1)		1160-1½ 537 (600-1½)	1160-1¾ 537 (600-1¾)
CIRCLING	1160-1 532 (600-1)		1160-1½ 532 (600-1½)	1220-2 592 (600-2)

REIL Rwys 6 and 14 L
HIRL Rwys 6-24 and 14-32 L

EC-1. 14 JAN 2010 to 11 FEB 2010


DETROIT METRO APP CON
118.95 239.275
PONTIAC ATIS
125.025
WILLOW RUN ATIS
127.425
LIVINGSTON COUNTY
SPENCER J. HARDY
OAKLAND COUNTY
INTL
OAKLAND
SOUTHWEST
OAKLAND/
TROY
JACKSON
109.6 JXN
Chan 33
LITCHFIELD
111.2 LFD
Chan 49
N42°03.75'-W84°45.91'
L-28, H-5-10
ANN
ARBOR
MUNI
CANTON-PLYMOUTH-
METTETAL
WILLOW RUN
DETROIT
113.4 DXO
Chan 81
MEYERS-DIVER'S
TECUMSEH
PRODUCTS
GROSSE ILE
MUNI
025°
050°
R-184
R-201
R-254
R-265
7500
106°
(28)
7500
074°
(37)
MODEM
N41°43.69'
W84°53.83'
38
31
76
CUSTER
CARLETON
115.7 CRL
Chan 104
CRUXX
N41°58.21'
W84°08.66'
7500
038°
(22)
34
47
GAREN
N41°17.46'
W85°04.07'
016°
(28)
DEEBE
N41°41.46'
W84°26.55'
TURBOJETS: Expect to cross
at 10,000 feet and 250 KT.
TURBOPROPS: Expect to cross
at 9000 feet or below.
(31)
80
55
ROTER
N41°10.94'
W84°25.71'
N
7500
016°
(19)
R-038
FORT WAYNE
117.8 FWA
Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10
MAA-33000
10000
360°
(70)
DAYTON
114.5 DQN
Chan 92
N40°00.99'-W84°23.81'
L-27, H-10
NOTE: DME Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

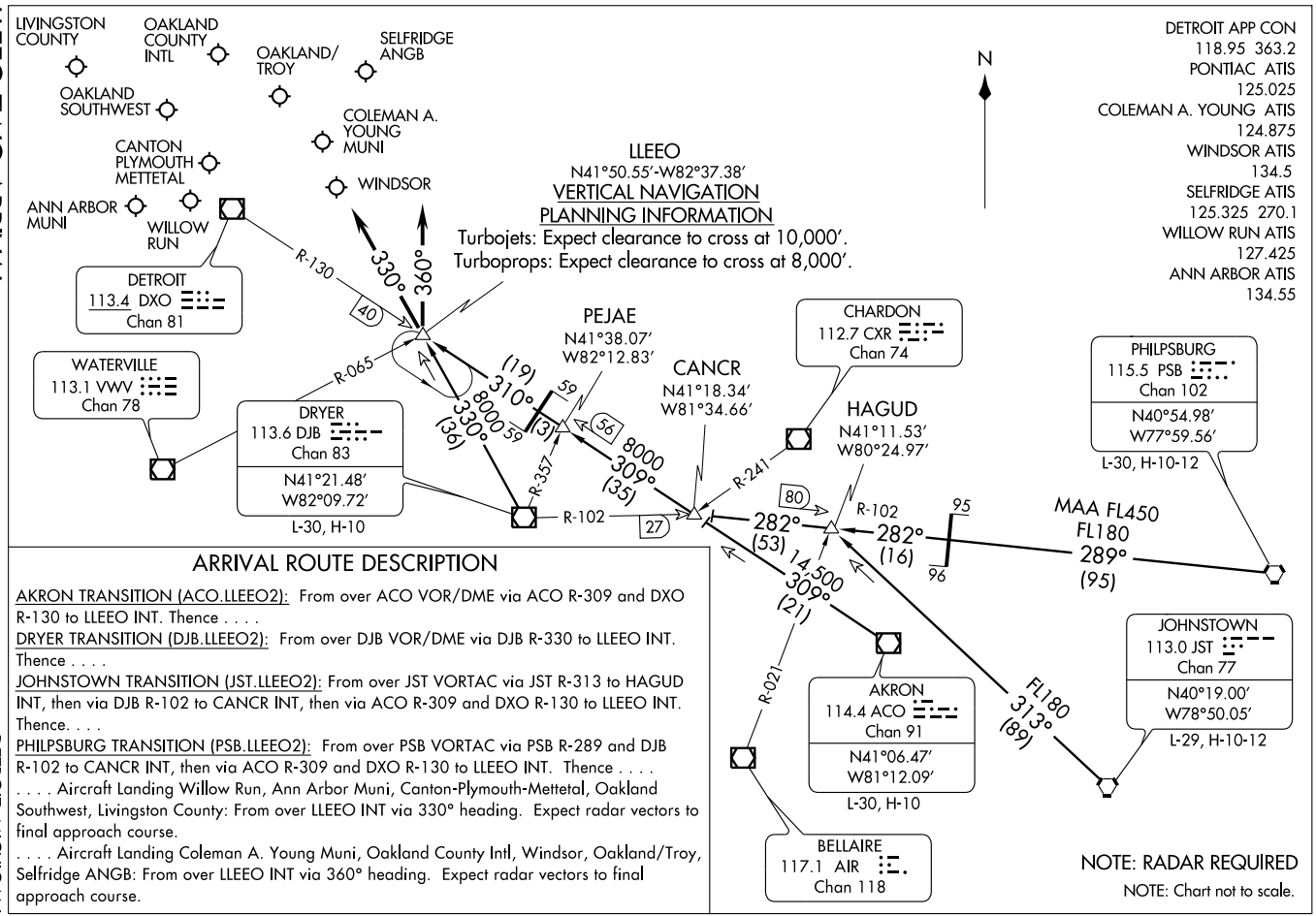
CRUXX FOUR ARRIVAL (CRUXX.CRUXX4)

ARRIVAL DESCRIPTION

DAYTON TRANSITION (DQN.CRUXX4): From over DQN VOR/DME via DQN R-360 and JXN R-184 to DEEBE INT and FWA R-038 to CRUXX INT. Thence . . . .
FORT WAYNE TRANSITION (FWA.CRUXX4): From over FWA VORTAC via FWA R-016 to MODEM INT and DXO R-254 to CRUXX INT. Thence . . . .
LITCHFIELD TRANSITION (LFD.CRUXX4): From over LFD VORTAC via LFD R-106 to CRUXX INT. Thence . . . .

. . . . Aircraft landing Y47, PTK, 36MI, ØMI7, OZW, ONZ, 1D2, TTF, VLL: From over CRUXX INT via 025° heading.
. . . . Aircraft landing YIP or ARB: From over CRUXX INT via 050° heading. Expect radar vector to final approach course.

EC-1, 14 JAN 2010 to 11 FEB 2010



ARRIVAL ROUTE DESCRIPTION

AKRON TRANSITION (ACO.LLEEO2): From over ACO VOR/DME via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

DRYER TRANSITION (DJB.LLEEO2): From over DJB VOR/DME via DJB R-330 to LLEEO INT. Thence . . . .

JOHNSTOWN TRANSITION (JST.LLEEO2): From over JST VORTAC via JST R-313 to HAGUD INT, then via DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence. . . .

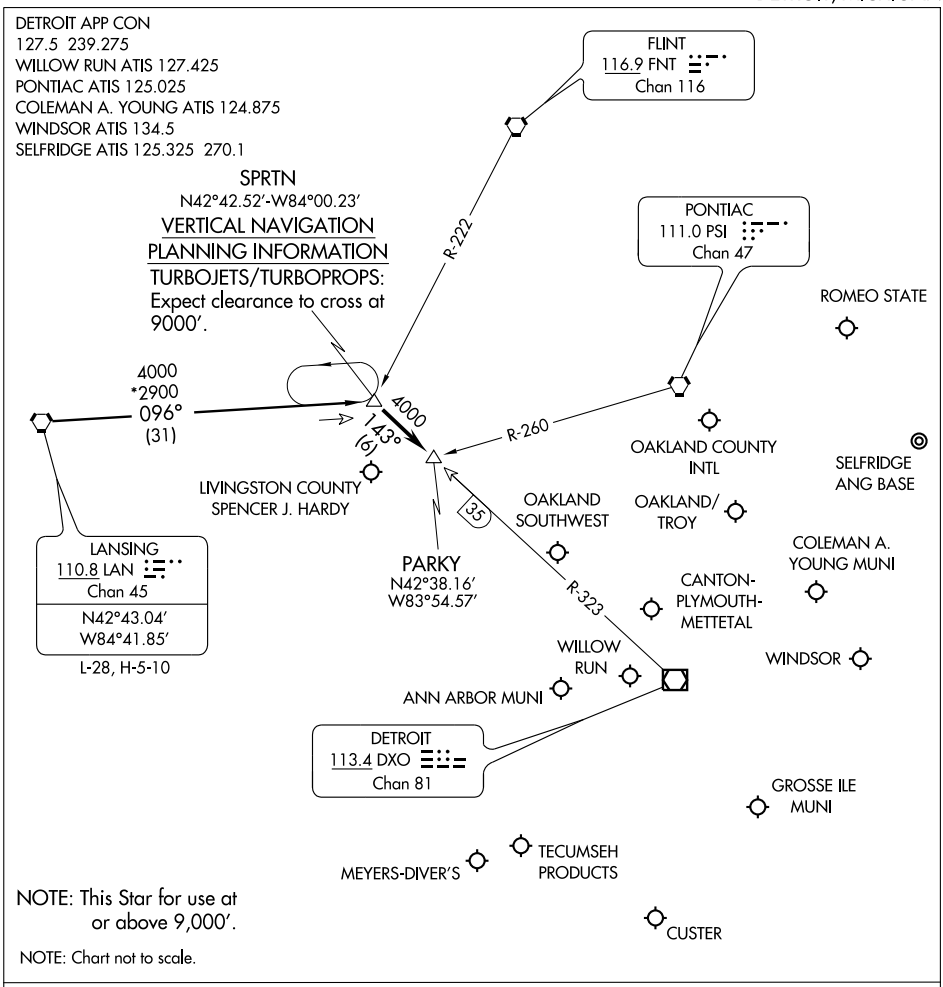
PHILPSBURG TRANSITION (PSB.LLEEO2): From over PSB VORTAC via PSB R-289 and DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

. . . . Aircraft Landing Willow Run, Ann Arbor Muni, Canton-Plymouth-Mettetal, Oakland Southwest, Livingston County: From over LLEEO INT via 330° heading. Expect radar vectors to final approach course.

. . . . Aircraft Landing Coleman A. Young Muni, Oakland County Intl, Windsor, Oakland/Troy, Selfridge ANGB: From over LLEEO INT via 360° heading. Expect radar vectors to final approach course.

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN



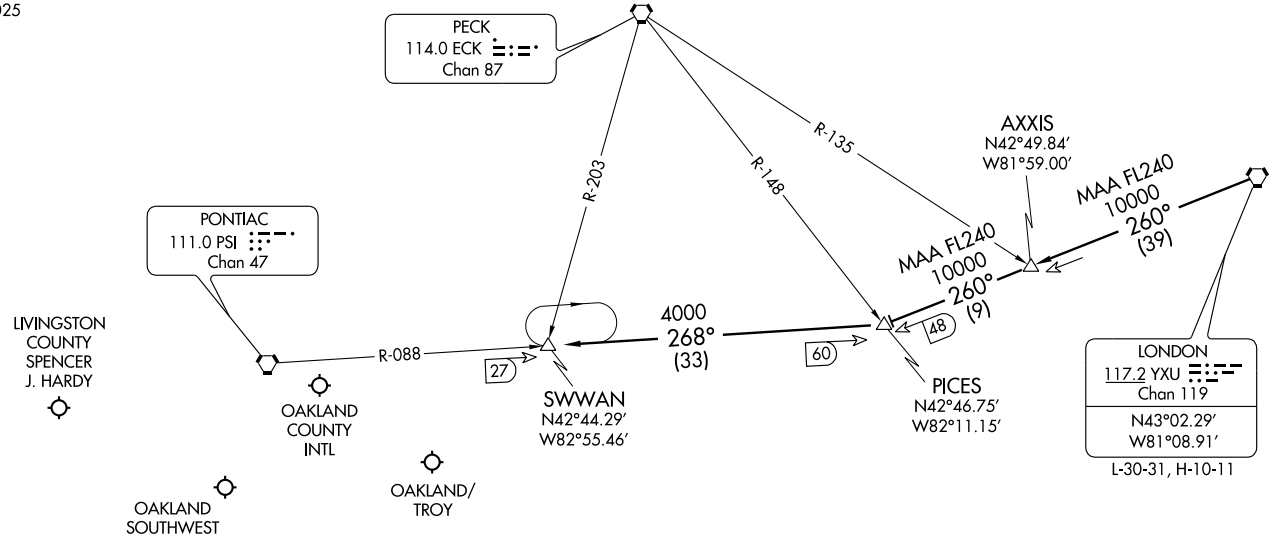
LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.

SWWAN ONE ARRIVAL (SWWAN.SWWAN1) 09351

DETROIT APP CON
127.5 363.2
PONTIAC ATIS
125.025



N

ARRIVAL ROUTE DESCRIPTION

LONDON TRANSITION (YXU.SWANN1): From over YXU VORTAC via YXU R-260 to PICES INT, then via PSI R-088 to SWWAN INT. Thence . . . .

. . . . From SWWAN, expect radar vectors to final approach course.

NOTE: RADAR Required.
NOTE: Chart not to scale.

ST-5052 (FAA)

PONTIAC, MICHIGAN

VORTAC SVM 114.3 Chan 90	APP CRS 350°	Rwy Idg N/A TDZE N/A Apt Elev 926

VOR or GPS-A

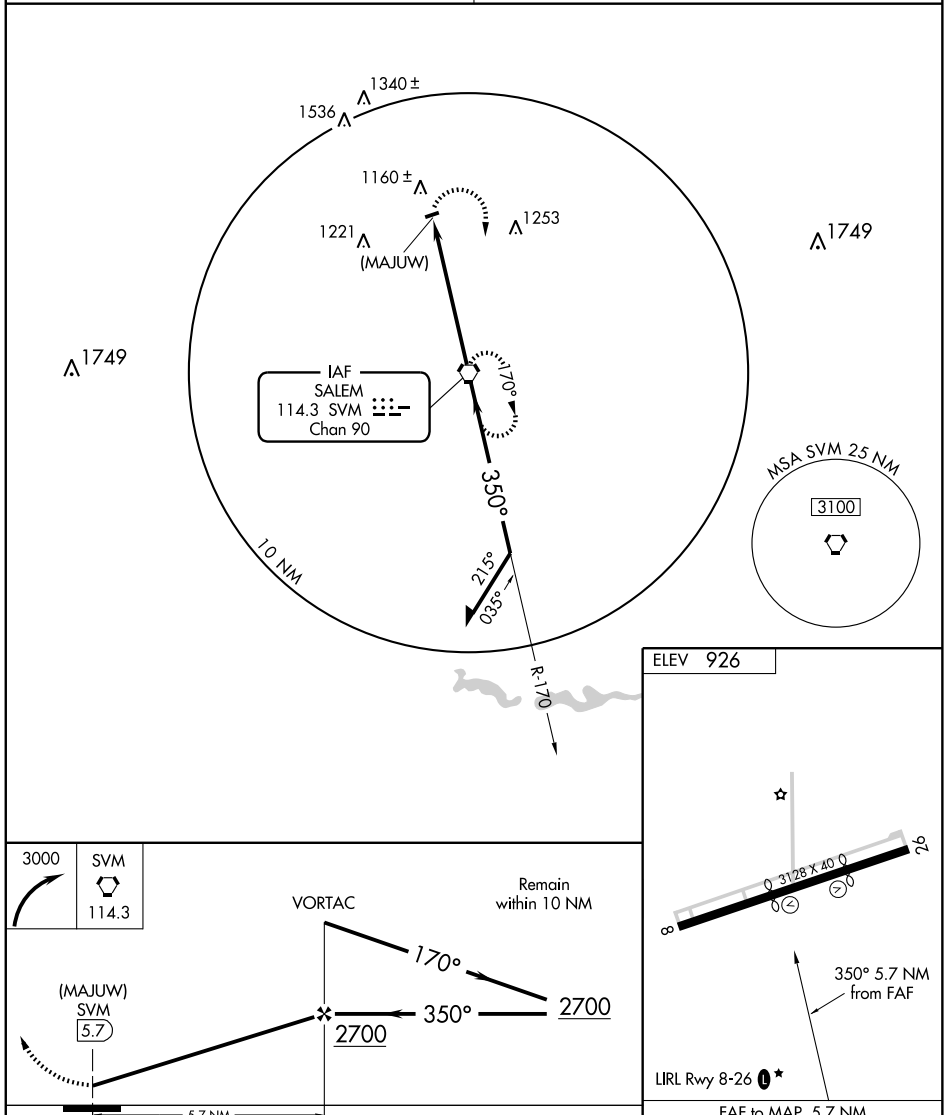
NEW HUDSON / OAKLAND SOUTHWEST (Y47)

NA

Use Detroit Willow Run airport altimeter setting.
Night visibility minimums 2 miles.

MISSED APPROACH: Climbing right turn to 3000 direct SVM VORTAC and hold.

DETROIT APP CON	UNICOM
127.5 363.2	122.7 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1520-1	594 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME ERY	APP CRS	Rwy Idg	4304
108.2	127°	TDZE	871
Chan 19		Apt Elev	871

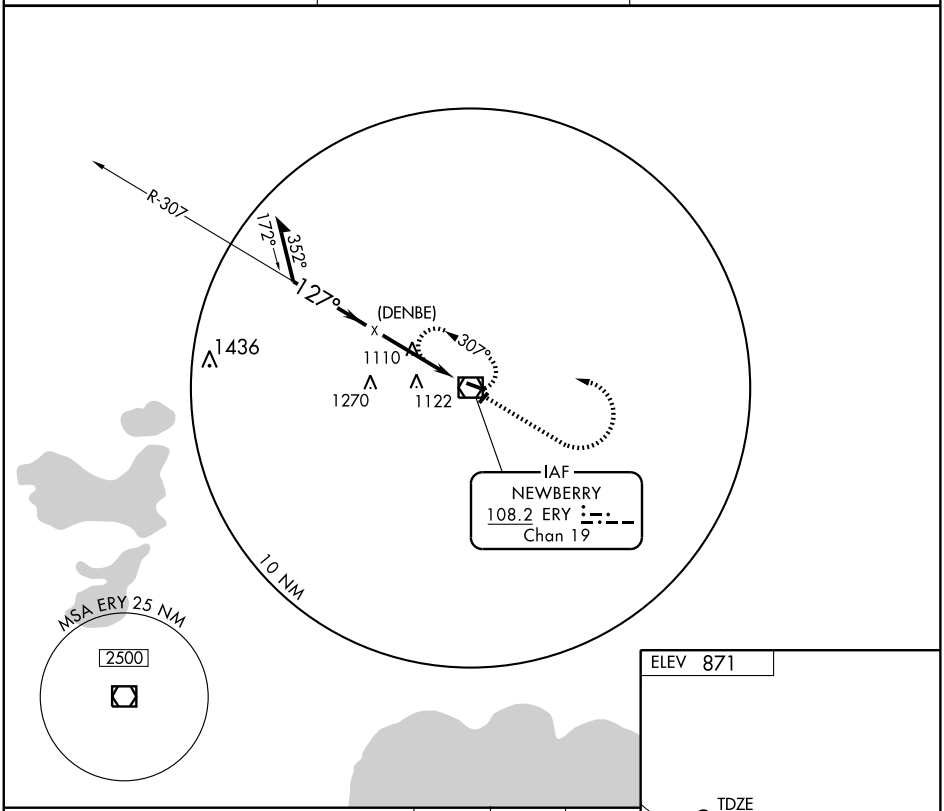
VOR or GPS RWY 11

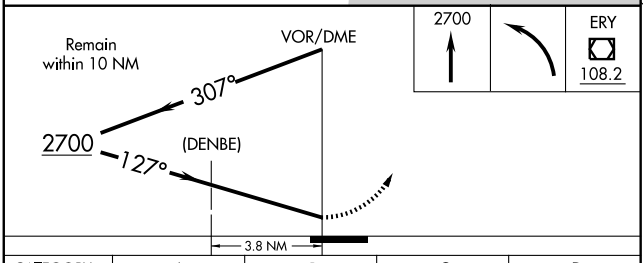
NEWBERRY/LUCE COUNTY (ERY)

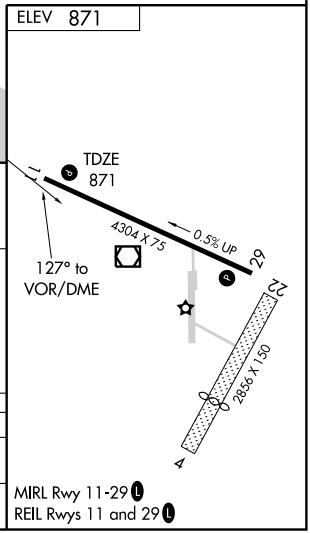
NA

MISSED APPRAOCH: Climb to 2700 then left turn direct ERY VOR/DME and hold.

AWOS-3	GREEN BAY RADIO	UNICOM
108.2	122.4	122.8 (CTAF) L







MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

CATEGORY	A	B	C	D
S-11	1480-1	609 (700-1)	1480-1¾ 609 (700-1¾)	1480-2 609 (700-2)
CIRCLING	1480-1	609 (700-1)	1480-1¾ 609 (700-1¾)	1480-2 609 (700-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

NEWBERRY, MICHIGAN

AL-5836 (FAA)

VOR/DME ERY	APP CRS	Rwy Idg	4304
108.2	289°	TDZE	869
Chan 19		Apt Elev	871

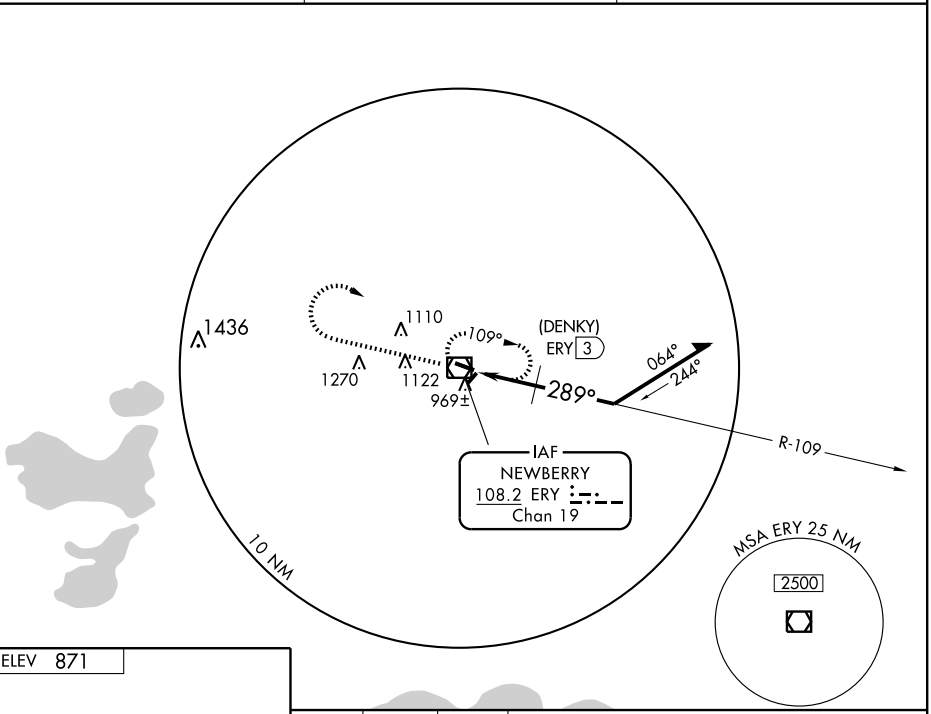
VOR or GPS RWY 29

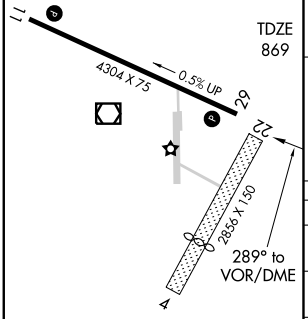
NEWBERRY/LUCE COUNTY (ERY)

NA

MISSED APPRAOCH: Climb to 2400 then right turn direct ERY VOR/DME and hold.

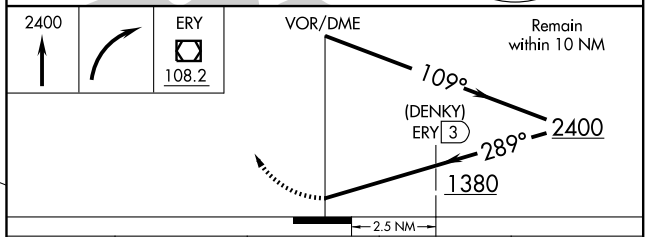
AWOS-3	GREEN BAY RADIO	UNICOM
108.2	122.4	122.8 (CTAF) L





MIRL Rwy 11-29 L

REIL Rwys 11 and 29 L



CATEGORY	A	B	C	D
S-29	1380-1 511 (600-1)		1380-1½ 511 (600-1½)	
CIRCLING	1380-1 509 (600-1)		1380-1½ 509 (600-1½)	1480-2 609 (700-2)
DME MINIMUMS				
S-29	1220-1 351 (400-1)			1220-1¼ 351 (400-1¼)
CIRCLING	1280-1 409 (500-1)	1340-1 469 (500-1)	1340-1½ 469 (500-1½)	1480-2 609 (700-2)

EC-1, 14 JAN 2010 to 11 FEB 2010

NILES, MICHIGAN

AL-5046 (FAA)

VORTAC GIJ	APP CRS	Rwy Idg 2415
115.4	046°	TDZE 743
Chan 101		Apt Elev 750

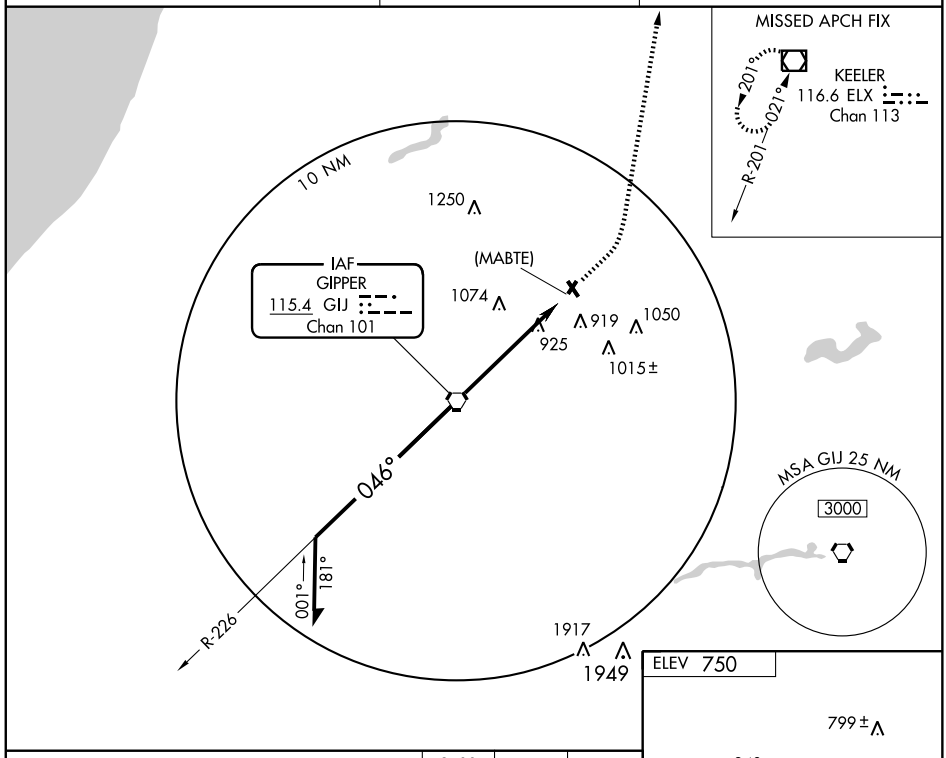
VOR or GPS RWY 3

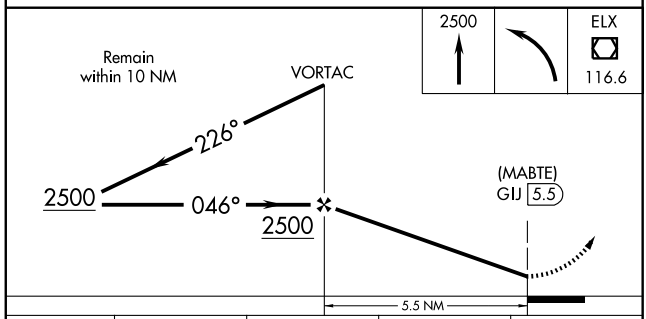
NILES / JERRY TYLER MEMORIAL (3TR)

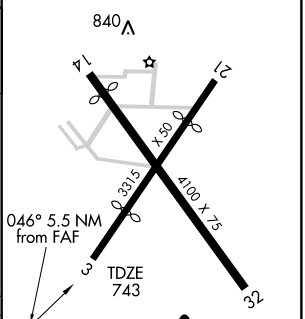
Use South Bend altimeter setting.
NA Straight-in minimums not authorized at night.

MISSED APPROACH: Climb to 2500, then left turn direct ELX VOR/DME and hold.

SOUTH BEND APP CON ★	GCO	UNICOM
118.55 257.8	121.725	122.8 (CTAF) L







MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

CATEGORY	A	B	C	D
S-3	1200-1	457 (500-1)	1200-1¼ 457 (500-1¼)	1200-1½ 457 (500-1½)
CIRCLING	1300-1	557 (600-1)	1300-1½ 557 (600-1½)	1460-2¼ 717 (800-2¼)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

EC-1, 14 JAN 2010 to 11 FEB 2010

VORTAC GIJ	APP CRS	Rwy Idg	2565
115.4	225°	TDZE	743
Chan 101		Apt Elev	750

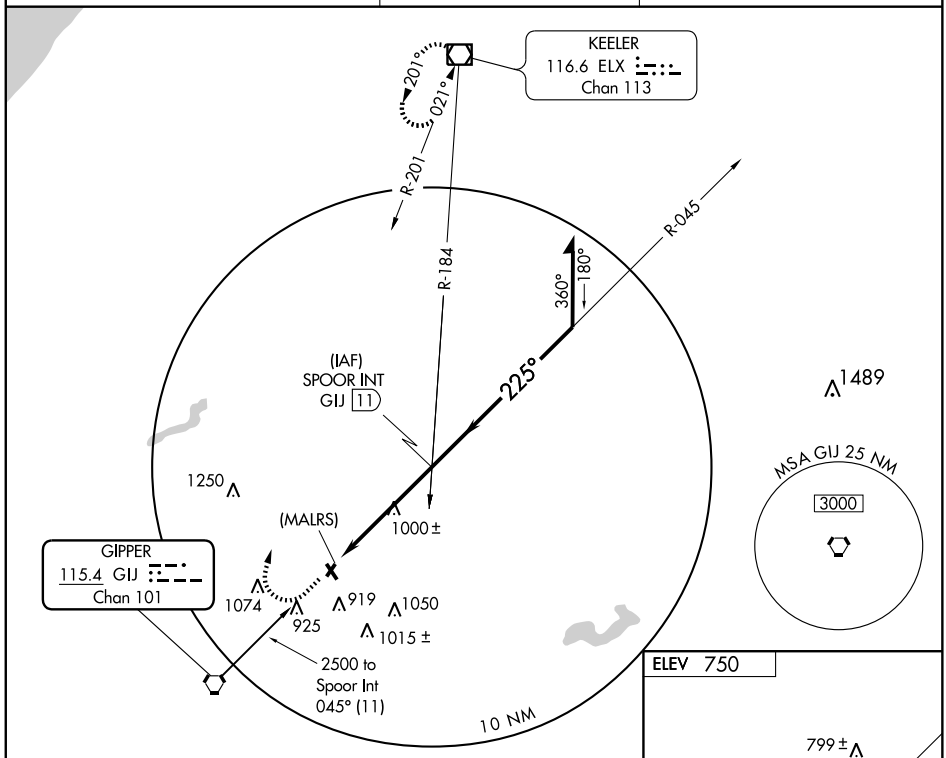
VOR or GPS RWY 21

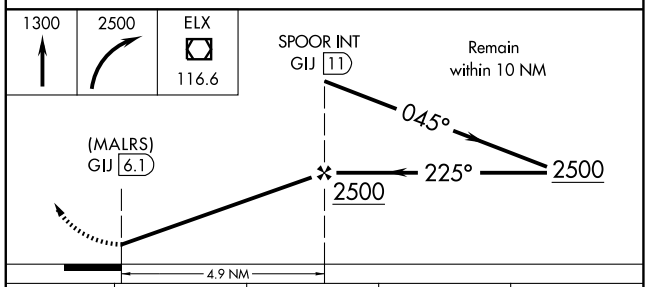
NILES / JERRY TYLER MEMORIAL (3TR)

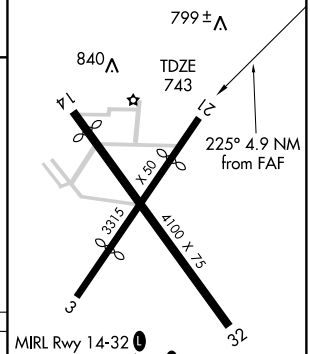
Use South Bend altimeter setting.
NA Straight-in minimums not authorized at night.

MISSED APPROACH: Climb to 1300, then climbing right turn to 2500 direct ELX VOR/DME and hold.

SOUTH BEND APP CON ★	GCO	UNICOM
118.55 257.8	121.725	122.8 (CTAF) L







MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

CATEGORY	A	B	C	D
S-21	1280-1	537 (600-1)	1280-1½ 537 (600-1½)	1280-1¾ 537 (600-1¾)
CIRCLING	1300-1	557 (600-1)	1300-1½ 557 (600-1½)	1460-2¼ 717 (800-2¼)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-1. 14 JAN 2010 to 11 FEB 2010

NDB OGM	APP CRS	Rwy Idg	N/A
375	222°	TDZE	N/A
		Apt Elev	669

NDB or GPS-A

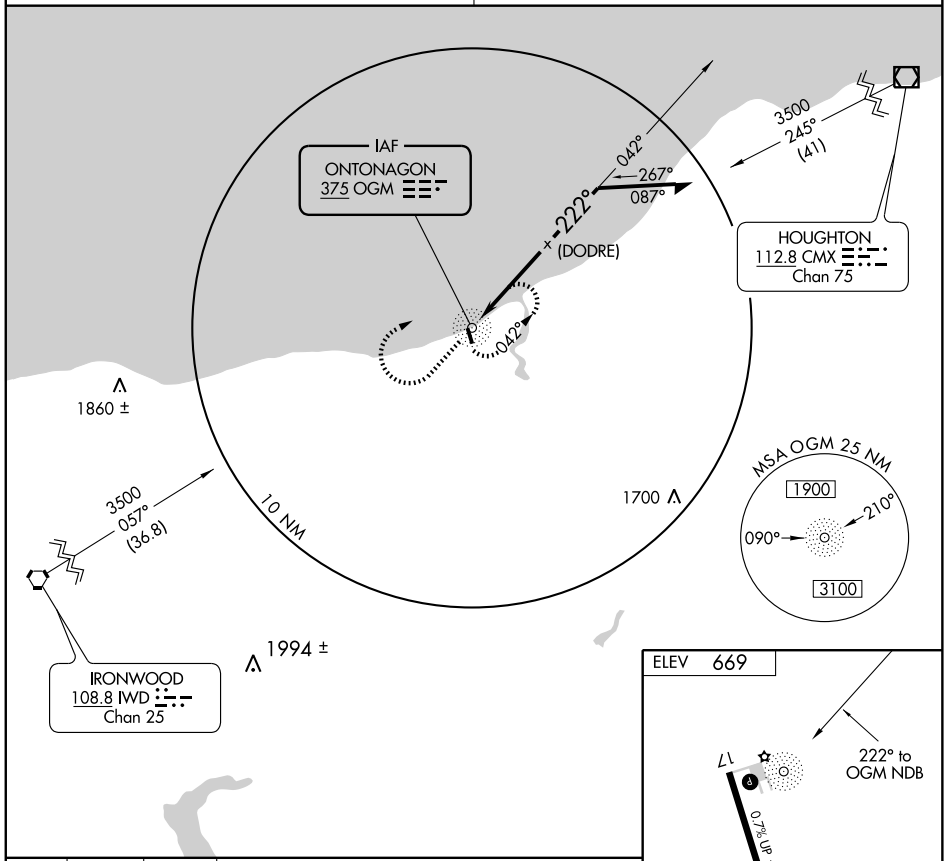
ONTONAGON COUNTY - SCHUSTER FIELD (OGM)

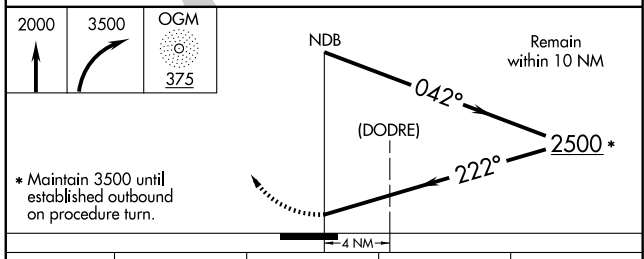
Use Houghton altimeter setting, if not received procedure not authorized.

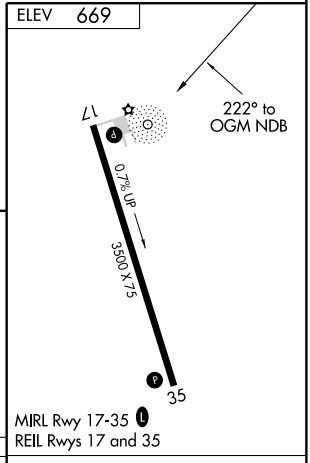
NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3500 direct OGM NDB and hold.

MINNEAPOLIS CENTER	(CTAF)
127.2 379.1	122.9 L







CATEGORY	A	B	C	D
CIRCLING	1420-1 751 (800-1)	1420-1¼ 751 (800-1¼)	1420-2¼ 751 (800-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

EC-1. 14 JAN 2010 to 11 FEB 2010

LOC I-LJU	APP CRS	Rwy Idg	11,800
108.5	245°	TDZE	624
		Apt Elev	634

ILS or LOC/DME RWY 24

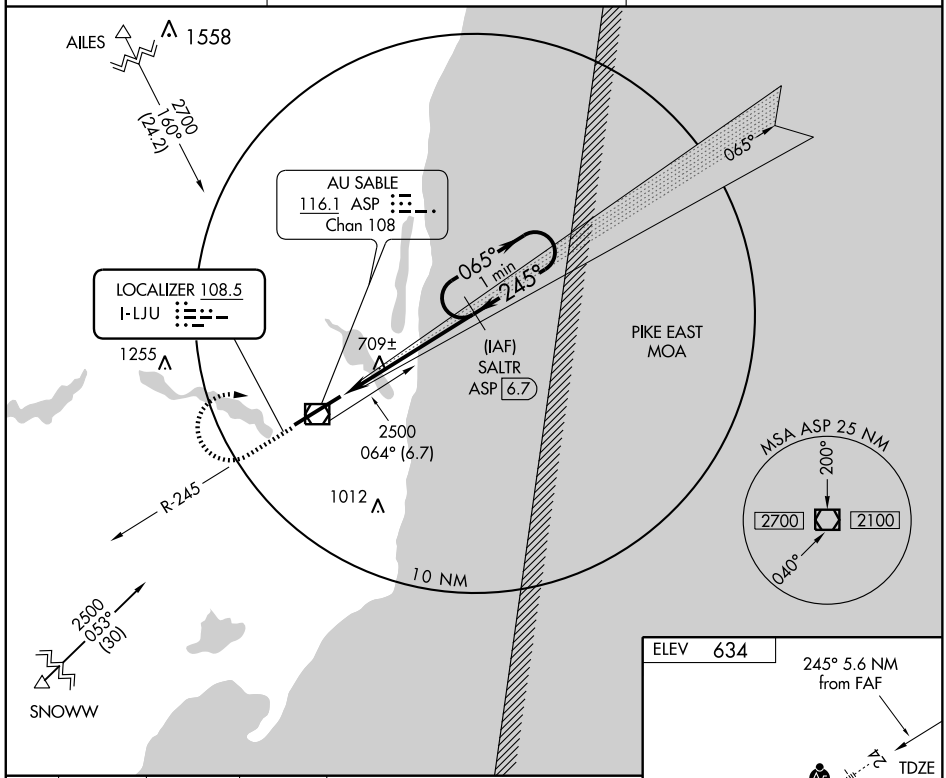
OSCODA-WURTSMITH (OSC)

Circling NA SouthEast of Rwy 6-24.
DME from ASP VOR/DME.
NA Simultaneous reception of I-LJU and ASP DME required.
For inoperative MALSR, increase S-LOC 24 Cat D visibility to 1.

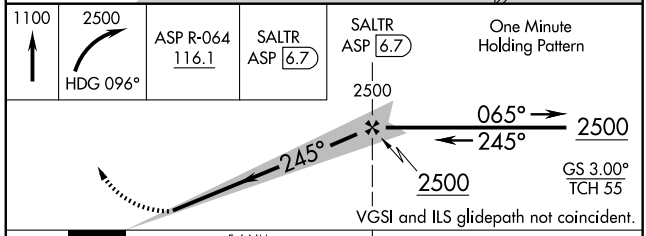
MALSR

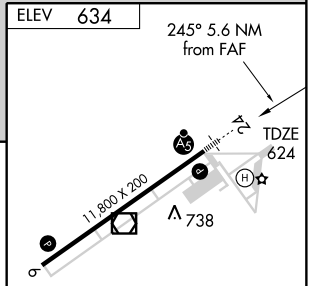
MISSED APPROACH: Climb to 1100 then climbing right turn to 2500 via heading 096° and ASP R-064 to SALTR and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
116.1	118.525 251.15	123.0 (CTAF)



1100	2500	ASP R-064 116.1	SALTR ASP 6.7
	HDG 096°		





CATEGORY	A	B	C	D
S-ILS 24	824-½ 200 (200-½)			
S-LOC 24	960-½ 336 (400-½)			960-¾ 336 (400-¾)
CIRCLING	1140-1 506 (600-1)		1140-1½ 506 (600-1½)	1200-2 566 (600-2)

HIRL Rwy 6-24

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS		
065°	Rwy Idg	11,800
	TDZE	634
	Apt Elev	634

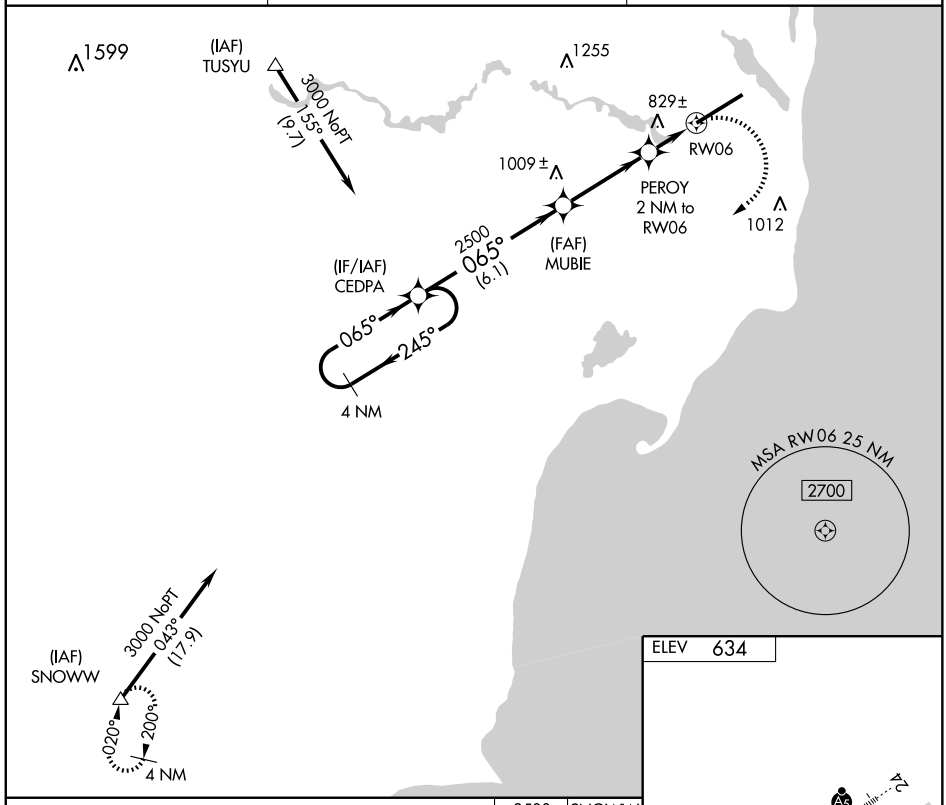
RNAV (GPS) RWY 6

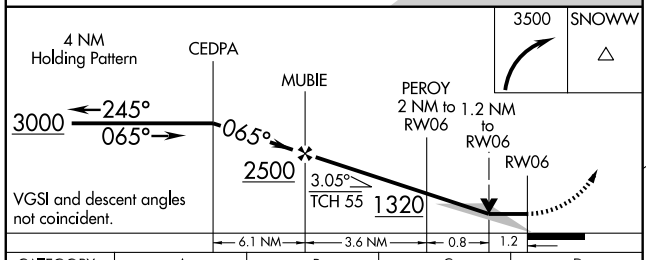
OSCODA-WURTSMITH (OSC)

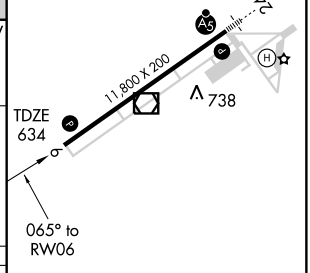
Circling NA southeast of Rwy 6-24. DME/DME RNP-0.3 NA. VDP NA when using Alpena altimeter setting. When local altimeter setting not received, use Alpena altimeter setting and increase all MDAs 100 feet, increase visibility for LNAV Cats C and D and Circling Cat C ¼ mile.

MISSED APPROACH: Climbing right turn to 3500 direct SNOWW and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
116.1	118.525 251.15	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1080-1	446 (500-1)	1080-1¼ 446 (500-1¼)	1080-1½ 446 (500-1½)
CIRCLING	1140-1	506 (600-1)	1140-1½ 506 (600-1½)	1200-2 566 (600-2)

HIRL Rwy 6-24

VOR/DME ASP	APP CRS	Rwy Idg	11,800
116.1	070°	TDZE	634
Chan 108		Apt Elev	634

VOR RWY 6

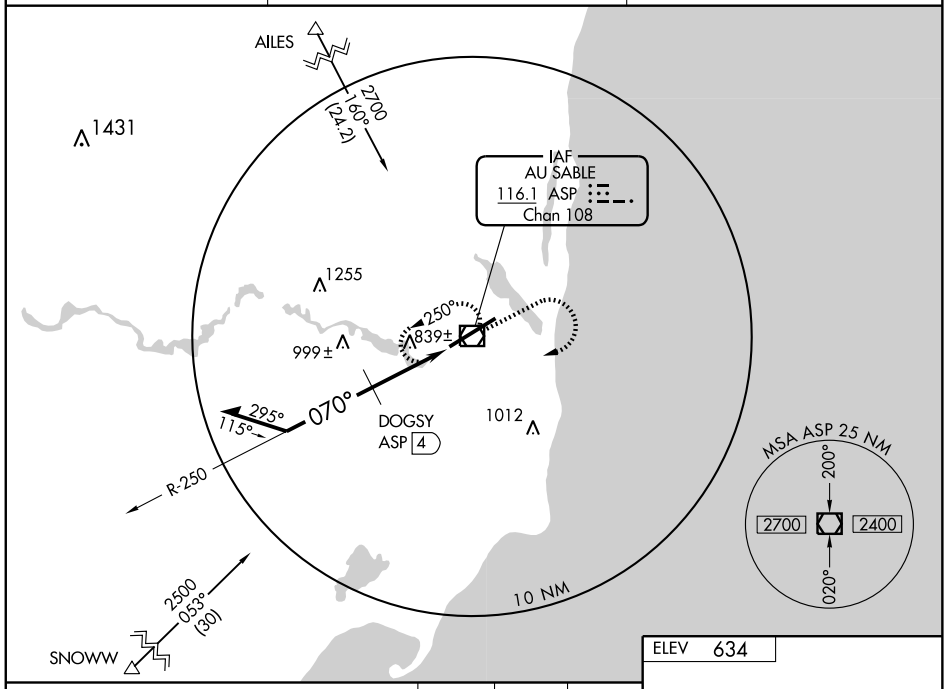
OSCODA-WURTSMITH (OSC)

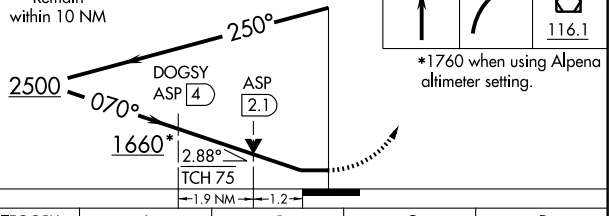
Circling NA southeast of Rwys 6 and 24. VDP NA when using Alpena altimeter setting. When local altimeter setting not received, use Alpena altimeter setting and increase all MDAs 100 feet and DOGSY Fix minimums visibility S-6/Circling Cat C ¼ mile, S-6 Cat D ¼ mile.

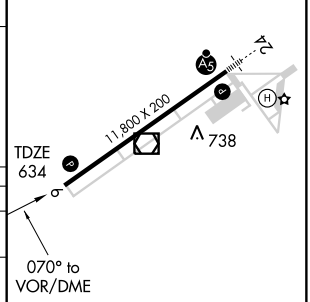
NA

MISSED APPROACH: Climb to 2500 then right turn direct ASP VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
116.1	118.525 251.15	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-6	1660-1¼ 1026 (1100-1¼)	1660-1½ 1026 (1100-1½)	1660-3 1026 (1100-3)	
CIRCLING	1660-1¼ 1026 (1100-1¼)	1660-1½ 1026 (1100-1½)	1660-3 1026 (1100-3)	
DOGSY FIX MINIMUMS				
S-6	1100-1 466 (500-1)		1100-1¼ 466 (500-1¼)	1100-1½ 466 (500-1½)
CIRCLING	1140-1 506 (600-1)		1140-1½ 506 (600-1½)	1200-2 566 (600-2)

HIRL Rwy 6-24 L

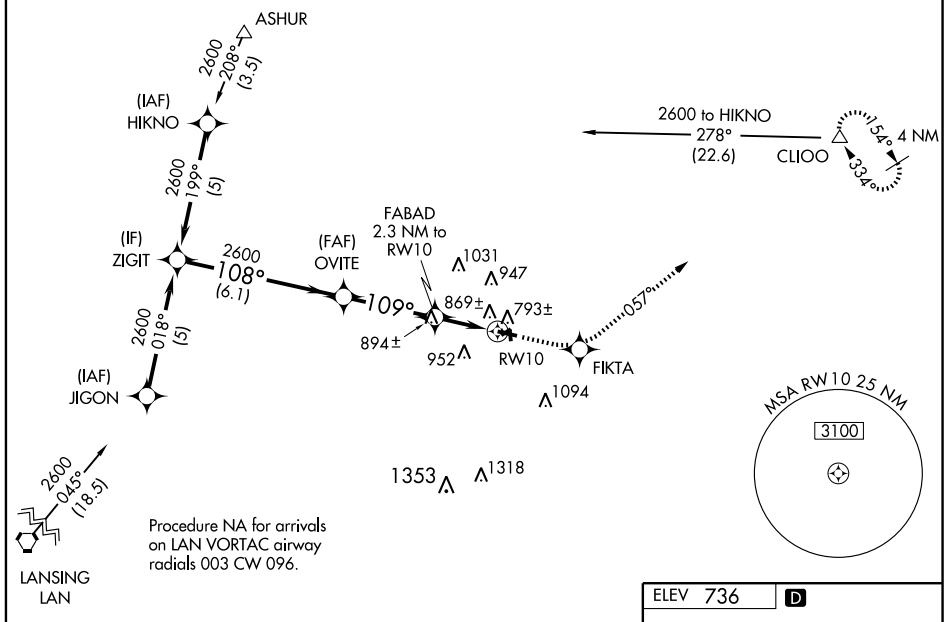
WAAS	APP CRS	Rwy Idg	4300
CH 50209	109°	TDZE	736
W10A		Apt Elev	736

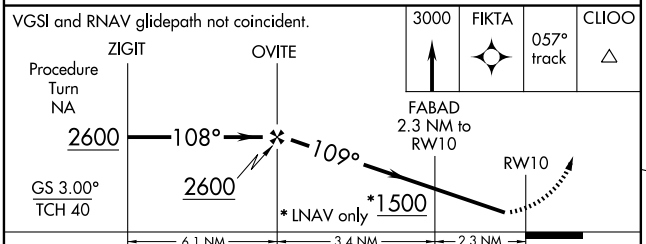
RNAV (GPS) RWY 10
OWOSSO COMMUNITY (RNP)

Circling to Rwy 6-24 and 18-36 NA. When local altimeter setting not received, use Flint altimeter setting and increase all DA 47 feet and LPV visibility ¼ mile all Cats, increase all MDA 60 feet and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Flint altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16C° (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

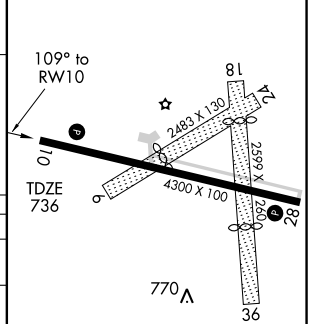
MISSED APPROACH: Climb to 3000 direct FIKTA and via 057° track to CLIOO and hold.

AWOS-3	FLINT APP CON	UNICOM
118.025	118.8 257.9	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1079-1¼ 343 (400-1¼)			NA
LNAV/VNAV DA	1258-2 522 (600-2)			NA
LNAV MDA	1180-1 444 (500-1)		1180-1¼ 444 (500-1¼)	NA
CIRCLING	1240-1 504 (600-1)		1260-1½ 524 (600-1½)	NA



REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

EC-1, 14 JAN 2010 to 11 FEB 2010

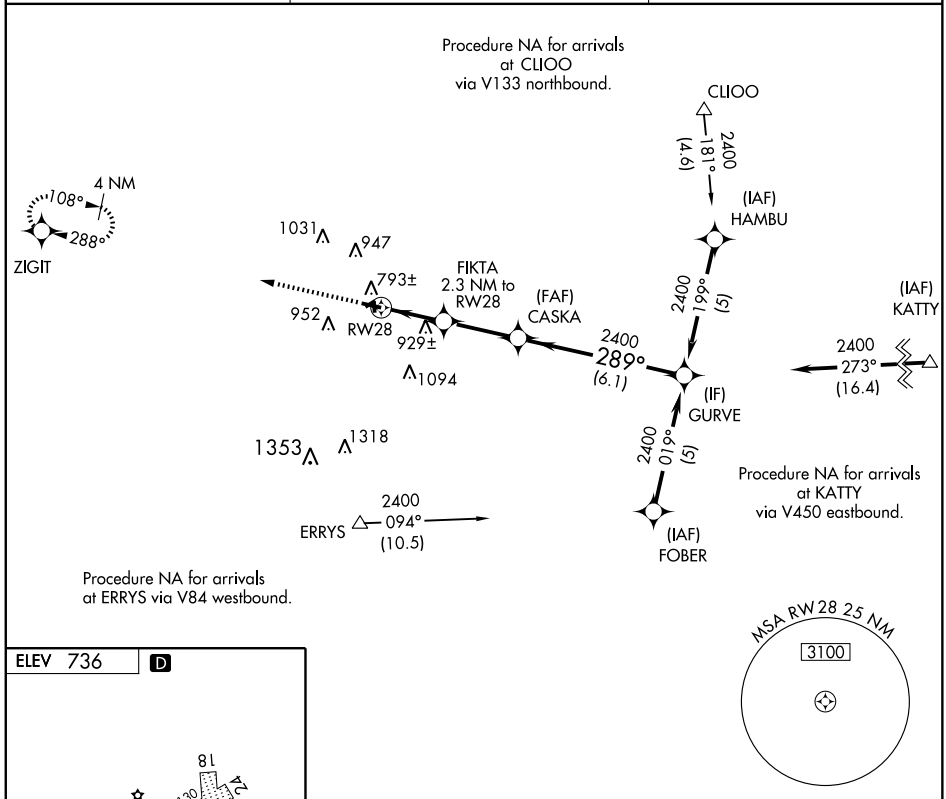
APP CRS	Rwy ldg	4300
289°	TDZE	736
	Apt Elev	736

RNAV (GPS) RWY 28
OWOSSO COMMUNITY (RNP)

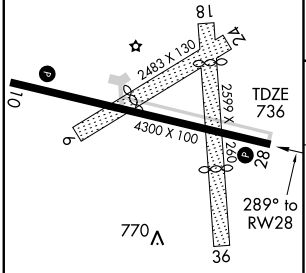
Circling to Rwy 6-24 and 18-36 NA. When local altimeter setting not received, use Flint altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

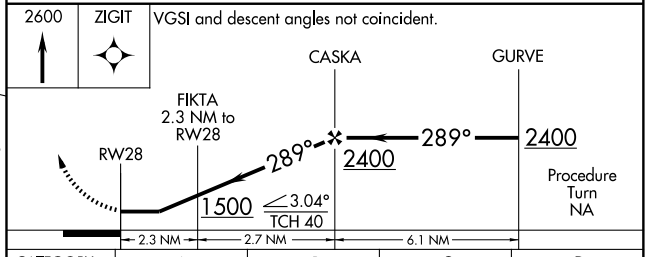
MISSED APPROACH: Climb to 2600 direct ZIGIT and hold.

AWOS-3	FLINT APP CON	UNICOM
118.025	118.8 257.9	123.0 (CTAF) L



ELEV 736 D





CATEGORY	A	B	C	D
LNAV MDA	1180-1	444 (500-1)	1180-1¼ 444 (500-1¼)	NA
CIRCLING	1240-1	504 (600-1)	1260-1½ 524 (600-1½)	NA

REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

EC-1. 14 JAN 2010 to 11 FEB 2010

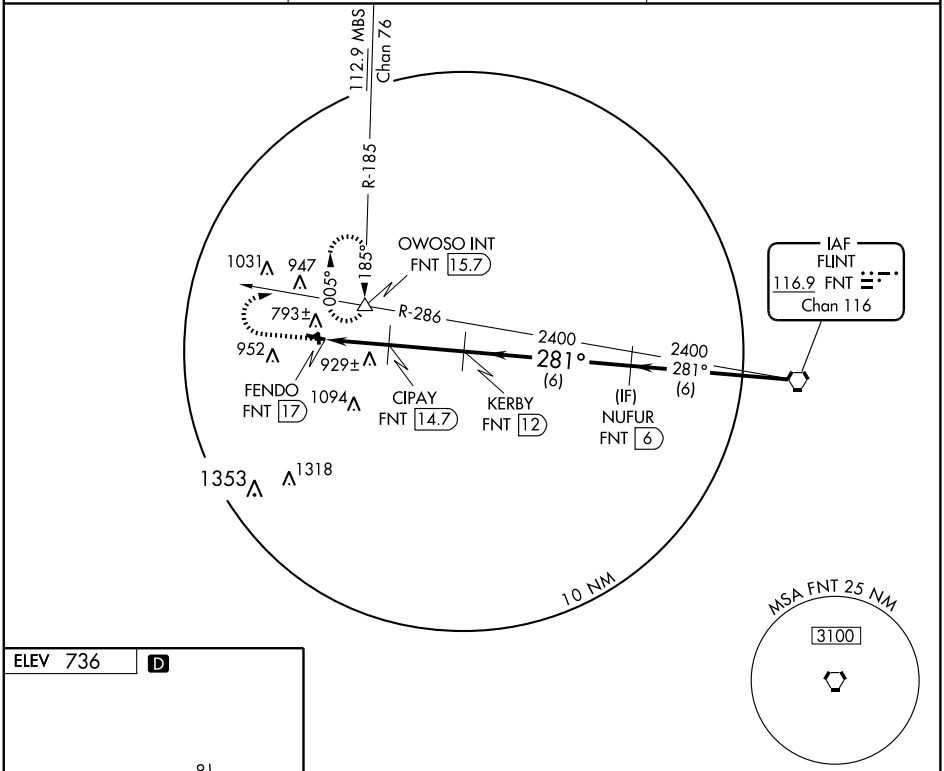
VORTAC FNT	APP CRS	Rwy Idg	4300
116.9	281°	TDZE	736
Chan 116		Apt Elev	736

VOR/DME RWY 28
OWOSSO COMMUNITY (RNP)

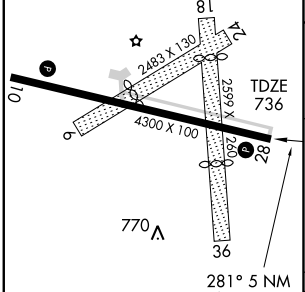
Circling to Rwy 6-24 and 18-36 NA. When local altimeter setting not received, use Flint altimeter setting and increase all MDA 60 feet and S-28 Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

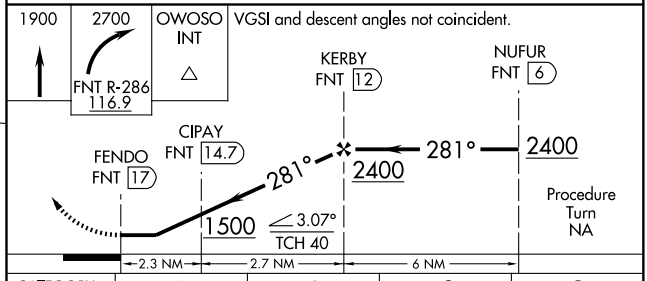
MISSED APPROACH: Climb to 1900 then climbing right turn to 2700 via FNT VORTAC R-286 to OWOSO INT and hold.

AWOS-3	FLINT APP CON	UNICOM
118.025	118.8 257.9	123.0 (CTAF) L



ELEV 736 D





CATEGORY	A	B	C	D
S-28	1180-1	444 (500-1)	1180-1¼ 444 (500-1¼)	NA
CIRCLING	1240-1	504 (600-1)	1260-1½ 524 (600-1½)	NA

REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

EC-1, 14 JAN 2010 to 11 FEB 2010

LOC I-PLN	APP CRS	Rwy Idg	6512
111.3	321°	TDZE	712
		Apt Elev	721

ILS or LOC RWY 32

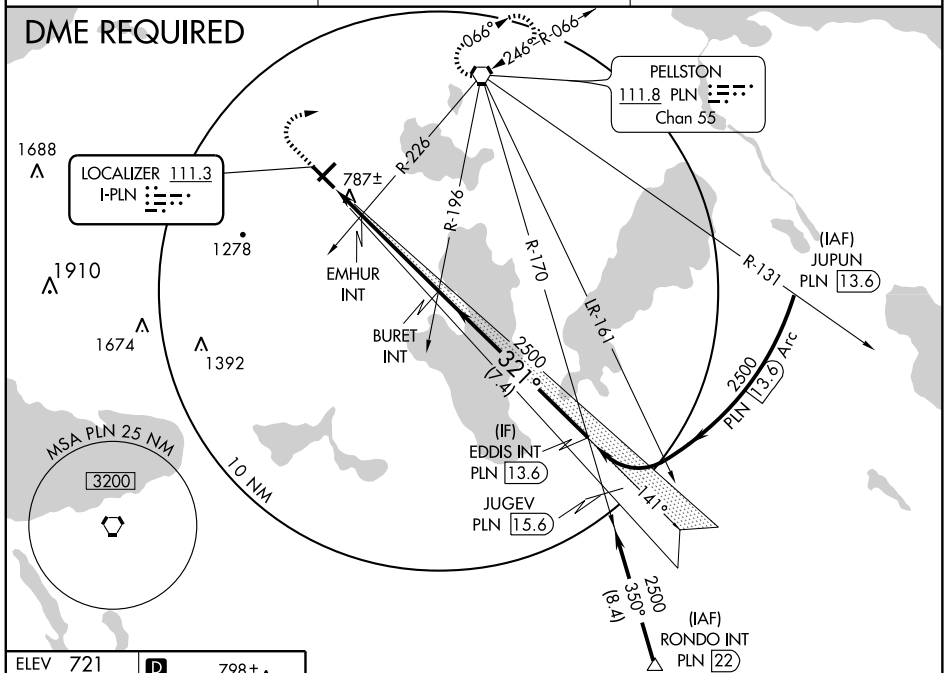
PELLSTON RGNL AIRPORT OF EMMET COUNTY (PLN)

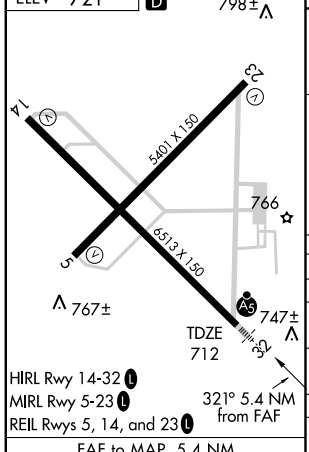
When local altimeter setting not received, use Harbor Springs altimeter setting and increase DA 28 feet, and all MDA 40 feet, increase S-LOC 32 Cat D and EMHUR fix minimums S-LOC 32 Cat C visibilities ¼ mile.

MALSR

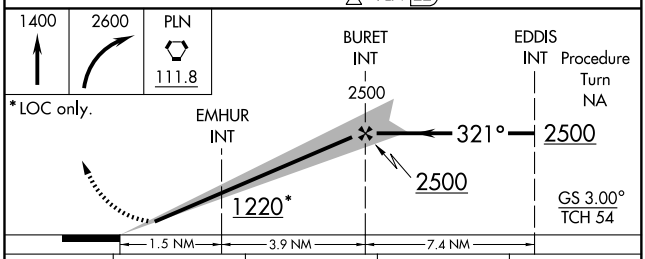
MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 direct PLN VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	134.6 354.05	123.0 (CTAF) L





FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-ILS 32	912-½ 200 (200-½)			
S-LOC 32	1220-½ 508 (500-½)		1220-1 508 (500-1)	
CIRCLING	1260-1 539 (600-1)	1280-1 559 (600-1)	1280-1½ 559 (600-1½)	1420-2¼ 699 (700-2¼)
	EMHUR FIX MINIMUMS			
S-LOC 32	1080-½ 368 (400-½)			1080-¾ 368 (400-¾)
CIRCLING	1260-1 539 (600-1)	1280-1 559 (600-1)	1280-1½ 559 (600-1½)	1420-2¼ 699 (700-2¼)

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5395
051°	TDZE	716
	Apt Elev	721

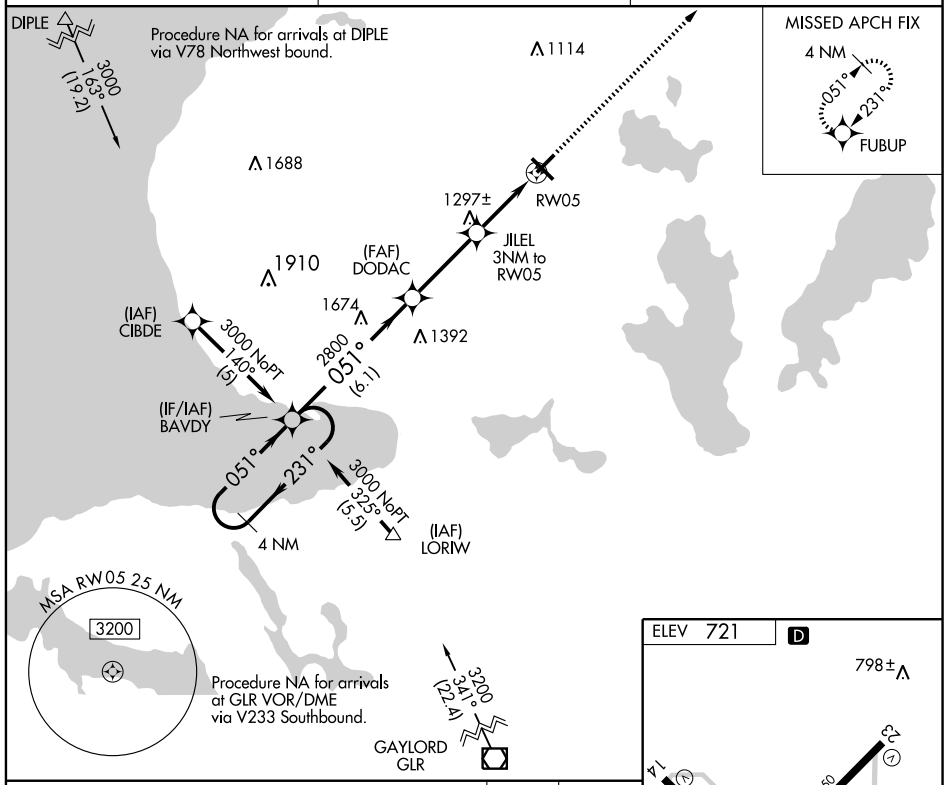
RNAV (GPS) RWY 5

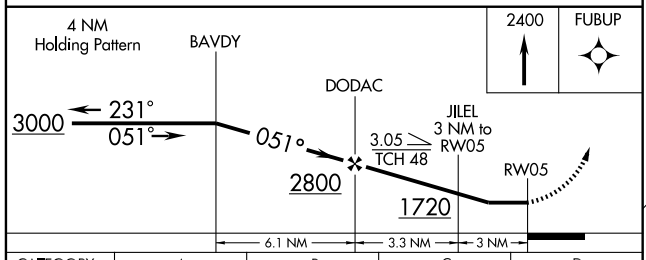
PELLSTON RGNL AIRPORT OF EMMET COUNTY (PLN)

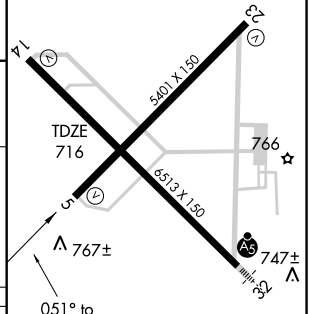
DME/DME RNP-0.3 NA. Visibility reductions by helicopters NA.
When local altimeter setting not received, use Harbor Springs altimeter setting and increase all MDA 40 feet, increase LNAV Cat. A/C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2400 direct FUBUP and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	134.6 354.05	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1560-1 844 (900-1)	1560-1¼ 844 (900-1¼)	1560-2½ 844 (900-2½)	1560-2¾ 844 (900-2¾)
CIRCLING	1560-1 839 (900-1)	1560-1¼ 839 (900-1¼)	1560-2½ 839 (900-2½)	1560-2¾ 839 (900-2¾)

HIRL Rwy 14-32 L
MIRL Rwy 5-23 L
REIL Rwys 5, 14, and 23 L

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 81915 W23A	APP CRS 231°	Rwy Idg 5395 TDZE 721 Apt Elev 721

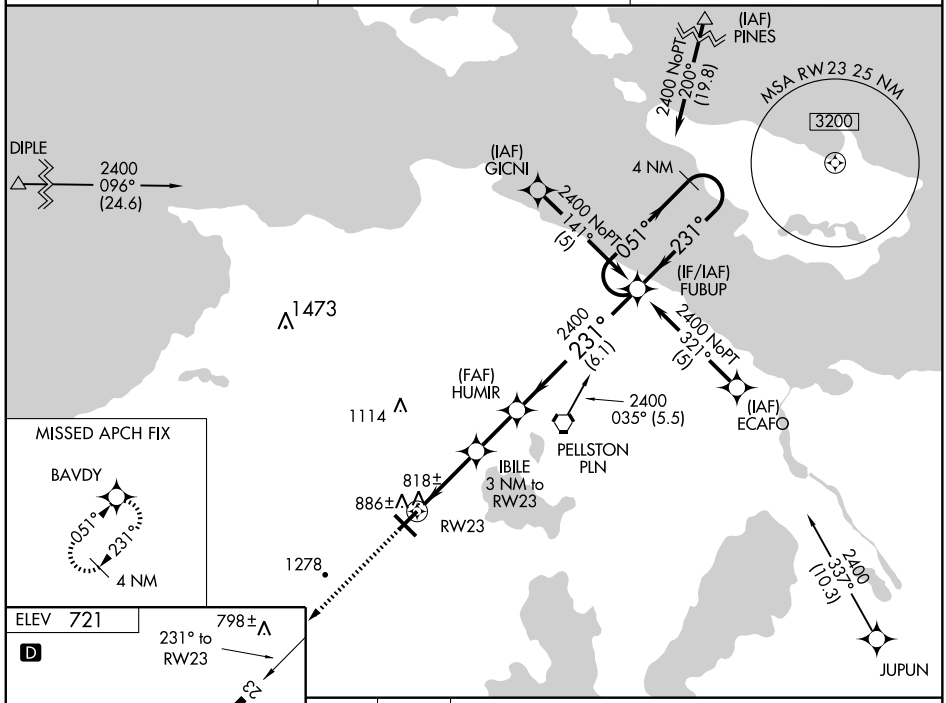
RNAV (GPS) RWY 23

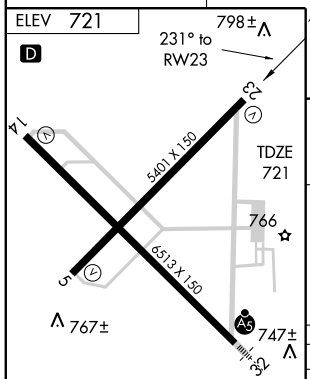
PELLSTON RGNL AIRPORT OF EMMET COUNTY (PLN)

Baro-VNAV NA when using Harbor Springs altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Harbor Springs altimeter setting and increase all DA 28 feet, all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile.

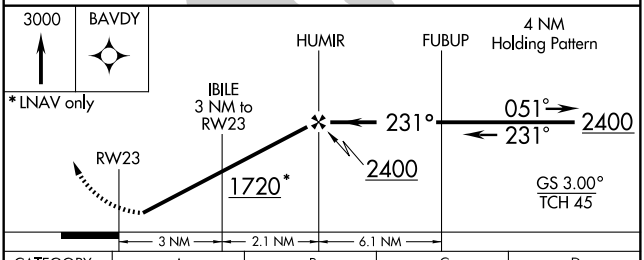
MISSED APPROACH: Climb to 3000 direct BAVDY and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	134.6 354.05	123.0 (CTAF) L





HIRL Rwy 14-32 L
MIRL Rwy 5-23 L
REIL Rwys 5, 14, and 23 L



CATEGORY	A	B	C	D
LPV DA	1057-1¼ 336 (400-1¼)			
LNAV/VNAV DA	1109-1¼ 338 (400-1¼)			
LNAV MDA	1240-1 519 (600-1)		1240-1½ 519 (600-1½)	1240-1¾ 519 (600-1¾)
CIRCLING	1260-1 539 (600-1)	1280-1 559 (600-1)	1280-1½ 559 (600-1½)	1420-2¼ 699 (700-2¼)

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 77813 W32A	APP CRS 321°	Rwy Idg 6512 TDZE 712 Apt Elev 721

RNAV (GPS) RWY 32

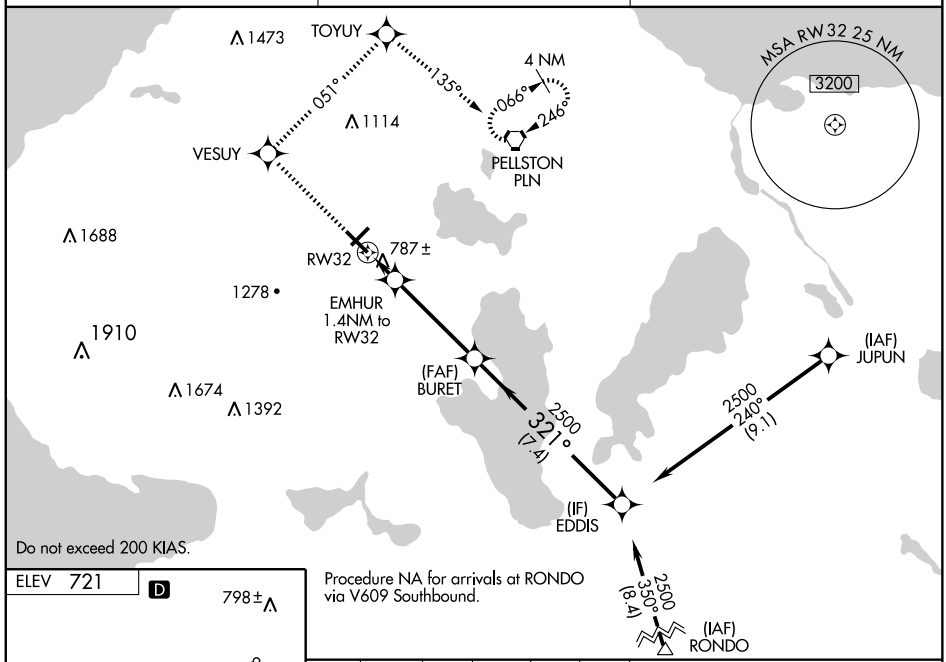
PELLSTON RGNL AIRPORT OF EMMET COUNTY (PLN)

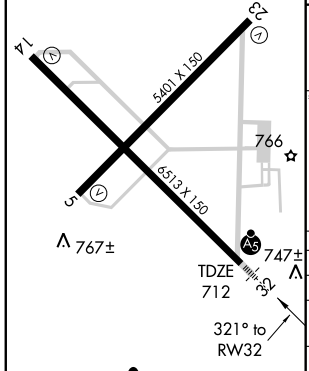
Inoperative table does not apply to LNAV Cat D. Baro-VNAV NA when using Harbor Springs altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harbor Springs altimeter setting and increase all DA 28 feet and all MDA 40 feet. For inoperative MALSR when using Harbor Springs altimeter setting, increase LNAV Cat D visibility to 1 ¼ mile.

MALSR

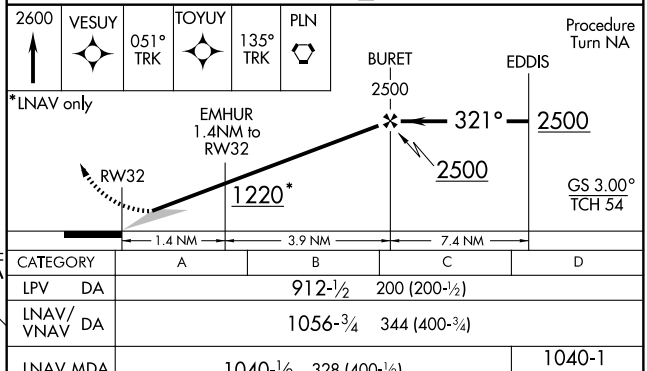
MISSED APPROACH: Climb to 2600 direct VESUY and via track 051° to TOYUY and via track 135° to PLN VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	134.6 354.05	123.0 (CTAF) L





Procedure NA for arrivals at RONDO via V609 Southbound.



CATEGORY	A	B	C	D
LPV DA	912-½ 200 (200-½)			
LNAV/VNAV DA	1056-¾ 344 (400-¾)			
LNAV MDA	1040-½ 328 (400-½)			1040-1 328 (400-1)
CIRCLING	1260-1 539 (600-1)	1280-1 559 (600-1)	1280-1½ 559 (600-1½)	1420-2¼ 699 (700-2¼)

EC-1. 14 JAN 2010 to 11 FEB 2010

VORTAC PLN	APP CRS	Rwy Idg	5395
111.8	063°	TDZE	716
Chan 55		Apt Elev	721

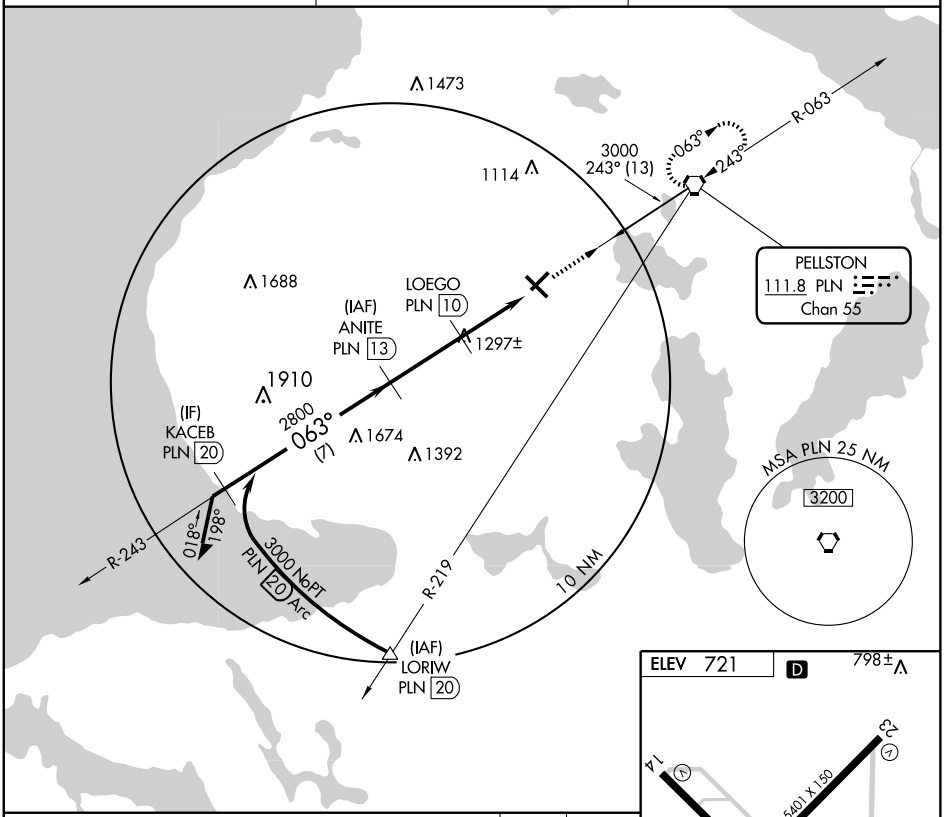
VOR/DME RWY 5

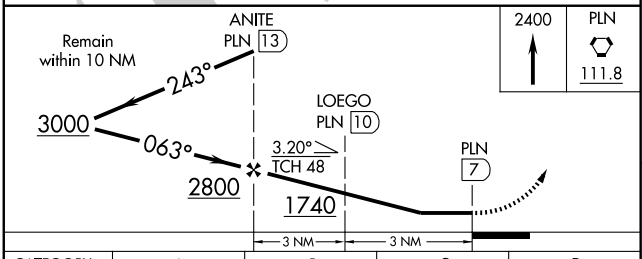
PELLSTON RGNL AIRPORT OF EMMET COUNTY (PLN)

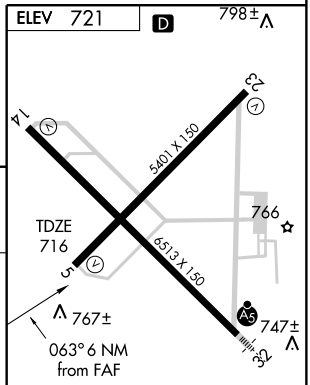
When local atimeter setting not received, use Harbor Springs altimeter setting and increase all MDA 40 feet, increase S-5 Cat A/C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2400 direct PLN VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	134.6 354.05	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-5	1560-1 844 (900-1)	1560-1¼ 844 (900-1¼)	1560-2½ 844 (900-2½)	1560-2¾ 844 (900-2¾)
CIRCLING	1560-1 839 (900-1)	1560-1¼ 839 (900-1¼)	1560-2½ 839 (900-2½)	1560-2¾ 839 (900-2¾)

HIRL Rwy 14-32 L
MIRL Rwy 5-23 L
REIL Rwys 5, 14, and 23 L

EC-1, 14 JAN 2010 to 11 FEB 2010

VORTAC PLN	APP CRS	Rwy Idg 5395
111.8	245°	TDZE 721
Chan 55		Apt Elev 721

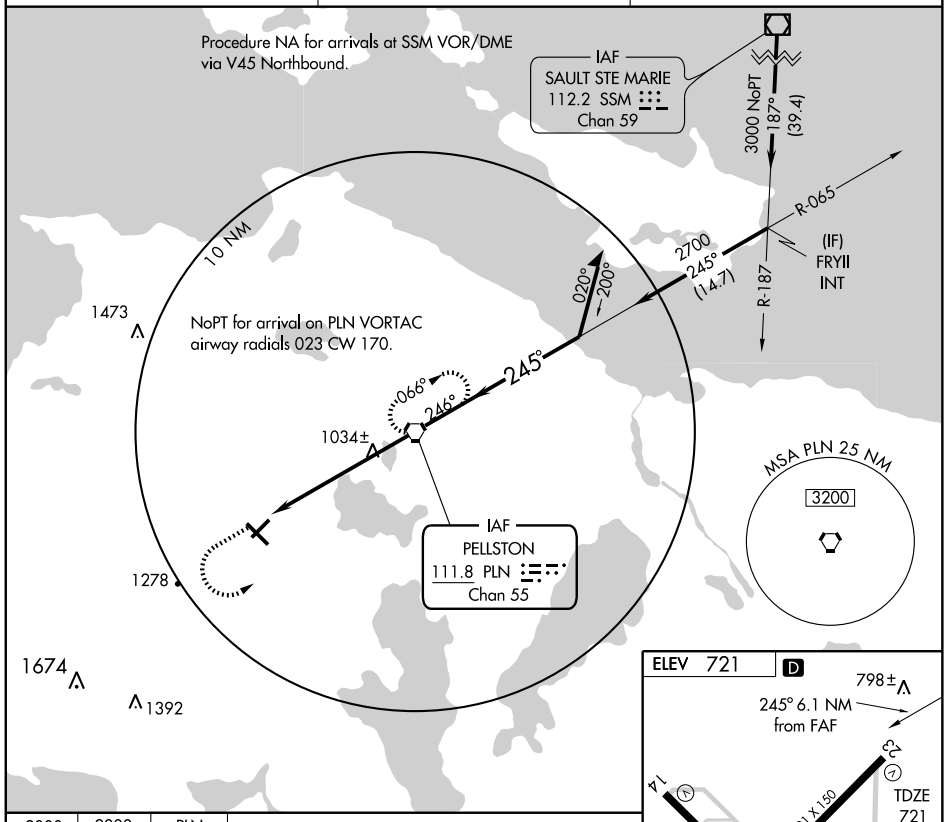
VOR RWY 23

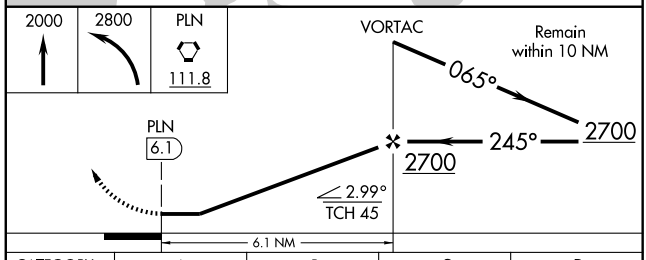
PELLSTON RGNL AIRPORT OF EMMET COUNTY (PLN)

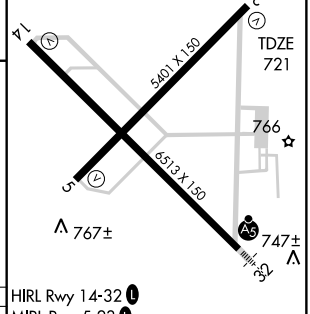
When local altimeter setting not received, use Harbor Springs altimeter setting and increase all MDA 40 feet. Increase all Cat C and S-23 Cat D visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2800 direct PLN VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.025	134.6 354.05	123.0 (CTAF) L





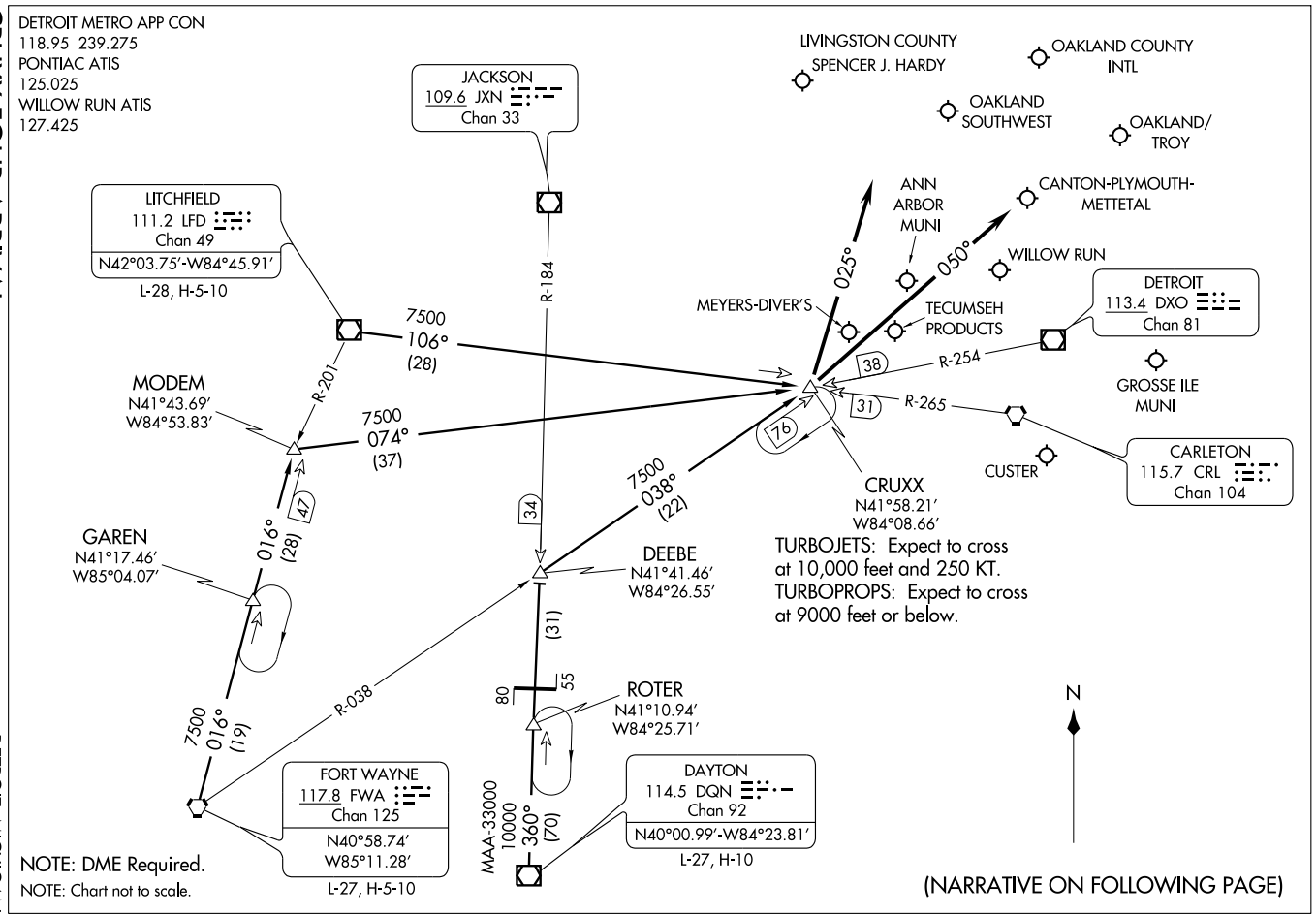


CATEGORY	A	B	C	D
S-23	1300-1	579 (600-1)	1300-1½ 579 (600-1½)	1300-1¾ 579 (600-1¾)
CIRCLING	1300-1	579 (600-1)	1300-1½ 579 (600-1½)	1420-2¼ 699 (700-2¼)

HIRL Rwy 14-32 L
MIRL Rwy 5-23 L
REIL Rwys 5, 14, and 23 L

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

EC-1. 14 JAN 2010 to 11 FEB 2010


DETROIT METRO APP CON
118.95 239.275
PONTIAC ATIS
125.025
WILLOW RUN ATIS
127.425
LIVINGSTON COUNTY
SPENCER J. HARDY
OAKLAND COUNTY
INTL
OAKLAND
SOUTHWEST
OAKLAND/
TROY
JACKSON
109.6 JXN
Chan 33
LITCHFIELD
111.2 LFD
Chan 49
N42°03.75'-W84°45.91'
L-28, H-5-10
ANN
ARBOR
MUNI
CANTON-PLYMOUTH-
METTETAL
WILLOW RUN
DETROIT
113.4 DXO
Chan 81
MEYERS-DIVER'S
TECUMSEH
PRODUCTS
GROSSE ILE
MUNI
025°
050°
R-184
R-201
R-254
R-265
7500
106°
(28)
7500
074°
(37)
MODEM
N41°43.69'
W84°53.83'
38
31
76
CUSTER
CARLETON
115.7 CRL
Chan 104
CRUXX
N41°58.21'
W84°08.66'
7500
038°
(22)
34
47
GAREN
N41°17.46'
W85°04.07'
016°
(28)
DEEBE
N41°41.46'
W84°26.55'
TURBOJETS: Expect to cross
at 10,000 feet and 250 KT.
TURBOPROPS: Expect to cross
at 9000 feet or below.
(31)
80
55
ROTER
N41°10.94'
W84°25.71'
N
7500
016°
(19)
R-038
FORT WAYNE
117.8 FWA
Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10
MAA-33000
10000
360°
(70)
DAYTON
114.5 DQN
Chan 92
N40°00.99'-W84°23.81'
L-27, H-10
NOTE: DME Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

CRUXX FOUR ARRIVAL (CRUXX.CRUXX4)

ARRIVAL DESCRIPTION

DAYTON TRANSITION (DQN.CRUXX4): From over DQN VOR/DME via DQN R-360 and JXN R-184 to DEEBE INT and FWA R-038 to CRUXX INT. Thence . . . .
FORT WAYNE TRANSITION (FWA.CRUXX4): From over FWA VORTAC via FWA R-016 to MODEM INT and DXO R-254 to CRUXX INT. Thence . . . .
LITCHFIELD TRANSITION (LFD.CRUXX4): From over LFD VORTAC via LFD R-106 to CRUXX INT. Thence . . . .

. . . . Aircraft landing Y47, PTK, 36MI, ØMI7, OZW, ONZ, 1D2, TTF, VLL: From over CRUXX INT via 025° heading.
. . . . Aircraft landing YIP or ARB: From over CRUXX INT via 050° heading. Expect radar vector to final approach course.

EC-1, 14 JAN 2010 to 11 FEB 2010

DETROIT APP CON
134.3 363.2
PONTIAC ATIS
125.025
COLEMAN A. YOUNG ATIS
124.875
WINDSOR ATIS
134.5
WILLOW RUN ATIS
127.425
ANN ARBOR ATIS
134.55

PECK
114.0 ECK
Chan 87

R-135

R-176

AXXIS
N42°49.84′
W81°59.00′

MAA FL240
10000
260°
(39)

MAA FL240
4000
260°
(27)

PONTIAC
111.0 PSI
Chan 47

R-100

4000
210°
(4)

66

RCADE
N42°40.84′
W82°34.11′

LONDON
117.2 YXU
Chan 119
N43°02.29′
W81°08.91′
L-30-31, H-10-11

COLEMAN A.
YOUNG MUNI

CANTON-
PLYMOUTH-
METTETAL

GOHMA
N42°36.90′
W82°36.51′

24

R-030

WINDSOR

ANN ARBOR
MUNI

WILLOW
RUN

WINDSOR
113.8 YQG
Chan 85

N

LONDON TRANSITION (YXU.GOHMA1): From over YXU VORTAC via YXU R-260 to RCADE INT, then via YQG R-030 to GOHMA INT. Thence . . . .

. . . . From GOHMA, expect radar vectors to final approach course.

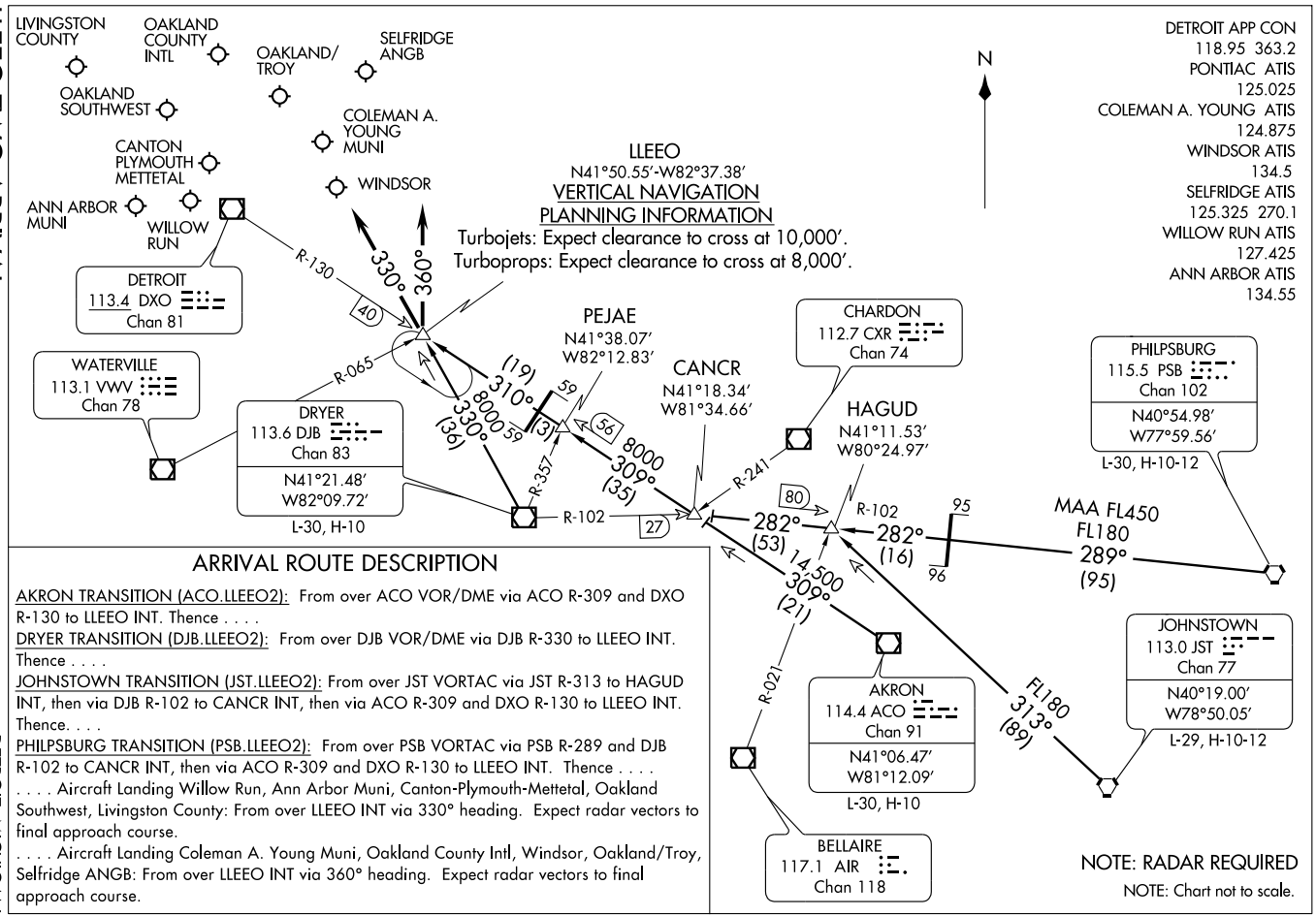
NOTE: RADAR Required.

NOTE: Chart not to scale.

(GOHMA.GOHMA1) 09351
GOHMA ONE ARRIVAL

ST-467 (FAA)

DETROIT, MICHIGAN



ARRIVAL ROUTE DESCRIPTION

AKRON TRANSITION (ACO.LLEEO2): From over ACO VOR/DME via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

DRYER TRANSITION (DJB.LLEEO2): From over DJB VOR/DME via DJB R-330 to LLEEO INT. Thence . . . .

JOHNSTOWN TRANSITION (JST.LLEEO2): From over JST VORTAC via JST R-313 to HAGUD INT, then via DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence. . . .

PHILPSBURG TRANSITION (PSB.LLEEO2): From over PSB VORTAC via PSB R-289 and DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

. . . . Aircraft Landing Willow Run, Ann Arbor Muni, Canton-Plymouth-Mettetal, Oakland Southwest, Livingston County: From over LLEEO INT via 330° heading. Expect radar vectors to final approach course.

. . . . Aircraft Landing Coleman A. Young Muni, Oakland County Intl, Windsor, Oakland/Troy, Selfridge ANGB: From over LLEEO INT via 360° heading. Expect radar vectors to final approach course.

PLYMOUTH, MICHIGAN

AL-5508 (FAA)

APP CRS	Rwy Idg	2303
183°	TDZE	696
	Apt Elev	696

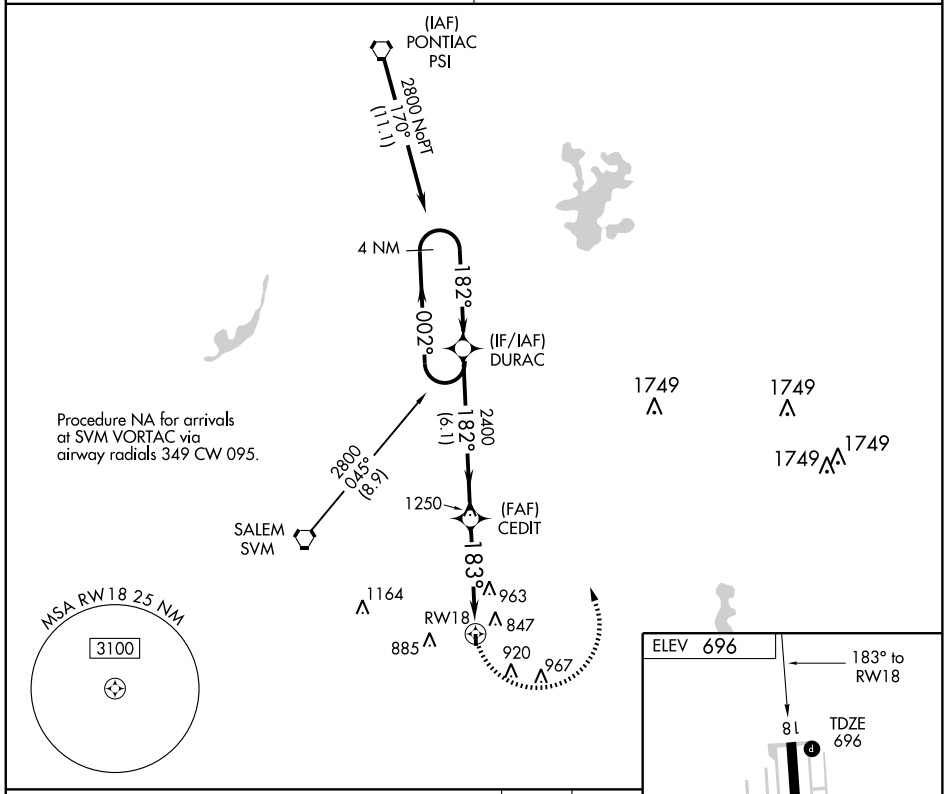
RNAV (GPS) RWY 18

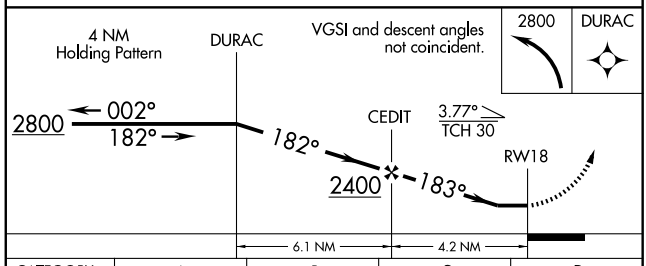
PLYMOUTH / CANTON-PLYMOUTH-METTETAL (1D2)

Use Willow Run altimeter setting; if not received, use Detroit Metropolitan Wayne County altimeter setting. Visibility reduction by helicopters NA. Circling NA at night. DME/DME RNP-0.3 NA.

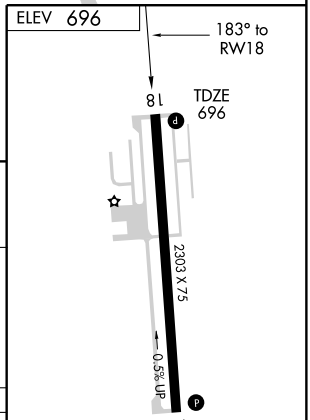
MISSED APPROACH: Climbing left turn to 2800 direct DURAC and hold.

DETROIT APP CON	UNICOM
118.95 363.2	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1300-1 604 (700-1)	NA		
CIRCLING	1300-1 604 (700-1)	NA		

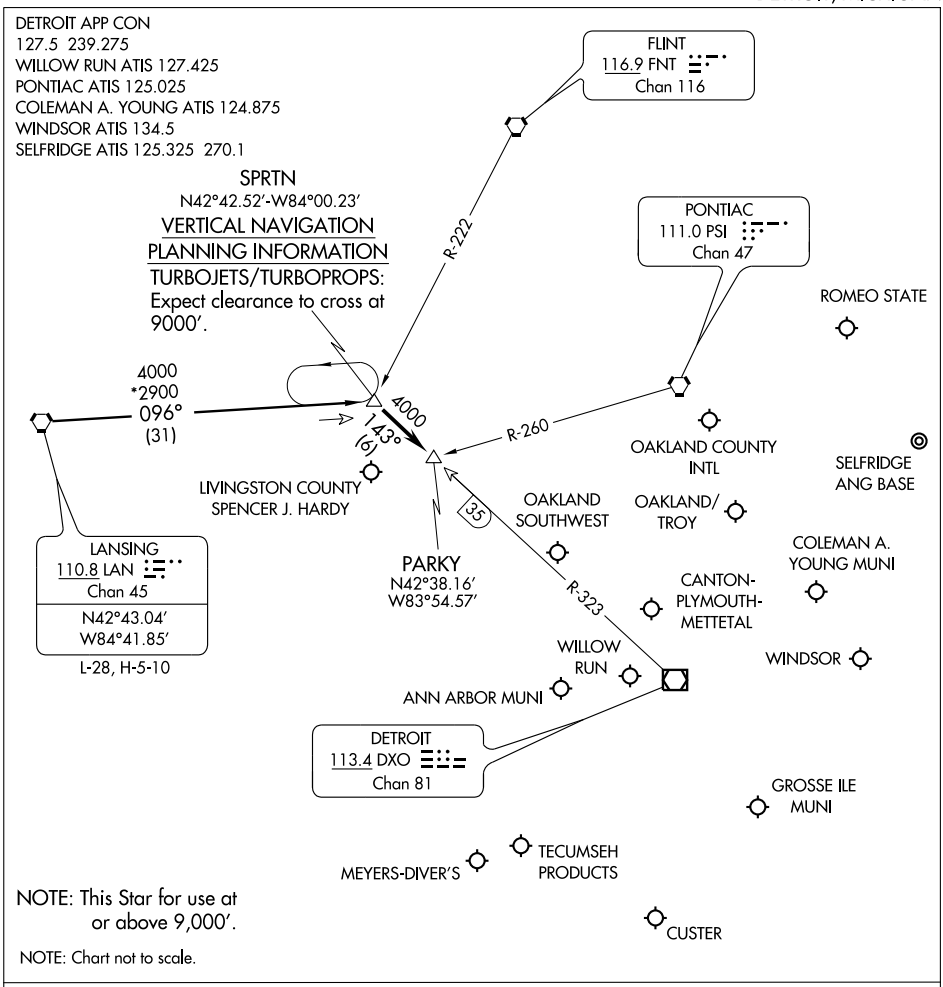


MIRL Rwy 18-36 L

EC-1, 14 JAN 2010 to 11 FEB 2010

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN



LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.

SVM VORTAC	APP CRS	Rwy Idg	N/A
114.3	124°	TDZE	N/A
Chan 90		Apt Elev	696

VOR-A

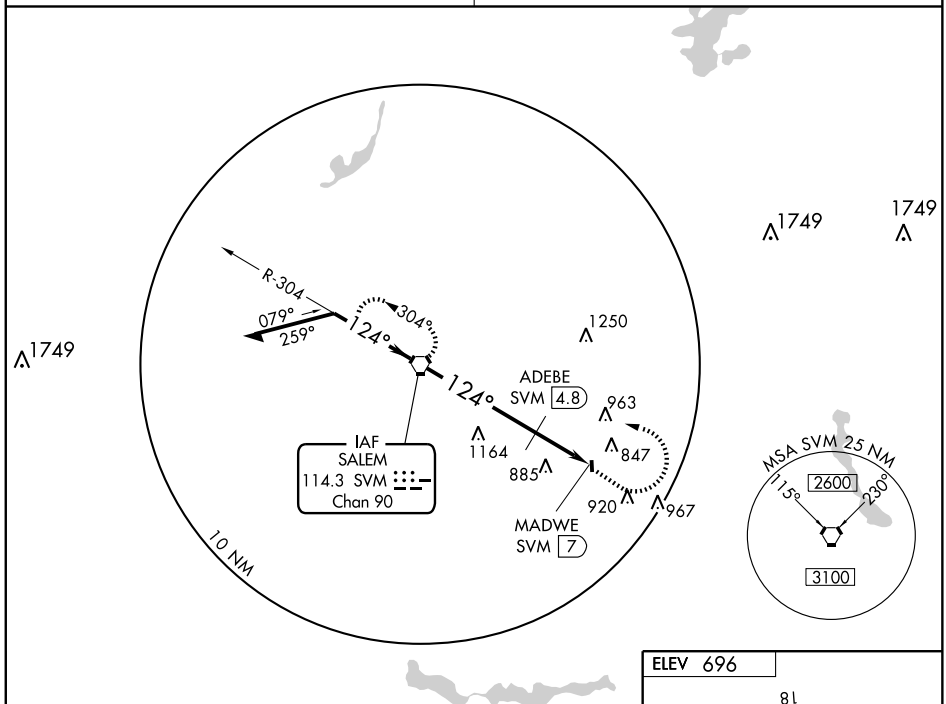
PLYMOUTH / CANTON-PLYMOUTH-METTETAL (1D2)

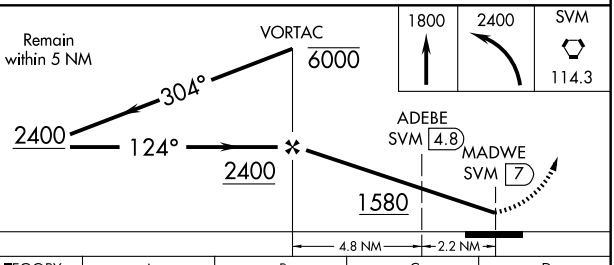
Use Willow Run altimeter setting; if not received, use Detroit Metropolitan Wayne County altimeter setting. Visibility reduction by helicopters NA.

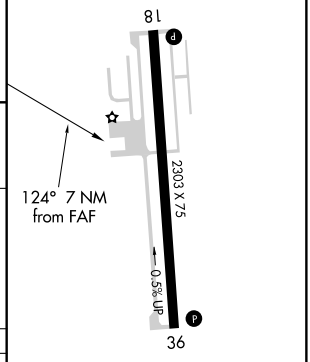
NA

MISSED APPROACH: Climb to 1800 then climbing left turn to 2400 direct SVM VORTAC and hold.

DETROIT APP CON	UNICOM
118.95 363.2	122.7 (CTAF) L







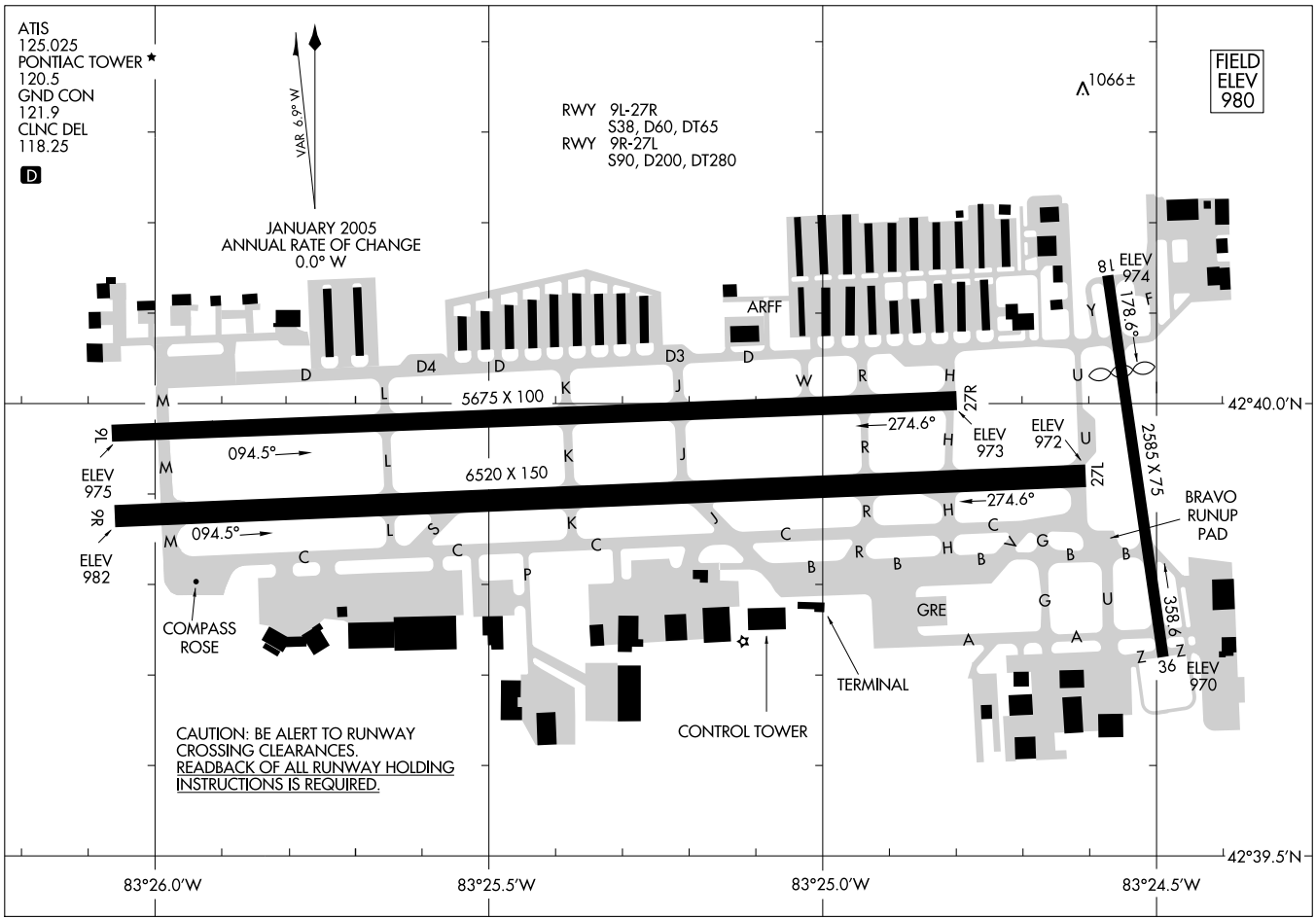
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
CIRCLING	1580-1¼ 884 (900-1¼)	NA		

ADEBE FIX MINIMUMS					
CIRCLING	1220 - 1 524 (600-1)	NA			

FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:02	4:41	3:31	2:49	2:21

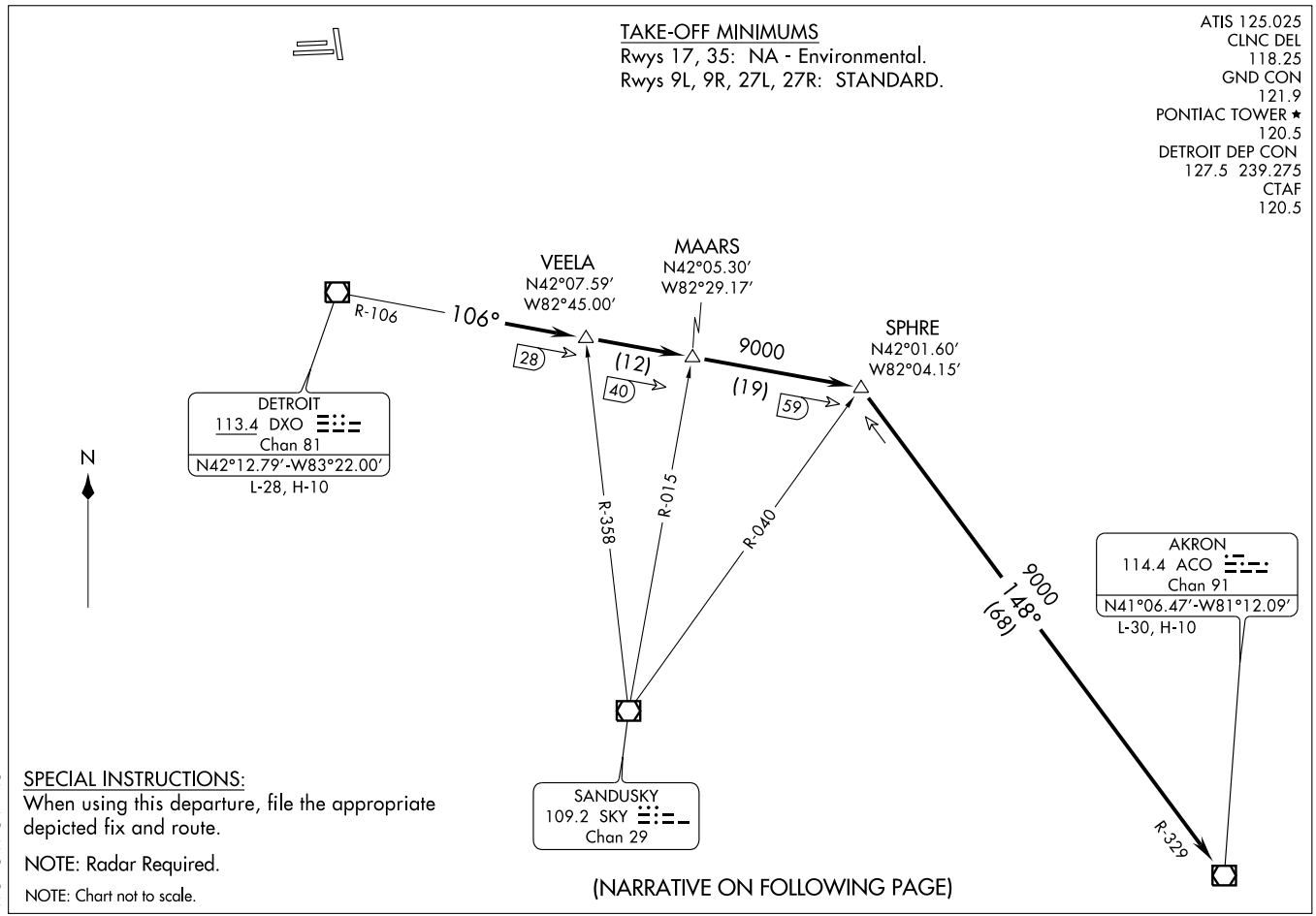
EC-1. 14 JAN 2010 to 11 FEB 2010



AIRPORT DIAGRAM

AL-5052 (FAA)

PONTIAC/OAKLAND COUNTY INTL (PTK)
PONTIAC, MICHIGAN


TAKE-OFF MINIMUMS
Rwys 17, 35: NA - Environmental.
Rwys 9L, 9R, 27L, 27R: STANDARD.
ATIS 125.025
CLNC DEL
118.25
GND CON
121.9
PONTIAC TOWER ★
120.5
DETROIT DEP CON
127.5 239.275
CTAF
120.5
(ACO2.ACO) 09127
AKRON TWO DEPARTURE
SL-5052 (FAA)
PONTIAC/ OAKLAND COUNTY INTL (PTK)
PONTIAC, MICHIGAN
VEELA
N42°07.59′
W82°45.00′
MAARS
N42°05.30′
W82°29.17′
SPHRE
N42°01.60′
W82°04.15′
R-106
106°
28
(12)
40
9000
(19)
59
DETROIT
113.4 DXO
Chan 81
N42°12.79′-W83°22.00′
L-28, H-10
N
R-358
R-015
R-040
9000
148°
(68)
AKRON
114.4 ACO
Chan 91
N41°06.47′-W81°12.09′
L-30, H-10
R-329
SANDUSKY
109.2 SKY
Chan 29
SPECIAL INSTRUCTIONS:
When using this departure, file the appropriate depicted fix and route.
NOTE: Radar Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9L/R and 27L/R: Climb via assigned heading for radar vectors, thence. . . .

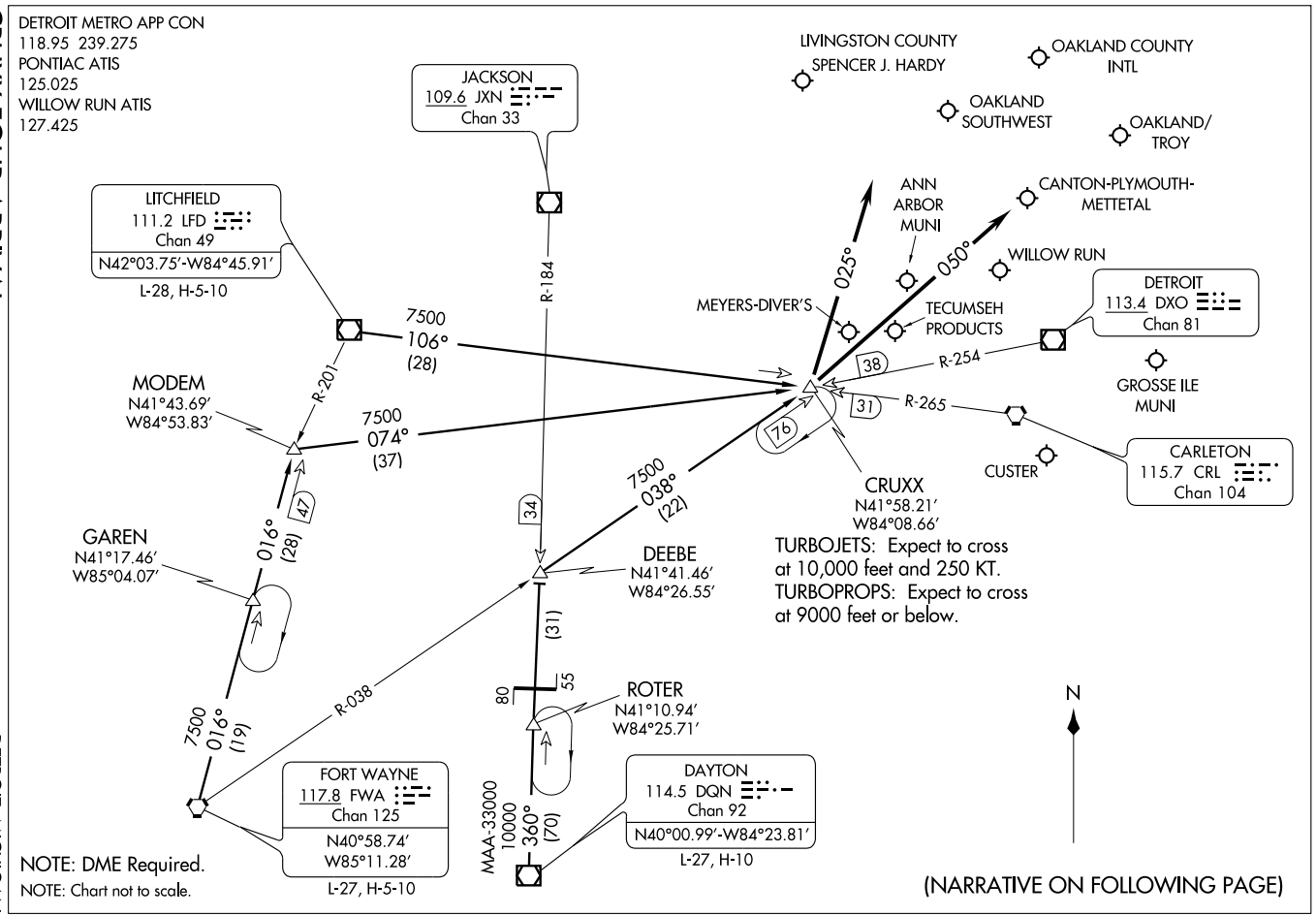
. . . .to intercept DXO VOR/DME R-106 to SPHRE INT, then via ACO R-329 to ACO VOR/DME. Maintain 3000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES

Rwy 9R: Multiple Trees beginning 1382′ from DER, 647′ left of centerline, up to 41′ AGL/1011′ MSL.
Ant on Hangar 870′ from DER, 732′ right of centerline, 36′ AGL/1006′ MSL.

Rwy 27L: Multiple Trees beginning 1075′ from DER, 630′ left of centerline, up to 78′ AGL/1048′ MSL.
Tree 1702′ from DER, 945′ right of centerline, 71′ AGL/1041′ MSL.

Rwy 27R: Tree 2057′ from DER, 395′ right of centerline, 71′ AGL/1041 MSL′.


DETROIT METRO APP CON
118.95 239.275
PONTIAC ATIS
125.025
WILLOW RUN ATIS
127.425
LIVINGSTON COUNTY
SPENCER J. HARDY
OAKLAND COUNTY
INTL
OAKLAND
SOUTHWEST
OAKLAND/
TROY
JACKSON
109.6 JXN
Chan 33
LITCHFIELD
111.2 LFD
Chan 49
N42°03.75'-W84°45.91'
L-28, H-5-10
ANN
ARBOR
MUNI
CANTON-PLYMOUTH-
METTETAL
WILLOW RUN
DETROIT
113.4 DXO
Chan 81
MEYERS-DIVER'S
TECUMSEH
PRODUCTS
GROSSE ILE
MUNI
025°
050°
R-184
R-201
R-254
R-265
7500
106°
(28)
7500
074°
(37)
MODEM
N41°43.69'
W84°53.83'
38
31
76
CUSTER
CARLETON
115.7 CRL
Chan 104
CRUXX
N41°58.21'
W84°08.66'
7500
038°
(22)
34
47
GAREN
N41°17.46'
W85°04.07'
016°
(28)
DEEBE
N41°41.46'
W84°26.55'
TURBOJETS: Expect to cross
at 10,000 feet and 250 KT.
TURBOPROPS: Expect to cross
at 9000 feet or below.
(31)
80
55
ROTER
N41°10.94'
W84°25.71'
N
7500
016°
(19)
R-038
FORT WAYNE
117.8 FWA
Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10
MAA-33000
10000
360°
(70)
DAYTON
114.5 DQN
Chan 92
N40°00.99'-W84°23.81'
L-27, H-10
NOTE: DME Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

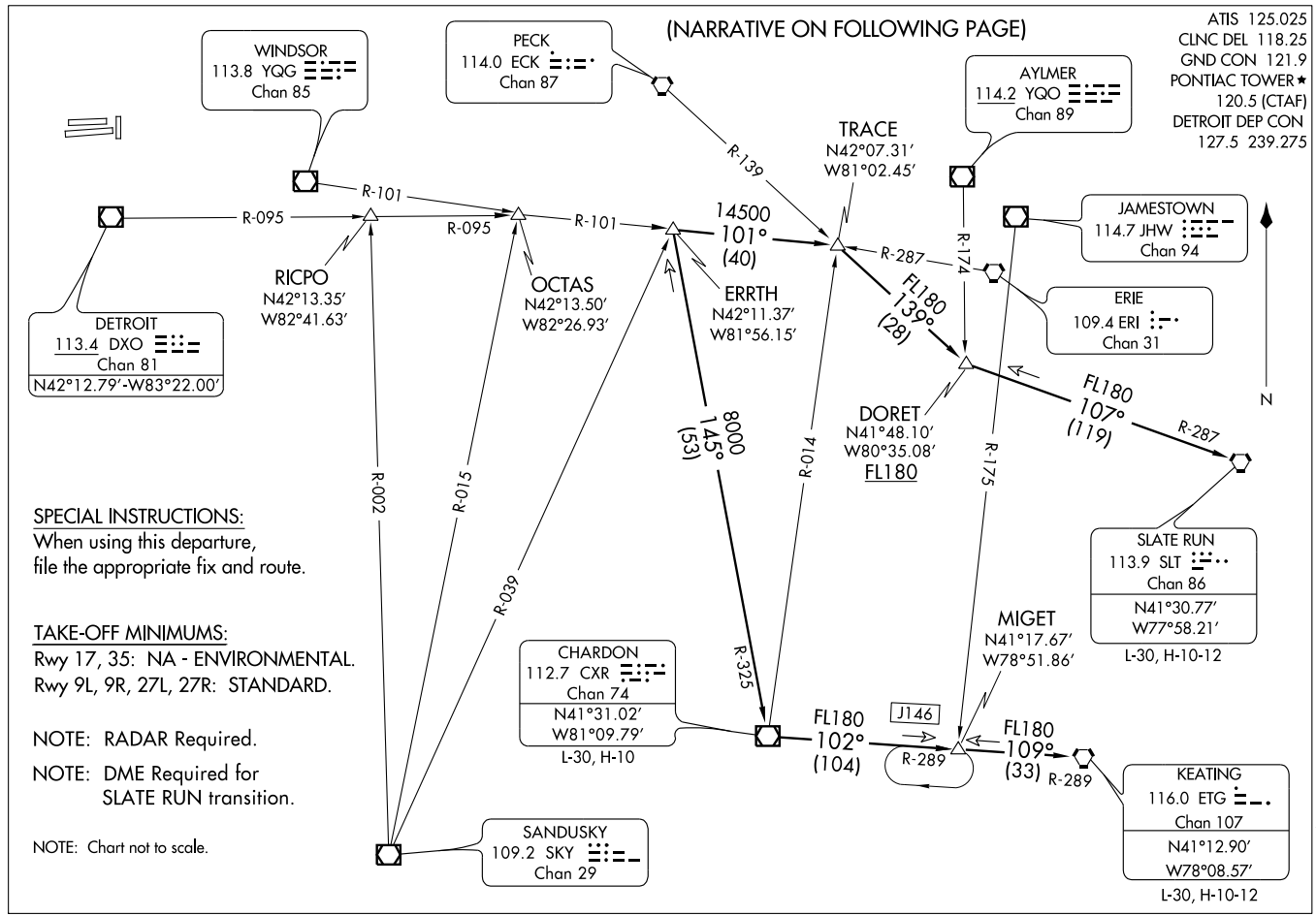
CRUXX FOUR ARRIVAL (CRUXX.CRUXX4)

ARRIVAL DESCRIPTION

DAYTON TRANSITION (DQN.CRUXX4): From over DQN VOR/DME via DQN R-360 and JXN R-184 to DEEBE INT and FWA R-038 to CRUXX INT. Thence . . . .
FORT WAYNE TRANSITION (FWA.CRUXX4): From over FWA VORTAC via FWA R-016 to MODEM INT and DXO R-254 to CRUXX INT. Thence . . . .
LITCHFIELD TRANSITION (LFD.CRUXX4): From over LFD VORTAC via LFD R-106 to CRUXX INT. Thence . . . .

. . . . Aircraft landing Y47, PTK, 36MI, ØMI7, OZW, ONZ, 1D2, TTF, VLL: From over CRUXX INT via 025° heading.
. . . . Aircraft landing YIP or ARB: From over CRUXX INT via 050° heading. Expect radar vector to final approach course.

EC-1, 14 JAN 2010 to 11 FEB 2010



(ERRTH2.ERRTH) 09127

ERRTH TWO DEPARTURE

SL-5052 (FAA)

PONTIAC/ OAKLAND COUNTY INTL (PTK)

PONTIAC, MICHIGAN

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9L/R and 27L/R: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude / flight level ten (10) minutes after departure.

CHARDON TRANSITION (ERRTH2.CXR): From over ERRTH INT via CXR R-325 to CXR VOR/DME.
KEATING TRANSITION (ERRTH2.ETG): From over ERRTH INT via CXR R-325 to CXR VOR/DME, then via CXR R-102 and ETG R-289 to MIGET INT, then via ETG R-289 to ETG VORTAC.
SLATE RUN TRANSITION (ERRTH2.SLT): (DME Required) From over ERRTH INT via YQG R-101 to TRACE INT, then via ECK R-139 to DORET INT, then via SLT R-287 to SLT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9R: Multiple trees beginning 1382′ from DER, 647′ left of centerline, up to 41′ AGL/1011′ MSL. Ant on hangar 870′ from DER, 732′ right of centerline, 36′ AGL/1006′ MSL.
Rwy 27L: Multiple trees beginning 1075′ from DER, 630′ left of centerline, up to 78′ AGL/1048′ MSL. Tree 1702′ from DER, 945′ right of centerline, 71′ AGL/1041′ MSL.
Rwy 27R: Tree 2057′ from DER, 395′ right of centerline, 71′ AGL/1041′ MSL.

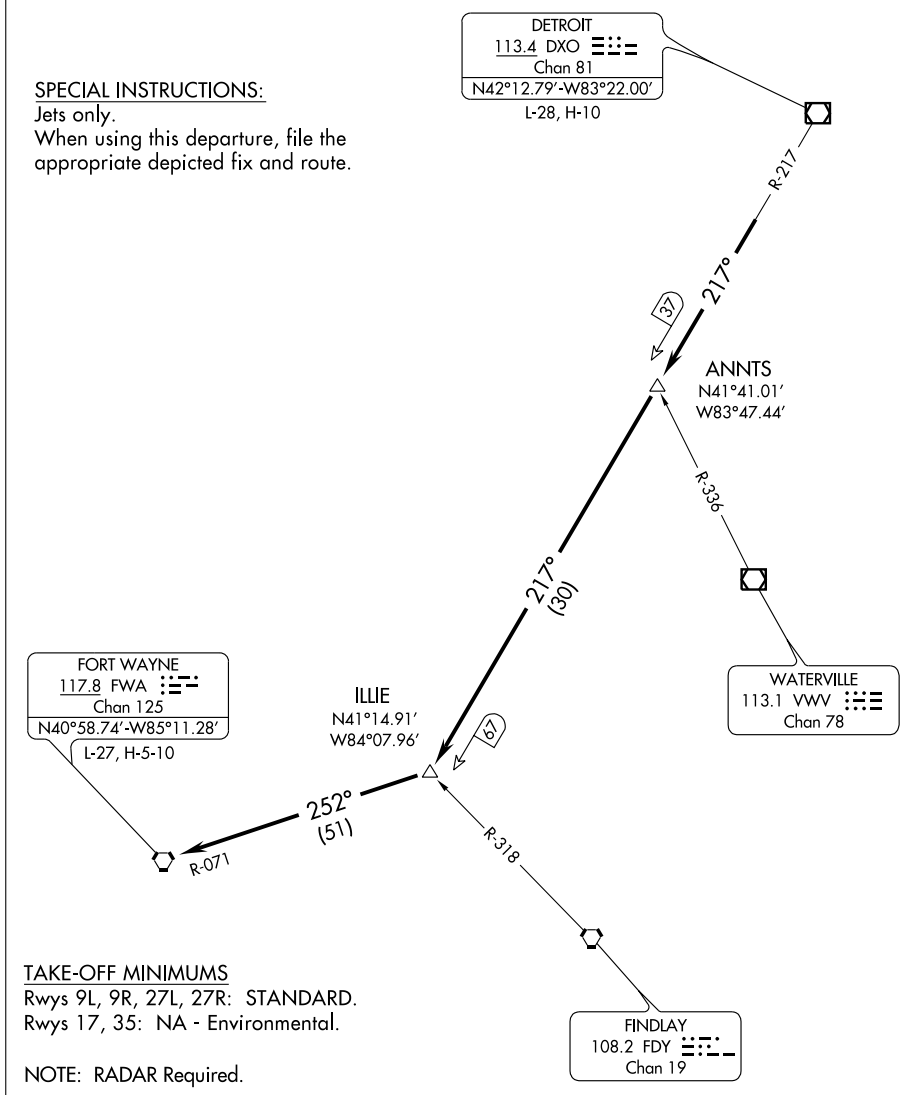
EC-1, 14 JAN 2010 to 11 FEB 2010

(FWA3.FWA) 09127

FORT WAYNE THREE DEPARTURE

PONTIAC/ OAKLAND COUNTY INTL (PTK)
SL-5052 (FAA)
PONTIAC, MICHIGAN

ATIS 125.025
CLNC DEL
118.25
GND CON
121.9
PONTIAC TOWER ★
120.5 (CTAF)
DETROIT DEP CON
127.5 239.275



TAKE-OFF MINIMUMS
Rwys 9L, 9R, 27L, 27R: STANDARD.
Rwys 17, 35: NA - Environmental.

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EC-1, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9L/R AND 27L/R: Climb via assigned heading for radar vectors, thence. . . .

. . . .to intercept DXO VOR/DME R-217 to ILLIE INT, then via FWA R-071 to FWA VORTAC. Maintain 3000, expect clearance to filed flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 9R: Multiple trees beginning 1382′ from DER, 647′ left of centerline, up to 41′ AGL/1011′ MSL.
Ant on hangar 870′ from DER, 732′ right of centerline, 36′ AGL/1006′ MSL.
Rwy 27L: Multiple trees beginning 1075′ from DER, 630′ left of centerline, up to 78′ AGL/1048′ MSL.
Tree 1702′ from DER, 945′ right of centerline, 71′ AGL/1041′ MSL.
Rwy 27R: Tree 2057′ from DER, 395′ right of centerline, 71′ AGL/1041′ MSL.

EC-1, 14 JAN 2010 to 11 FEB 2010

LOC I-PTK	APP CRS	Rwy Idg	6520
111.1	092°	TDZE	980
		Apt Elev	980

ILS or LOC RWY 9R

PONTIAC/OAKLAND COUNTY INTL (PTK)

▼ ▲ *RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Coleman A. Young Muni altimeter setting and increase DA 105 feet and all MDA 120 feet, increase S-LOC 9R Cats C and D visibility ½ mile, circling Cat B visibility ¼ mile, Cats C and D visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 1600, then climbing right turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	PONTIAC TOWER*	GND CON	CLNC DEL	UNICOM
125.025	127.5 363.2	120.5 (CTAF) A5	121.9	118.25	122.95 L

ALTERNATE MISSED APCH FIX

PONTIAC PSI 111.0 Chan 47

R-304 124° 304°

PONTIAC 111.0 PSI Chan 47

1480 1420

2700 199° (2.4) 1214 ± 1321 1172 1118

272° 092° 047° 227° R-198 (IAF) WAKEL OM/INT

LOCALIZER 111.1 I-PTK

10 NM

MSA PSI 25 NM 2900

2700 011° (15.4) R-360 180° 360°

SALEM 114.3 SVM Chan 90

1749 1749 1749

ELEV 980

1108±

VGSI and ILS glidepath not coincident.

Remain within 10 NM

WAKEL OM/INT

272° 092° 2669 2700 2700

GS 3.00° TCH 55

5 NM

1600	3000	SVM
		114.3

092° 5 NM from FAF

1066±

1018±

5675 X 100 9L 27R 81

6520 X 150 9R 27L

2389 X 75 36

1021 A5 TDZE 980

TWR 1037

1042 ± 1024 ± 1029 ±

HIRL Rwy 9R-27L L

MIRL Rwy 9L-27R

REIL Rwys 9L and 27L L

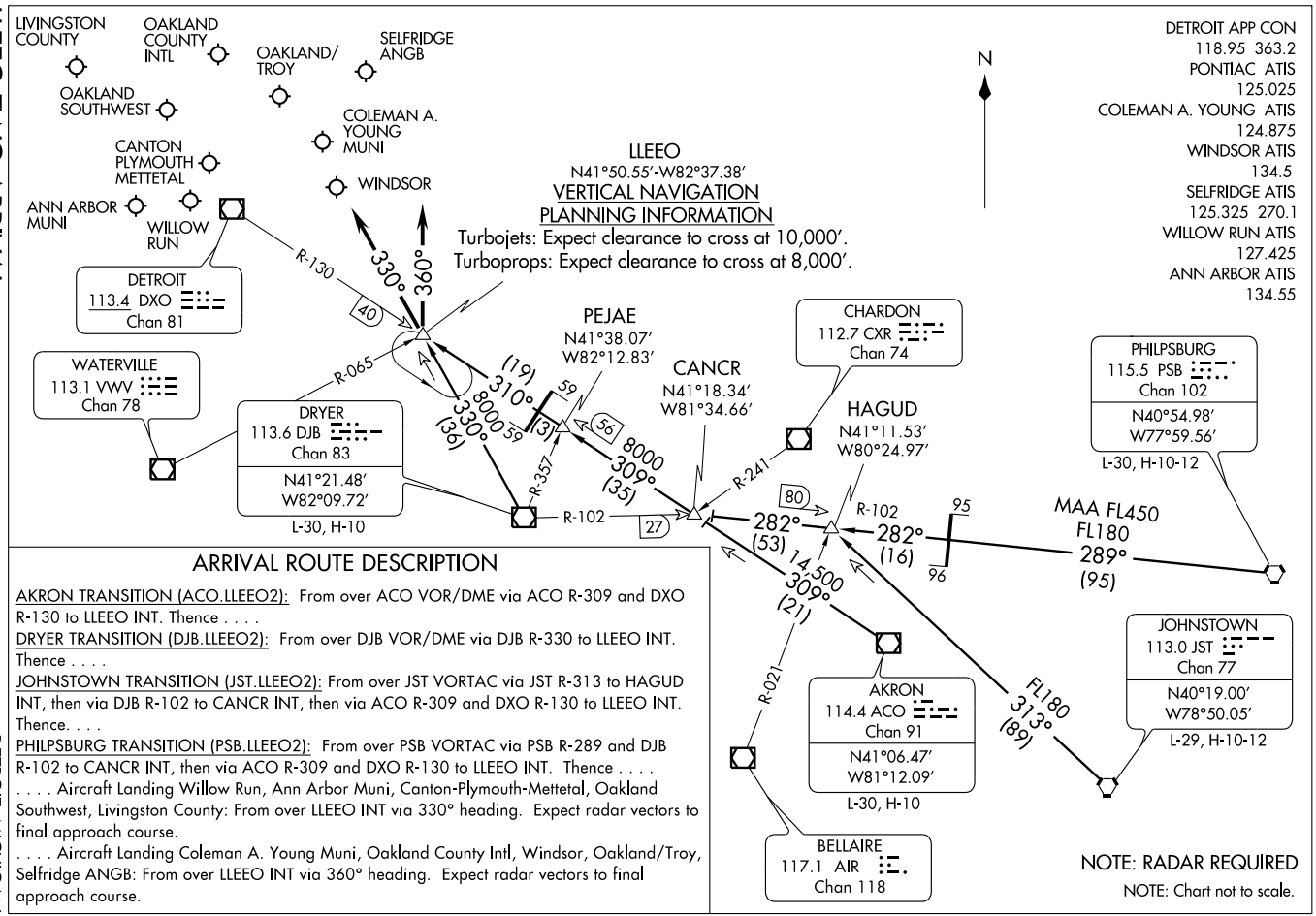
REIL Rwy 27R

CATEGORY	A	B	C	D
S-ILS 9R		*1180/24	200 (200-½)	
S-LOC 9R	1620/24	640 (700-½)	1620/60 640 (700-1¼)	1620-1½ 640 (700-1½)
CIRCLING	1620-1	640 (700-1)	1620-1¾ 640 (700-1¾)	1640-2 660 (700-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-1. 14 JAN 2010 to 11 FEB 2010



ARRIVAL ROUTE DESCRIPTION

AKRON TRANSITION (ACO.LLEEO2): From over ACO VOR/DME via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

DRYER TRANSITION (DJB.LLEEO2): From over DJB VOR/DME via DJB R-330 to LLEEO INT. Thence . . . .

JOHNSTOWN TRANSITION (JST.LLEEO2): From over JST VORTAC via JST R-313 to HAGUD INT, then via DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence. . . .

PHILPSBURG TRANSITION (PSB.LLEEO2): From over PSB VORTAC via PSB R-289 and DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

. . . . Aircraft Landing Willow Run, Ann Arbor Muni, Canton-Plymouth-Mettetal, Oakland Southwest, Livingston County: From over LLEEO INT via 330° heading. Expect radar vectors to final approach course.

. . . . Aircraft Landing Coleman A. Young Muni, Oakland County Intl, Windsor, Oakland/Troy, Selfridge ANGB: From over LLEEO INT via 360° heading. Expect radar vectors to final approach course.

LOC I-PTK	APP CRS	Rwy Idg	6520
111.1	272°	TDZE	974
		Apt Elev	980

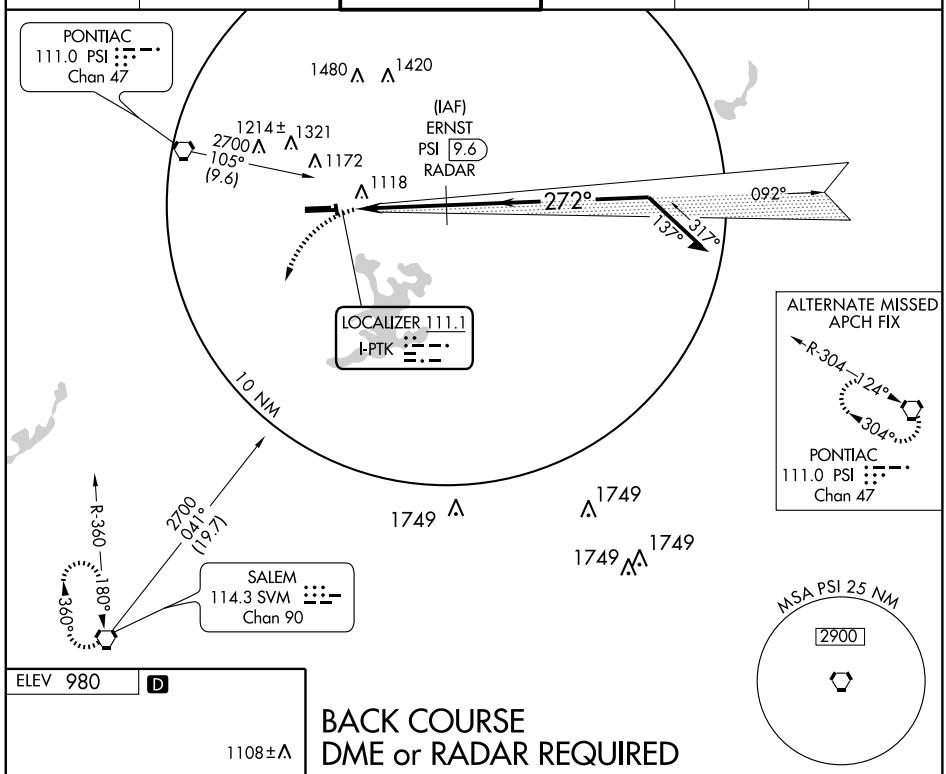
LOC BC RWY 27L

PONTIAC/OAKLAND COUNTY INTL (PTK)

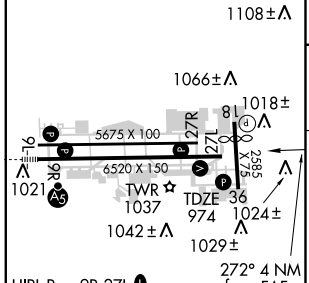
When local altimeter setting not received, use Coleman A. Young Muni altimeter setting and increase all MDA 120 feet, increase S-27L Cat C/D visibility ¼ mile and Circling Cat C/D visibility ½ mile.

MISSED APPROACH: Climbing left turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	PONTIAC TOWER★	GND CON	CLNC DEL	UNICOM
125.025	127.5 363.2	120.5 (CTAF) A5	121.9	118.25	122.95 L



ELEV 980 D

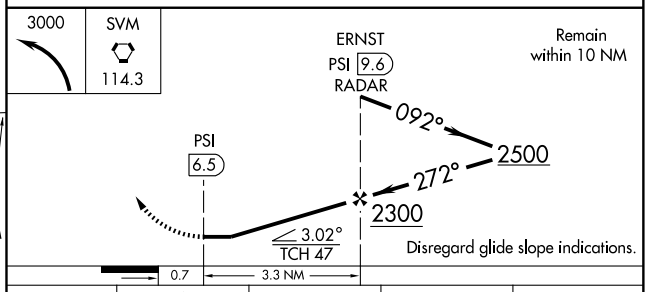


HIRL Rwy 9R-27L L
MIRL Rwy 9L-27R
REIL Rwys 9L and 27L L
REIL Rwy 27R

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

BACK COURSE
DME or RADAR REQUIRED

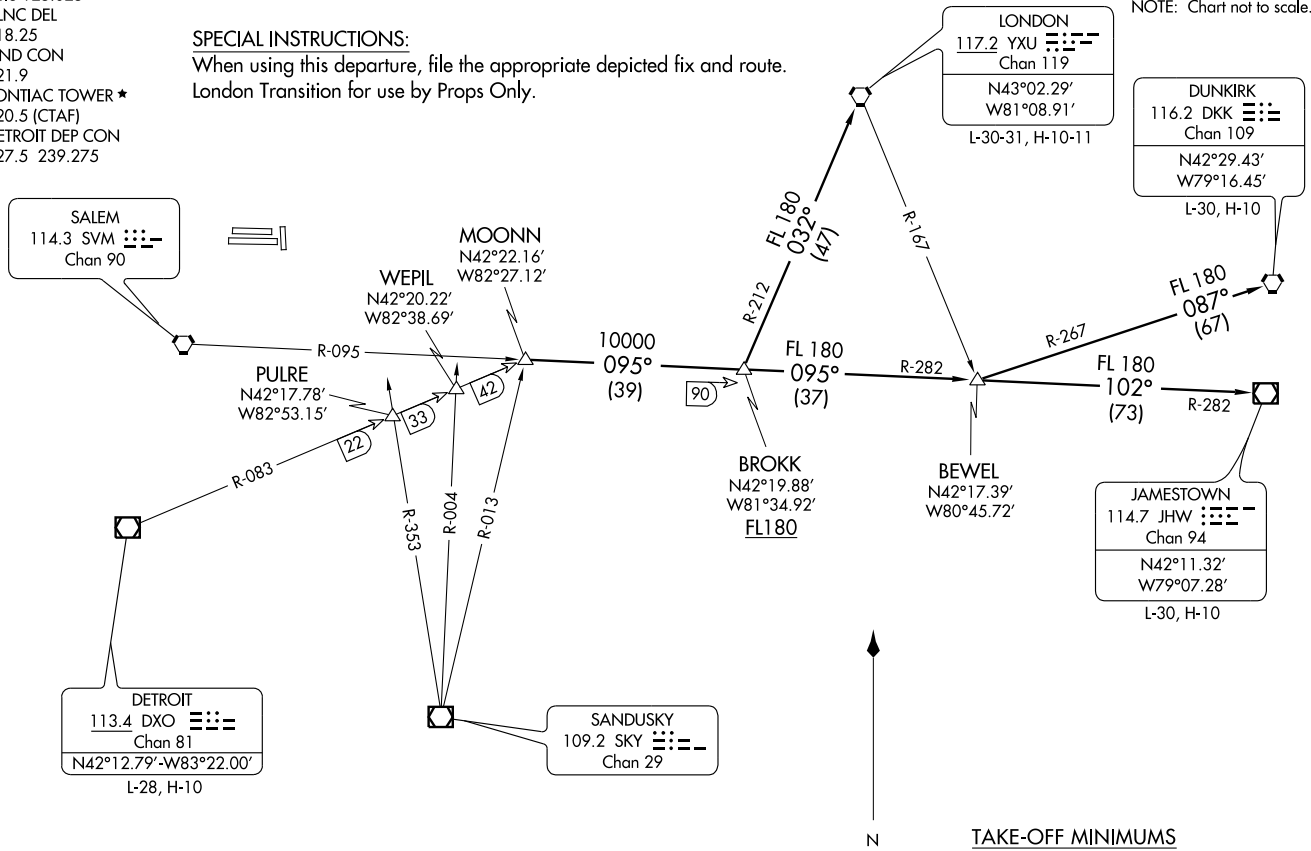


CATEGORY	A	B	C	D
S-27L	1420-1	446 (500-1)	1420-1¼ 446 (500-1¼)	1420-1½ 446 (500-1½)
CIRCLING	1500-1 520 (600-1)	1520-1 540 (600-1)	1560-1½ 580 (600-1½)	1640-2 660 (700-2)

ATIS 125.025
CLNC DEL
118.25
GND CON
121.9
PONTIAC TOWER ★
120.5 (CTAF)
DETROIT DEP CON
127.5 239.275

NOTE: Chart not to scale.

SPECIAL INSTRUCTIONS:
When using this departure, file the appropriate depicted fix and route.
London Transition for use by Props Only.



TAKE-OFF MINIMUMS
Rwys 17, 35: NA - Environmental.
Rwys 9L, 9R, 27L, 27R: STANDARD.

NOTE: RADAR Required.

(NARRATIVE ON FOLLOWING PAGE)

(MOONN2.MOONN) 09127
MOONN TWO DEPARTURE

SL-5052 (FAA)

PONTIAC /OAKLAND COUNTY INTL (PTK)
PONTIAC, MICHIGAN

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9L/R AND 27L/R:
Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude/ flight level ten (10) minutes after departure.

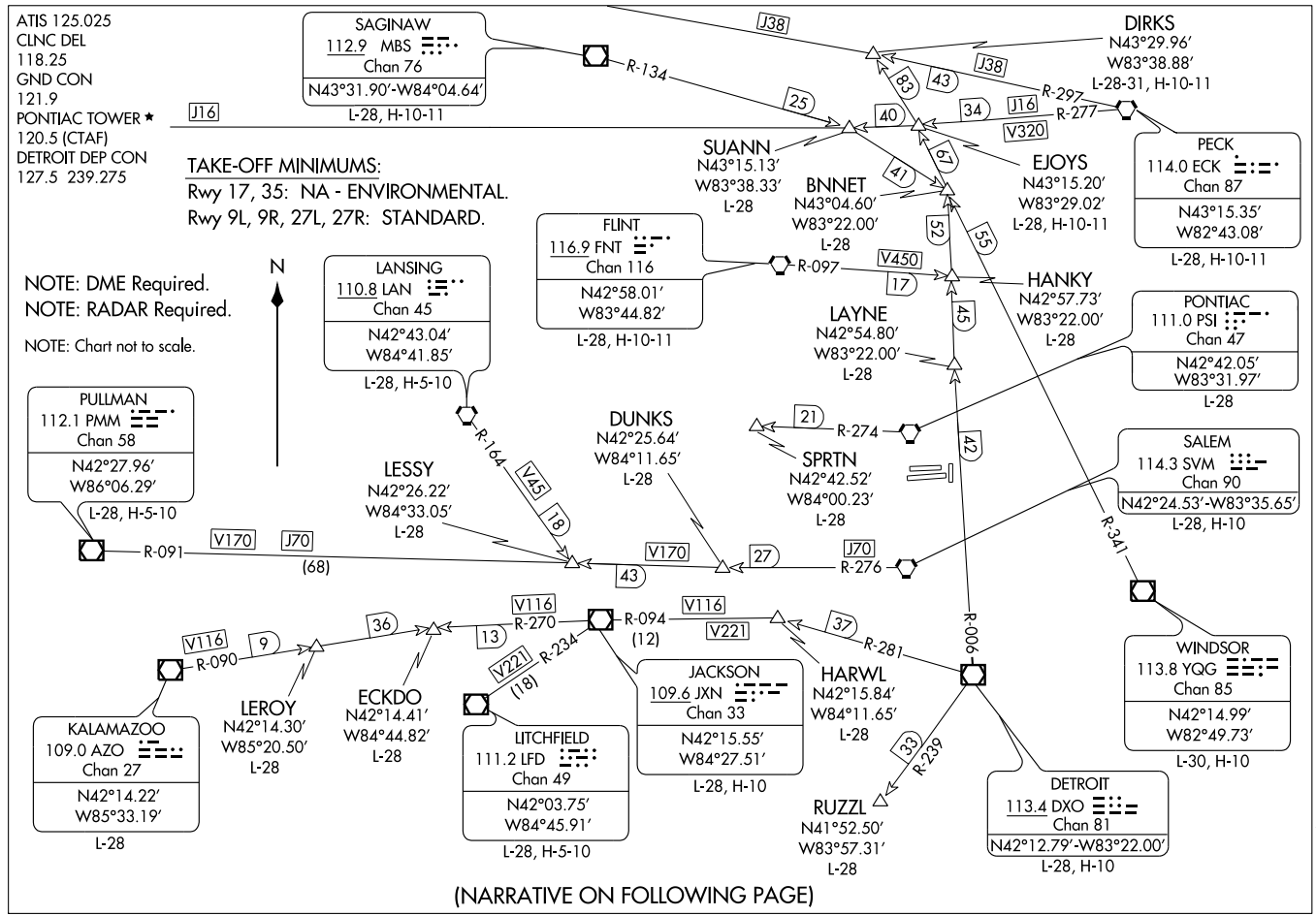
DUNKIRK TRANSITION (MOONN2.DKK): From over MOONN INT via SVM R-095 to BROKK INT, then via SVM R-095 and JHW R-282 to BEWEL INT, then via DKK R-267 to DKK VORTAC.

JAMESTOWN TRANSITION (MOONN2.JHW): From over MOONN INT via SVM R-095 to BROKK INT, then via SVM R-095 and JHW R-282 to BEWEL INT, then via JHW R-282 to JHW VOR/DME.

LONDON TRANSITION (MOONN2.YXU): From over MOONN INT via SVM R-095 to BROKK INT, then via YXU R-212 to YXU VORTAC.

TAKE-OFF OBSTACLES

Rwy 9R: Multiple trees beginning 1382′ from DER, 647′ left of centerline, up to 41′ AGL/1011′ MSL. Ant on hangar 870′ from DER, 732′ right of centerline, 36′ AGL/1006′ MSL.
Rwy 27L: Multiple trees beginning 1075′ from DER, 630′ left of centerline, up to 78′ AGL/1048′ MSL. Tree 1702′ from DER, 945′ right of centerline, 71′ AGL/1041′MSL.
Rwy 27R: Tree 2057′ from DER, 395′ right of centerline, 71′ AGL/1041′ MSL.



(PALCE3.DXO) 09127

PALACE THREE DEPARTURE

SL-5052 (FAA)

PONTIAC/ OAKLAND COUNTY INTL (PTK)

PONTIAC, MICHIGAN

DEPARTURE ROUTE DESCRIPTION

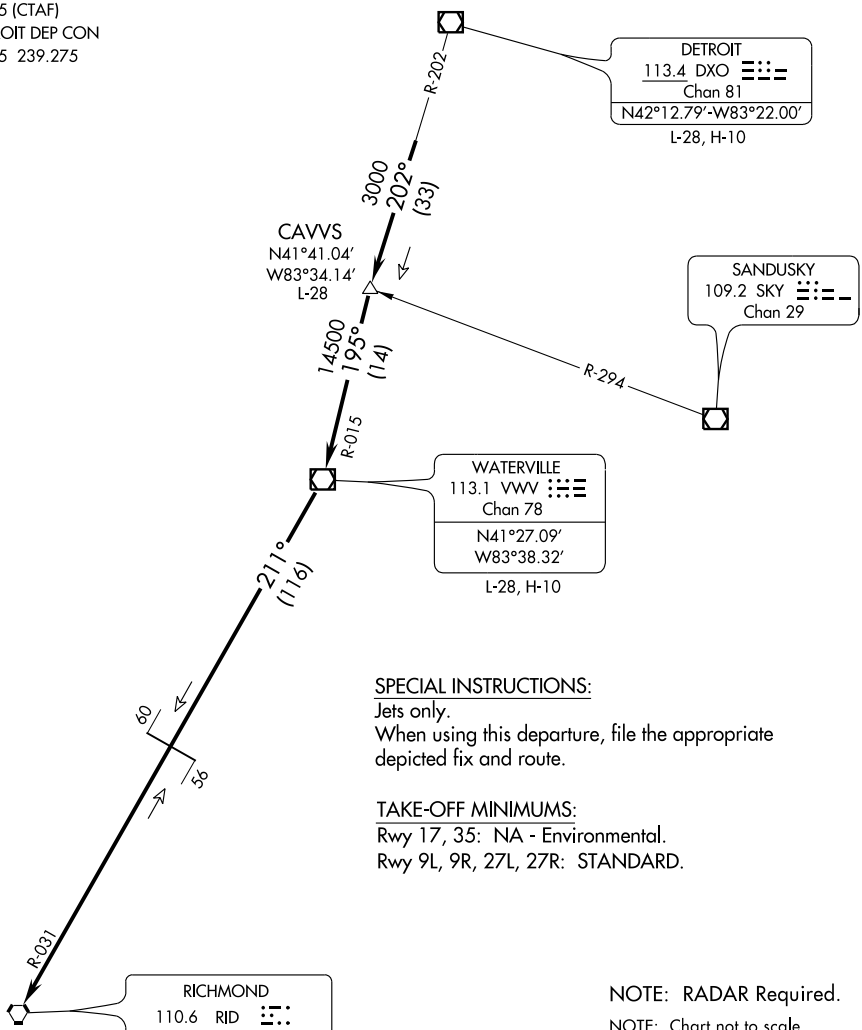
TAKE-OFF RUNWAYS 9L/R AND 27L/R: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude / flight level ten (10) minutes after departure.

SPECIAL INSTRUCTIONS:
When using this departure, file the appropriate depicted departure fix and route.
Aircraft landing/overflying Lansing (LAN) at 10,000 feet or below, file via SPRTN.
Aircraft landing/overflying Flint (FNT) at 10,000 feet or below, file via LAYNE.
Aircraft landing/overflying Toledo (TOL) at 10,000 feet or below, file via RUZZL.
Aircraft over HARWL must file FL220 and below.

TAKE-OFF OBSTACLES:
Rwy 9R: Multiple trees beginning 1382′ from DER, 647′ left of centerline, up to 41′ AGL/1011′ MSL. Ant on hangar 870′ from DER, 732′ right of centerline, 36′ AGL/1006′ MSL.
Rwy 27L: Multiple trees beginning 1075′ from DER, 630′ left of centerline, up to 78′ AGL/1048′ MSL. Tree 1702′ from DER, 945′ right of centerline, 71′ AGL/1041′ MSL.
Rwy 27R: Tree 2057′ from DER, 395′ right of centerline, 71′ AGL/1041′ MSL.

RICHMOND FOUR DEPARTURE SL-5052 (FAA)

ATIS 125.025
CLNC DEL
118.25
GND CON
121.9
PONTIAC TOWER ★
120.5 (CTAF)
DETROIT DEP CON
127.5 239.275



SPECIAL INSTRUCTIONS:
Jets only.
When using this departure, file the appropriate depicted fix and route.

TAKE-OFF MINIMUMS:
Rwy 17, 35: NA - Environmental.
Rwy 9L, 9R, 27L, 27R: STANDARD.

NOTE: RADAR Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9L/R AND 27L/R:
Climb via assigned heading for radar vectors, thence. . . .

. . . . To intercept DXO VOR/DME R-202 to CAVVS INT/DXO 33 DME, then via VWV R-015 to VWV VOR/DME. Then right turn via VWV R-211 and RID R-031 to RID VORTAC. Maintain 3,000 feet, expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE OFF OBSTACLES:

Rwy 9R:	Multiple trees beginning 1382′ from DER, 647′ left of centerline, up to 41′ AGL/1011′ MSL. Ant on hangar 870′ from DER, 732′ right of centerline, 36′ AGL/1006′ MSL.
Rwy 27L:	Multiple trees beginning 1075′ from DER, 630′ left of centerline, up to 78′ AGL/1048′ MSL. Tree 1702′ from DER, 945′ right of centerline, 71′ AGL/1041′MSL.
Rwy27R:	Tree 2057′ from DER, 395′ right of centerline, 71′ AGL/1041′ MSL.

WAAS CH 90415 W09A	APP CRS 092°	Rwy ldg 6520 TDZE 980 Apt Elev 980

RNAV (GPS) RWY 9R

PONTIAC/OAKLAND COUNTY INTL (PTK)

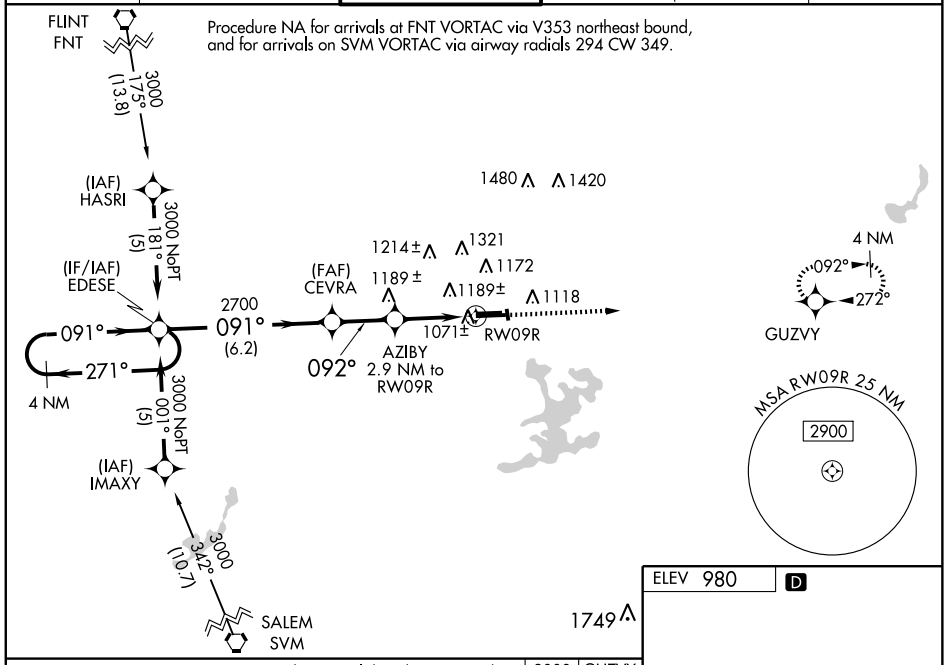
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Coleman A. Young Muni altimeter setting and increase all DA 105 feet and all MDA 120 feet, increase LNAV/VNAV all Cats visibility to 2 miles, increase LNAV Cat C visibility to RVR 5000, Cat D visibility to RVR 6000, and Circling Cat C/D visibility ½ mile. For inoperative MALSR increase LNAV Cats A/B visibility to RVR 5000. For inoperative MALSR when using Coleman A. Young Muni altimeter setting; increase LPV all Cats, and LNAV Cats A/B visibility to RVR 5000. Baro-VNAV and VDP NA when using Coleman A. Young Muni altimeter setting.

MALSR (A5)

MISSED APPROACH: Climb to 3000 direct GUZVY and hold.

ATIS	DETROIT APP CON	PONTIAC TOWER★	GND CON	CLNC DEL	UNICOM
125.025	127.5 363.2	120.5 (CTAF) (A5)	121.9	118.25	122.95 (L)

Procedure NA for arrivals at FNT VORTAC via V353 northeast bound, and for arrivals on SVM VORTAC via airway radials 294 CW 349.



CATEGORY	A	B	C	D
LPV DA	1180/24 200 (200-½)			
LNAV/VNAV DA	1579-1½ 599 (600-1½)			
LNAV MDA	1420/40 440 (500-¾)			1420/50 440 (500-1)
CIRCLING	1500-1 520 (600-1)	1520-1 540 (600-1)	1560-1½ 580 (600-1½)	1640-2 660 (700-2)

HIRL Rwy 9R-27L (L)
MIRL Rwy 9L-27R
REIL Rwys 9L and 27L (L)
REIL Rwy 27R

WAAS CH 70615 W27A	APP CRS 272°	Rwy Idg 6520	TDZE 974	Apt Elev 980

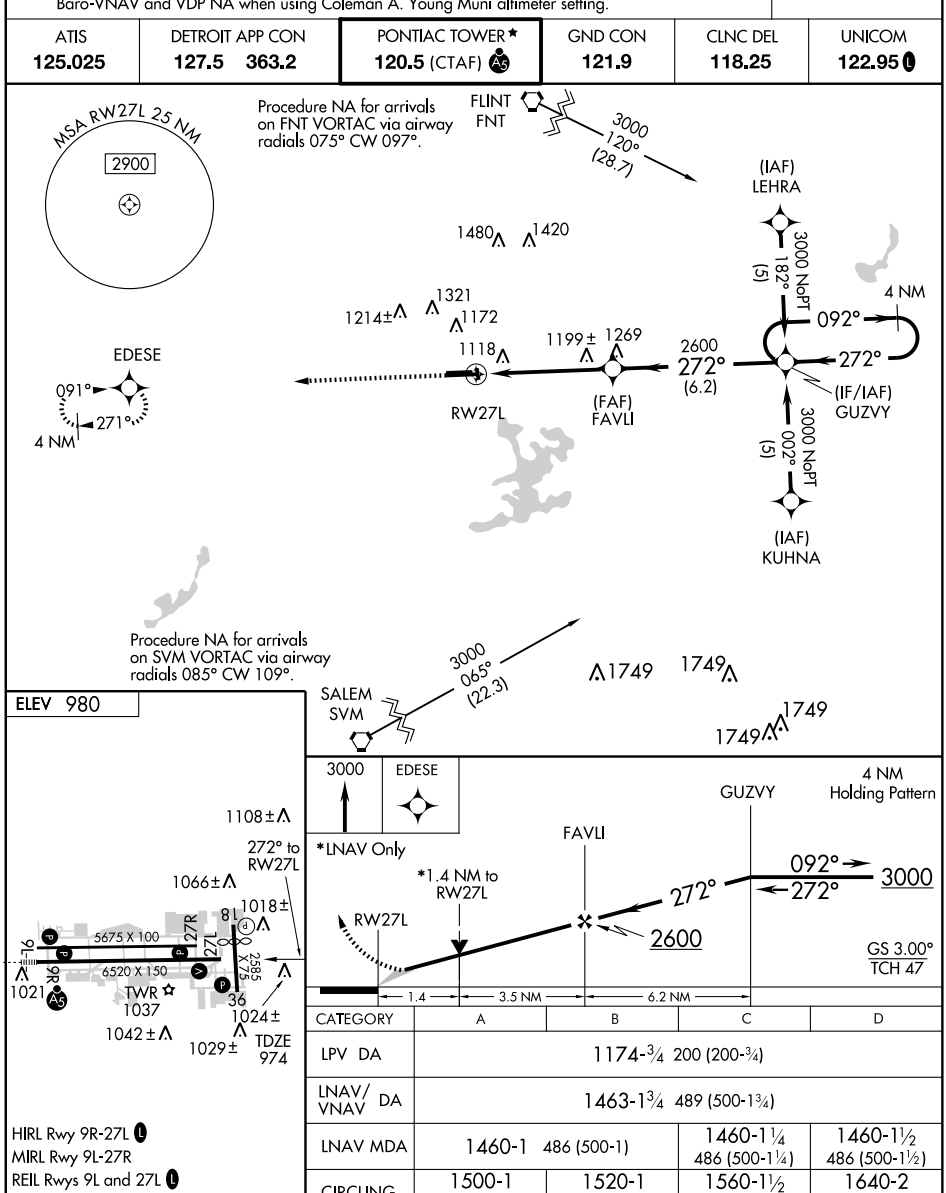
RNAV (GPS) RWY 27L

PONTIAC/OAKLAND COUNTY INTL (PTK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Coleman A. Young Muni altimeter setting and increase all DA 105 feet and all MDA 120 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C/D, and Circling Cat C/D visibility ½ mile. Baro-VNAV and VDP NA when using Coleman A. Young Muni altimeter setting.

MISSED APPROACH: Climb to 3000 direct EDESE and hold.

ATIS	DETROIT APP CON		PONTIAC TOWER ★	GND CON	CLNC DEL	UNICOM
125.025	127.5	363.2	120.5 (CTAF) A5	121.9	118.25	122.95 L



HIRL Rwy 9R-27L L
MIRL Rwy 9L-27R
REIL Rwys 9L and 27L L
REIL Rwy 27R

CATEGORY	A	B	C	D
LPV DA	1174-¾ 200 (200-¾)			
LNAV/VNAV DA	1463-1¾ 489 (500-1¾)			
LNAV MDA	1460-1 486 (500-1)		1460-1¼ 486 (500-1¼)	1460-1½ 486 (500-1½)
CIRCLING	1500-1 520 (600-1)	1520-1 540 (600-1)	1560-1½ 580 (600-1½)	1640-2 660 (700-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

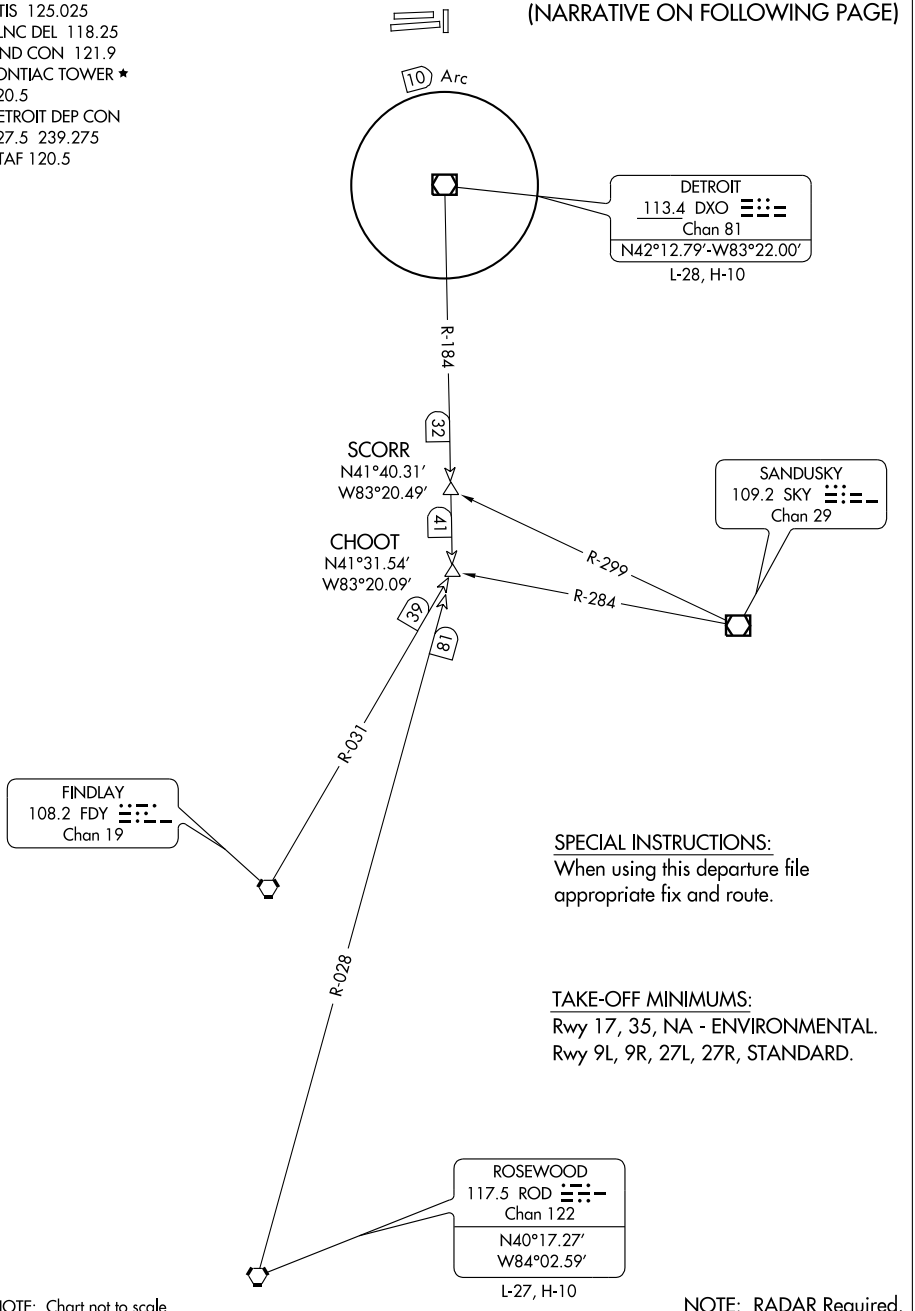
(ROD2.ROD) 09127

ROSEWOOD TWO DEPARTURE SL-5052 (FAA)

PONTIAC/ OAKLAND COUNTY INTL (PTK)
PONTIAC, MICHIGAN

ATIS 125.025
CLNC DEL 118.25
GND CON 121.9
PONTIAC TOWER ★
120.5
DETROIT DEP CON
127.5 239.275
CTAF 120.5

(NARRATIVE ON FOLLOWING PAGE)



SPECIAL INSTRUCTIONS:
When using this departure file appropriate fix and route.

TAKE-OFF MINIMUMS:
Rwy 17, 35, NA - ENVIRONMENTAL.
Rwy 9L, 9R, 27L, 27R, STANDARD.

NOTE: Chart not to scale.

NOTE: RADAR Required.

EC-1, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9L/R AND 27L/R: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude / flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 9R: Multiple trees beginning 1382′ from DER, 647′ left of centerline, up to 41′ AGL/1011′ MSL. Ant on hangar 870′ from DER, 732′ right of centerline, 36′ AGL/1006′ MSL.

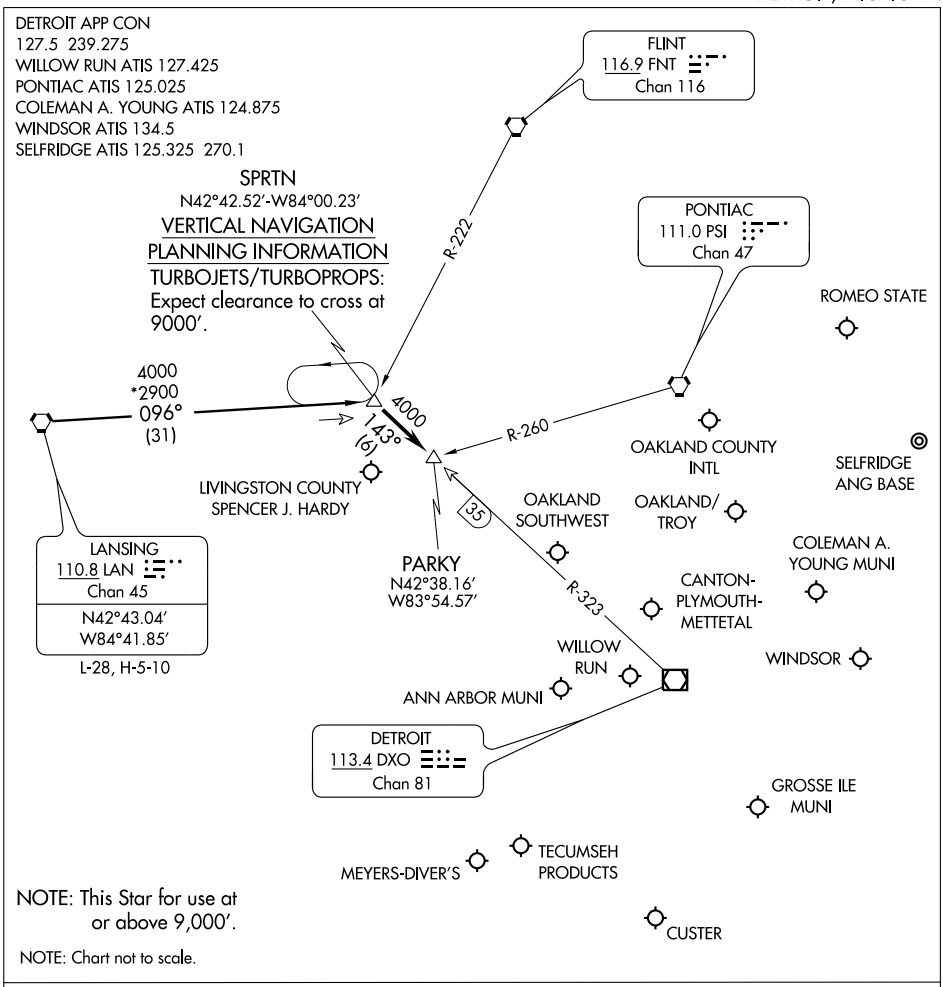
Rwy 27L: Multiple trees beginning 1075′ from DER, 630′ left of centerline, up to 78′ AGL/1048′ MSL. Tree 1702′ from DER, 945′ right of centerline, 71′ AGL/1041′ MSL.

Rwy 27R: Tree 2057′ from DER, 395′ right of centerline, 71′ AGL/1041′ MSL.

EC-1, 14 JAN 2010 to 11 FEB 2010

SPRTN THREE ARRIVAL

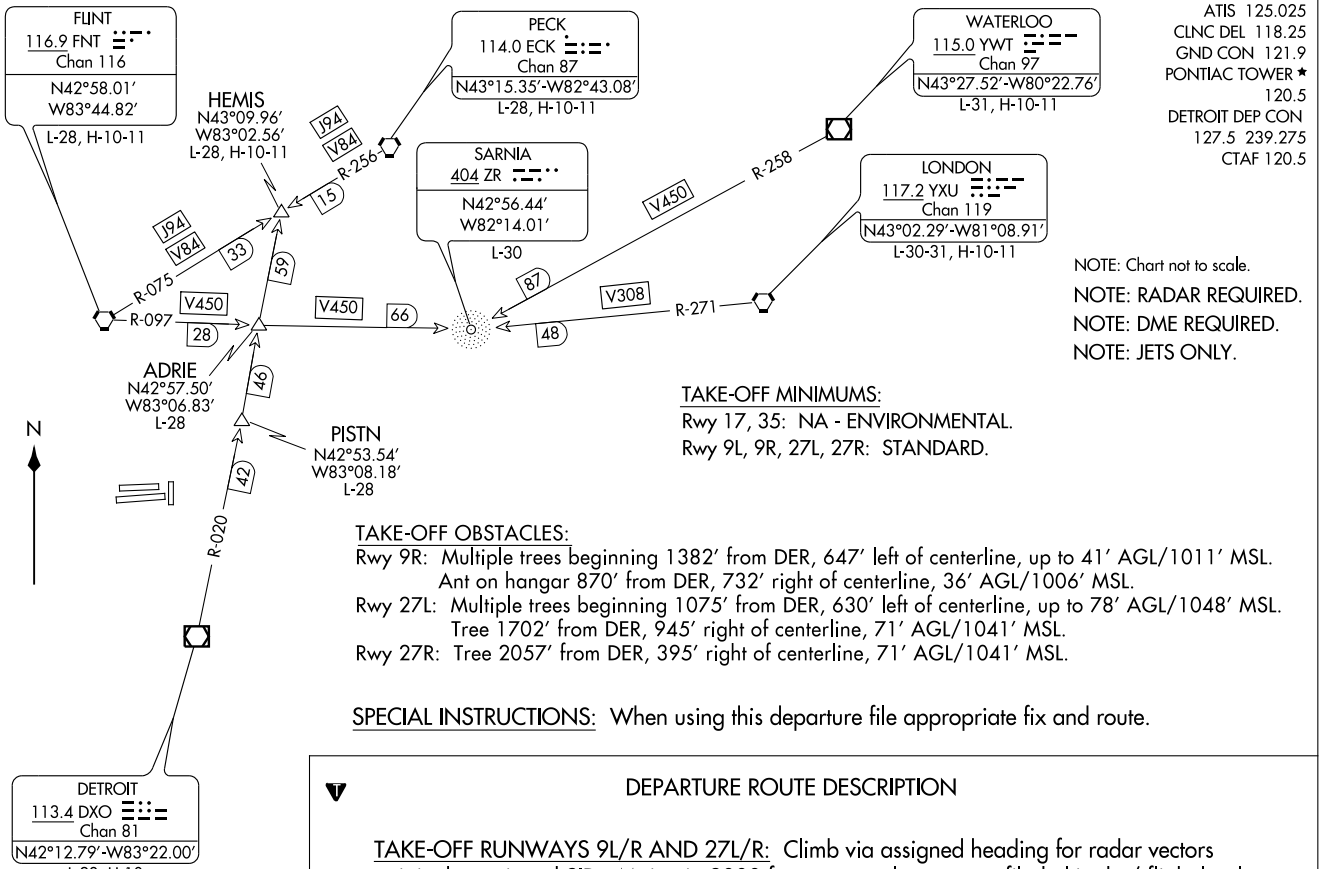
DETROIT, MICHIGAN



LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.



ATIS 125.025
CLNC DEL 118.25
GND CON 121.9
PONTIAC TOWER ★
120.5
DETROIT DEP CON
127.5 239.275
CTAF 120.5

NOTE: Chart not to scale.

NOTE: RADAR REQUIRED.

NOTE: DME REQUIRED.

NOTE: JETS ONLY.

TAKE-OFF MINIMUMS:

Rwy 17, 35: NA - ENVIRONMENTAL.

Rwy 9L, 9R, 27L, 27R: STANDARD.

TAKE-OFF OBSTACLES:

Rwy 9R: Multiple trees beginning 1382' from DER, 647' left of centerline, up to 41' AGL/1011' MSL. Ant on hangar 870' from DER, 732' right of centerline, 36' AGL/1006' MSL.

Rwy 27L: Multiple trees beginning 1075' from DER, 630' left of centerline, up to 78' AGL/1048' MSL. Tree 1702' from DER, 945' right of centerline, 71' AGL/1041' MSL.

Rwy 27R: Tree 2057' from DER, 395' right of centerline, 71' AGL/1041' MSL.

SPECIAL INSTRUCTIONS: When using this departure file appropriate fix and route.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9L/R AND 27L/R: Climb via assigned heading for radar vectors to join the assigned SID. Maintain 3000 feet, expect clearance to filed altitude / flight level ten (10) minutes after departure.

ST. CLAIR THREE DEPARTURE

(SCLR3.DXO) 09127

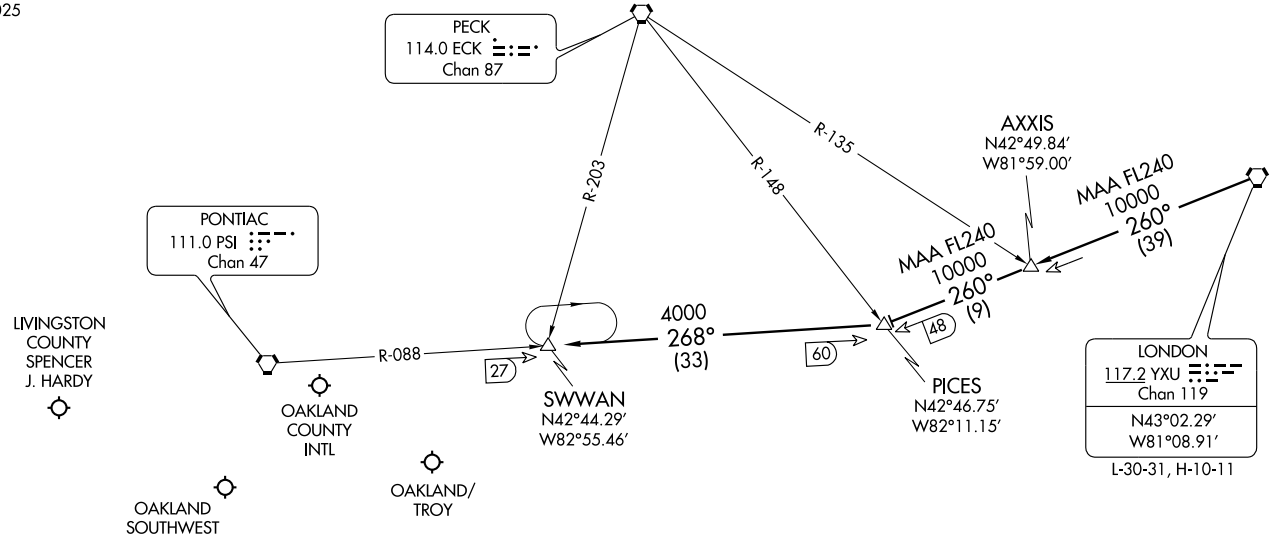
SL-5052 (FAA)

PONTIAC/ OAKLAND COUNTY INTL (PTK)

PONTIAC, MICHIGAN

SWWAN ONE ARRIVAL (SWWAN.SWWAN1) 09351

DETROIT APP CON
127.5 363.2
PONTIAC ATIS
125.025



N

ARRIVAL ROUTE DESCRIPTION

LONDON TRANSITION (YXU.SWANN1): From over YXU VORTAC via YXU R-260 to PICES INT, then via PSI R-088 to SWWAN INT. Thence . . . .

. . . . From SWWAN, expect radar vectors to final approach course.

NOTE: RADAR Required.
NOTE: Chart not to scale.

ST-5052 (FAA)

PONTIAC, MICHIGAN

VORTAC PSI	APP CRS	Rwy Idg	6520
111.0	119°	TDZE	980
Chan 47		Apt Elev	980

VOR RWY 9R

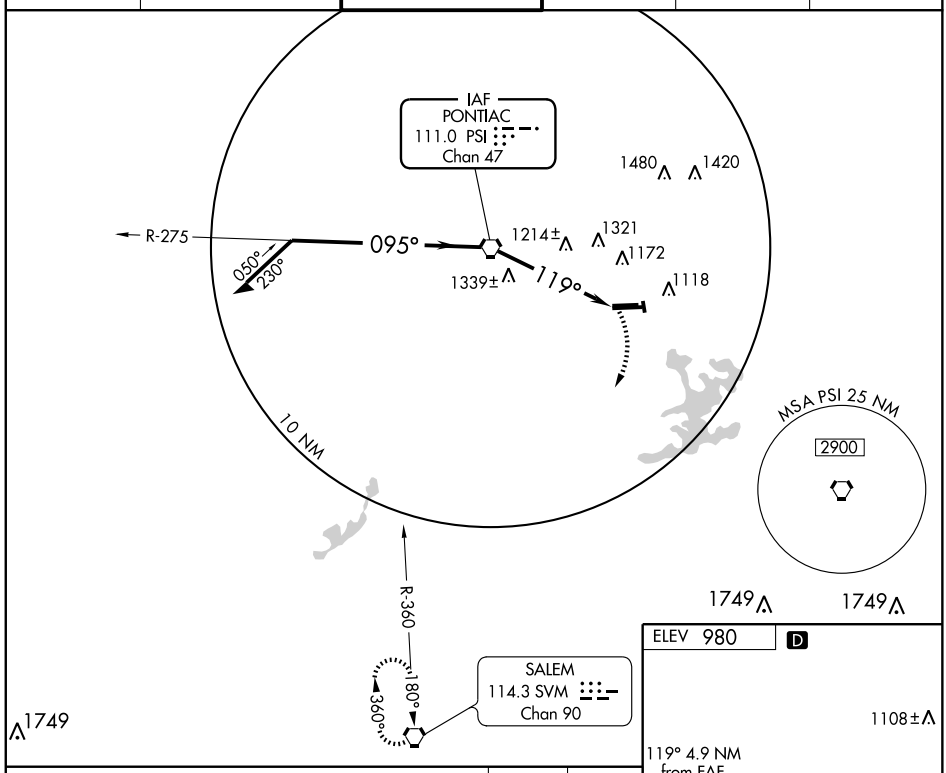
PONTIAC/OAKLAND COUNTY INTL (PTK)

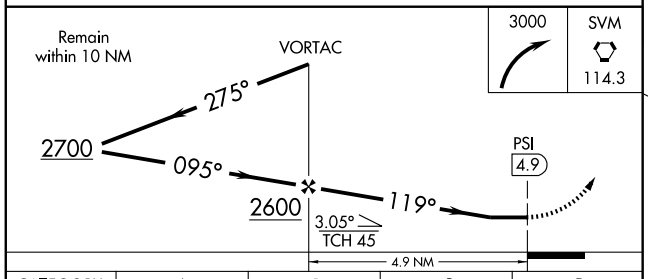
Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Coleman A. Young Muni altimeter setting and increase all MDA 120 feet, increase S-9R Cat C/D and Circling Cat C visibility ¼ mile and Circling Cat D visibility ½ mile. Inoperative table does not apply, when using Coleman A. Young Muni altimeter setting.

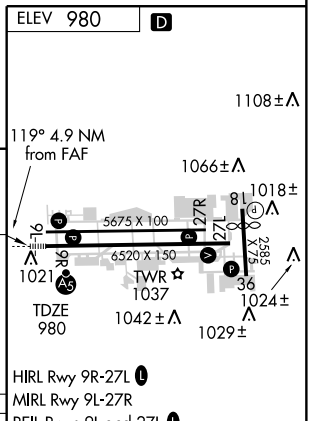
MALSR

MISSED APPROACH: Climbing right turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	PONTIAC TOWER★	GND CON	CLNC DEL	UNICOM
125.025	127.5 363.2	120.5 (CTAF)	121.9	118.25	122.95







HIRL Rwy 9R-27L
MIRL Rwy 9L-27R
REIL Rwys 9L and 27L
REIL Rwy 27R

CATEGORY	A	B	C	D
S-9R	1600/50	620 (700-1)	1600-1¾ 620 (700-1¾)	1600-2 620 (700-2)
CIRCLING	1600-1	620 (700-1)	1600-1¾ 620 (700-1¾)	1640-2 660 (700-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-1. 14 JAN 2010 to 11 FEB 2010

VORTAC PSI	APP CRS	Rwy Idg	6520
111.0	294°	TDZE	974
Chan 47		Apt Elev	980

VOR RWY 27L

PONTIAC/OAKLAND COUNTY INTL (PTK)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Coleman A. Young Muni altimeter setting and increase all MDA 120 feet, increase S-27L Cat C/D and Circling Cat C/D visibility ½ mile.

MISSED APPROACH: Climbing left turn to 3000 direct SVM VORTAC and hold.

ATIS	DETROIT APP CON	PONTIAC TOWER ★	GND CON	CLNC DEL	UNICOM
125.025	127.5 363.2	120.5 (CTAF)	121.9	118.25	122.95

HIRL Rwy 9R-27L L
MIRL Rwy 9L-27R
REIL Rwys 9L and 27L L
REIL Rwy 27R

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
S-27L	1460-1	486 (500-1)	1460-1¼ 486 (500-1¼)	1460-1½ 486 (500-1½)
CIRCLING	1500-1 520 (600-1)	1520-1 540 (600-1)	1560-1½ 580 (600-1½)	1640-2 660 (700-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

PORT HURON, MICHIGAN AL-5445 (FAA)

LOC I-PHN	APP CRS	Rwy Idg	5104
110.9	043°	TDZE	648
		Apt Elev	650

ILS RWY 4

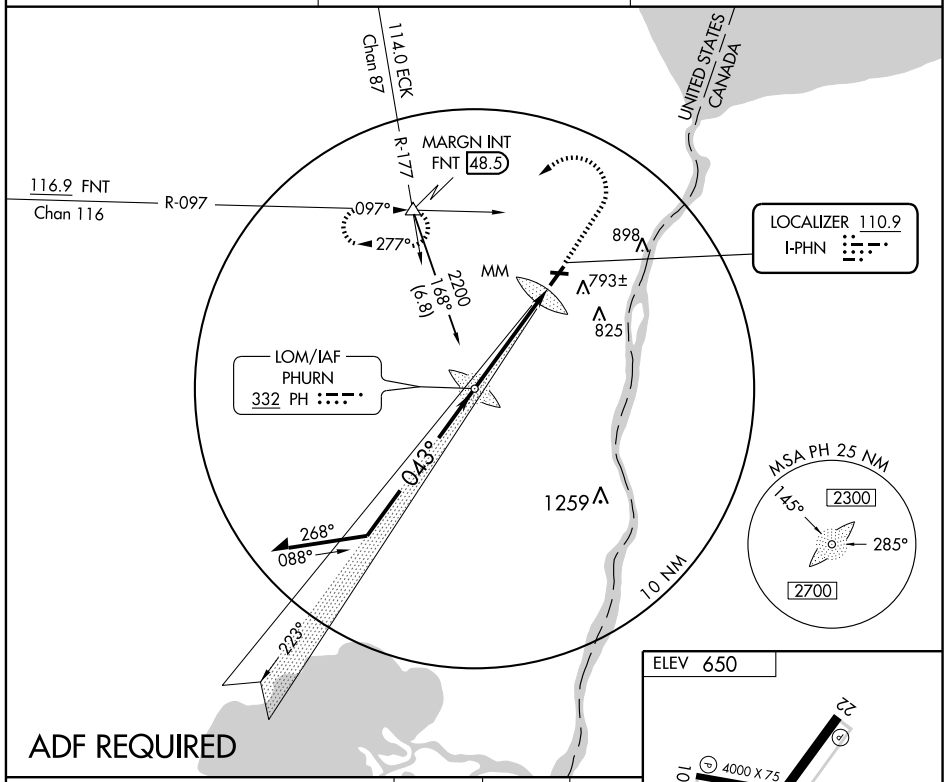
PORT HURON / ST. CLAIR COUNTY INTL (PHN)

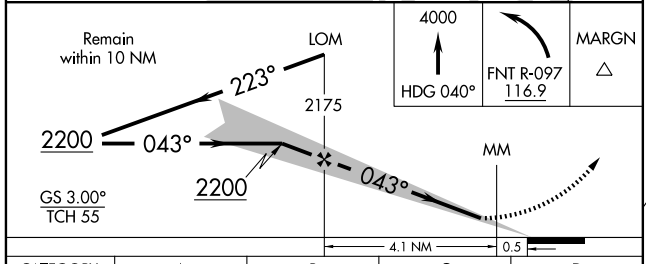
NA

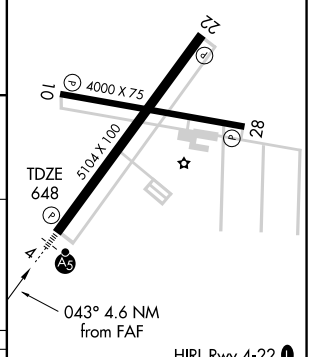
MALSR

MISSED APPROACH: Climb to 4000 via heading 040° then left turn via FNT VORTAC R-097 to MARGN Int/FNT 48.5 DME and hold.

AWOS-3	SELFRIDGE APP CON ★	UNICOM
118.375	119.6 395.9	123.05 (CTAF) L







HIRL Rwy 4-22 L
MIRL Rwy 10-28 L
REIL Rwys 10, 22, and 28 L

CATEGORY	A	B	C	D
S-ILS 4	848-½ 200 (200-½)			
S-LOC 4	1140-½ 492 (500-½)		1140-¾ 492 (500-¾)	1140-2 492 (500-2)
CIRCLING	1140-1 490 (500-1)		1140-1½ 490 (500-1½)	1200-2 550 (600-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

EC-1. 14 JAN 2010 to 11 FEB 2010

LOM PH	APP CRS	Rwy Idg	5104
332	043°	TDZE	648
		Apt Elev	650

NDB or GPS RWY 4

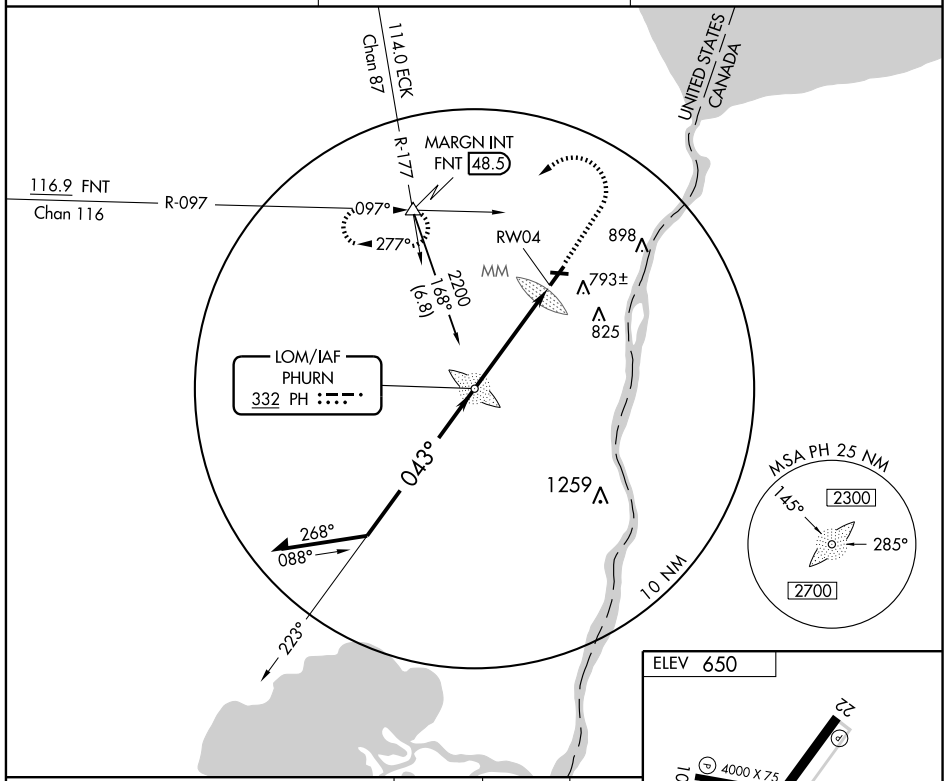
PORT HURON / ST. CLAIR COUNTY INTL (PHN)

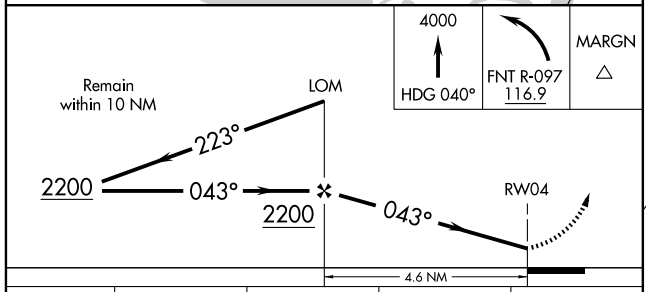
NA

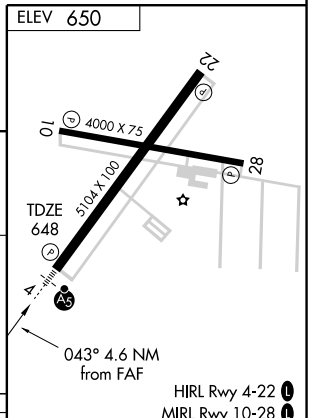
MALSR

MISSED APPROACH: Climb to 4000 via heading 040° then left turn via FNT VORTAC R-097 to MARGN Int/FNT 48.5 DME and hold.

AWOS-3	SELFRIDGE APP CON ★	UNICOM
118.375	119.6 395.9	123.05 (CTAF) L







HIRL Rwy 4-22 L
MIRL Rwy 10-28 L
REIL Rwys 10, 22, and 28 L

CATEGORY	A	B	C	D
S-4	1180-¾ 532 (600-¾)		1180-1 532 (600-1)	1180-1½ 530 (600-1½)
CIRCLING	1180-1 530 (600-1)		1180-1½ 530 (600-1½)	1200-2 550 (600-2)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

EC-1. 14 JAN 2010 to 11 FEB 2010

VORTAC ECK 114.0 Chan 87	APP CRS 165°	Rwy Idg N/A TDZE N/A Apt Elev 650

VOR/DME or GPS-A

PORT HURON / ST. CLAIR COUNTY INTL (PHN)

MISSED APPROACH: Climb to 4000 via ECK R-165 then right turn heading 340° and FNT VORTAC R-097 to MARGN Int/FNT 48.5 DME and hold.

AWOS-3	SELFRIDGE APP CON ★	UNICOM
118.375	119.6 395.9	123.05 (CTAF) L

PECK 114.0 ECK Chan 87

2400 NoPT 165° (12.1)

1263±

UNITED STATES / CANADA

R-165

165° 1 min 345°

(IAF) AAAMY ECK 12.1

2400 165° (5)

R-177

BOWEY ECK 17.1

SARNIA 404 ZR

2400 301° (18.5)

MARGN FNT 48.5

116.9 FNT Chan 116

R-097

097°

277°

(MAFNO)

898

793±

825

10 NM

MSA ECK 25 NM

225°

2500

2100

325°

ELEV 650

165° 5 NM from FAF

4000 X 75

5104 X 100

10

22

28

4

HIRL Rwy 4-22 L

MIRL Rwy 10-28 L

REIL Rwys 10, 22, and 28 L

One Minute Holding Pattern

AAAMY ECK 12.1

BOWEY ECK 17.1

4000

ECK R-165 114.0

HDG 340° FNT R-097 116.9

MARGN

2400 345° 165°

2400

165°

(MAFNO) ECK 22.1

5 NM 5 NM

CATEGORY	A	B	C	D
CIRCLING	1140-1 490 (500-1)	1140-1¼ 490 (500-1¼)	1140-1½ 490 (500-1½)	1200-2 550 (600-2)

Knots	60	90	120	150	180
Min:Sec					

PORT HURON, MICHIGAN

AL-5445 (FAA)

VOR/DME RNAV or GPS RWY 22

PORT HURON / ST. CLAIR COUNTY INTL (PHN)

VORTAC ECK	APP CRS	Rwy Idg 5104
114.0	223°	TDZE 649
Chan 87		Apt Elev 650

NA

MISSED APPROACH: Climb to 4000 via heading 220° then right turn via heading 360° and FNT VORTAC R-097 to MARGN Int/FNT 48.5 DME and hold.

AWOS-3	SELFRIDGE APP CON ★	UNICOM
118.375	119.6 395.9	123.05 (CTAF) L

PECK
114.0 ECK
Chan 87

1263±

MSA CHUCC 25 NM
2700

R-177

UNITED STATES
CANADA

4 NM
043°
223°

(FAF)
(DOHGY)
4.2 NM from MAP WP
N42°58.35'-W82°28.07'

2200
223°
(5)

IAF
LORRI
N43°02.38'-W82°24.04'
114.0 ECK 139.8°-19.0
810

MARGN
FNT 48.5

2500
070°
(12.1)

116.9 FNT
Chan 116

R-097

097°
277°

898

MAP
CHUCC
N42°54.96'-W82°31.45'
114.0 ECK 164.3°-22.1
810

793±

825

ELEV 650

223° to
MAP WP

TDZE
649

22

10

28

4000 X 75

5104 X 100

A5

HIRL Rwy 4-22 L
MIRL Rwy 10-28 L
REIL Rwys 10, 22, and 28 L

4000
HDG 220°

HDG 360°
FNT R-097
116.9

MARGN

(DOHGY)
4.2 NM from
MAP WP

LORRI
WP

4 NM
Holding Pattern

043°
223°
2500

CHUCC
MAP WP

223°
2200

4.2 NM
5 NM

CATEGORY	A	B	C	D
S-22	1220-1	571 (600-1)	1220-1½ 571 (600-1½)	1220-1¾ 571 (600-1¾)
CIRCLING	1220-1	570 (600-1)	1220-1½ 570 (600-1½)	1220-2 570 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

NDB PZQ 215	APP CRS 266°	Rwy Idg 3725 TDZE 670 Apt Elev 670

NDB RWY 27

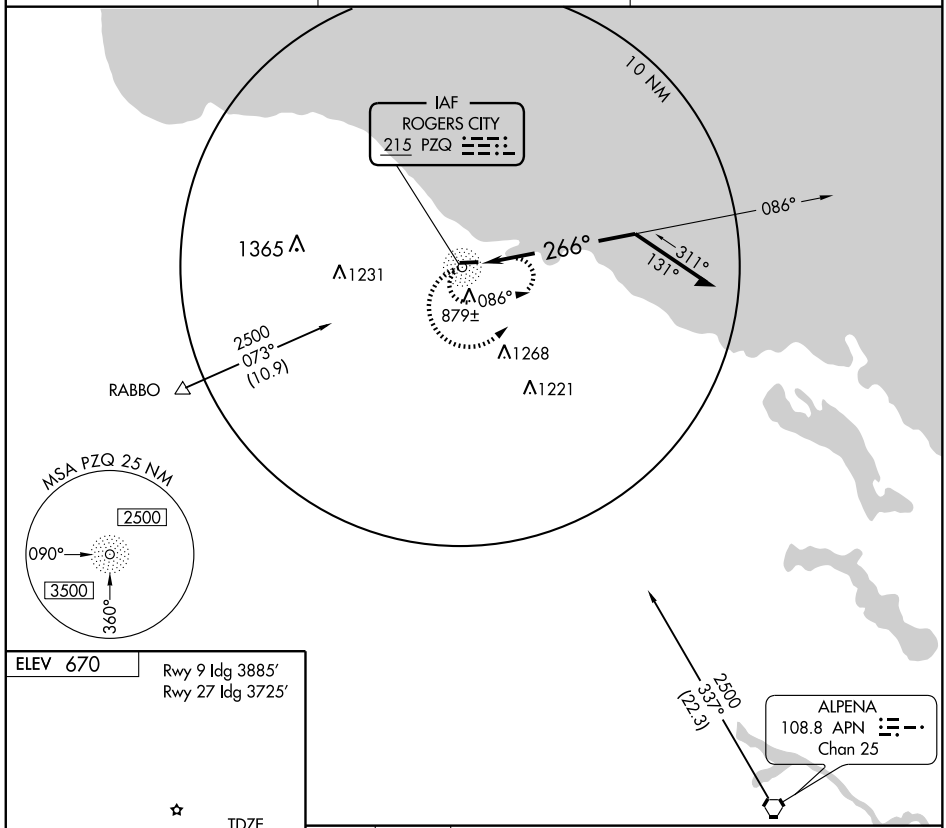
ROGERS CITY / PRESQUE ISLE COUNTY (PZQ)

▼ NA

If local altimeter setting not received, use Alpena County Rgnl altimeter setting and increase all MDAs 60 feet.

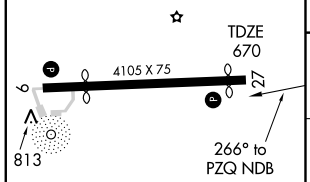
MISSED APPROACH: Climbing left turn to 2500 in PZQ NDB holding pattern.

AWOS-3	ALPENA APP CON ★	CTAF
118.125	128.425 379.3	122.9 L



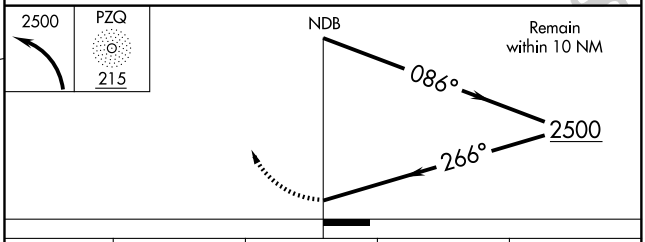
ELEV 670

Rwy 9 Idg 3885′
Rwy 27 Idg 3725′



REIL Rwy 9 and 27 L
MIRL Rwy 9-27 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-27	1240-1	570 (600-1)	1240-1½ 570 (600-1½)	NA
CIRCLING	1240-1	570 (600-1)	1240-1½ 570 (600-1½)	NA

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS		
095°	Rwy Idg	3885
	TDZE	669
	Apt Elev	670

RNAV (GPS) RWY 9

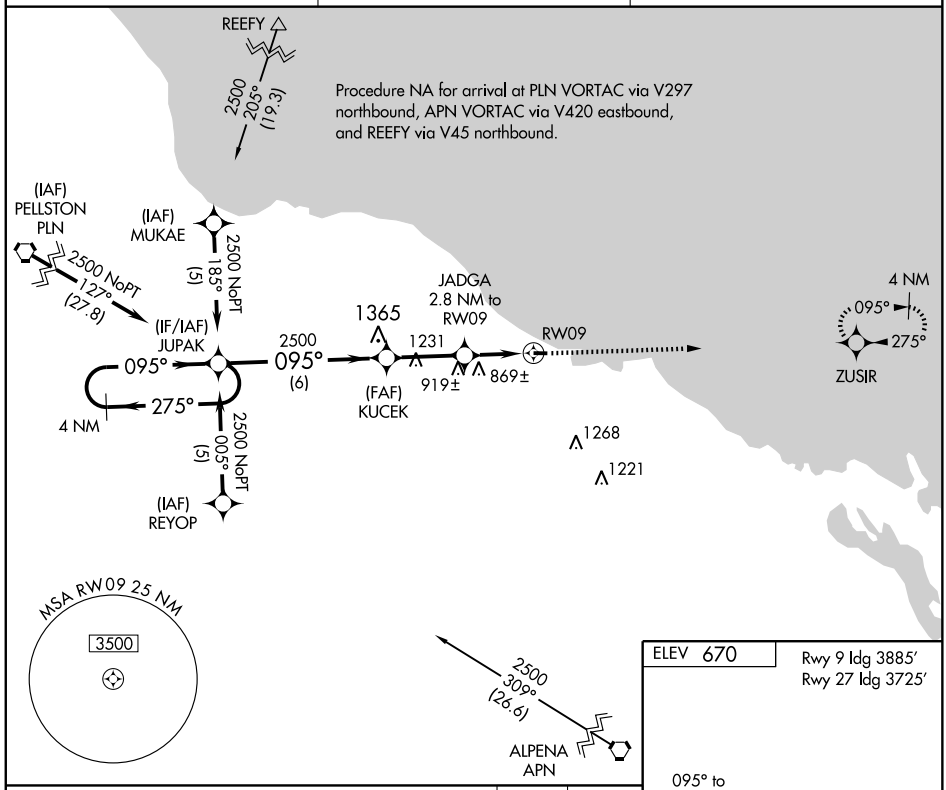
ROGERS CITY / PRESQUE ISLE COUNTY (PZQ)

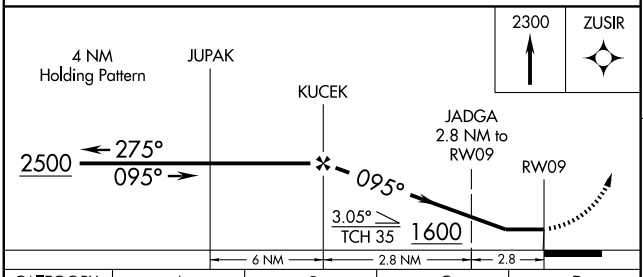
NA

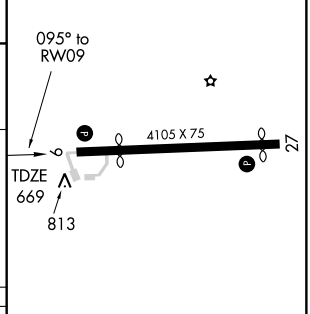
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Alpena County Rgnl altimeter setting and increase all MDAs 60 feet. When VGSI inop, straight-in/circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2300 direct ZUSIR and hold.

AWOS-3	ALPENA APP CON ★	CTAF
118.125	128.425 379.3	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1120-1	451 (500-1)	1120-1¼ 451 (500-1¼)	NA
CIRCLING	1200-1 530 (600-1)	1220-1 550 (600-1)	1220-1½ 550 (600-1½)	NA

REIL Rwy 9 and 27 L
MIRL Rwy 9-27 L

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS		
275°	Rwy Idg	3725
	TDZE	670
	Apt Elev	670

RNAV (GPS) RWY 27

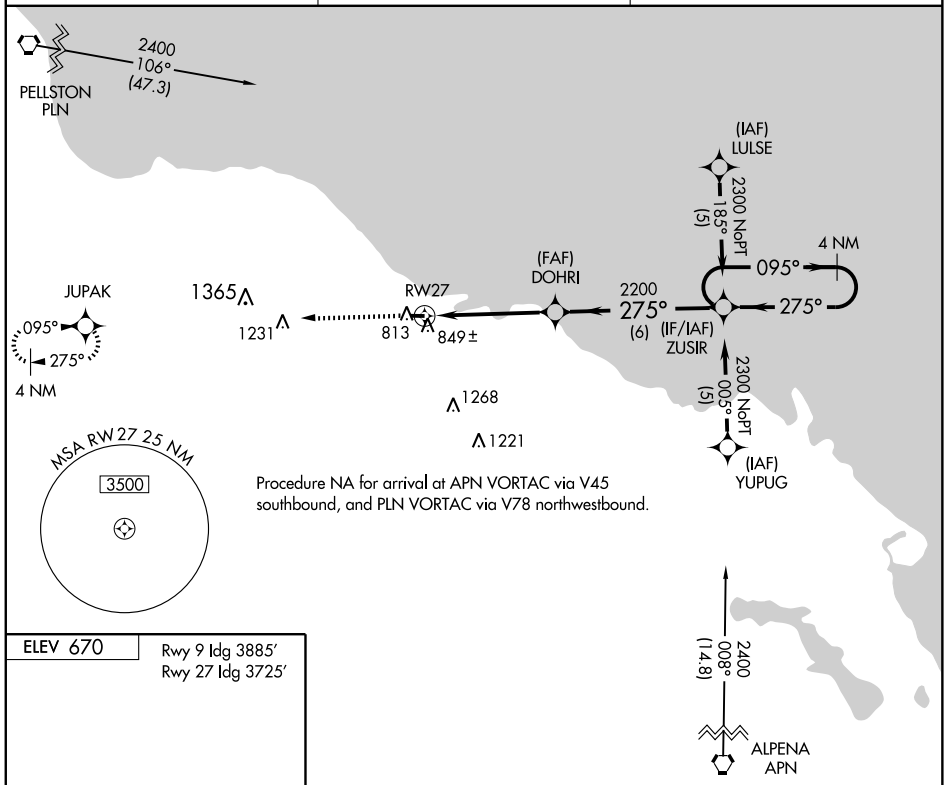
ROGERS CITY / PRESQUE ISLE COUNTY (PZQ)

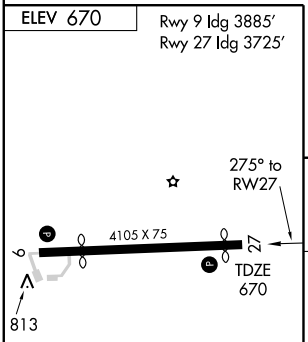
NA

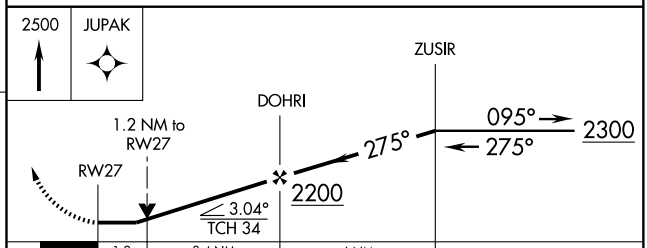
DME/DME RNP-0.3 NA. Circling NA at night to Rwy 9.
If local altimeter setting not received, use Alpena County Rgnl altimeter setting and increase all MDAs 60 feet.
VDP NA with Alpena County Rgnl altimeter setting.

MISSED APPROACH: Climb to 2500 direct JUPAK and hold.

AWOS-3	ALPENA APP CON ★	CTAF
118.125	128.425 379.3	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1100-1	430 (500-1)	1100-1¼ 430 (500-1¼)	NA
CIRCLING	1200-1 530 (600-1)	1220-1 550 (600-1)	1220-1½ 550 (600-1½)	NA

REIL Rwy 9 and 27 L
MIRL Rwy 9-27 L

EC-1. 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 18
ROMEO STATE (D98)

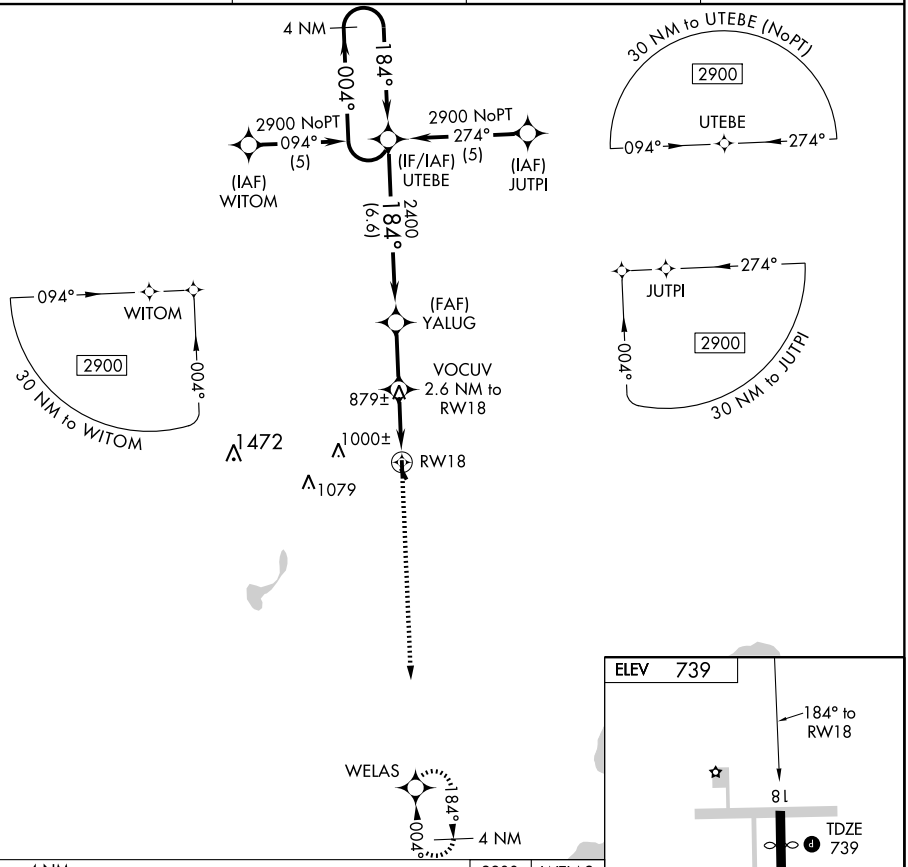
APP CRS	Rwy Idg	4000
184°	TDZE	739
	Apt Elev	739

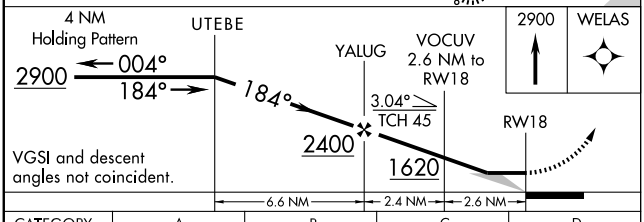
DME/DME RNP-0.3 NA.
Use Coleman A. Young Muni altimeter setting, if not received use Pontiac altimeter setting and increase all MDA 20 feet.

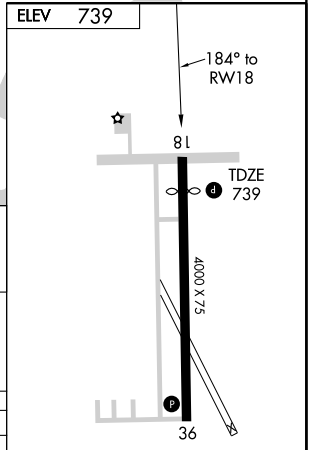
NA

MISSED APPROACH: Climb to 2900 direct WELAS and hold.

COLEMAN A. YOUNG MUNI ASOS	SELFRIDGE APP CON ★	GCO	UNICOM
124.875	119.6 395.9	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1200-1 461 (500-1)		1200-1¼ 461 (500-1¼)	1200-1½ 461 (500-1½)
CIRCLING	1280-1 541 (600-1)		1280-1½ 541 (600-1½)	1420-2¼ 681 (700-2¼)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

EC-1. 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 36
ROMEO STATE (D98)

APP CRS	Rwy Idg	4000
004°	TDZE	736
	Apt Elev	739

DME/DME RNP-0.3 NA.
Use Coleman A. Young Muni altimeter setting, if not received use Pontiac altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2900 direct UTEBE and hold.

COLEMAN A. YOUNG MUNI ASOS	SELFRIDGE APP CON ★	GCO	UNICOM
124.875	119.6 395.9	121.725	122.8 (CTAF) L

MISSED APCH FIX
4 NM 184° 004° UTEBE

1472 1000± 1079 RW36

879±

30 NM to ZEGIL 184° 094° 2900 ZEGIL

(FAF) ZADBO

30 NM to WAVNI 184° 274° 2900 WAVNI

2400 (6.1) 004°

2900 NoPT 094° (5) (IAF) ZEGIL

(IF/IAF) WELAS

2900 NoPT 274° (5) (IAF) WAVNI

184° 004° 4 NM

094° 274° WELAS 2900 30 NM to WELAS (NoPT)

UNITED STATES / CANADA

ELEV 739

18 4000 X 75 TDZE 736 36

004° to RW36

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

2900 UTEBE

VGSI and descent angles not coincident.

4 NM Holding Pattern

WELAS 184° 004° 2900

ZADBO 004°

RW36 2400 3.04° TCH 45

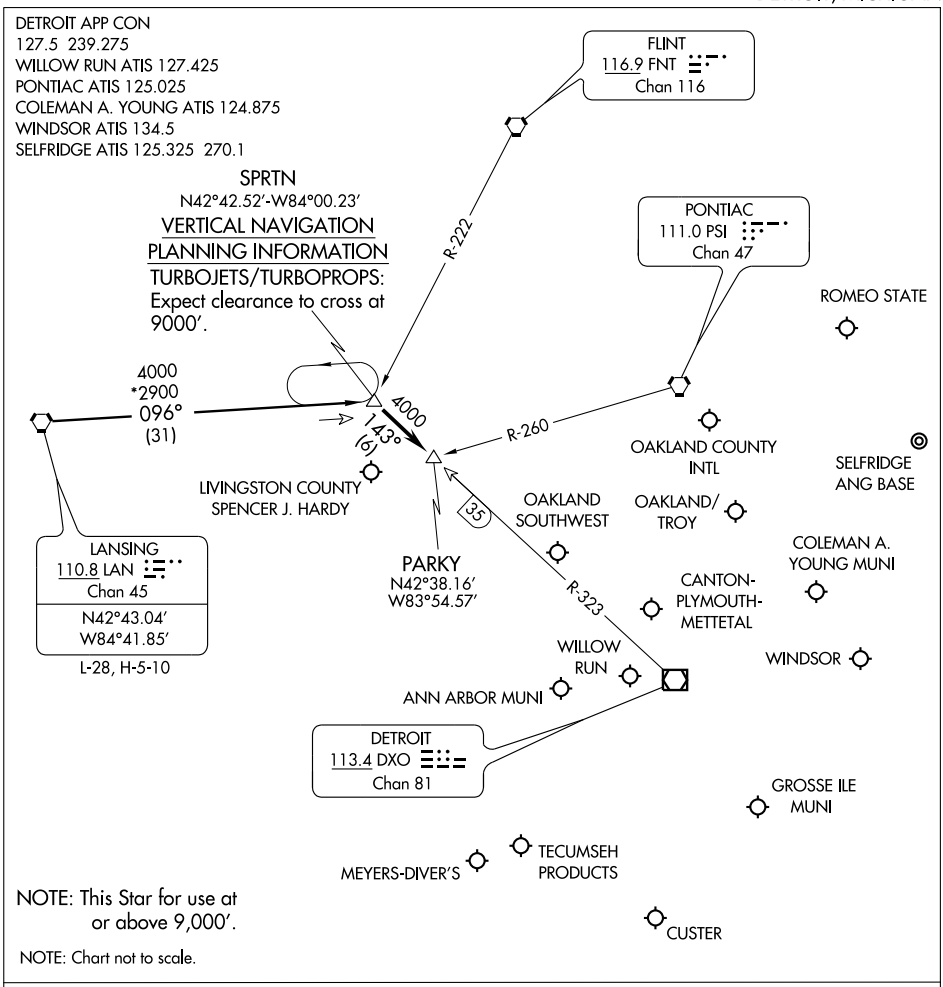
5 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1200-1 464 (500-1)		1200-1¼ 464 (500-1¼)	1200-1½ 464 (500-1½)
CIRCLING	1280-1 541 (600-1)		1280-1½ 541 (600-1½)	1420-2¼ 681 (700-2¼)

EC-1. 14 JAN 2010 to 11 FEB 2010

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN



LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.

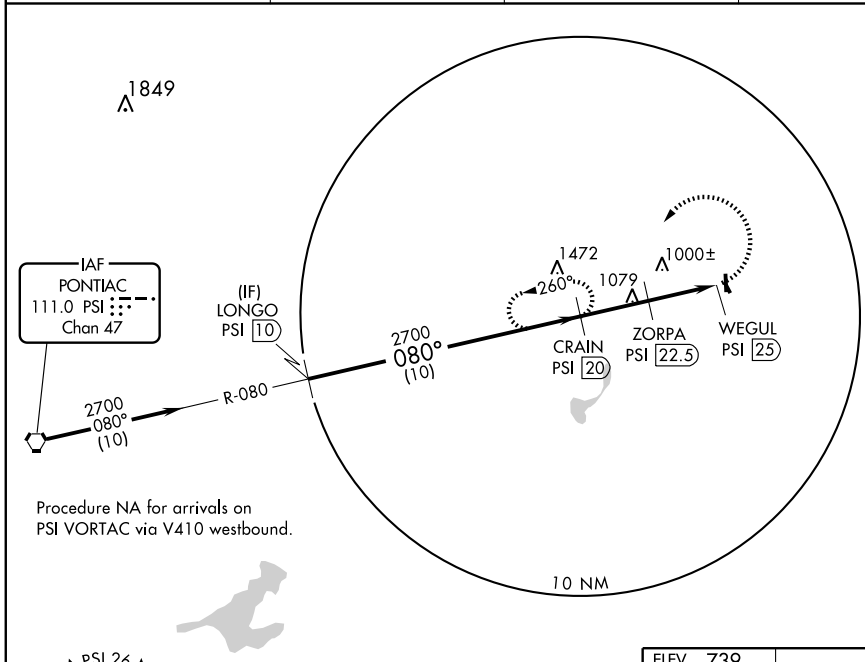
VORTAC PSI 111.0 Chan 47	APP CRS 080°	Rwy Idg N/A TDZE N/A Apt Elev 739

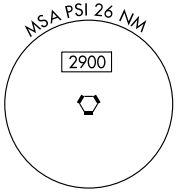
VOR/DME-A
ROMEO STATE (D98)

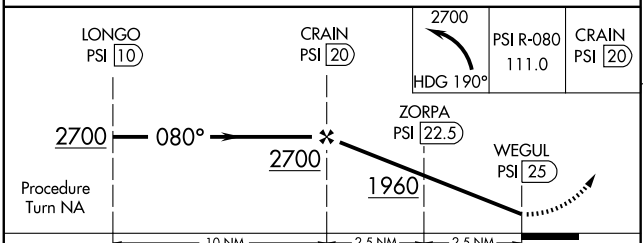
▼ NA Use Coleman A. Young Muni altimeter setting, if not received use Pontiac altimeter setting and increase all MDA 20 feet.

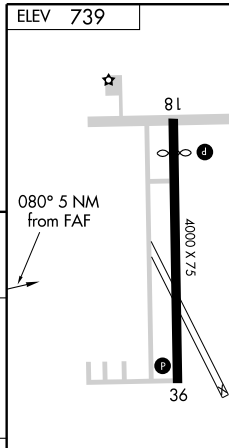
MISSED APPROACH: Climbing left turn to 2700 via heading 190° and PSI VORTAC R-080 to CRAIN/20 DME and hold.

COLEMAN A. YOUNG MUNI ASOS	SELFRIDGE APP CON ★	GCO	UNICOM
124.875	119.6 395.9	121.725	122.8 (CTAF) L









CATEGORY	A	B	C	D
CIRCLING	1380-1 641 (700-1)	1380-1¼ 641 (700-1¼)	1380-1¾ 641 (700-1¾)	1420-2¼ 681 (700-2¼)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

EC-1, 14 JAN 2010 to 11 FEB 2010

SAGINAW, MICHIGAN

LOC/DME I-HQW	APP CRS	Rwy Idg	5000
111.35	274°	TDZE	600
Chan 50 (Y)		Apt Elev	601

AL-6474 (FAA)

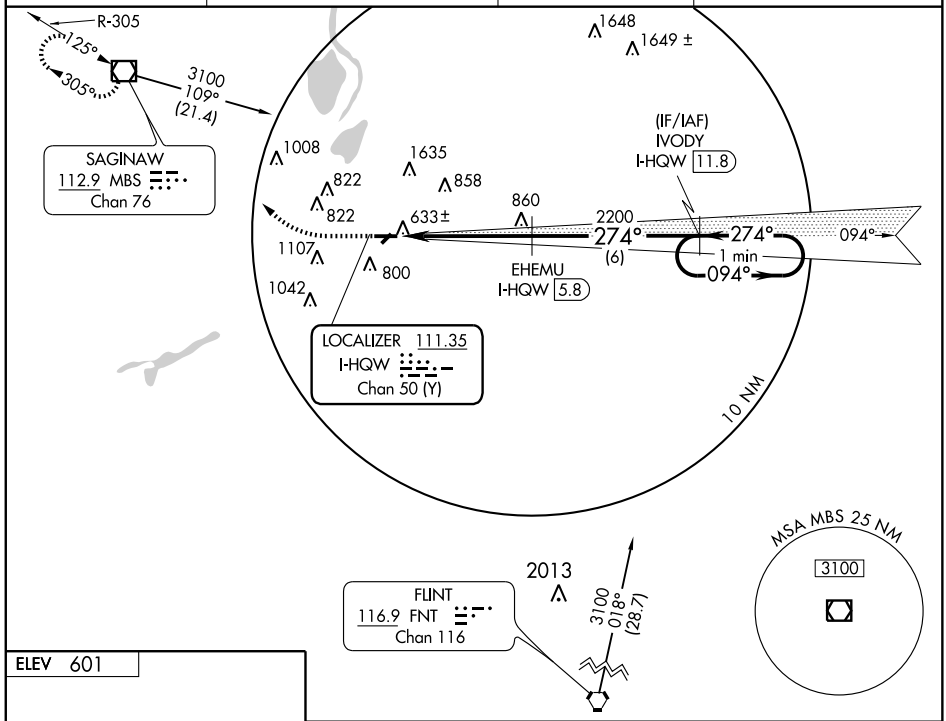
ILS or LOC/DME RWY 27

SAGINAW COUNTY H. W. BROWNE (HYX)

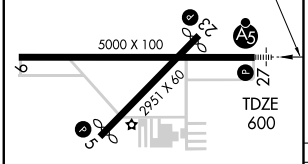
ASR When local altimeter setting not received, use Saginaw MBS Intl altimeter setting and increase all DA 36 feet, increase all MDA 40 feet. VDP NA when using MBS Intl altimeter setting.

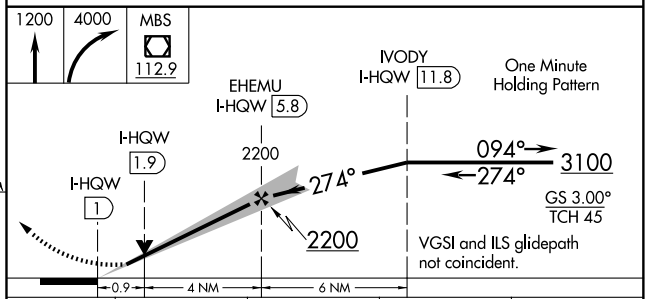
MALSR MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct MBS VOR/DME and hold, continue climb-in-hold to 4000.

AWOS-3	SAGINAW APP CON ★	GCO	UNICOM
118.325	120.95 235.625	121.725	122.8 (CTAF) L



ELEV 601





CATEGORY	A	B	C	D
S-ILS 27	800-½ 200 (200-½)			NA
S-LOC 27	900-½ 300 (300-½)			NA
CIRCLING	1100-1 499 (500-1)		1100-1½ 499 (500-1½)	NA

REIL Rwy 9 L
MIRL Rwys 5-23 and 9-27 L

EC-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5000
CH 50200	094°	TDZE	600
W09A		Apt Elev	601

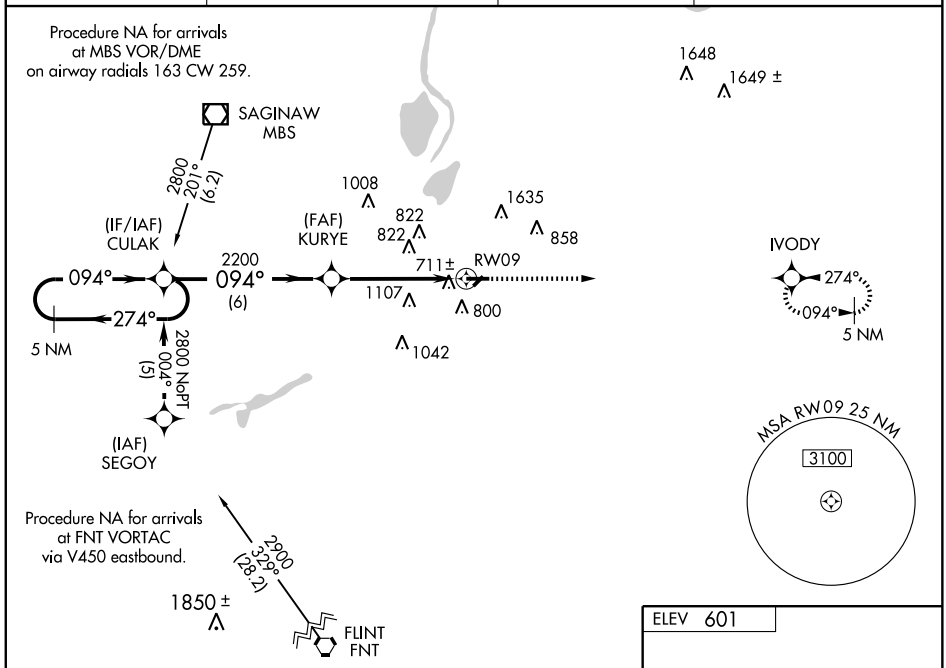
RNAV (GPS) RWY 9

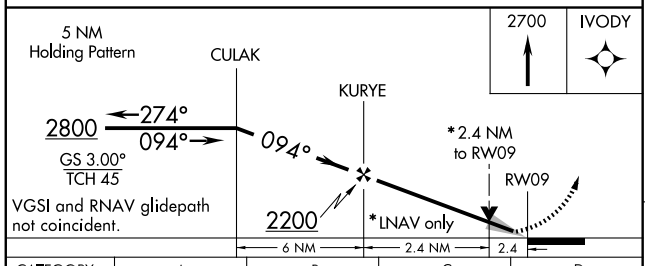
SAGINAW COUNTY H. W. BROWNE (HYX)

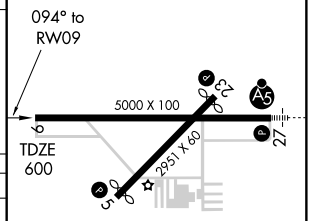
Circling to Rwy 5 NA at night. When local altimeter setting not received, use Saginaw MBS Intl altimeter setting and increase all DA 36 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 40 feet, increase LNAV visibility Cat C ¼ mile and Circling visibility Cat C ¼ mile. VDP and Baro-VNAV NA when using Saginaw MBS Intl altimeter setting. For uncompensated Baro-VNAV system, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2700 direct IVODY and hold.

AWOS-3	SAGINAW APP CON ★	GCO	UNICOM
118.325	120.95 235.625	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	850-¾ 250 (300-¾)			NA
LNAV/VNAV DA	1095-1¾ 495 (500-1¾)			NA
LNAV MDA	1380-1 780 (800-1)	1380-1¼ 780 (800-1¼)	1380-2¼ 780 (800-2¼)	NA
CIRCLING	1380-1 779 (800-1)	1380-1¼ 779 (800-1¼)	1380-2¼ 779 (800-2¼)	NA

REIL Rwy 9 L
MIRL Rwys 5-23 and 9-27 L

EC-1. 14 JAN 2010 to 11 FEB 2010

SAGINAW, MICHIGAN

WAAS	APP CRS	Rwy Idg	5000
CH 90200	274°	TDZE	600
W27A		Apt Elev	601

AL-6474 (FAA)

RNAV (GPS) RWY 27

SAGINAW COUNTY H. W. BROWNE (HYX)

When local altimeter setting not received, use Saginaw MBS Intl altimeter setting and increase all DA 36 feet. Increase LNAV/VNAV all Cats visibility ¼ , increase all MDA 40 feet. Baro-VNAV and VDP NA when using Saginaw MBS Intl altimeter setting. For uncompensated Baro-VNAV system. Procedure NA below -16°C (4°F) or above 54°C (130°F). For inoperative MALSR increase LPV visibility to 1 all Cats. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2800 direct CULAK and hold.

AWOS-3	SAGINAW APP CON ★	GCO	UNICOM
118.325	120.95 235.625	121.725	122.8 (CTAF) L

Procedure NA for arrivals at MBS VOR/DME on airway radials 108 CW 163.

SAGINAW MBS

2700 110° (21.4)

1648 1649 ±

1635 1008 822 822 858 860 ± 633 1107 800 1042

CULAK 094° 274° 5 NM

RW27

(FAF) EHEMU

2200 274° (6)

(IF/IAF) IVODY

274° 094° 5 NM

2700 NoPT 004° (5)

(IAF) XADDY

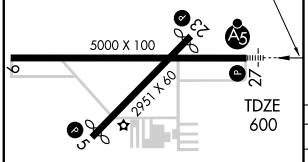
MSA RW27 25 NM 3100

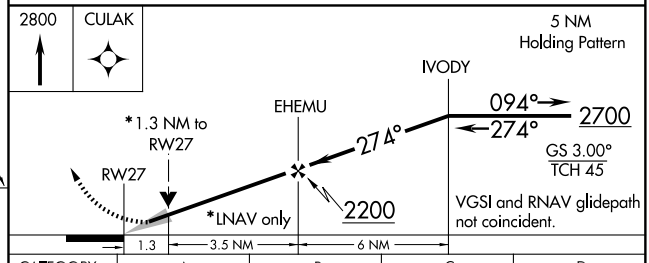
Procedure NA for arrivals at FNT VORTAC via V84 southwest bound.

3100 019° (23.8)

2013 FLINT FNT

ELEV 601





CATEGORY	A	B	C	D
LPV DA	850-½ 250 (300-½)			NA
LNAV/VNAV DA	903-½ 303 (400-½)			NA
LNAV MDA	1040-½ 440 (500-½)		1040-¾ 440 (500-¾)	NA
CIRCLING	1100-1 499 (500-1)		1100-1½ 499 (500-1½)	NA

REIL Rwy 9 L
MIRL Rwys 5-23 and 9-27 L

EC-1, 14 JAN 2010 to 11 FEB 2010

SAGINAW, MICHIGAN

VOR/DME MBS	APP CRS	Rwy Idg	N/A
112.9	125°	TDZE	N/A
Chan 76		Apt Elev	600

AL-6474 (FAA)

VOR/DME or GPS-A

SAGINAW COUNTY H. W. BROWNE (HYX)

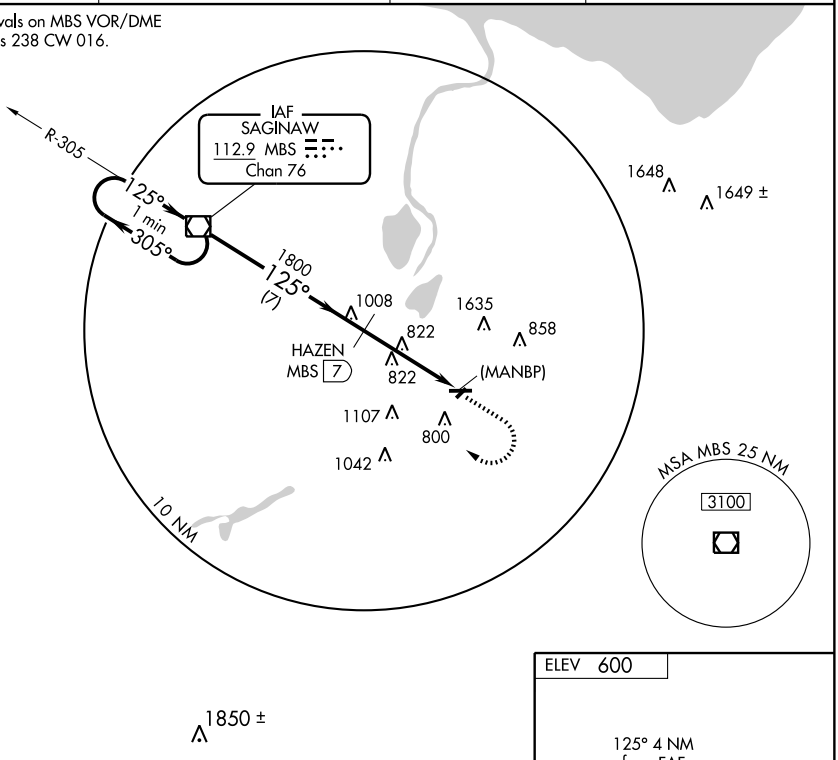
Obtain local altimeter setting on CTAF; when not available use Saginaw altimeter setting.

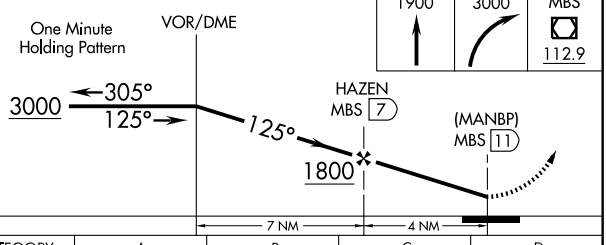
NA

MISSED APPROACH: Climb to 1900, then climbing right turn to 3000 direct MBS VOR/DME and hold.

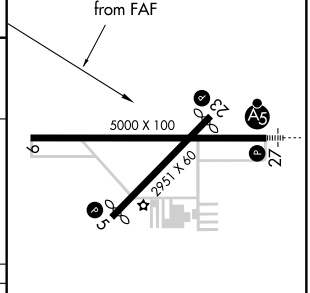
AWOS-3	SAGINAW APP CON ★	GCO	UNICOM
118.325	120.95 235.625	121.725	122.8 (CTAF) L

NoPT for arrivals on MBS VOR/DME airway radials 238 CW 016.





CATEGORY	A	B	C	D
CIRCLING	1160-1 560 (600-1)		1160-1½ 560 (600-1½)	NA
SAGINAW ALTIMETER SETTING MINIMUMS				
CIRCLING	1200-1 600 (600-1)		1200-1½ 600 (600-1½)	NA



REIL Rwy 9 L
MIRL Rwys 5-23 and 9-27 L

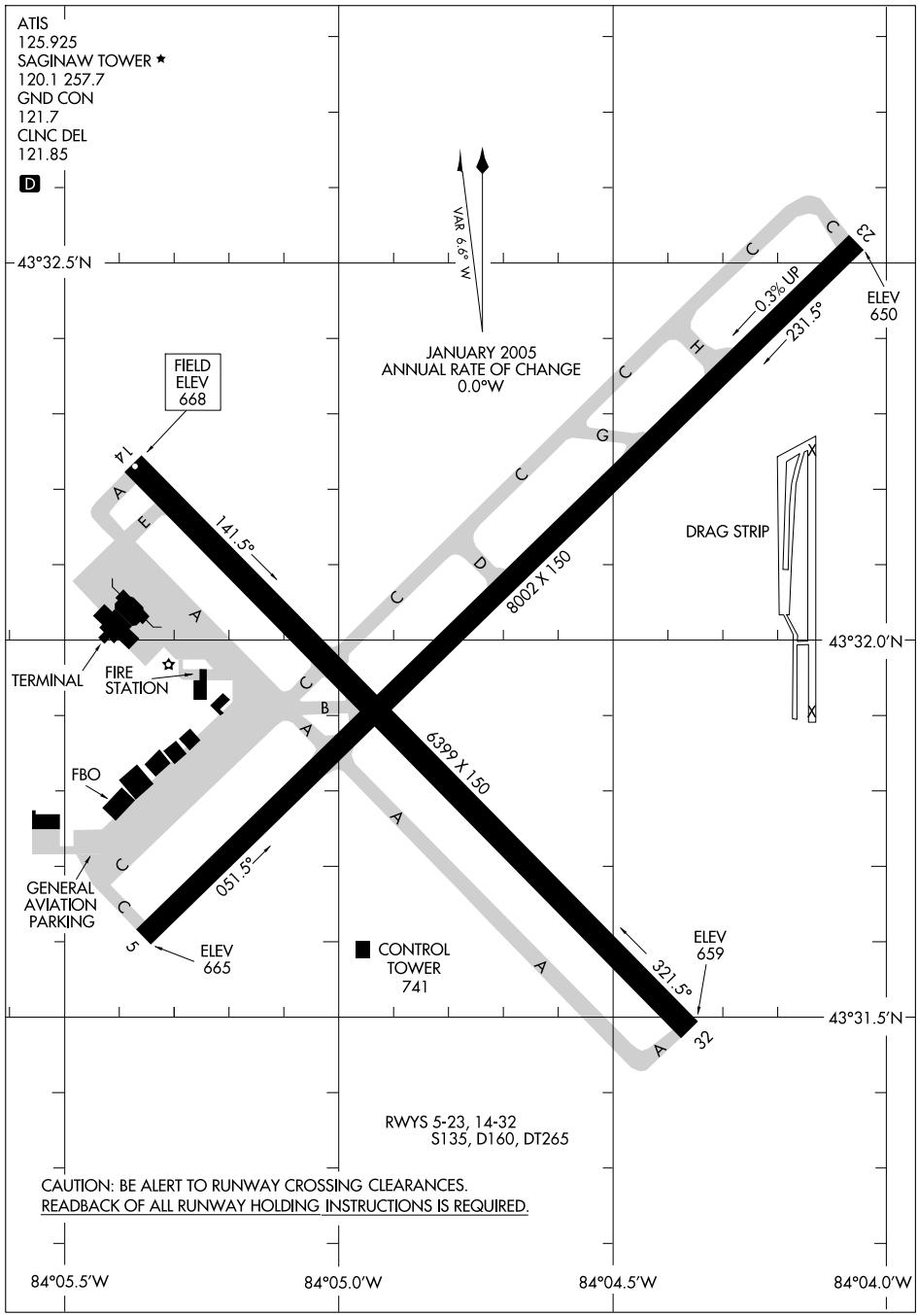
EC-1, 14 JAN 2010 to 11 FEB 2010

09351

AIRPORT DIAGRAM

AL-648 (FAA)

SAGINAW / MBS INTL (MBS)
SAGINAW, MICHIGAN



EC-1, 14 JAN 2010 to 11 FEB 2010

LOC I-MBS	APP CRS	Rwy Idg	8002
108.7	050°	TDZE	666
		Apt Elev	668

ILS or LOC RWY 5

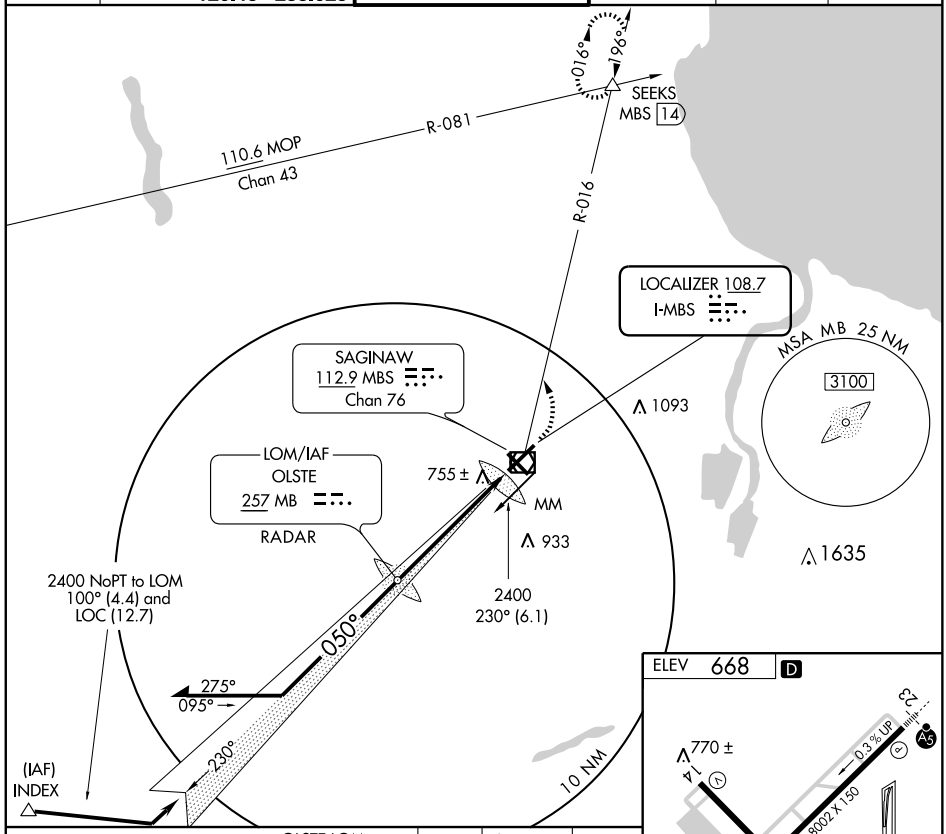
SAGINAW/MBS INTL (MBS)

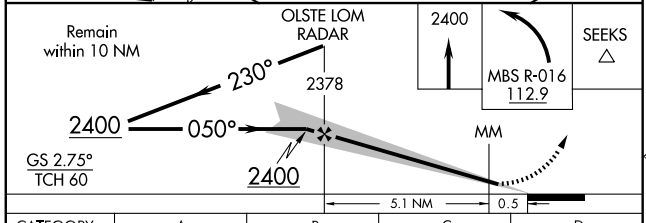
CAT D S-LOC visibility increased to RVR 5000 for inoperative MM. When control tower closed, activate MALSR Rwy 23 and SSALR Rwy 5 - CTAF. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

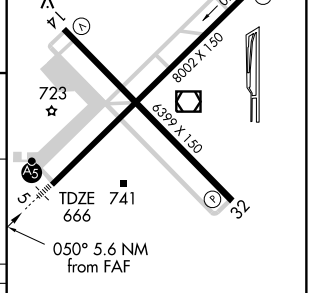
MALSR

MISSED APPROACH: Climb to 2400 then left turn via MBS R-016 to SEEKS Int/14 DME and hold.

ATIS	SAGINAW APP CON *	SAGINAW TOWER *	GND CON	CLNC DEL	UNICOM
125.925	050°-229° 120.95 235.625 230°-049° 126.45 235.625	120.1 (CTAF) (L) 257.7	121.7	121.85	122.95







CATEGORY	A	B	C	D
S-ILS 5	*866/24 200 (200-½)			
S-LOC 5	1060/24 394 (400-½)			1060/40 394 (400-¾)
CIRCLING	1100-1 432 (500-1)	1120-1 452 (500-1)	1120-1½ 452 (500-1½)	1220-2 552 (600-2)

REIL Rwys 14 and 32
HIRL Rwys 5-23 and 14-32

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

EC-1. 14 JAN 2010 to 11 FEB 2010

LOC I-TQR	APP CRS	Rwy Idg	8002
108.7	230°	TDZE	661
		Apt Elev	668

ILS RWY 23

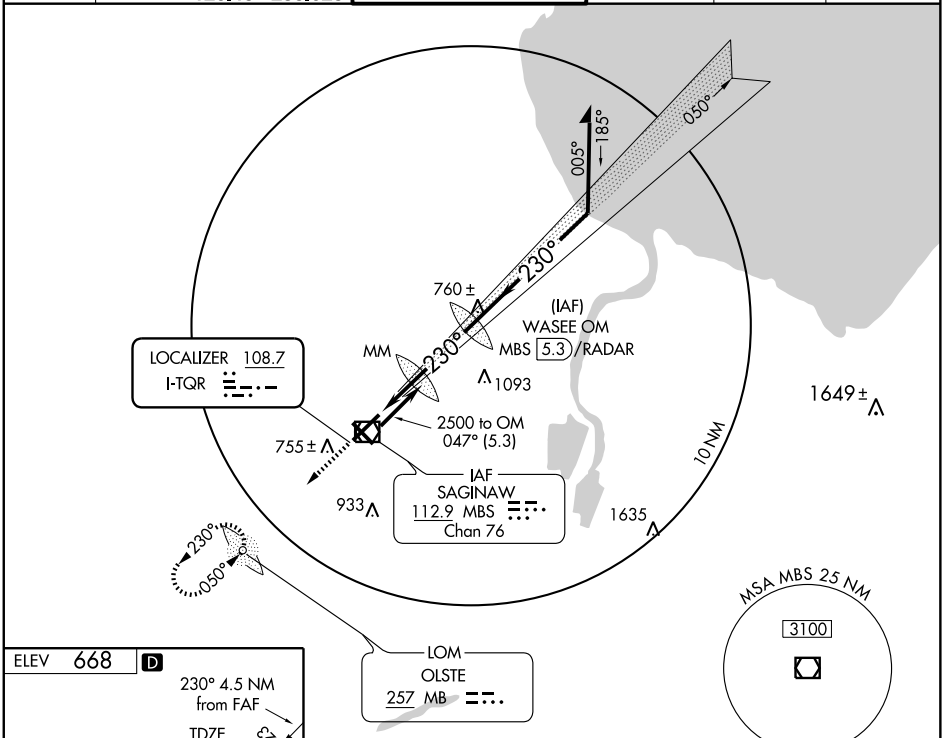
SAGINAW/ MBS INTL (MBS)

Cat. D S-LOC visibility increased ¼ mile for inoperative MM. When control tower closed, ACTIVATE MALSR Rwy 23 and SSALR Rwy 5-CTAF.

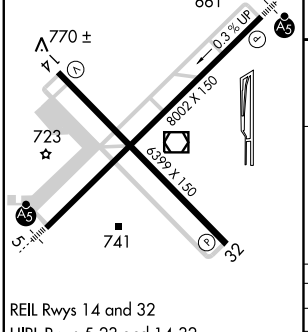
MALSR

MISSED APPROACH: Climb to 2500 direct OLSTE LOM and hold.

ATIS	SAGINAW APP CON ★	SAGINAW TOWER ★	GND CON	CLNC DEL	UNICOM
125.925	050°-229° 120.95 235.625 230°-049° 126.45 235.625	120.1 (CTAF) L 257.7	121.7	121.85	122.95

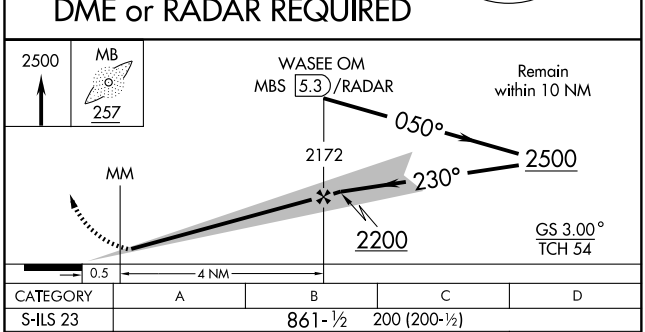


DME or RADAR REQUIRED



REIL Rwys 14 and 32
HIRL Rwys 5-23 and 14-32

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-ILS 23	861-½ 200 (200-½)			
S-LOC 23	1060-½ 399 (400-½)			1060-¾ 399 (400-¾)
CIRCLING	1100-1 432 (500-1)	1120-1 452 (500-1)	1120-1½ 452 (500-1½)	1220-2 552 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS		
CH 82010 W05A	050°	Rwy Idg	8002
		TDZE	666
		Apt Elev	668

RNAV (GPS) RWY 5

SAGINAW/ MBS INTL (MBS)

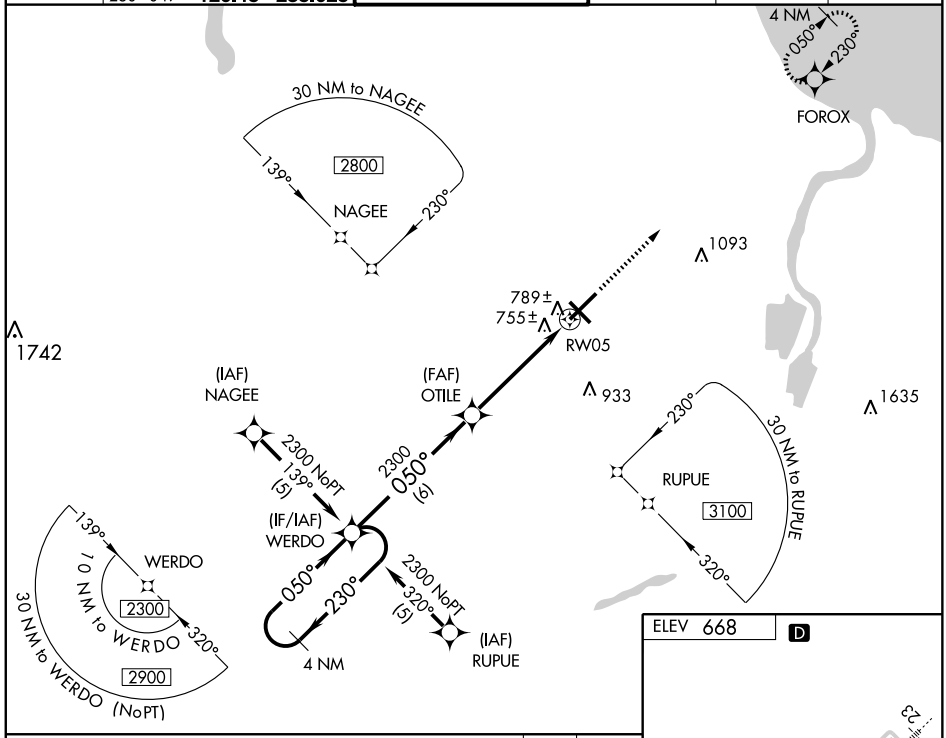
ASR

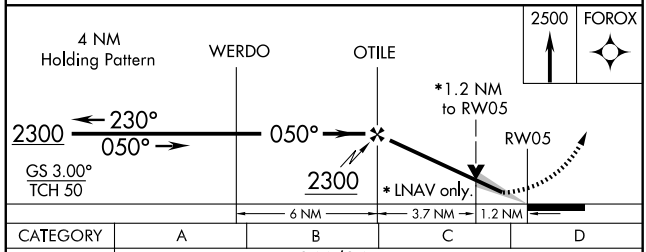
When local altimeter setting not received, use Saginaw County H. W. Browne altimeter setting and increase all DA 36 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility to RVR 5000. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP- 0.3 NA. Baro-VNAV and VDP NA when using Saginaw County H. W. Browne altimeter setting.

MALSR

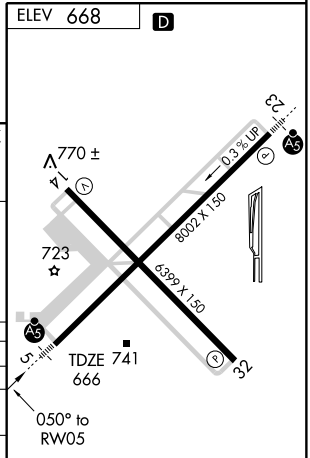
MISSED APPROACH: Climb to 2500 direct FOROX and hold.

ATIS	SAGINAW APP CON ★		SAGINAW TOWER ★	GND CON	CLNC DEL	UNICOM
125.925	050°-229°	120.95 235.625	120.1 (CTAF) (L) 257.7	121.7	121.85	122.95
	230°-049°	126.45 235.625				





CATEGORY	A	B	C	D
LPV DA	866/24 200 (200-½)			
LNAV/ VNAV DA	1059/40 393 (400-¾)			
LNAV MDA	1080/24 414 (500-½)		1080/40 414 (500-¾)	1080/50 414 (500-1)
CIRCLING	1100-1 432 (500-1)	1120-1 452 (500-1)	1120-1½ 452 (500-1½)	1220-2 552 (600-2)



REIL Rwys 14 and 32
HIRL Rwys 5-23 and 14-32

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 69211 W14A	APP CRS 140°	Rwy Idg 6399 TDZE 668 Apt Elev 668

RNAV (GPS) RWY 14

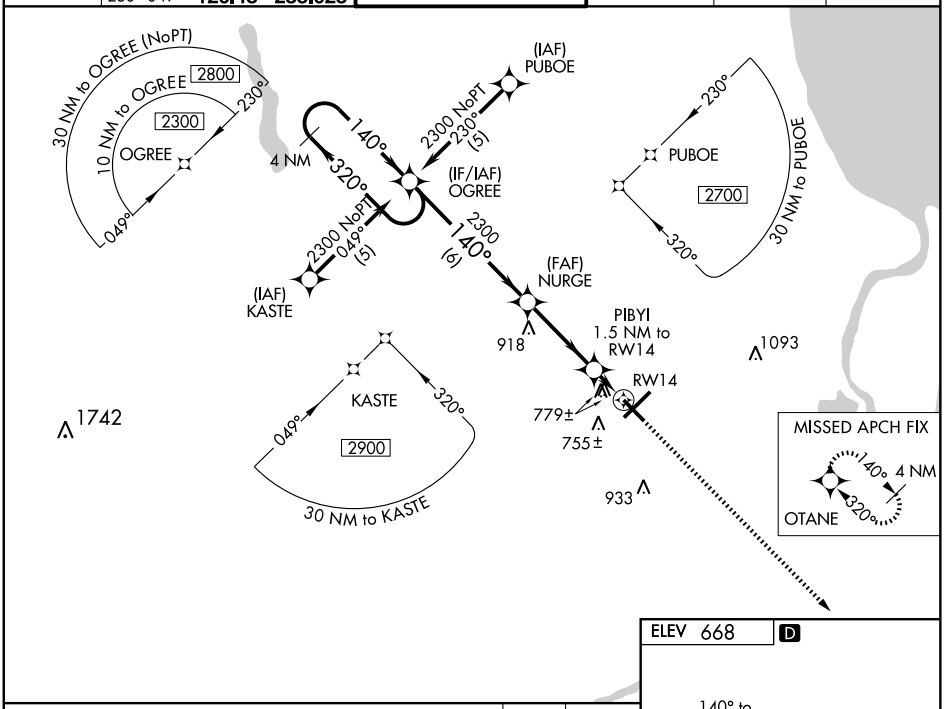
SAGINAW/ MBS INTL (MBS)

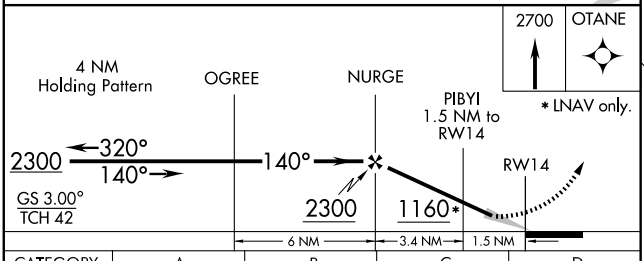
T ASR

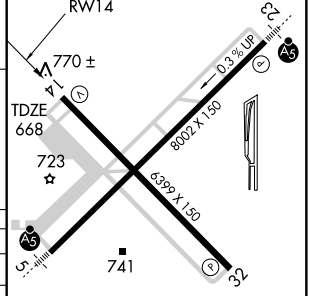
Baro-VNAV NA when using Saginaw County H. W. Browne alimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Saginaw County H. W. Browne altimeter setting and increase all DA 36 feet and all MDA 40 feet, increase LNAV Cat. C visibility ¼ mile. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2700 direct OTANE and hold.

ATIS	SAGINAW APP CON ★	SAGINAW TOWER ★	GND CON	CLNC DEL	UNICOM
125.925	050°-229° 120.95 235.625 230°-049° 126.45 235.625	120.1 (CTAF) (L) 257.7	121.7	121.85	122.95







CATEGORY	A	B	C	D
LPV DA	1004-1¼ 336 (400-1¼)			
LNAV/VNAV DA	1079-1½ 411 (500-1½)			
LNAV MDA	1040-1 372 (400-1)			1040-1¼ 372 (400-1¼)
CIRCLING	1100-1 432 (500-1)	1120-1 452 (500-1)	1120-1½ 452 (500-1½)	1220-2 552 (600-2)

REIL Rwys 14 and 32
HIRL Rwys 5-23 and 14-32

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8002
CH 49010	230°	TDZE	661
W23A		Apt Elev	668

RNAV (GPS) RWY 23

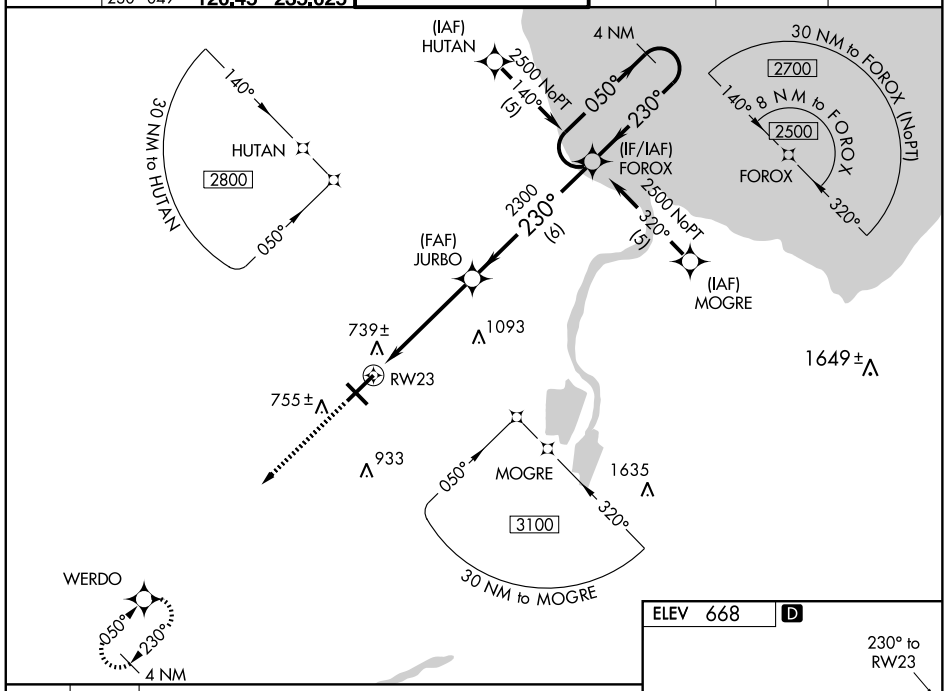
SAGINAW/ MBS INTL (MBS)

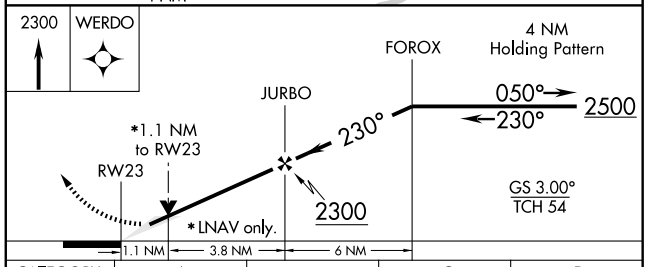
When local altimeter setting not received, use Saginaw County H. W. Browne altimeter setting and increase all DA 36 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Saginaw County H. W. Browne altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP- 0.3 NA.

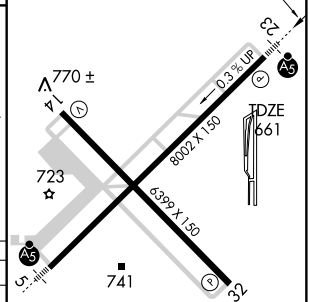
MALSR

MISSED APPROACH: Climb to 2300 direct WERDO and hold.

ATIS	SAGINAW APP CON ★	SAGINAW TOWER ★	GND CON	CLNC DEL	UNICOM
125.925	050°-229° 120.95 235.625 230°-049° 126.45 235.625	120.1 (CTAF) (L) 257.7	121.7	121.85	122.95







CATEGORY	A	B	C	D
LPV DA	861-½ 200 (200-½)			
LNAV/ VNAV DA	1034-¾ 373 (400-¾)			
LNAV MDA	1060-½ 399 (400-½)			1060-1 399 (400-1)
CIRCLING	1100-1 432 (500-1)	1120-1 452 (500-1)	1120-1½ 452 (500-1½)	1220-2 552 (600-2)

REIL Rwys 14 and 32
HIRL Rwys 5-23 and 14-32

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 78011 W32A	APP CRS 320°	Rwy Idg 6399 TDZE 665 Apt Elev 668

RNAV (GPS) RWY 32

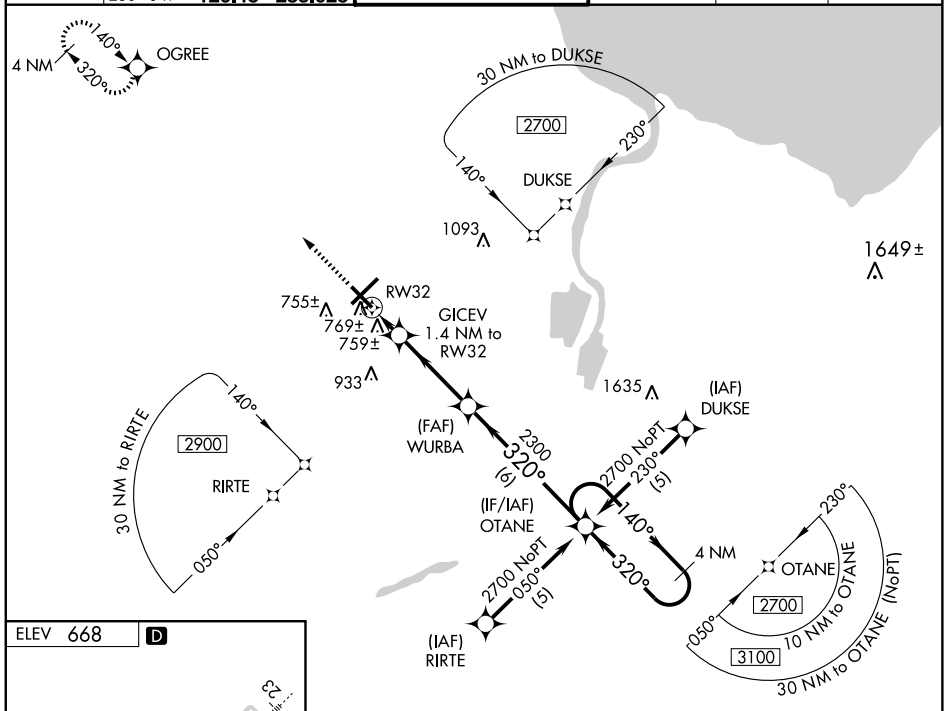
SAGINAW/ MBS INTL (MBS)

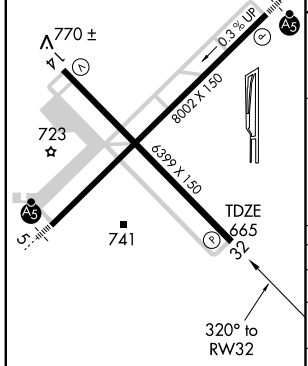
Baro-Vnav NA when using Saginaw County H. W. Browne altimeter setting. For uncompensated Baro-Vnav systems, LNAV/VNAV NA below -16°C (4°F) or above 47° (116°F). When local altimeter setting not received, use Saginaw County H. W. Browne altimeter setting and increase all DA 36 feet and all MDA 40 feet, increase LPV all Cats. visibility and LNAV Cat. C visibility ¼ mile. DME/DME RNP- 0.3 NA.

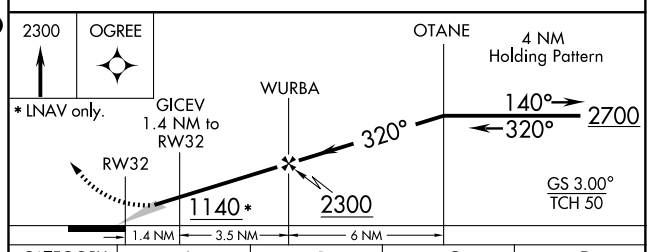
ASR

MISSED APPROACH: Climb to 2300 direct OGREE and hold.

ATIS	SAGINAW APP CON ★	SAGINAW TOWER ★	GND CON	CLNC DEL	UNICOM
125.925	050°-229° 120.95 235.625 230°-049° 126.45 235.625	120.1 (CTAF) L 257.7	121.7	121.85	122.95







CATEGORY	A	B	C	D
LPV DA	964-1 299 (300-1)			
LNAV/VNAV DA	1057-1½ 392 (400-1½)			
LNAV MDA	1040-1 375 (400-1)			1040-1¼ 375 (400-1¼)
CIRCLING	1100-1 432 (500-1)	1120-1 452 (500-1)	1120-1½ 452 (500-1½)	1220-2 552 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME MBS 112.9 Chan 76	APP CRS 057°	Rwy Idg 8002 TDZE 666 Apt Elev 668

VOR RWY 5

SAGINAW/MBS INTL (MBS)

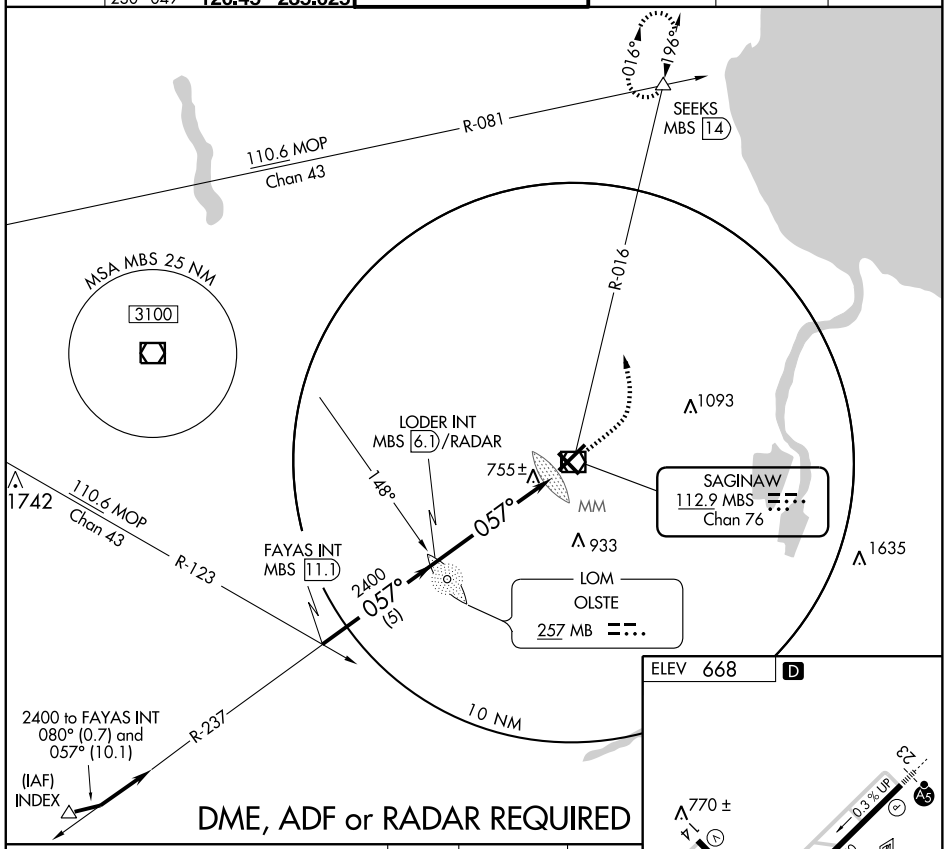
ASR

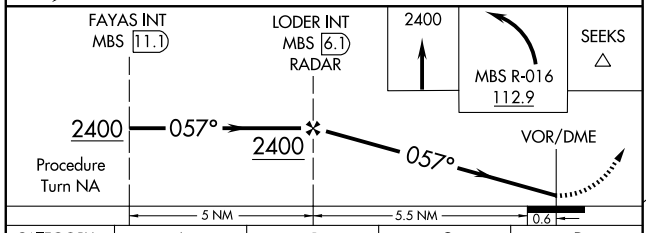
Category D S-5 visibility increased to RVR 6000 for inoperative SSALR.

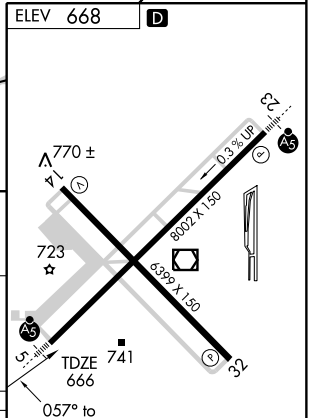
MALSR

MISSED APPROACH: Climb to 2400 then left turn via MBS R-016 to Seeks Int/14 DME and hold.

ATIS	SAGINAW APP CON ★	SAGINAW TOWER ★	GND CON	CLNC DEL	UNICOM
125.925	050°-229° 120.95 235.625 230°-049° 126.45 235.625	120.1 (CTAF) Ⓛ 257.7	121.7	121.85	122.95







CATEGORY	A	B	C	D
S-5	1060/24 394 (400-½)			1060/50 394 (400-1)
CIRCLING	1100-1 432 (500-1)	1120-1 452 (500-1)	1120-1 ½ 452 (500-1 ½)	1220-2 552 (600-2)

REIL Rwys 14 and 32
HIRL Rwys 5-23 and 14-32

EC-1, 14 JAN 2010 to 11 FEB 2010

SAGINAW, MICHIGAN AL-648 (FAA)

VOR/DME MBS	APP CRS	Rwy Idg	6399
112.9	131°	TDZE	668
Chan 76		Apt Elev	668

VOR RWY 14

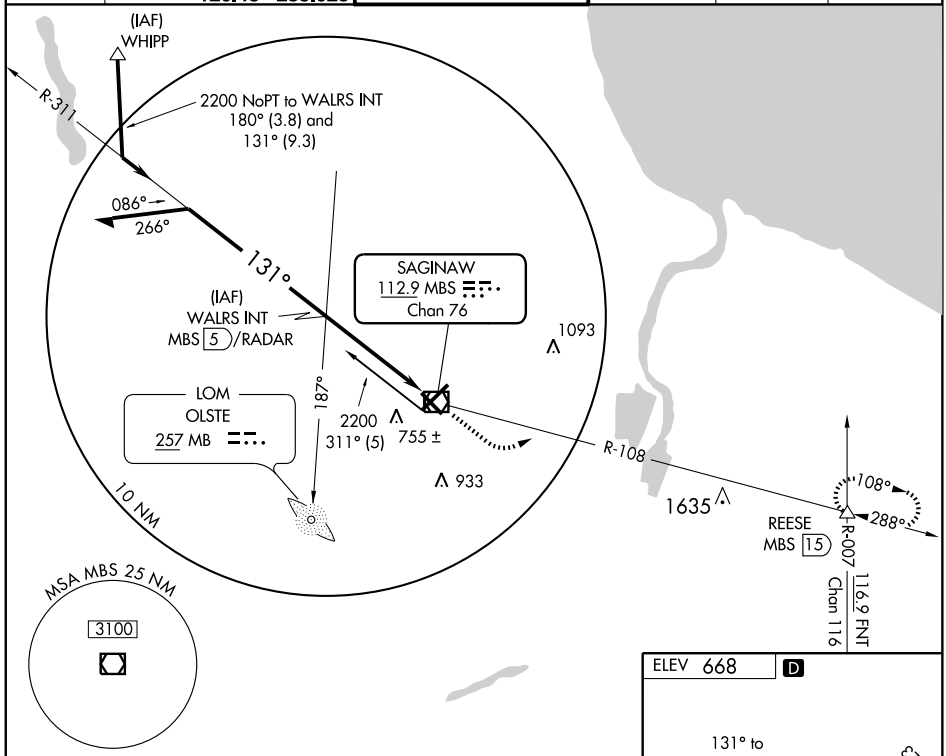
SAGINAW/MBS INTL (MBS)

ASR

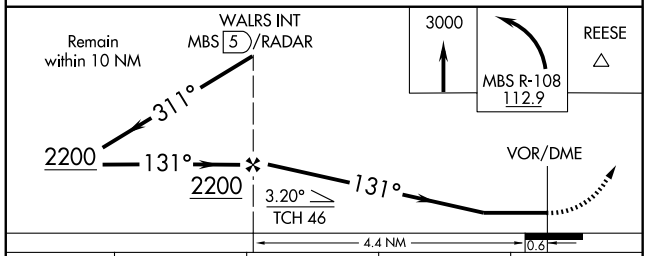
Air carrier landing visibility reduction below ¾ mile for local conditions NA.

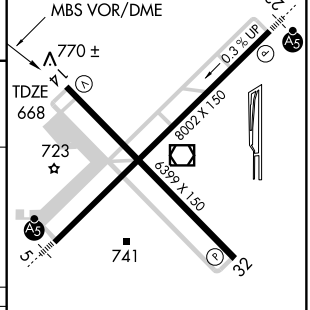
MISSED APPROACH: Climb to 3000 then left turn via MBS R-108 to REESE Int/15 DME and hold.

ATIS	SAGINAW APP CON ★		SAGINAW TOWER ★	GND CON	CLNC DEL	UNICOM
125.925	050°-229° 120.95	235.625	120.1 (CTAF) L 257.7	121.7	121.85	122.95
	230°-049° 126.45	235.625				



DME, ADF or RADAR REQUIRED





CATEGORY	A	B	C	D
S-14	1040-1 372 (400-1)			1040-1¼ 372 (400-1¼)
CIRCLING	1100-1 432 (500-1)	1120-1 452 (500-1)	1120-1½ 452 (500-1½)	1220-2 552 (600-2)

REIL Rwys 14 and 32
HIRL Rwys 5-23 and 14-32

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME MBS 112.9 Chan 76	APP CRS 217°	Rwy Idg 8002 TDZE 661 Apt Elev 668

VOR RWY 23

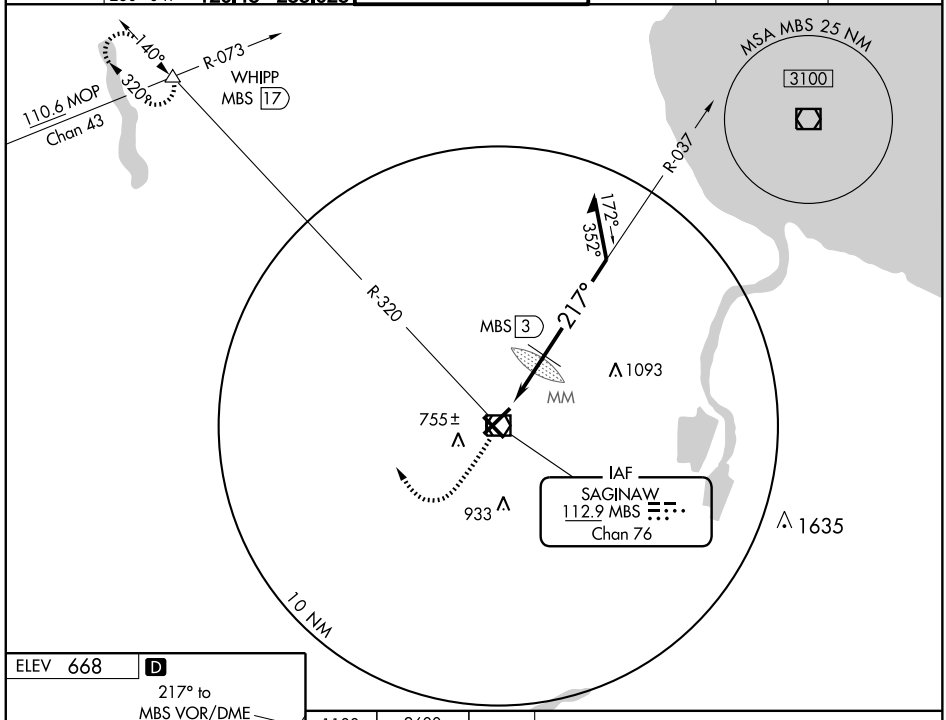
SAGINAW/MBS INTL (MBS)

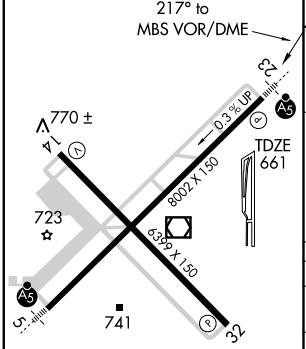
ASR — Cat. D S-23 DME minimums visibility increased ¼ mile for inoperative MALSR.

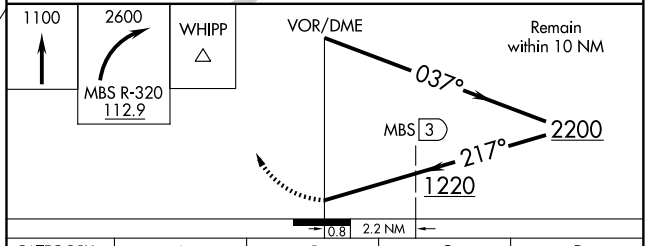
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 via MBS R-320 to WHIPP Int/17 DME and hold.

ATIS	SAGINAW APP CON ★	SAGINAW TOWER ★	GND CON	CLNC DEL	UNICOM
125.925	050°-229° 120.95 235.625 230°-049° 126.45 235.625	120.1(CTAF) L 257.7	121.7	121.85	122.95







CATEGORY	A	B	C	D
S- 23	1220-½ 559 (600-½)		1220-1 559 (600-1)	1220-1¼ 559 (600-1¼)
CIRCLING	1220-1 552 (600-1)		1220-1½ 552 (600-1½)	1220-2 552 (600-2)
DME MINIMA				
S- 23	1020-½ 359 (400-½)			1020-1 359 (400-1)
CIRCLING	1100-1 432 (500-1)	1120-1 452 (500-1)	1120-1½ 452 (500-1½)	1220-2 552 (600-2)

REIL Rwys 14 and 32
HIRL Rwys 5-23 and 14-32

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME MBS	APP CRS	Rwy Idg	6399
112.9	329°	TDZE	666
Chan 76		Apt Elev	668

VOR RWY 32

SAGINAW/ MBS INTL (MBS)

ASR

MISSED APPROACH: Climb to 2600 then left turn via MBS R-320 to WHIPP Int/17 DME and hold.

ATIS	SAGINAW APP CON ★		SAGINAW TOWER ★	GND CON	CLNC DEL	UNICOM
125.925	050°-229°	120.95 235.625	120.1 (CTAF) L 257.7	121.7	121.85	122.95
	230°-049°	126.45 235.625				

DME, ADF or RADAR REQUIRED

140° R-073 WHIPP MBS 17

110.6 MOP 320° Chan 43

R-320

MSA MBS 25 NM 3100

1093

SAGINAW 112.9 MBS Chan 76

LOM OLSTE 257 MB

755±

2600 149° (6)

933

1635

279°

(IAF) ADDEE INT MBS 6 /RADAR

329°

2500 NoPT to ADDEE INT 270° (5.1) and 329° (8.2)

(IAF) BIRRS

194° 014° R-149

10 NM

ELEV 668 D

770 ±

14

23

0.3% UP

8002 X 150

6399 X 150

723

741

TDZE 666

32

329° to MBS VOR/DME

2600

MBS R-320 112.9

WHIPP

ADDEE INT MBS 6 /RADAR

Remain within 10 NM

149°

329°

2600

VOR/DME

329°

3.05°

TCH 46

2500

0.4 5.6 NM

CATEGORY	A	B	C	D
S-32	1200-1 534 (600-1)		1200-1½ 534 (600-1½)	1200-1¾ 534 (600-1¾)
CIRCLING	1200-1 532 (600-1)		1200-1½ 532 (600-1½)	1220-2 552 (600-2)

REIL Rwys 14 and 32
HIRL Rwys 5-23 and 14-32

EC-1. 14 JAN 2010 to 11 FEB 2010

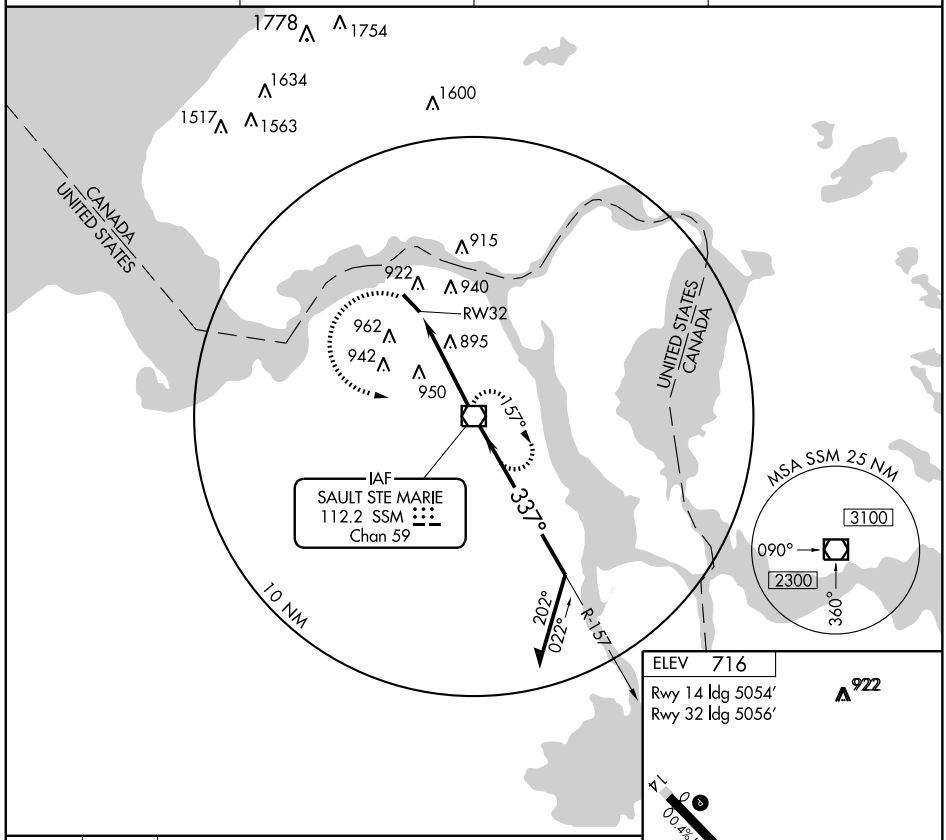
VOR/DME SSM	APP CRS	Rwy Idg	4801
112.2	337°	TDZE	716
Chan 59		Apt Elev	716

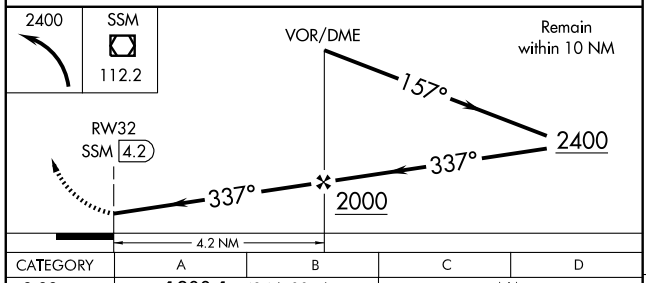
VOR or GPS RWY 32

SAULT STE MARIE/ SANDERSON FIELD (ANJ)

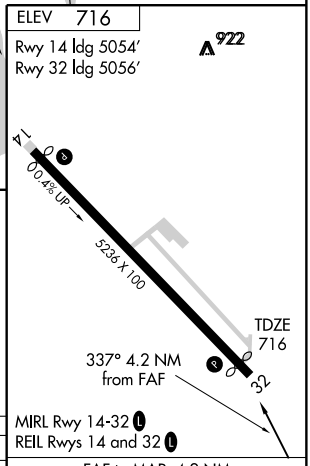
MISSED APPROACH: Climbing left turn to 2400 direct SSM VOR/DME and hold.

ASOS	TORONTO CENTER	GCO	UNICOM
118.375	132.65 344.5	135.075	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-32	1200-1	484 (500-1)	NA	
CIRCLING	1280-1 564 (600-1)	1300-1 584 (600-1)	NA	



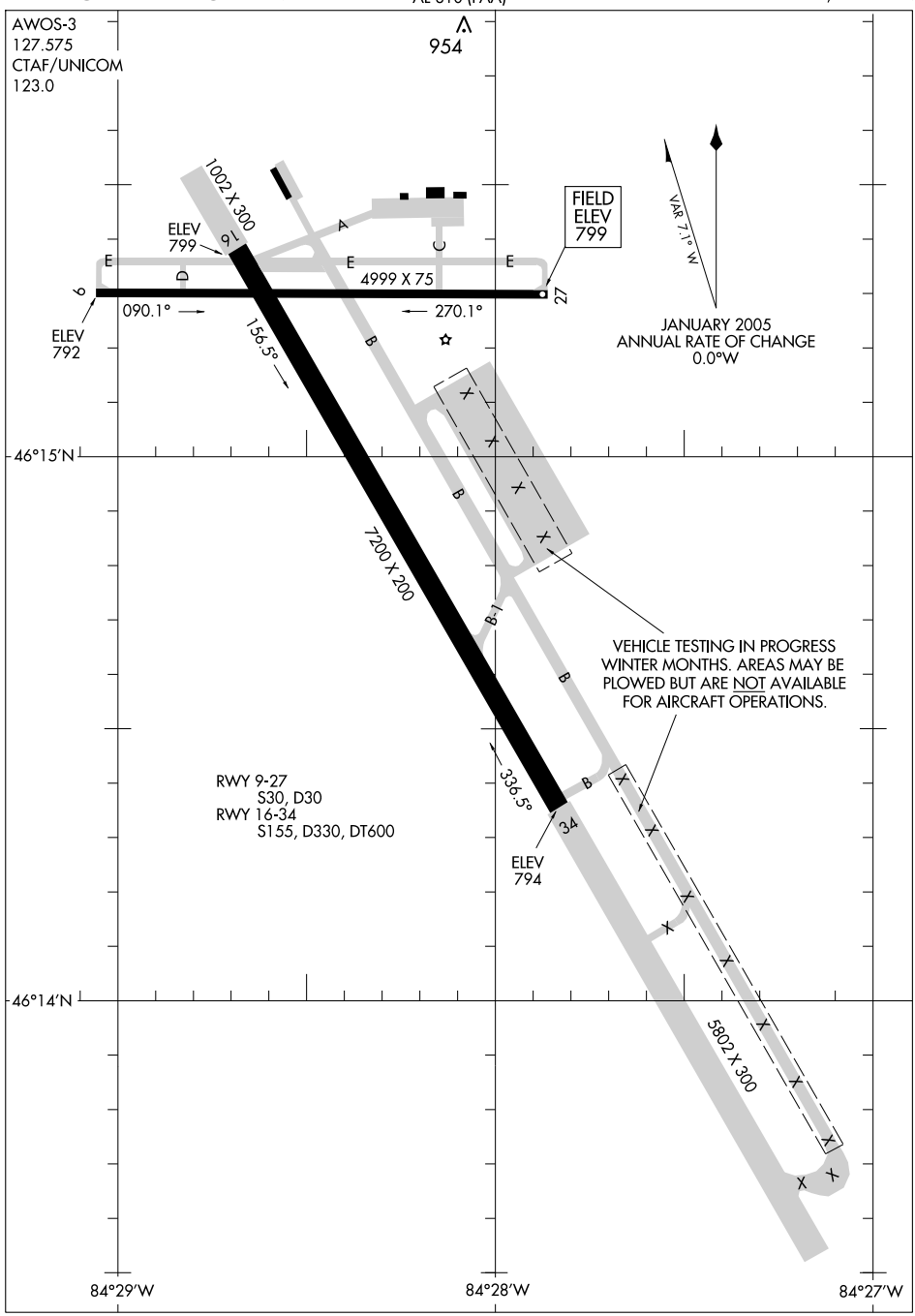
FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-1. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

SAULT STE MARIE/CHIPPEWA COUNTY INTL (CIU)
SAULT STE MARIE, MICHIGAN
AL-810 (FAA)



EC-1, 14 JAN 2010 to 11 FEB 2010

LOC I-CIU	APP CRS	Rwy Idg	7200
110.3	156°	TDZE	799
		Apt Elev	800

ILS RWY 16

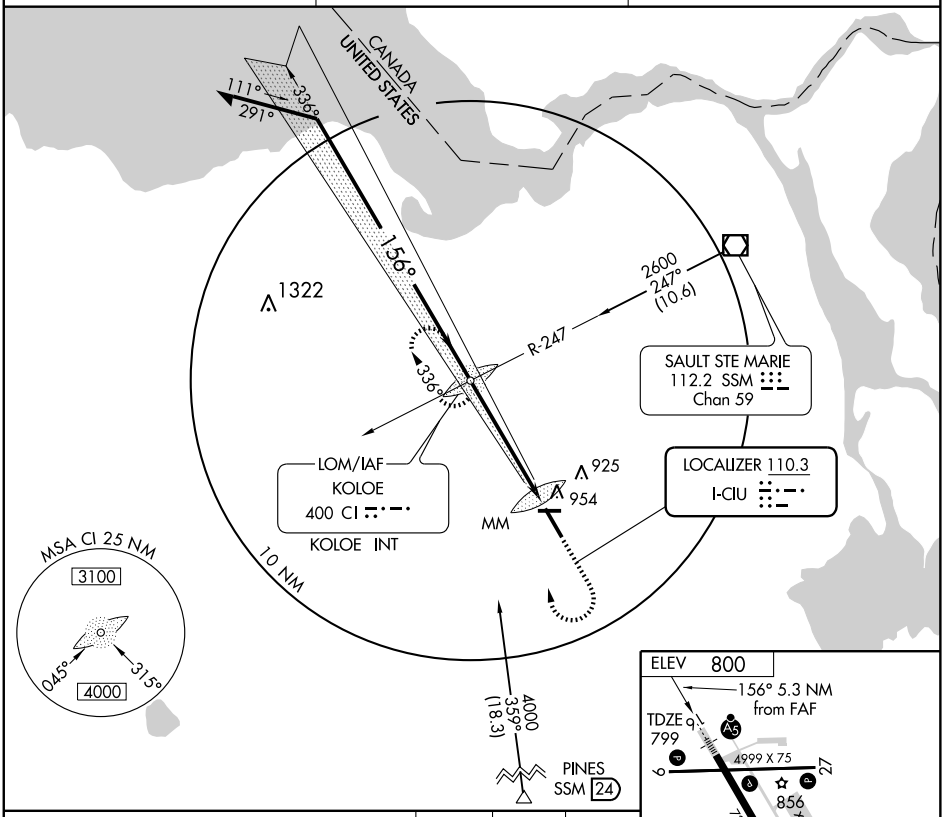
SAULT STE MARIE/CHIPPEWA COUNTY INTL (CIU)

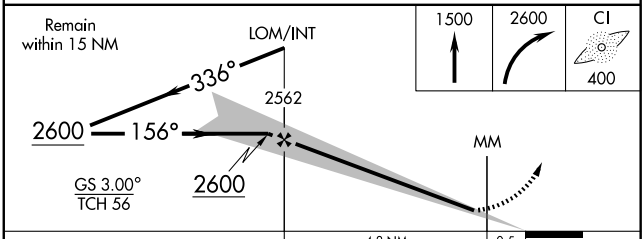
NA — ILS unusable from MM inbound.

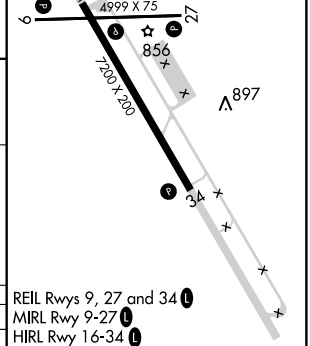
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2600 direct CI LOM/Int and hold. (TACAN aircraft climb to 5000 via 160° heading and SSM R-201 to PINES Int/24 DME and hold South, right turns, 021° inbound).

AWOS-3	TORONTO CENTER	UNICOM
127.575	132.65 344.5	123.0 (CTAF) L







REIL Rwys 9, 27 and 34 L
MIRL Rwy 9-27 L
HIRL Rwy 16-34 L

CATEGORY	A	B	C	D	E
S-ILS 16	1049-½ 250 (300-½)			1049-¾ 250 (300-¾)	
S-LOC 16	1160-½ 361 (400-½)			1160-¾ 361 (400-¾)	
CIRCLING	1260-1 460 (500-1)		1260-1½ 460 (500-1½)	1360-2 560 (600-2)	1380-2 580 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

EC-1. 14 JAN 2010 to 11 FEB 2010

LOM CI	APP CRS	Rwy Idg	7200
400	336°	TDZE	796
		Apt Elev	800

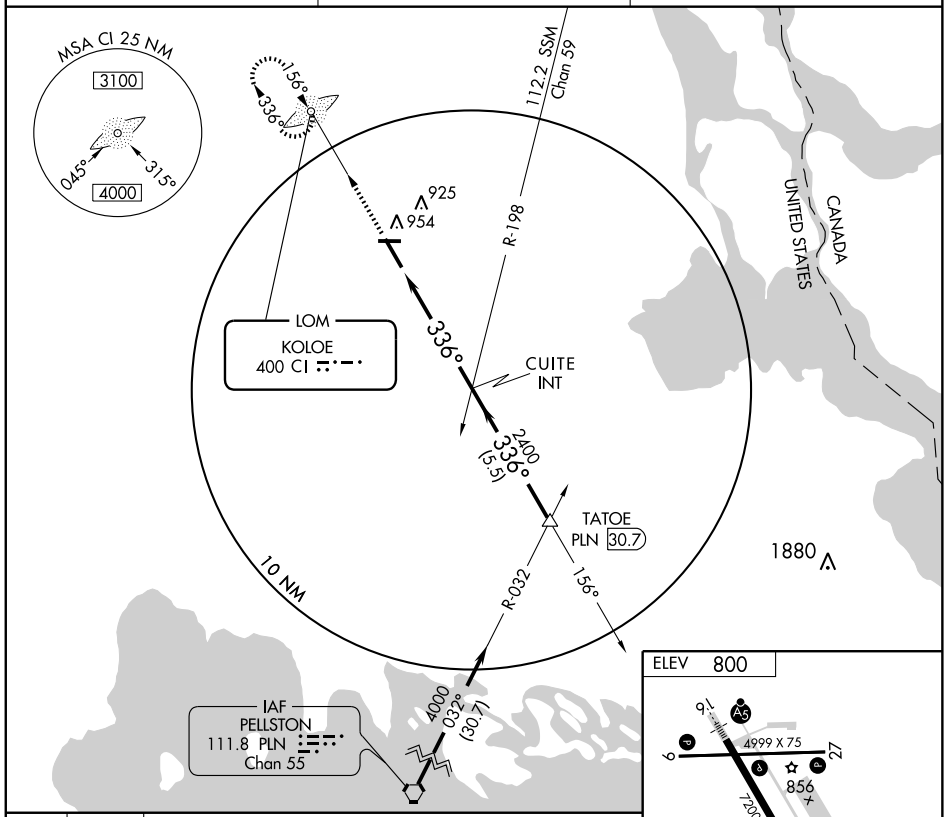
NDB RWY 34

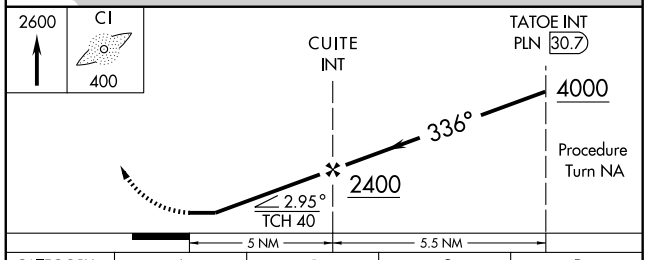
SAULT STE MARIE/CHIPPEWA COUNTY INTL (CIU)

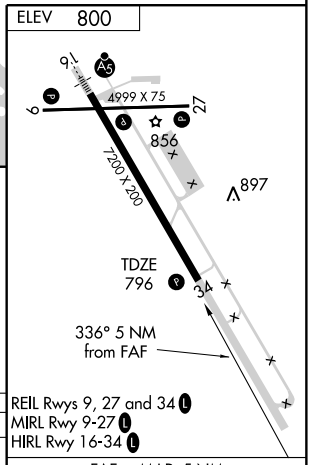
NA

MISSED APPROACH: Climb to 2600 direct CI LOM and hold.

AWOS-3	TORONTO CENTER	UNICOM
127.575	132.65 344.5	123.0 (CTAF) L







REIL Rwys 9, 27 and 34 L
MIRL Rwy 9-27 L
HIRL Rwy 16-34 L

CATEGORY	A	B	C	D
S-34	1220-1 424 (500-1)		1220-1¼ 424 (500-1¼)	
CIRCLING	1260-1 460 (500-1)		1260-1½ 460 (500-1½)	1360-2 560 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-1. 14 JAN 2010 to 11 FEB 2010

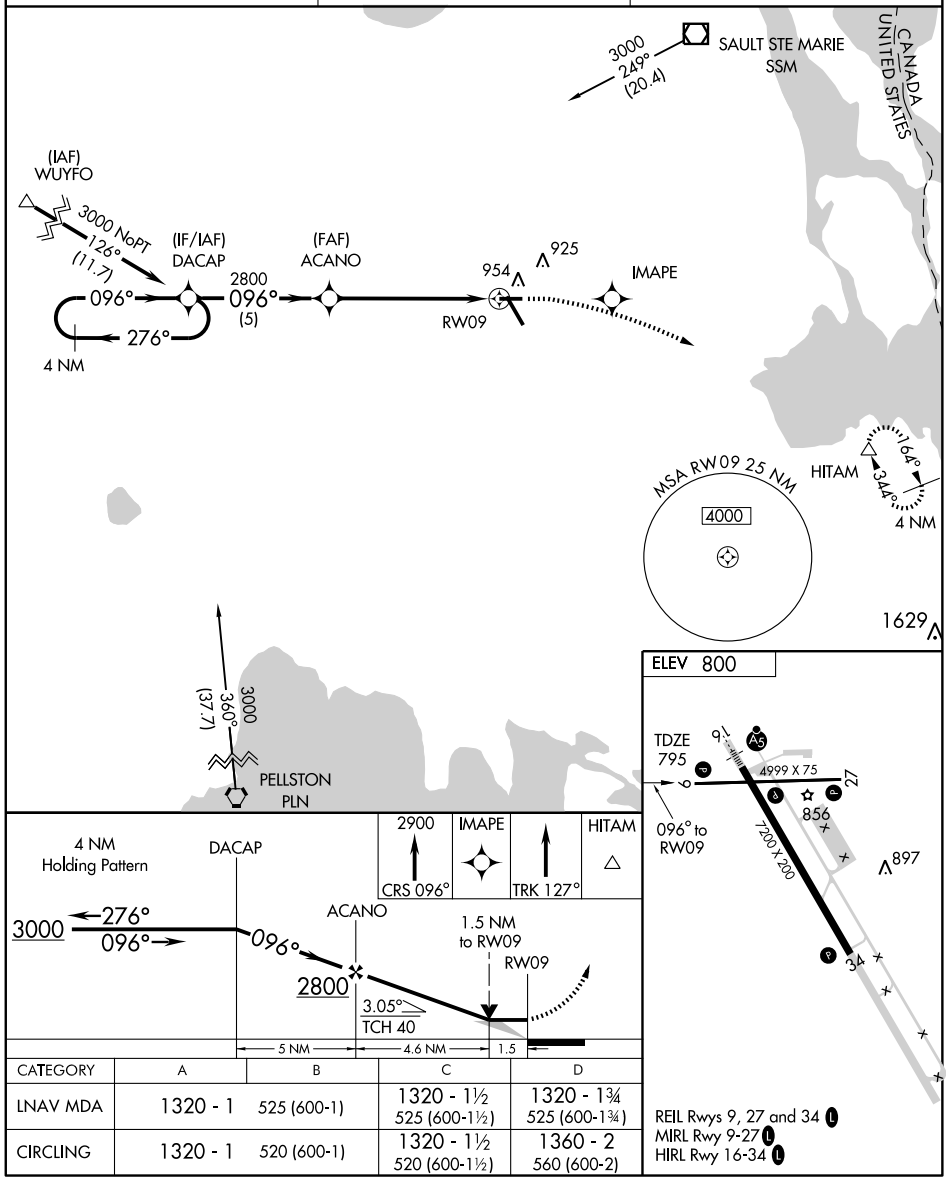
APP CRS	Rwy Idg	4999
096°	TDZE	795
	Apt Elev	800

RNAV (GPS) RWY 9

SAULT STE MARIE/ CHIPPEWA COUNTY INTL (CIU)

NA	Straight-in minimums NA at night. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2900 via 096° course to IMAPE WP and via 127° track to HITAM WP and hold.

AWOS-3	TORONTO CENTER	UNICOM
127.575	132.65 344.5	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1320 - 1	525 (600-1)	1320 - 1½ 525 (600-1½)	1320 - 1¾ 525 (600-1¾)
CIRCLING	1320 - 1	520 (600-1)	1320 - 1½ 520 (600-1½)	1360 - 2 560 (600-2)

REIL Rwys 9, 27 and 34 L
MIRL Rwy 9-27 L
HIRL Rwy 16-34 L

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7200
CH 69215	156°	TDZE	799
W16A		Apt Elev	800

RNAV (GPS) RWY 16

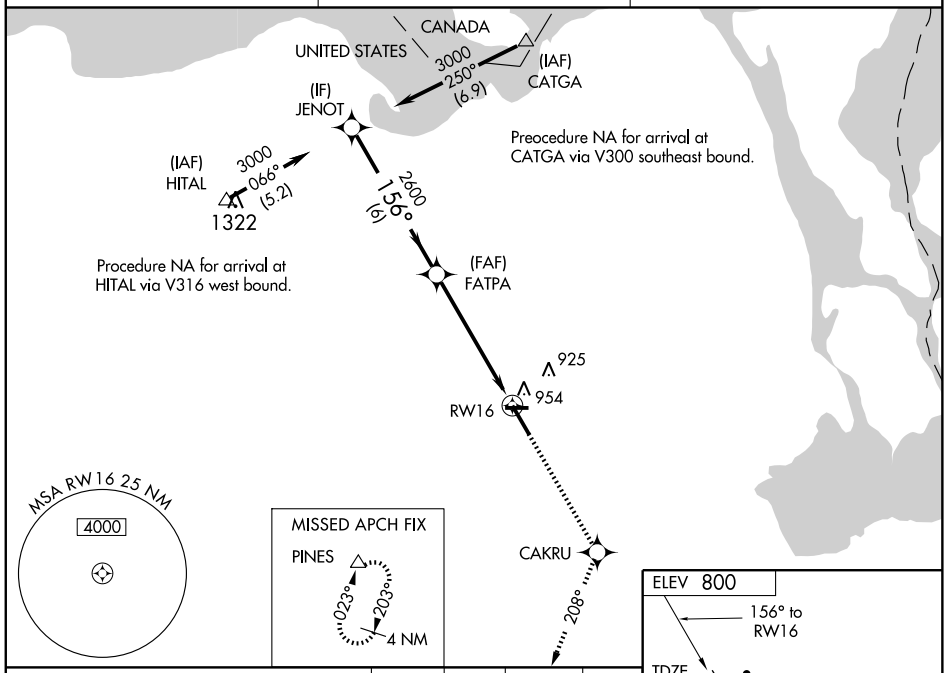
SAULT STE MARIE/CHIPPEWA COUNTY INTL (CIU)

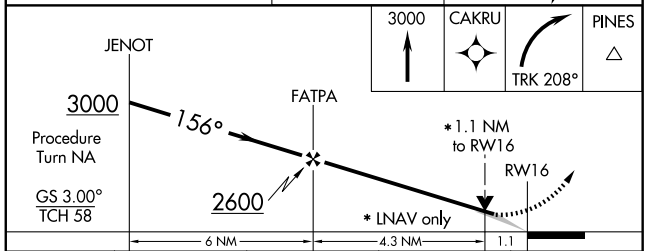
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Sault Ste Marie Muni/Sanderson Field altimeter setting and increase all DA 45 feet and all MDA 60 feet. Baro-VNAV and VDP NA when using Sault Ste Marie Muni/Sanderson Field altimeter setting. For inoperative MALSR, increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cats A/B/C ½ mile, increase LNAV Cat D ¼ mile. For inoperative MALSR, when using Sault Ste Marie Muni/Sanderson Field altimeter setting, increase LPV all Cats, LNAV/VNAV all Cats and LNAV all Cats ½ mile.

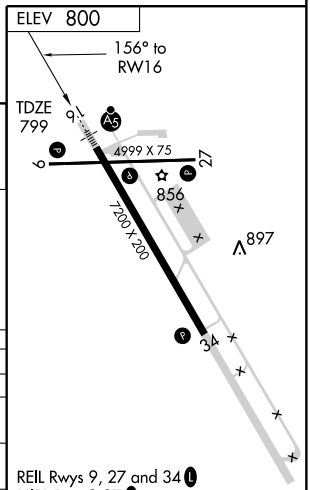
MALSR

MISSED APPROACH: Climb to 3000 direct CAKRU and right turn via track 208° to PINES and hold.

AWOS-3	TORONTO CENTER	UNICOM
127.575	132.65 344.5	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1068-½ 269 (300-½)			
LNAV/VNAV DA	1204-1 405 (500-1)			
LNAV MDA	1220-½ 421 (500-½)		1220-¾ 421 (500-¾)	1220-1 421 (500-1)
CIRCLING	1260-1 460 (500-1)		1260-1½ 460 (500-1½)	1360-2 560 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4999
276°	TDZE	800
	Apt Elev	800

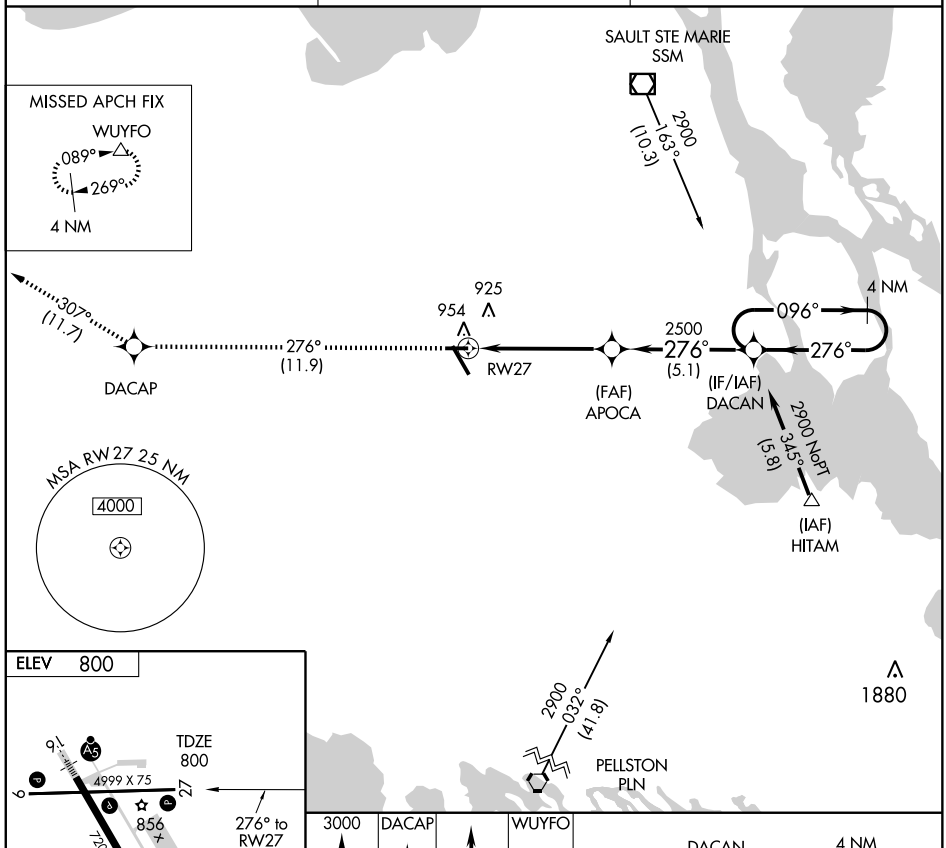
RNAV (GPS) RWY 27

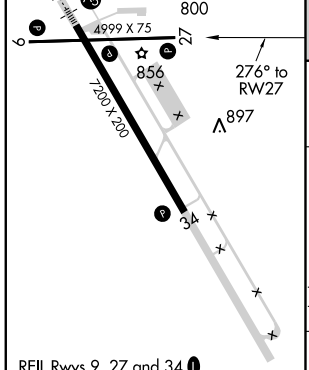
SAULT STE MARIE/ CHIPPEWA COUNTY INTL (CIU)

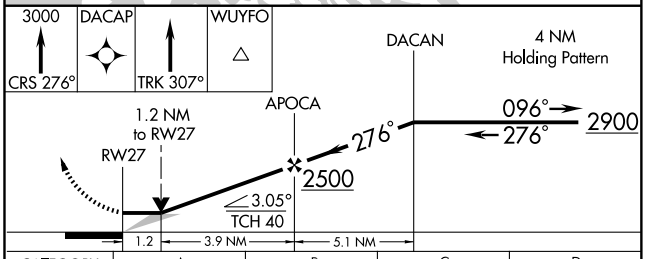
NA — Straight-in minimums NA at night. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 via 276° course to DACAP WP and via 307° track to WUYFO WP and hold.

AWOS-3	TORONTO CENTER	UNICOM
127.575	132.65 344.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220 - 1	420 (500-1)	1220 - 1¼	420 (500-1¼)
CIRCLING	1260 - 1	460 (500-1)	1260 - 1½ 460 (500-1½)	1360 - 2 560 (600-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7200
CH 56315	336°	TDZE	796
W34A		Apt Elev	800

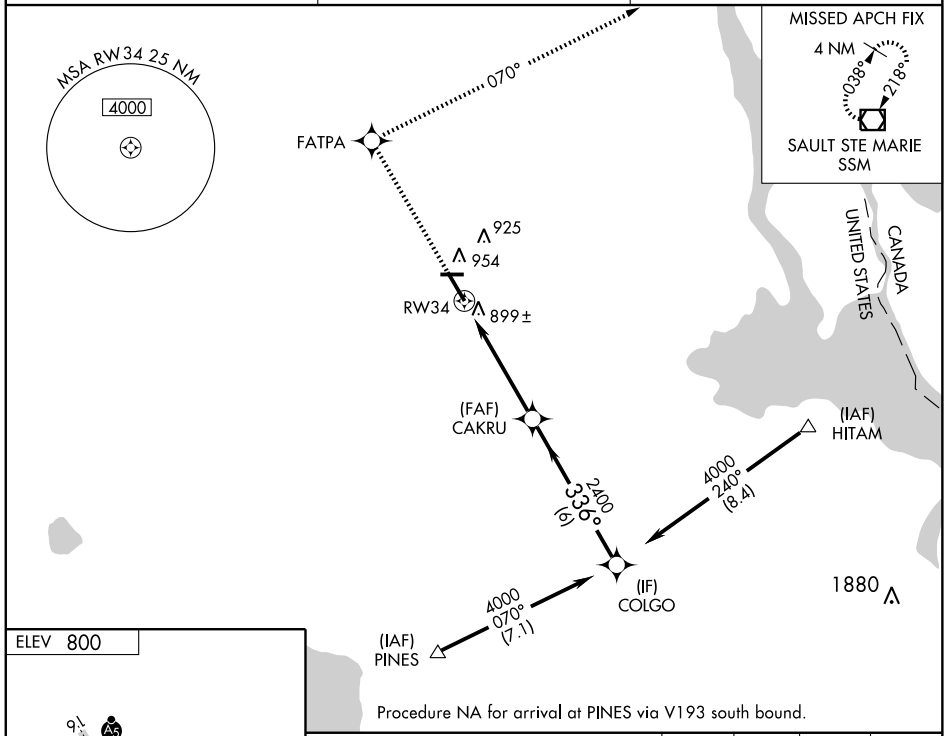
RNAV (GPS) RWY 34

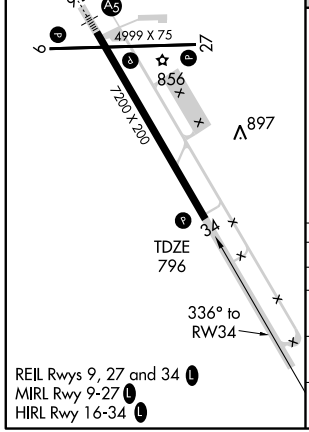
SAULT STE MARIE/ CHIPPEWA COUNTY INTL (CIU)

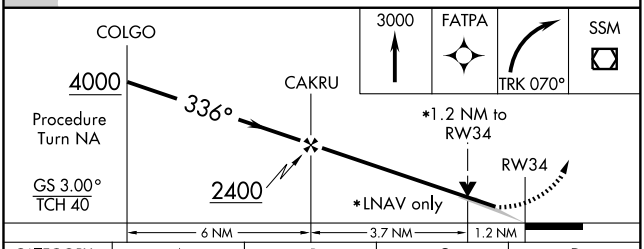
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Sault Ste Marie Muni/Sanderson Field altimeter setting and increase all DA 45 feet and all MDA 60 feet; increase LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Sault Ste Marie Muni/Sanderson Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct FATPA and right turn via track 070° to SSM VOR/DME and hold.

AWOS-3	TORONTO CENTER	UNICOM
127.575	132.65 344.5	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1046-1 250 (300-1)			
LNAV/VNAV DA	1198-1½ 402 (400-1½)			
LNAV MDA	1200-1 404 (400-1)		1200-1¼ 404 (400-1¼)	
CIRCLING	1260-1 460 (500-1)		1260-1½ 460 (500-1½)	1360-2 560 (600-2)

VOR/DME SSM	APP CRS	Rwy Idg	N/A
112.2	218°	TDZE	N/A
Chan 59		Apt Elev	800

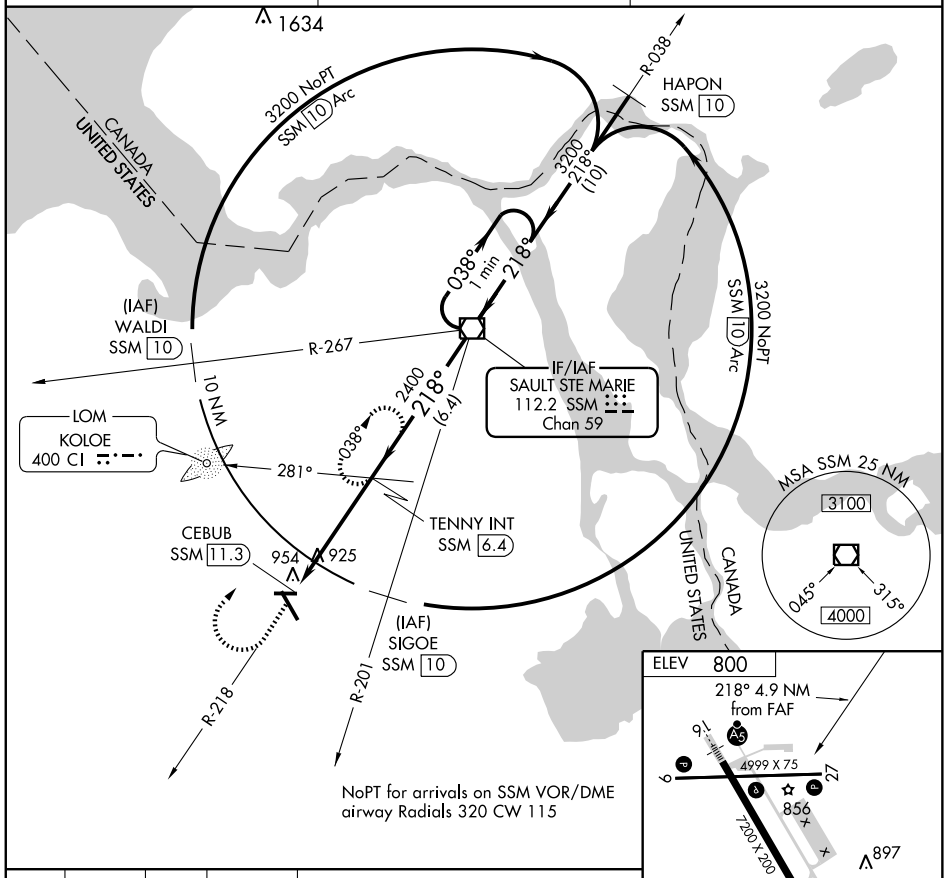
VOR-A

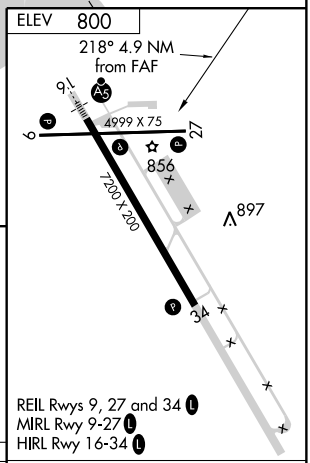
SAULT STE MARIE/ CHIPPEWA COUNTY INTL (CIU)

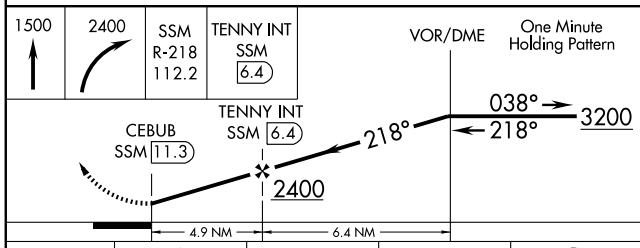
▼ DME or ADF REQUIRED. When local altimeter setting not received, use Sault Ste Marie Muni/Sanderson Field altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2400 via SSM R-218 to TENNY Int/6.4 DME and hold.

AWOS-3	TORONTO CENTER	UNICOM
127.575	132.65 344.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1260-1 460 (500-1)		1260-1½ 460 (500-1½)	1360-2 560 (600-2)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-1. 14 JAN 2010 to 11 FEB 2010

SOUTH HAVEN, MICHIGAN AL-5472 (FAA)

APP CRS	Rwy Idg	4801
047°	TDZE	659
	Apt Elev	666

RNAV (GPS) RWY 4

SOUTH HAVEN AREA RGNL (LWA)

When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 120 feet. Increase LNAV visibility Cat C ¼ mile, Cat D ½ mile and Circling visibility Cat D ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA

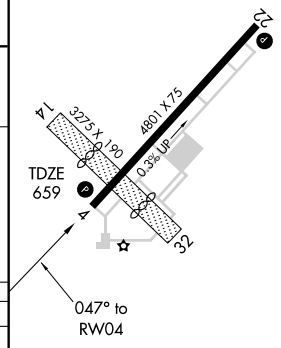
MISSED APPROACH: Climb to 4000 direct JUSRO and hold. Continue climb-in-hold to 4000.

AWOS-3	SOUTH BEND APP CON ★	GCO	UNICOM
118.025	118.55 257.8	121.725	122.8 (CTAF) L

4 NM
047°
227°
JUSRO
PULLMAN
PMM
Procedure NA for arrivals at PMM VOR/DME airway radials 243 CW 282.
4000 to SUSOY
227° (21.7)
854
745±
795
RW04
920
1077
LIVTE
2.1 NM to RW04
(FAF)
NODCI
4000
073° (19.6)
(IAF)
FIDNU
4000 NoPT
137°
(5)
2500
047°
(6.2)
MUSKY
(IF/IAF)
SUSOY
047°
227°
317°
4000 NoPT
(5)
4 NM
(IAF)
RATGE
4000
274°
(10.7)
KEELER
ELX
Procedure NA for arrivals at ELX VOR/DME via V116 northeast bound.
MSA RW04 25 NM
2500
1284
ELEV 666

4 NM
Holding Pattern
SUSOY
NODCI
LIVTE
2.1 NM to RW04
4000
227°
047°
047°
3.05°
TCH 40
RW04
2500
1360
VGSI and descent angles not coincident.
6.2 NM
3.5 NM
2.1
4000
JUSRO

CATEGORY	A	B	C	D
LNAV MDA	1000-1 341 (400-1)			
CIRCLING	1120-1 454 (500-1)		1120-1½ 454 (500-1½)	1280-2 614 (700-2)



REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

EC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4801
227°	TDZE	665
	Apt Elev	666

RNAV (GPS) RWY 22

SOUTH HAVEN AREA RGNL (LWA)

When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 120 feet. Increase LNAV Cat C, D visibility ½ mile, and Circling Cat D visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct SUSOY and hold. Continue climb-in-hold to 4000.

AWOS-3	SOUTH BEND APP CON ★	GCO	UNICOM
118.025	118.55 257.8	121.725	122.8 (CTAF) L

Procedure NA for arrivals at RAINE via V215 southwest bound.

RAINE 4000 087° (16)

ZEELE 4000 194° (19.2)

Procedure NA for arrivals at ZEELE via V55 northbound.

(IAF) HENAG 4 NM 4000 NoPT 137° (5) 047° 227° 1169±

(FAF) KIDTE 2500 227° (6.2)

(IF/IAF) JUSRO 4000 NoPT 317° (5)

(IAF) COTUP 4000 269° (17.2) OSEGO

PIXOE 2.5 NM to RW22

854 RW22 795 809± 920 1077

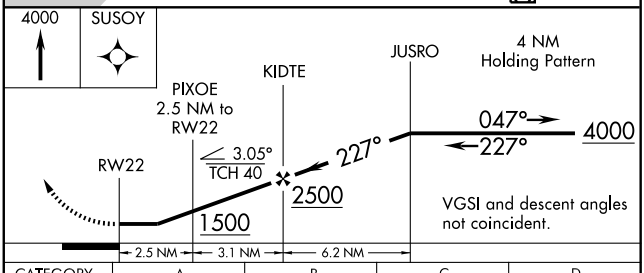
MSA RW 22 25 NM 2500

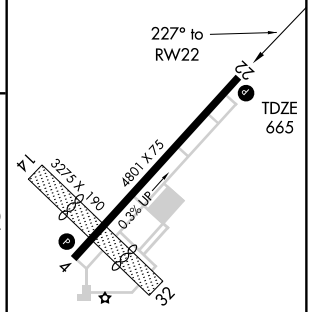
SUSOY 047° 227° 4 NM

Procedure NA for arrivals at ELX VOR/DME airway radials 002 CW 077.

4000 to COTUP 022° (18.8)

KEELER ELX





CATEGORY	A	B	C	D
LNAV MDA	1060-1 395 (400-1)			1060-1¼ 395 (400-1¼)
CIRCLING	1120-1 454 (500-1)		1120-1½ 454 (500-1½)	1280-2 614 (700-2)

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME PMM	APP CRS	Rwy Idg	4801
112.1	224°	TDZE	665
Chan 58		Apt Elev	666

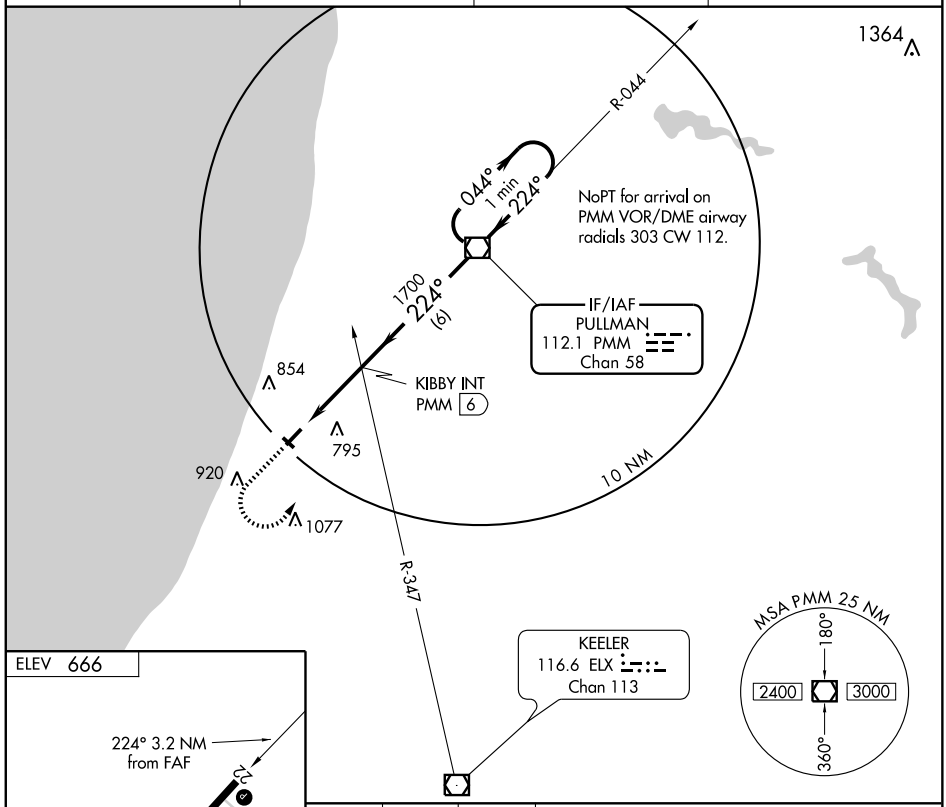
VOR RWY 22

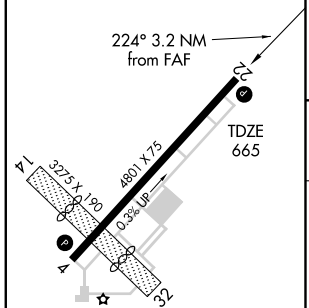
SOUTH HAVEN AREA RGNL (LWA)

When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 120 feet. Increase S-22 visibility Cat C ¼ mile, Cat D ½ mile and Circling Cat D ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct PMM VOR/DME and hold.

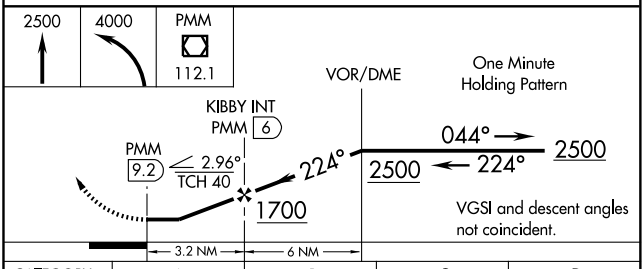
AWOS-3	SOUTH BEND APP CON ★	GCO	UNICOM
118.025	118.55 257.8	121.725	122.8 (CTAF) L





REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04



CATEGORY	A	B	C	D
S-22	1080-1 415 (500-1)		1080-1¼ 415 (500-1¼)	
CIRCLING	1120-1 454 (500-1)		1120-1½ 454 (500-1½)	1280-2 614 (700-2)

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4033
066°	TDZE	775
	Apt Elev	775

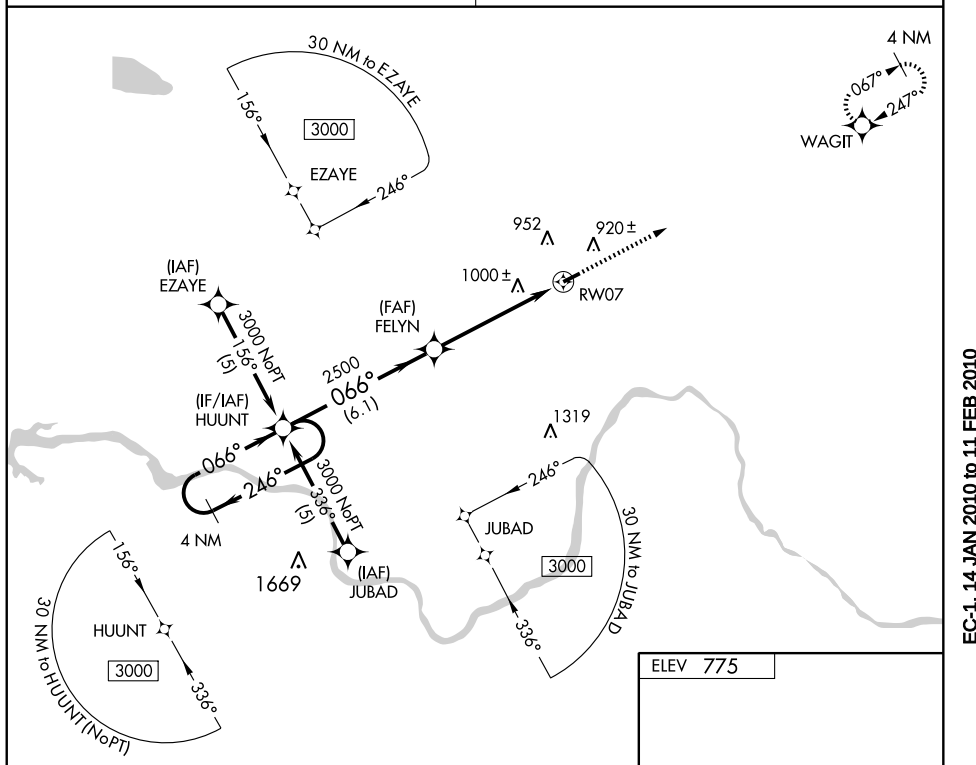
RNAV (GPS) RWY 7

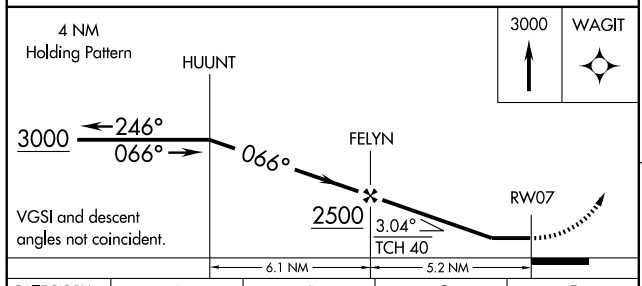
SPARTA / PAUL C. MILLER - SPARTA (8D4)

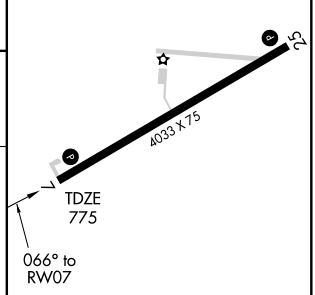
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Grand Rapids altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct WAGIT and hold.

GRAND RAPIDS APP CON ★	UNICOM
124.6 257.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1340-1	565 (600-1)	NA	
CIRCLING	1340-1	565 (600-1)	NA	

MIRL Rwy 7-25 L
REIL Rwy 7 and 25

EC-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4033
247°	TDZE	775
	Apt Elev	775

RNAV (GPS) RWY 25

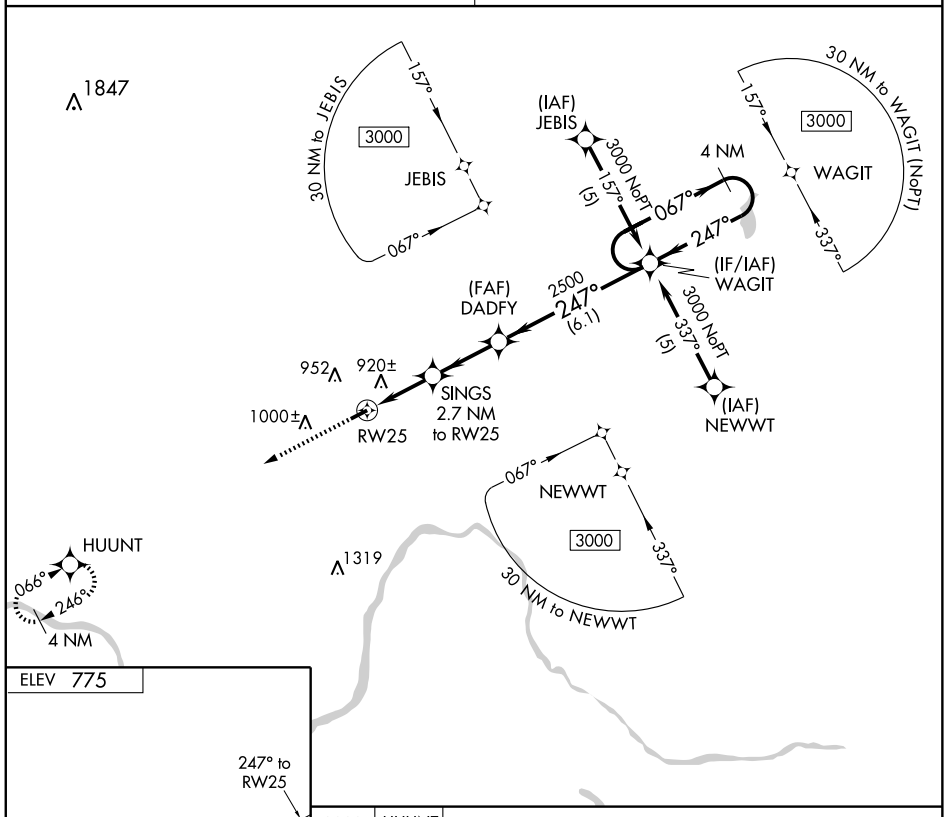
SPARTA / PAUL C. MILLER - SPARTA (8D4)

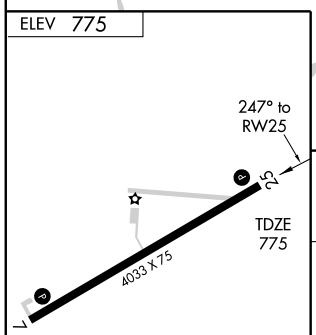
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Grand Rapids altimeter setting and increase all MDA 60 feet.

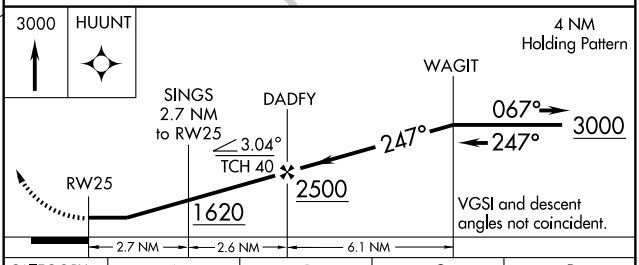
MISSED APPROACH: Climb to 3000 direct HUUNT and hold.

GRAND RAPIDS APP CON ★ 124.6 257.6

UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220-1	445 (500-1)	NA	
CIRCLING	1280-1 505 (600-1)	1320-1 545 (600-1)	NA	

MIRL Rwy 7-25 L
REIL Rwy 7 and 25

EC-1. 14 JAN 2010 to 11 FEB 2010

VORTAC MKG 115.2 Chan 99	APP CRS 280°	Rwy Idg N/A TDZE N/A Apt Elev 775

VOR-A

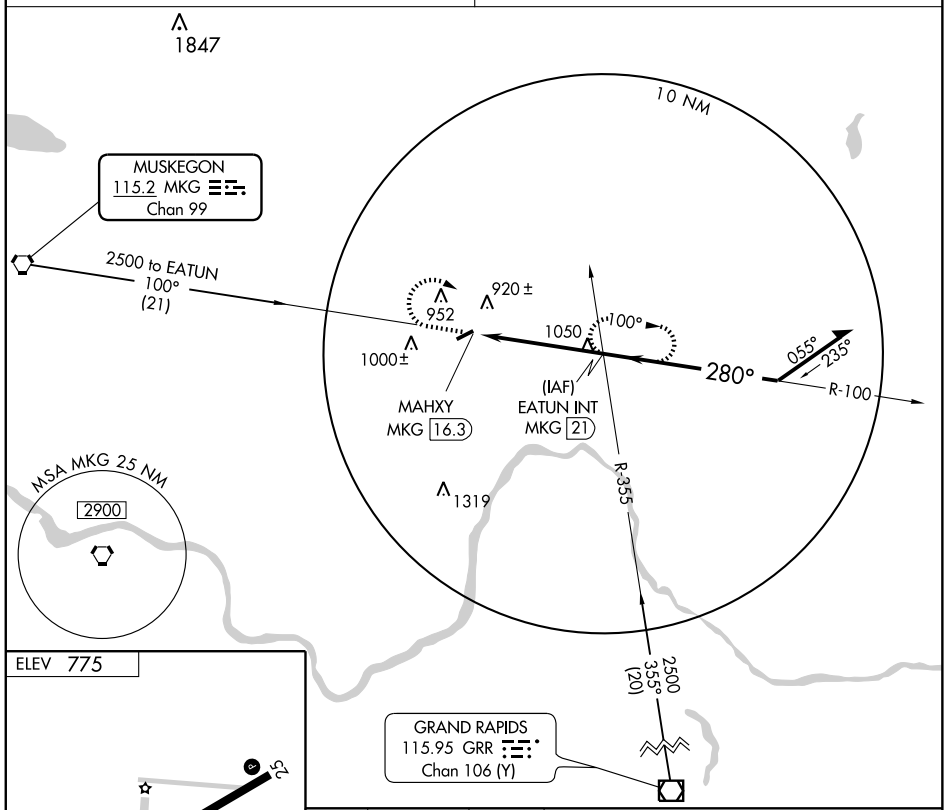
SPARTA / PAUL C. MILLER - SPARTA (8D4)

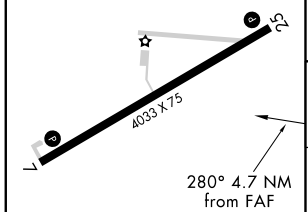
When local altimeter setting not received, use Grand Rapids altimeter setting and increase all MDA 60 feet.

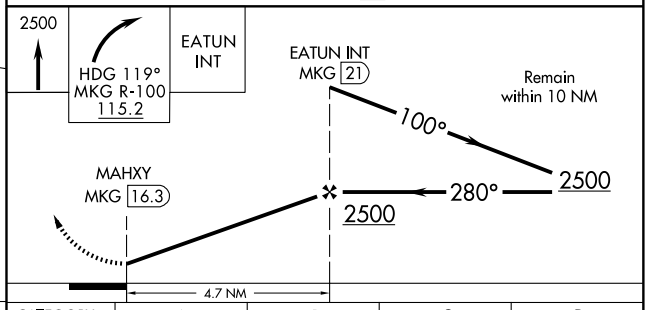
MISSED APPROACH: Climb to 2500 then right turn via heading 119° and MKG R-100 to EATUN INT/MKG 21 DME and hold.

GRAND RAPIDS APP CON ★ 124.6 257.6

UNICOM 122.8 (CTAF) L







MIRL Rwy 7-25 L
REIL Rwy 7 and 25

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
CIRCLING	1360-1 585 (600-1)		NA	

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3800
074°	TDZE	623
	Apt Elev	623

RNAV (GPS) RWY 7

ST IGNACE / MACKINAC COUNTY (83D)

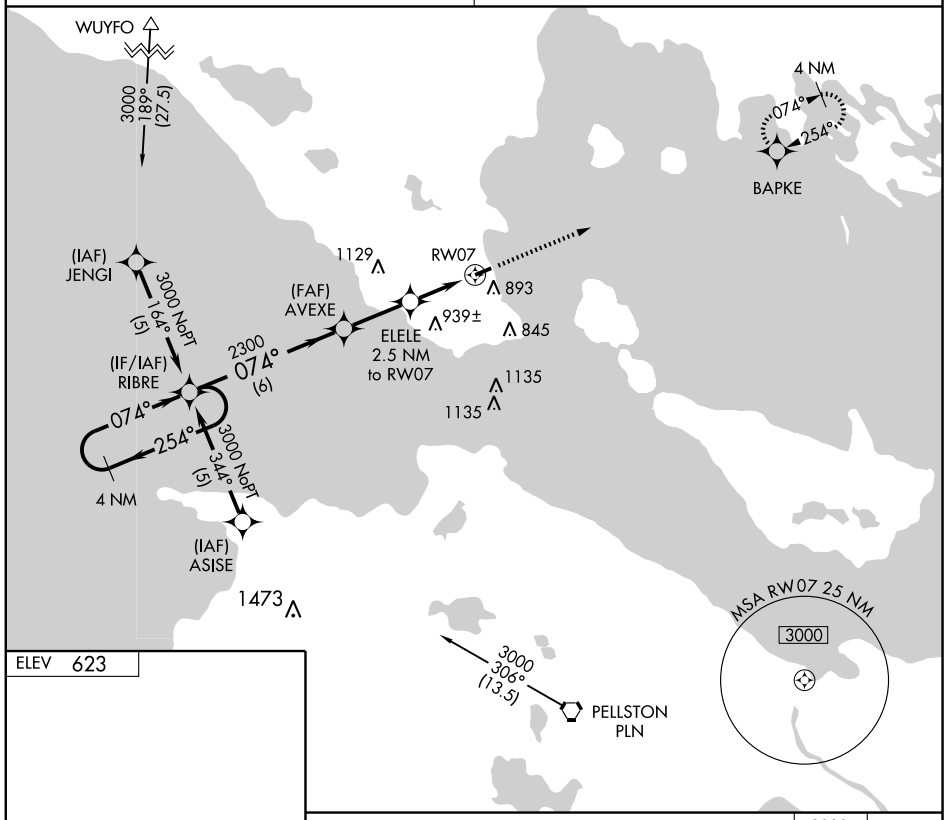
NA

Use Mackinac Island altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Circling NA at night south of Rwy 7-25.

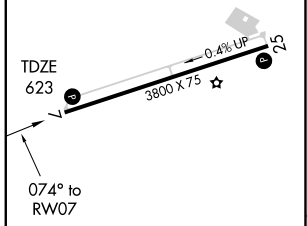
MISSED APPROACH: Climb to 3000 direct BAPKE WP and hold.

MINNEAPOLIS CENTER
134.6 354.05

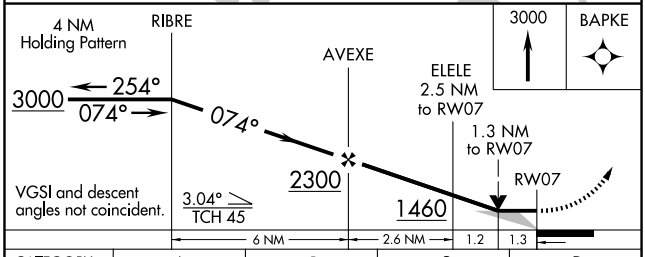
UNICOM
122.7 (CTAF) L



ELEV 623



MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L



CATEGORY	A	B	C	D
LNAV MDA	1200-1 577 (600-1)		1200-1½ 577 (600-1½)	NA
CIRCLING	1260-1 637 (700-1)		1260-1¾ 637 (700-1¾)	NA

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3800
254°	TDZE	623
	Apt Elev	623

RNAV (GPS) RWY 25

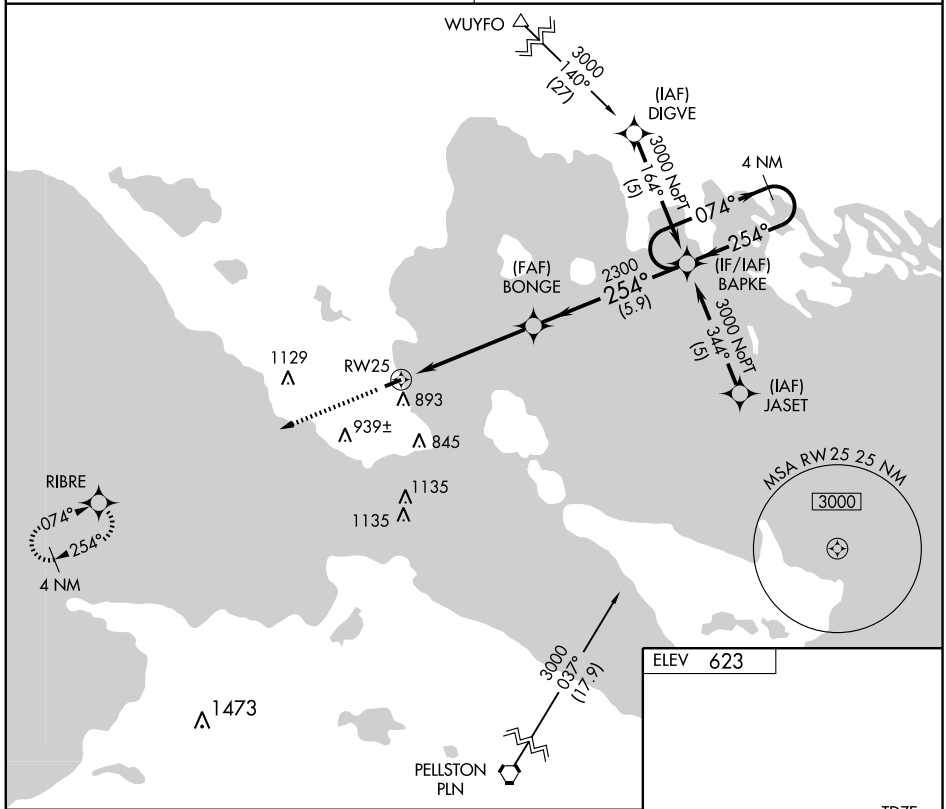
ST IGNACE / MACKINAC COUNTY (83D)

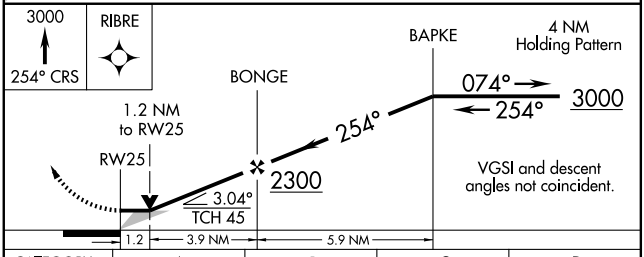
NA

Use Mackinac Island altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Circling NA at night south of RWY 7-25.

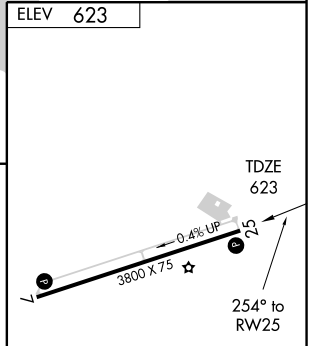
MISSED APPROACH: Climb to 3000 via 254° course to RIBRE WP and hold.

MINNEAPOLIS CENTER	UNICOM
134.6 354.05	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1020-1 397 (400-1)			NA
CIRCLING	1260-1 637 (700-1)		1260-1¾ 637 (700-1¾)	NA



MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-1. 14 JAN 2010 to 11 FEB 2010

NDB IRS	APP CRS		
382	170°	Rwy Idg	5200
		TDZE	915
		Apt Elev	925

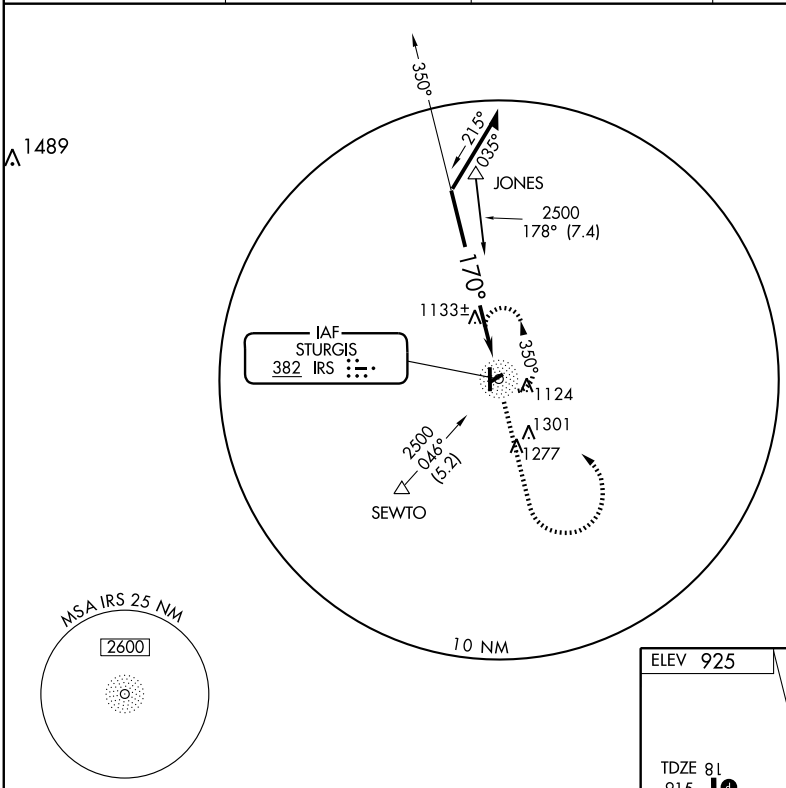
NDB RWY 18

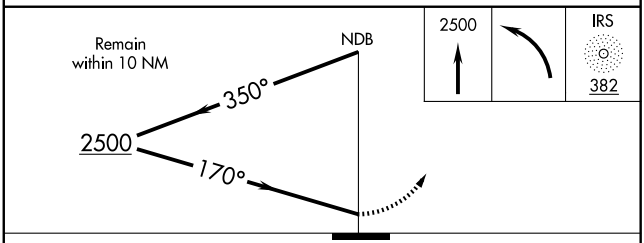
STURGIS/KIRSCH MUNI (IRS)

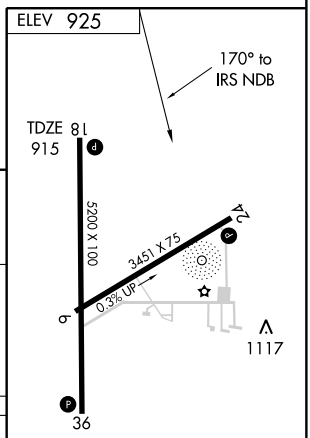
NA

MISSED APPROACH: Climb to 2500 then left turn direct IRS NDB and hold.

AWOS-3	KALAMAZOO APP CON ★	CLNC DEL	UNICOM
121.325	121.2 340.9	133.55	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-18	1500-1	585 (600-1)	1500-1½ 585 (600-1½)	1500-1¾ 585 (600-1¾)
CIRCLING	1500-1	575 (600-1)	1500-1½ 575 (600-1½)	1620-2¼ 695 (700-2¼)

REIL Rwys 18, 24 and 36 L
MIRL Rwys 6-24 and 18-36 L

EC-1, 14 JAN 2010 to 11 FEB 2010

NDB IRS	APP CRS	Rwy Idg	3451
382	236°	TDZE	925
		Apt Elev	925

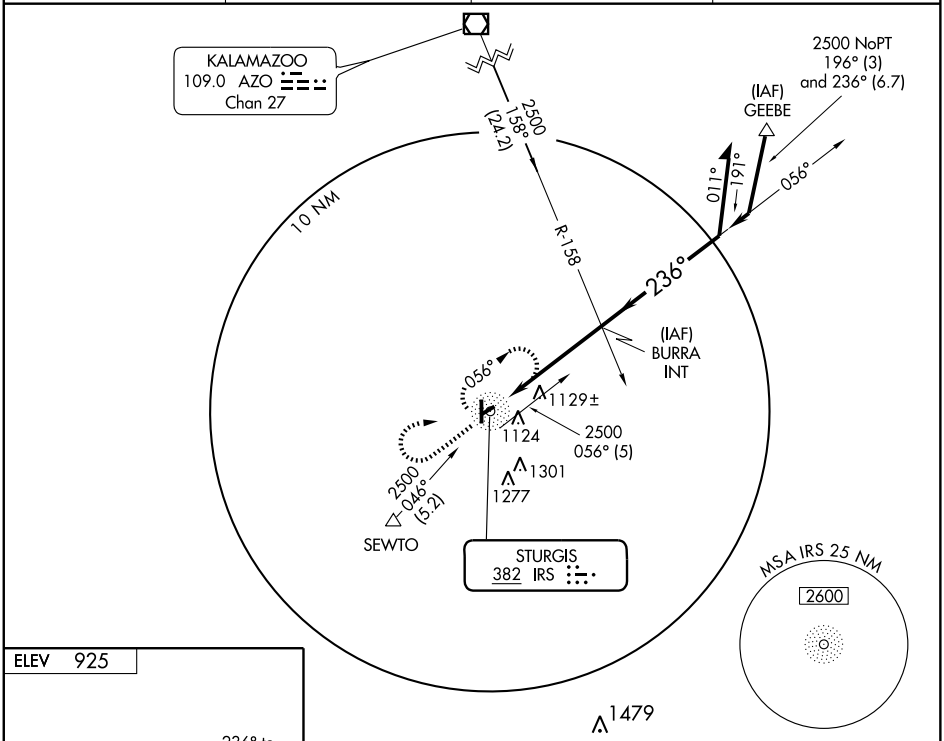
NDB RWY 24

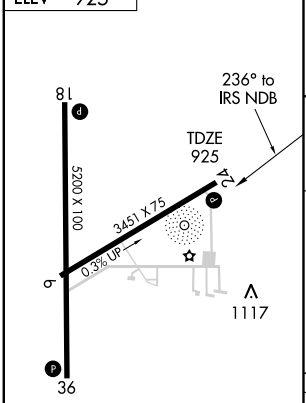
STURGIS/KIRSCH MUNI (IRS)

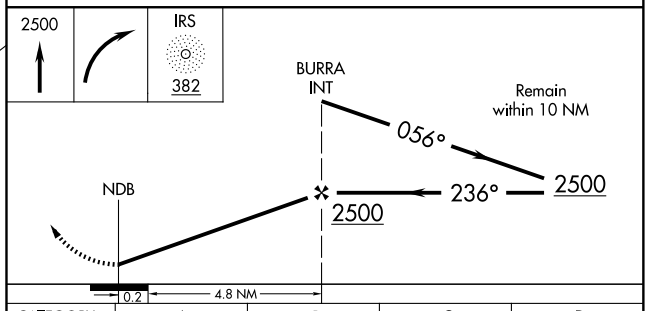
NA

MISSED APPROACH: Climb to 2500 then right turn direct IRS NDB and hold.

AWOS-3	KALAMAZOO APP CON ★	CLNC DEL	UNICOM
121.325	121.2 340.9	133.55	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-24	1460-1	535 (600-1)	1460-1½ 535 (600-1½)	1460-1¾ 535 (600-1¾)
CIRCLING	1460-1	535 (600-1)	1460-1½ 535 (600-1½)	1620-2¼ 695 (700-2¼)

REIL Rwys 18, 24 and 36 L
MIRL Rwys 6-24 and 18-36 L

EC-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5200
184°	TDZE	914
	Apt Elev	925

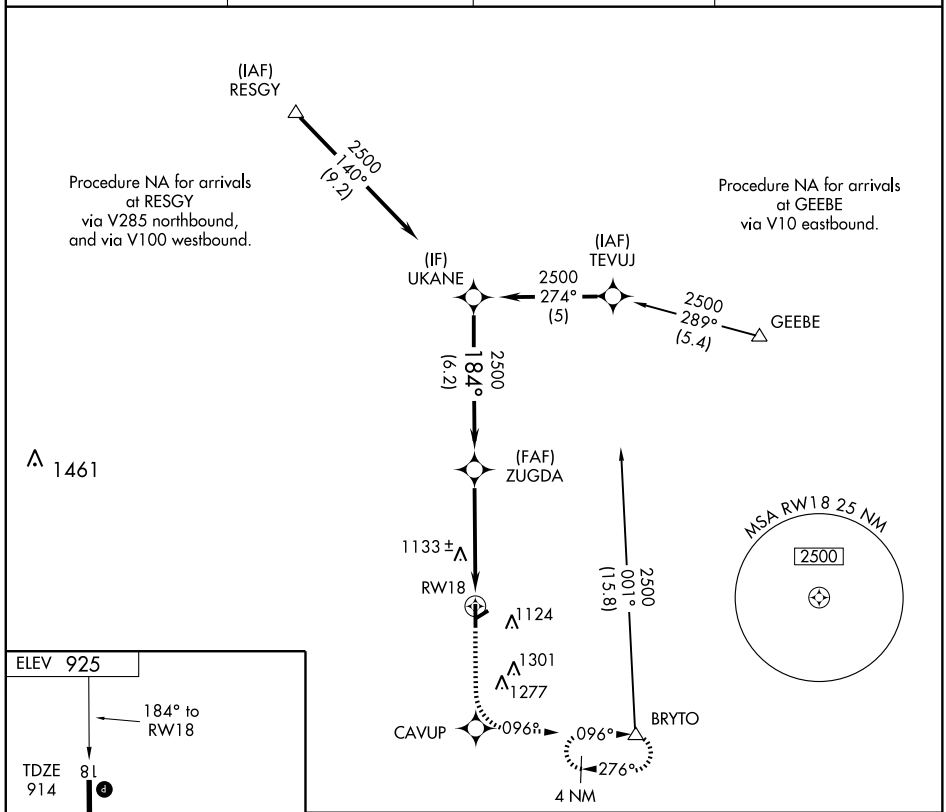
RNAV (GPS) RWY 18

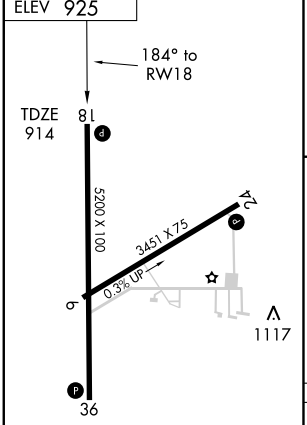
STURGIS/KIRSCH MUNI (IRS)

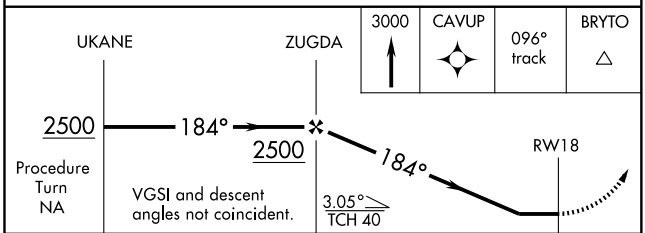
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Three Rivers altimeter setting and increase all MDAs 40 feet and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct CAVUP and via 096° track to BRYTO and hold.

AWOS-3	KALAMAZOO APP CON ★	CLNC DEL	UNICOM
121.325	121.2 340.9	133.55	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1400-1	486 (500-1)	1400-1¼ 486 (500-1¼)	1400-1½ 486 (500-1½)
CIRCLING	1420-1	495 (500-1)	1440-1½ 515 (600-1½)	1620-2¼ 695 (700-2¼)

REIL Rwys 18, 24 and 36 L
MIRL Rwys 6-24 and 18-36 L

EC-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 42915 W36A	APP CRS 004°	Rwy Idg 5200 TDZE 915 Apt Elev 924

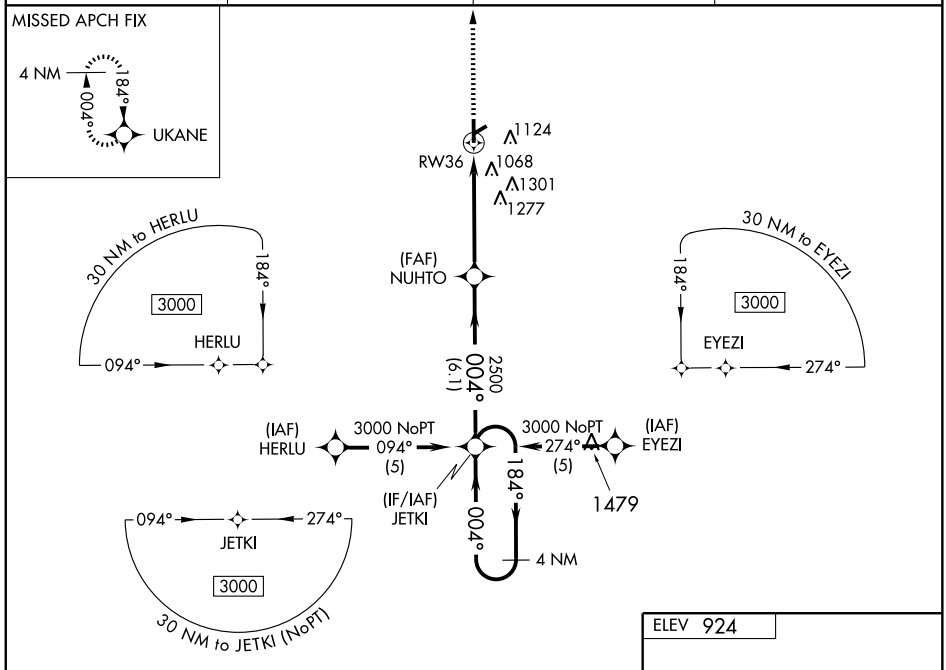
RNAV (GPS) RWY 36

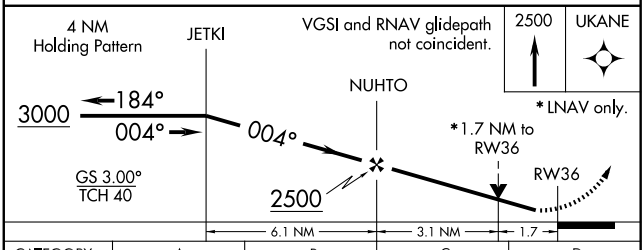
STURGIS/KIRSCH MUNI (IRS)

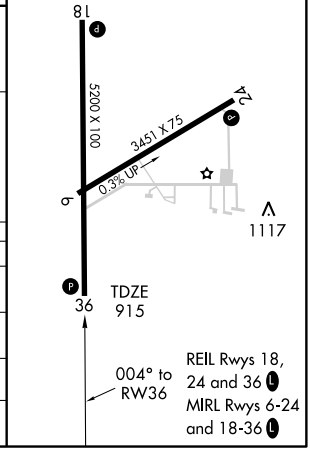
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Three Rivers altimeter setting and increase all DA/MDA 40 feet, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility ¼ mile. VDP NA when using Three Rivers altimeter setting. Baro-VNAV NA when using Three Rivers altimeter setting.

MISSED APPROACH: Climb to 2500 direct UKANE and hold.

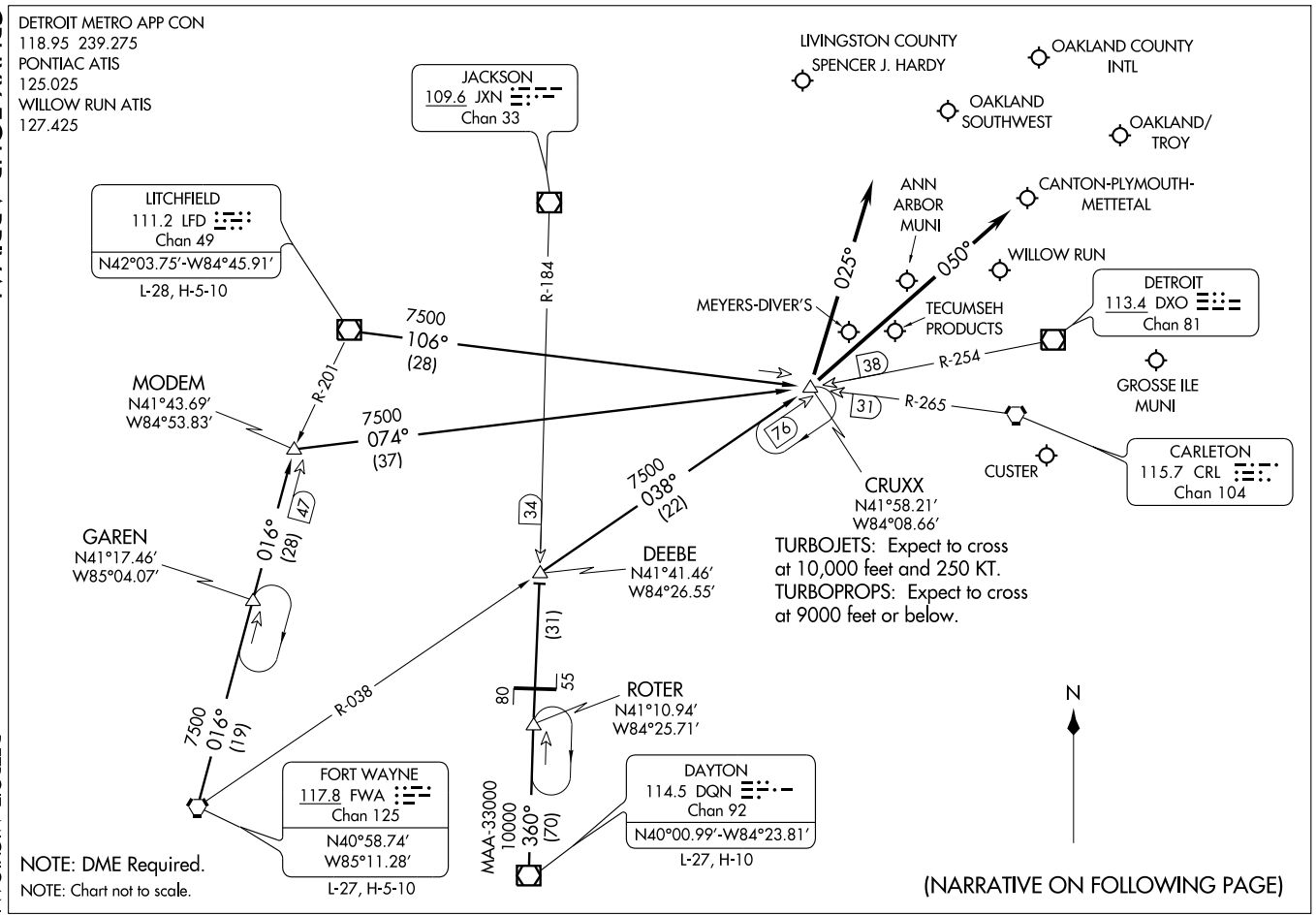
AWOS-3	KALAMAZOO APP CON ★	CLNC DEL	UNICOM
121.325	121.2 340.9	133.55	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1178-1 263 (300-1)			
LNAV/VNAV DA	1354-1½ 439 (500-1½)			
LNAV MDA	1480-1 565 (600-1)		1480-1½ 565 (600-1½)	1480-1¾ 565 (600-1¾)
CIRCLING	1480-1 556 (600-1)		1480-1½ 556 (600-1½)	1620-2¼ 696 (700-1¼)


DETROIT METRO APP CON
118.95 239.275
PONTIAC ATIS
125.025
WILLOW RUN ATIS
127.425
LIVINGSTON COUNTY
SPENCER J. HARDY
OAKLAND COUNTY
INTL
OAKLAND
SOUTHWEST
OAKLAND/
TROY
JACKSON
109.6 JXN
Chan 33
LITCHFIELD
111.2 LFD
Chan 49
N42°03.75'-W84°45.91'
L-28, H-5-10
ANN
ARBOR
MUNI
CANTON-PLYMOUTH-
METTETAL
WILLOW RUN
DETROIT
113.4 DXO
Chan 81
MEYERS-DIVER'S
TECUMSEH
PRODUCTS
GROSSE ILE
MUNI
025°
050°
R-184
R-201
R-254
R-265
7500
106°
(28)
7500
074°
(37)
MODEM
N41°43.69'
W84°53.83'
38
31
76
CUSTER
CARLETON
115.7 CRL
Chan 104
CRUXX
N41°58.21'
W84°08.66'
7500
038°
(22)
34
47
GAREN
N41°17.46'
W85°04.07'
016°
(28)
DEEBE
N41°41.46'
W84°26.55'
TURBOJETS: Expect to cross
at 10,000 feet and 250 KT.
TURBOPROPS: Expect to cross
at 9000 feet or below.
(31)
80
55
ROTER
N41°10.94'
W84°25.71'
N
7500
016°
(19)
R-038
FORT WAYNE
117.8 FWA
Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10
MAA-33000
10000
360°
(70)
DAYTON
114.5 DQN
Chan 92
N40°00.99'-W84°23.81'
L-27, H-10
NOTE: DME Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

CRUXX FOUR ARRIVAL (CRUXX.CRUXX4)

ARRIVAL DESCRIPTION

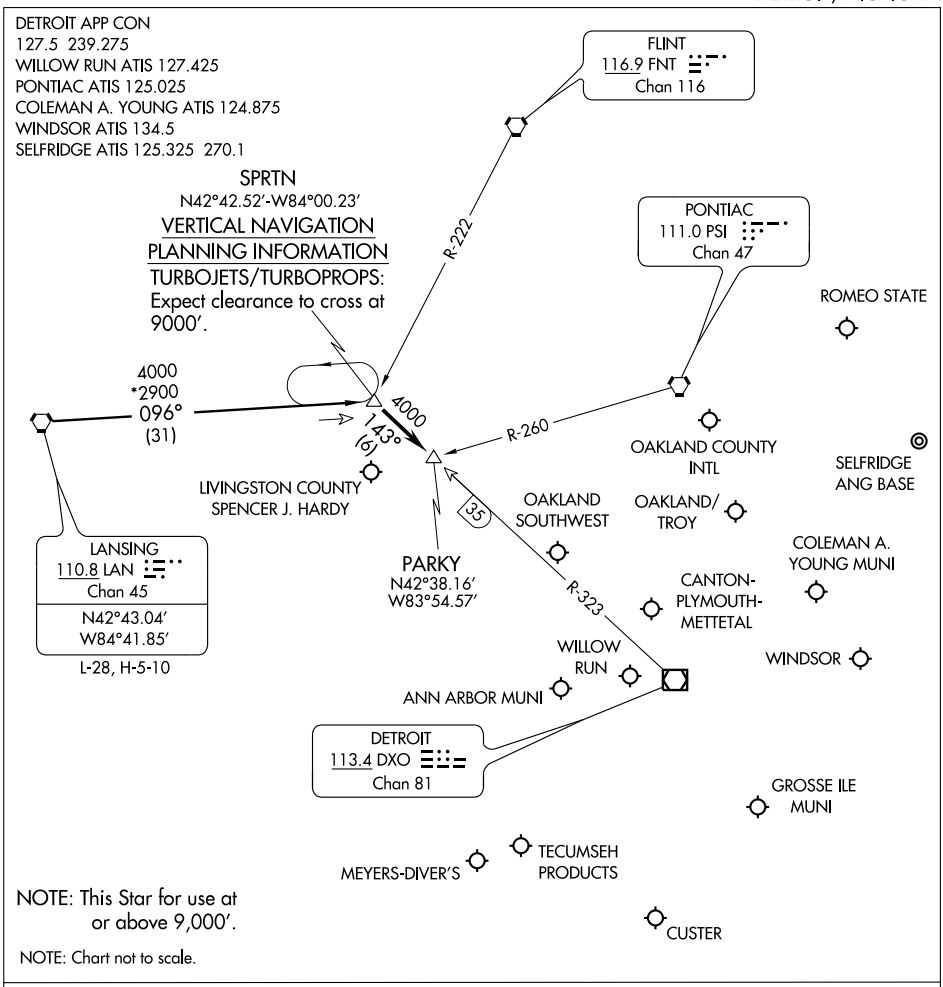
DAYTON TRANSITION (DQN.CRUXX4): From over DQN VOR/DME via DQN R-360 and JXN R-184 to DEEBE INT and FWA R-038 to CRUXX INT. Thence . . . .
FORT WAYNE TRANSITION (FWA.CRUXX4): From over FWA VORTAC via FWA R-016 to MODEM INT and DXO R-254 to CRUXX INT. Thence . . . .
LITCHFIELD TRANSITION (LFD.CRUXX4): From over LFD VORTAC via LFD R-106 to CRUXX INT. Thence . . . .

. . . . Aircraft landing Y47, PTK, 36MI, ØMI7, OZW, ONZ, 1D2, TTF, VLL: From over CRUXX INT via 025° heading.
. . . . Aircraft landing YIP or ARB: From over CRUXX INT via 050° heading. Expect radar vector to final approach course.

EC-1, 14 JAN 2010 to 11 FEB 2010

SPRTN THREE ARRIVAL

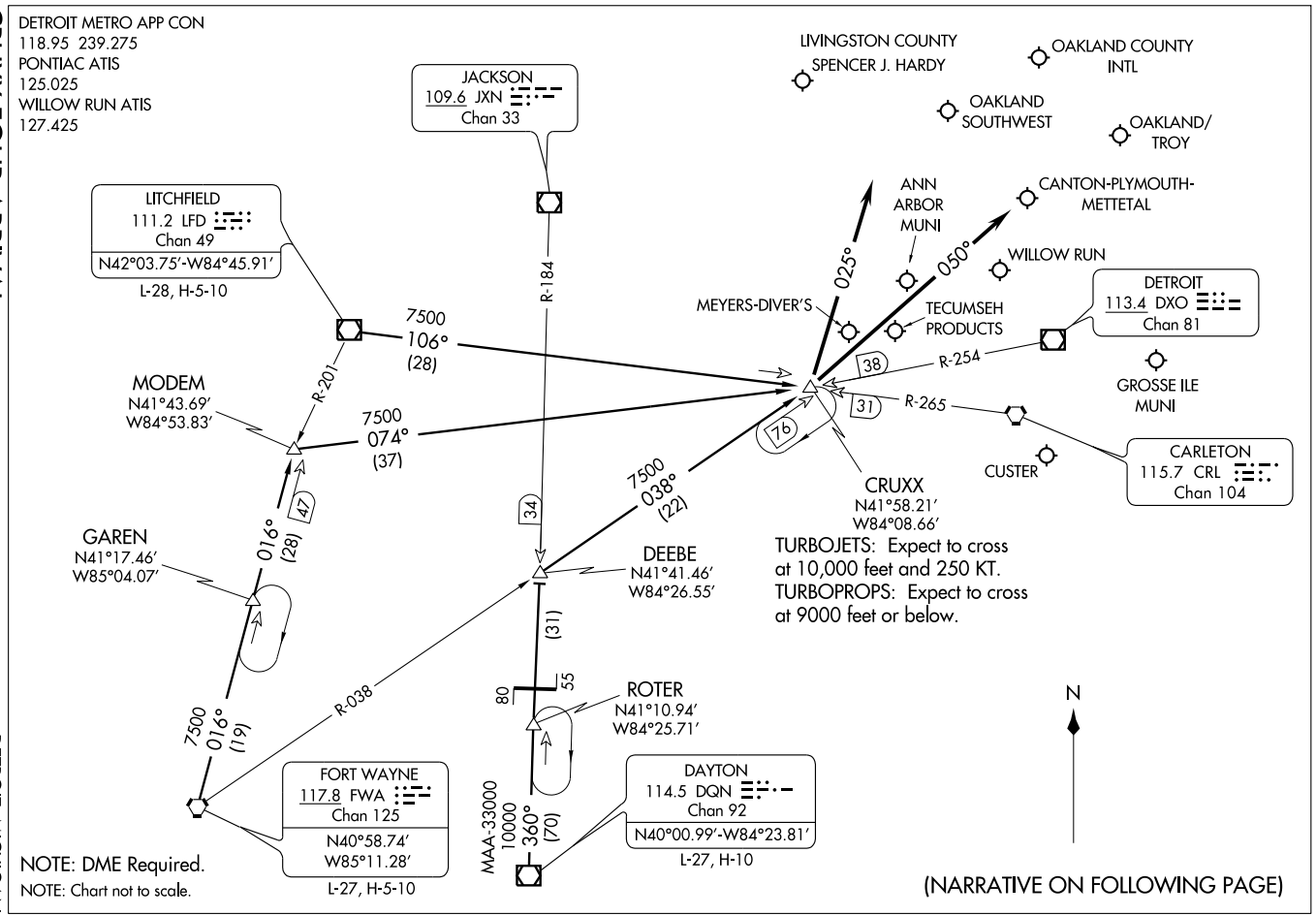
DETROIT, MICHIGAN



LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.


DETROIT METRO APP CON
118.95 239.275
PONTIAC ATIS
125.025
WILLOW RUN ATIS
127.425
LIVINGSTON COUNTY
SPENCER J. HARDY
OAKLAND COUNTY
INTL
OAKLAND
SOUTHWEST
OAKLAND/
TROY
JACKSON
109.6 JXN
Chan 33
LITCHFIELD
111.2 LFD
Chan 49
N42°03.75'-W84°45.91'
L-28, H-5-10
ANN
ARBOR
MUNI
CANTON-PLYMOUTH-
METTETAL
WILLOW RUN
DETROIT
113.4 DXO
Chan 81
MEYERS-DIVER'S
TECUMSEH
PRODUCTS
GROSSE ILE
MUNI
025°
050°
R-184
R-201
R-254
R-265
7500
106°
(28)
7500
074°
(37)
MODEM
N41°43.69'
W84°53.83'
38
31
76
CUSTER
CARLETON
115.7 CRL
Chan 104
CRUXX
N41°58.21'
W84°08.66'
7500
038°
(22)
34
47
GAREN
N41°17.46'
W85°04.07'
016°
(28)
DEEBE
N41°41.46'
W84°26.55'
TURBOJETS: Expect to cross
at 10,000 feet and 250 KT.
TURBOPROPS: Expect to cross
at 9000 feet or below.
(31)
80
55
ROTER
N41°10.94'
W84°25.71'
N
7500
016°
(19)
R-038
FORT WAYNE
117.8 FWA
Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10
MAA-33000
10000
360°
(70)
DAYTON
114.5 DQN
Chan 92
N40°00.99'-W84°23.81'
L-27, H-10
NOTE: DME Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

CRUXX FOUR ARRIVAL (CRUXX.CRUXX4)

ARRIVAL DESCRIPTION

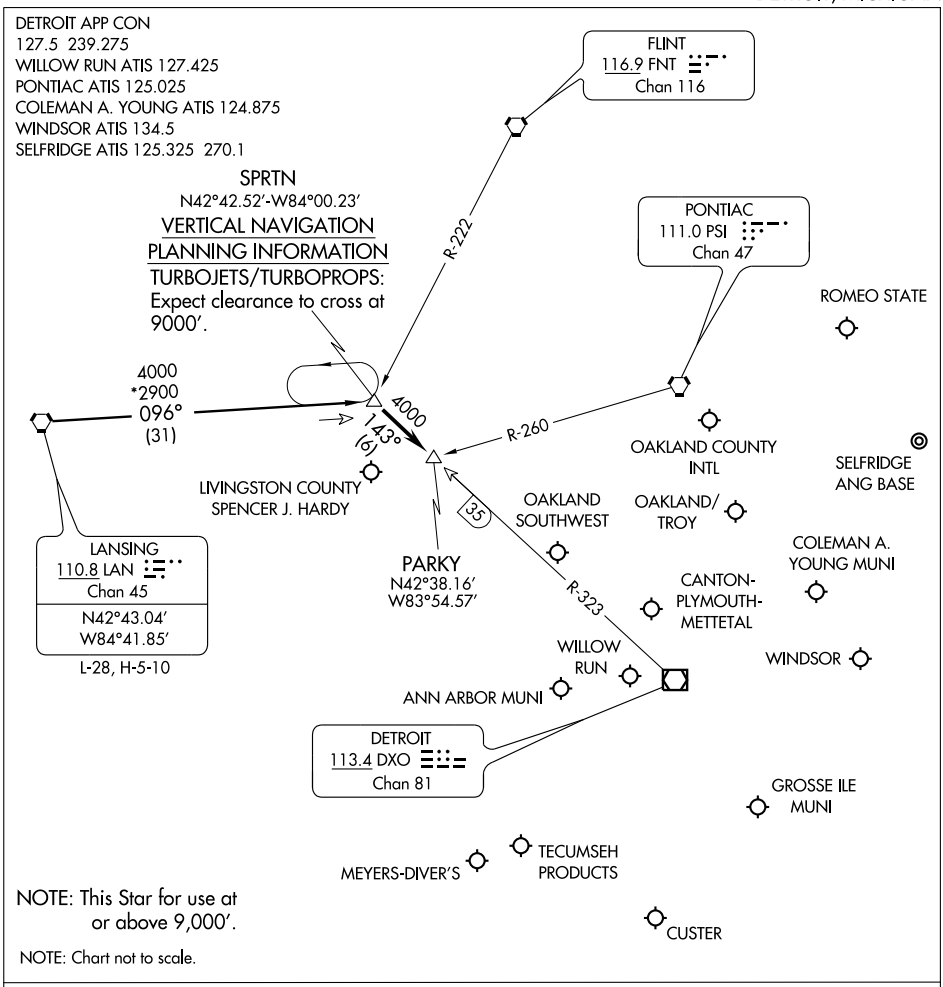
DAYTON TRANSITION (DQN.CRUXX4): From over DQN VOR/DME via DQN R-360 and JXN R-184 to DEEBE INT and FWA R-038 to CRUXX INT. Thence . . . .
FORT WAYNE TRANSITION (FWA.CRUXX4): From over FWA VORTAC via FWA R-016 to MODEM INT and DXO R-254 to CRUXX INT. Thence . . . .
LITCHFIELD TRANSITION (LFD.CRUXX4): From over LFD VORTAC via LFD R-106 to CRUXX INT. Thence . . . .

. . . . Aircraft landing Y47, PTK, 36MI, ØMI7, OZW, ONZ, 1D2, TTF, VLL: From over CRUXX INT via 025° heading.
. . . . Aircraft landing YIP or ARB: From over CRUXX INT via 050° heading. Expect radar vector to final approach course.

EC-1, 14 JAN 2010 to 11 FEB 2010

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN



LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.

VORTAC CRL 115.7 Chan 104	APP CRS 269°	Rwy Idg N/A TDZE N/A Apt Elev 815

VOR or GPS-A

TECUMSEH/ MEYERS-DIVERS (3TE)

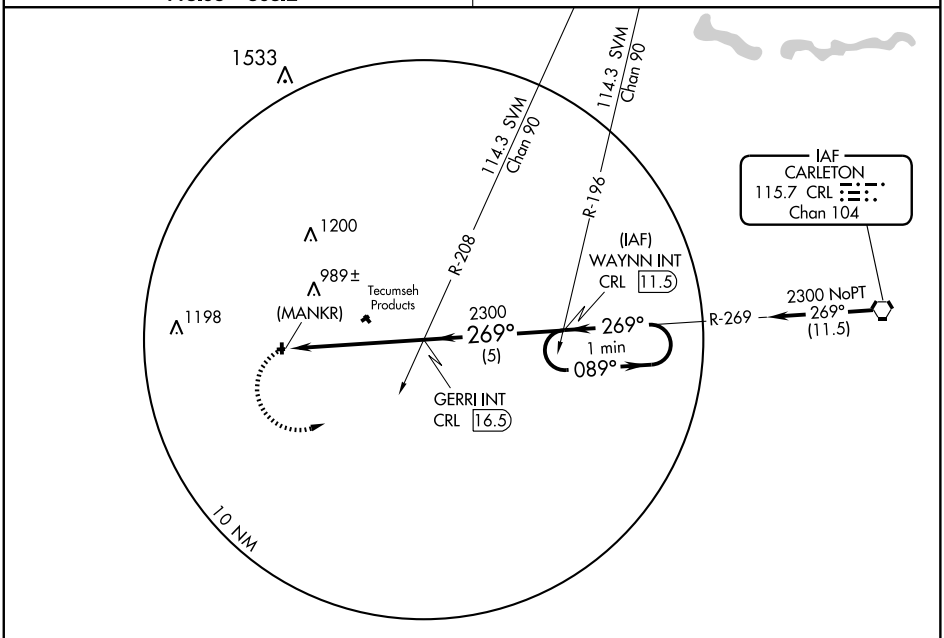
Use Detroit Willow Run altimeter setting.

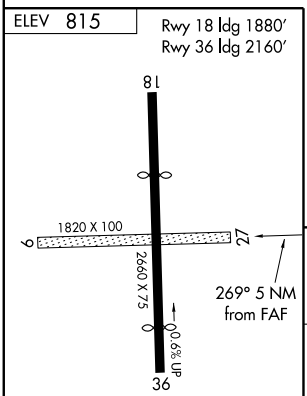
NA

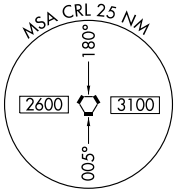
MISSED APPROACH: Climbing left turn to 2300 via CRL R-269 to WAYNN 11.5 DME and hold.

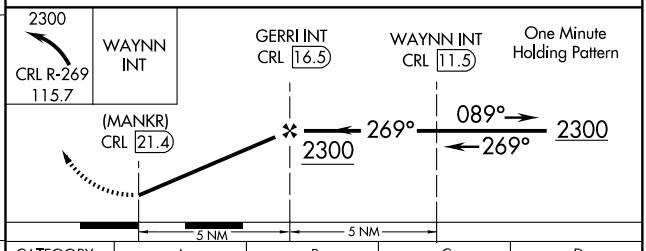
DETROIT METROPOLITAN WAYNE COUNTY
APP CON
118.95 363.2

CTAF (L)
122.9









FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1380-1 565 (600-1)	1380-1¼ 565 (600-1¼)	NA	

EC-1. 14 JAN 2010 to 11 FEB 2010

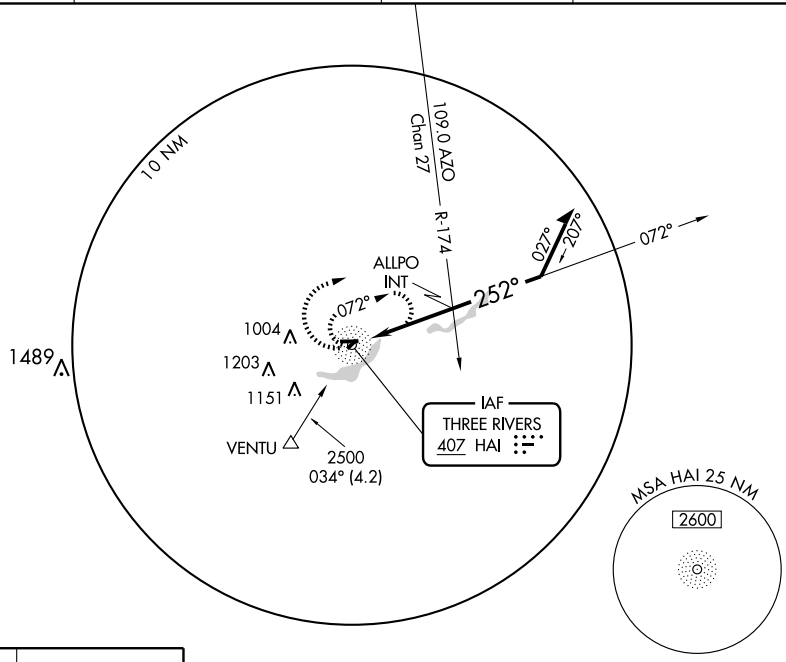
NDB HAI 407	APP CRS 252°	Rwy Idg 4000 TDZE 823 Apt Elev 824

NDB RWY 27

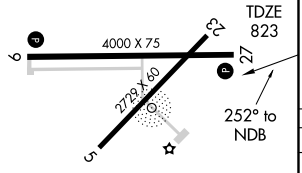
THREE RIVERS MUNI DR. HAINES (HAI)

NA	Use Kalamazoo altimeter setting; when not received, use South Bend altimeter setting and increase all MDAs 100 feet and all visibilities ½ mile.	MISSED APPROACH: Climbing right turn to 2500 in HAI NDB holding pattern.

AWOS-3	KALAMAZOO APP CON ★	GCO	UNICOM
119.975	121.2 340.9	121.725	122.8 (CTAF) L

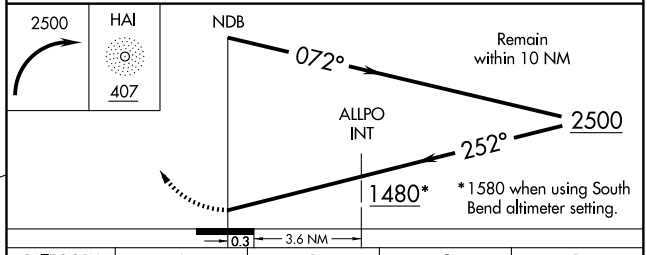


ELEV 824



REIL Rwys 9 and 27
MIRL Rwys 5-23 and 9-27 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-27	1480-1	657 (700-1)	1480-1¾ 657 (700-1¾)	NA
CIRCLING	1480-1	656 (700-1)	1480-1¾ 656 (700-1¾)	NA
ALLPO FIX MINIMUMS				
S-27	1380-1	557 (600-1)	1380-1½ 557 (600-1½)	NA
CIRCLING	1380-1	556 (600-1)	1420-1½ 596 (600-1½)	NA

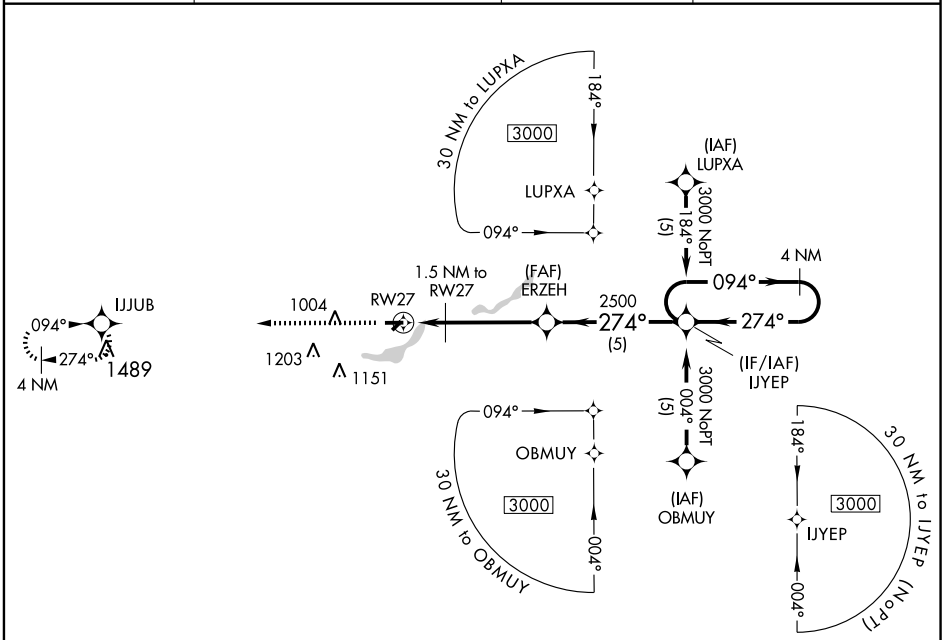
APP CRS	Rwy ldg	4000
274°	TDZE	823
	Apt Elev	824

RNAV (GPS) RWY 27

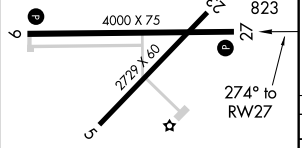
THREE RIVERS MUNI DR. HAINES (HAI)

NA	Obtain local altimeter setting on CTAF; when not received, use South Bend altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct IJJUB WP and hold.

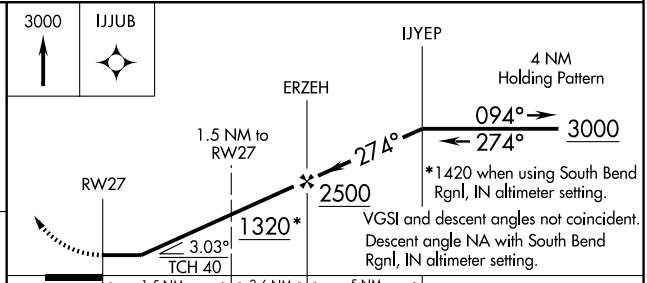
AWOS-3	KALAMAZOO APP CON ★	GCO	UNICOM
119.975	121.2 340.9	121.725	122.8 (CTAF) L



ELEV 824



REIL Rwys 9 and 27
MIRL Rwys 5-23 and 9-27 L



CATEGORY	A	B	C	D
LNAV MDA	1200-1 377 (400-1)		1200-1¼ 377 (400-1¼)	NA
CIRCLING	1260-1 436 (500-1)		1420-1¾ 596 (600-1¾)	NA
SOUTH BEND RGNL, IN ALTIMETER SETTING MINIMUMS				
LNAV MDA	1360-1 537 (600-1)		1360-1½ 537 (600-1½)	NA
CIRCLING	1420-1 596 (600-1)		1560-2 736 (800-2)	NA

EC-1. 14 JAN 2010 to 11 FEB 2010

VOR/DME AZO	APP CRS	Rwy ldg	N/A
109.0	187°	TDZE	N/A
Chan 27		Apt Elev	824

VOR or GPS-A

THREE RIVERS MUNI DR. HAINES (HAI)

NA — Use Kalamazoo altimeter setting; when not received, use South Bend altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 via AZO R-187 to RILLE Int and hold.

AWOS-3	KALAMAZOO APP CON ★	GCO	UNICOM
119.975	121.2 340.9	121.725	122.8 (CTAF) L

NoPT for arrivals on AZO VOR/DME Airway radial 015.

R-007

007° 1 min 187°

IAF
KALAMAZOO
109.0 AZO
Chan 27

2600
187° (12)

116.6 ELX
Chan 113

R-105

007°

RILLE INT
AZO 12

(MAFZA)

1004

1203

1151

1489

MSA AZO 25 NM
3000

10 NM

ELEV 824

187° 4.7 NM from FAF

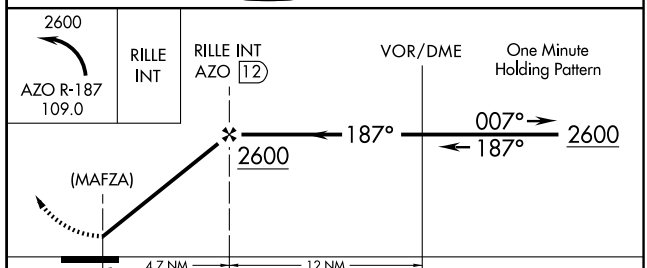
4000 X 75

2729 X 60

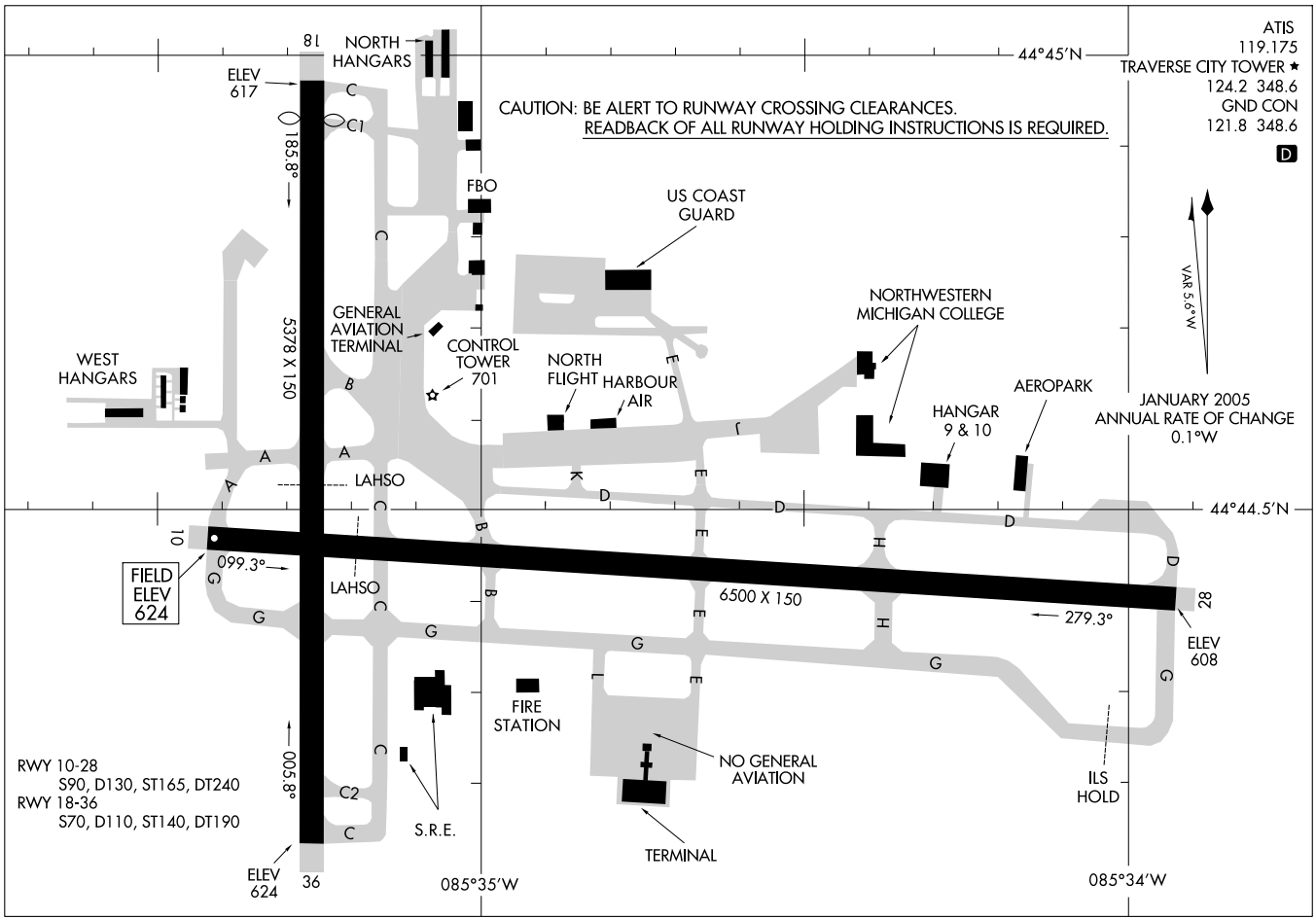
9 27 5 23

REIL Rwys 9 and 27
MIRL Rwys 5-23 and 9-27 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
CIRCLING	1320-1 496 (500-1)		1420-1½ 596 (600-1½)	NA
SOUTH BEND ALTIMETER SETTING MINIMUMS				
CIRCLING	1420-1 596 (600-1)		1520-1½ 696 (700-1½)	NA


AIRPORT DIAGRAM
TRAVERSE CITY / CHERRY CAPITAL (TVC)
TRAVERSE CITY, MICHIGAN
AL-425 (FAA)
ATIS
119.175
TRAVERSE CITY TOWER ★
124.2 348.6
GND CON
121.8 348.6
D
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NORTH HANGARS
ELEV 617
185.8°
FBO
US COAST GUARD
GENERAL AVIATION TERMINAL
CONTROL TOWER 701
NORTH FLIGHT
HARBOUR AIR
NORTHWESTERN MICHIGAN COLLEGE
AEROPARK
HANGAR 9 & 10
WEST HANGARS
5378 X 150
LAHSO
VAR 5.6°W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W
44°45'N
44°44.5'N
10
28
099.3°
279.3°
FIELD ELEV 624
6500 X 150
ELEV 608
FIRE STATION
NO GENERAL AVIATION
ILS HOLD
S.R.E.
TERMINAL
005.8°
RWY 10-28
S90, D130, ST165, DT240
RWY 18-36
S70, D110, ST140, DT190
ELEV 624
36
085°35'W
085°34'W

APP CRS	Rwy Idg	5378
005°	TDZE	624
	Apt Elev	624

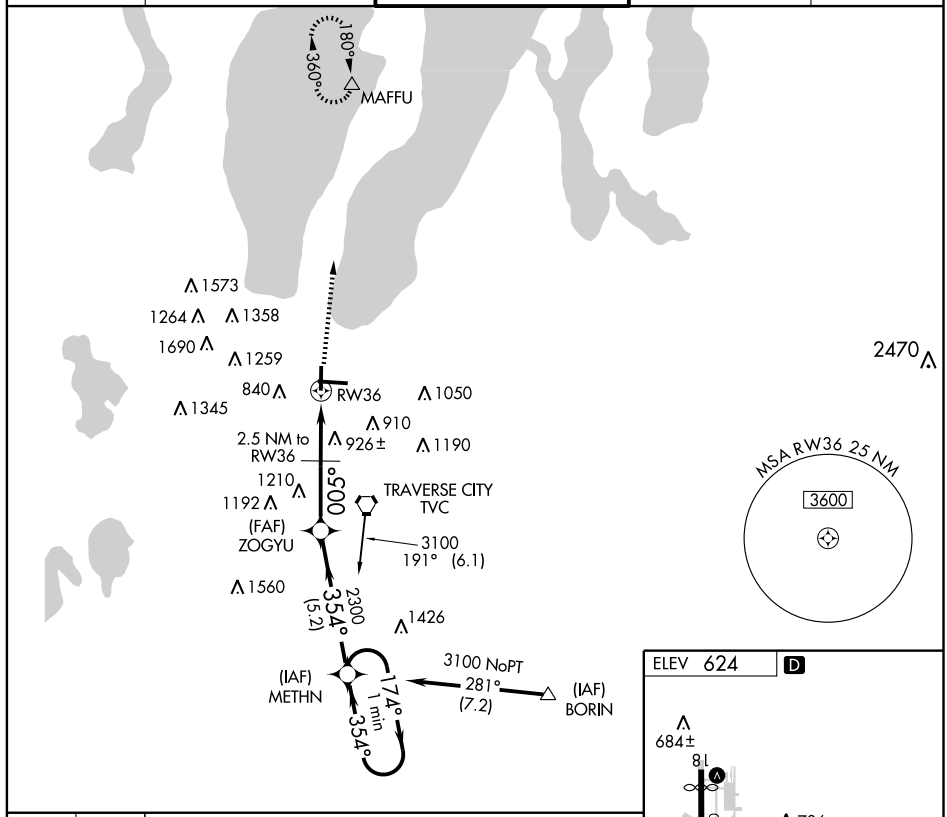
GPS RWY 36

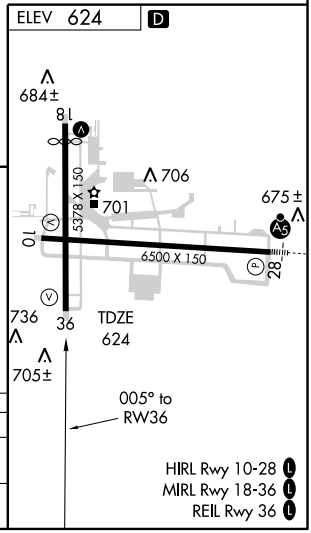
TRAVERSE CITY / CHERRY CAPITAL (TVC)

NA

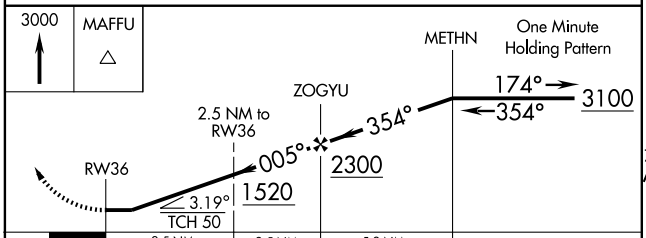
MISSED APPROACH: Climb to 3000 direct MAFFU WP and hold.

ATIS	MINNEAPOLIS CENTER	TRAVERSE CITY TOWER ★	GND CON	UNICOM
119.175	132.9 338.3	124.2 (CTAF) L 348.6	121.8 348.6	122.95





HIRL Rwy 10-28 L
MIRL Rwy 18-36 L
REIL Rwy 36 L



CATEGORY	A	B	C	D
S-36	1180-1	556 (600-1)	1180-1½ 556 (600-1½)	1180-1¾ 556 (600-1¾)
CIRCLING	1180-1	556 (600-1)	1260-1¾ 636 (700-1¾)	1300-2¼ 676 (700-2¼)

EC-1, 14 JAN 2010 to 11 FEB 2010

LOC I-TVC	APP CRS	Rwy Idg	6500
110.7	279°	TDZE	617
		Apt Elev	624

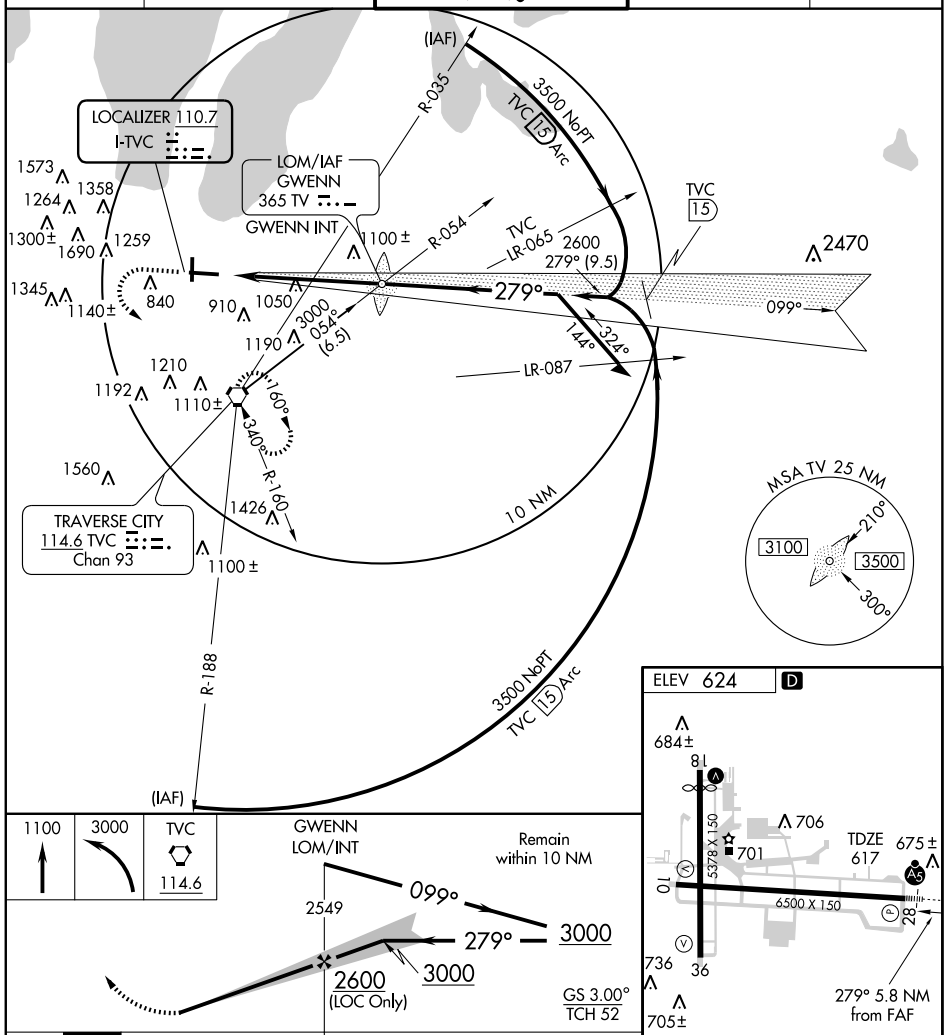
ILS RWY 28

TRAVERSE CITY / CHERRY CAPITAL (TVC)

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct TVC VORTAC and hold.

ATIS	MINNEAPOLIS CENTER	TRAVERSE CITY TOWER ★	GND CON	UNICOM
119.175	132.9 338.3	124.2 (CTAF) L 348.6	121.8 348.6	122.95



HIRL Rwy 10-28 L
MIRL Rwy 18-36 L
REIL Rwy 36 L

CATEGORY	A	B	C	D
S-ILS 28	817-½ 200 (200-½)			
S-LOC 28	1360-½ 743 (800-½)	1360-¾ 743 (800-¾)	1360-1¾ 743 (800-1¾)	1360-2 743 (800-2)
CIRCLING	1360-1 736 (800-1)	1360-1¼ 736 (800-1¼)	1360-2¼ 736 (800-2¼)	1360-2½ 736 (800-2½)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

EC-1. 14 JAN 2010 to 11 FEB 2010

LOM TV	APP CRS	Rwy Idg	6500
365	279°	TDZE	617
		Apt Elev	624

NDB or GPS RWY 28

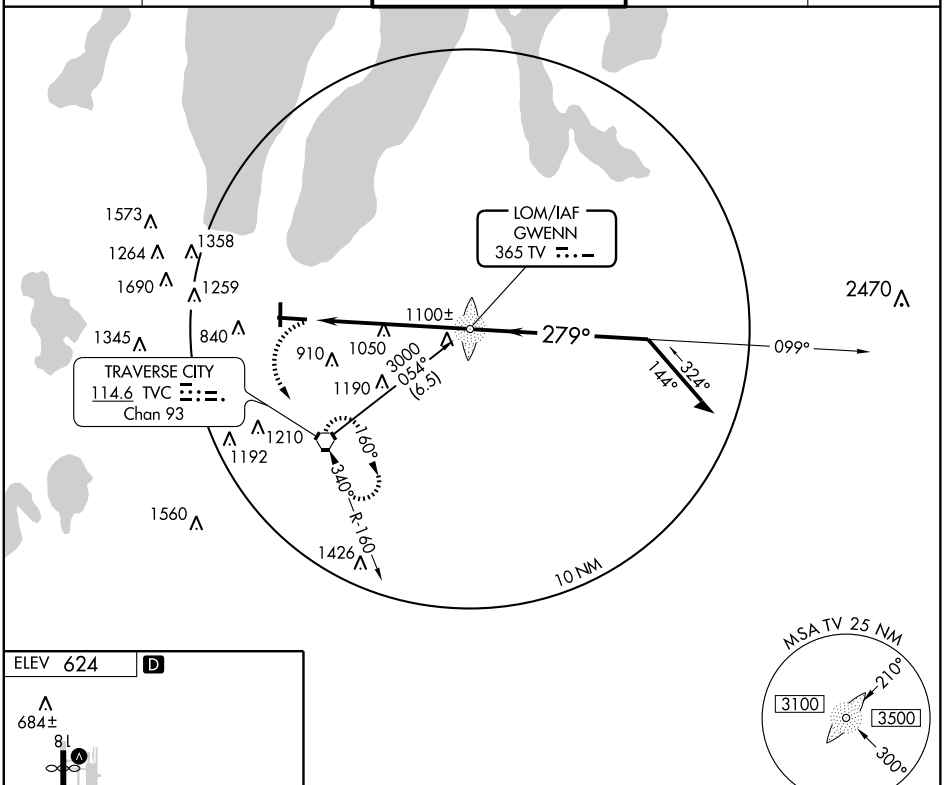
TRAVERSE CITY / CHERRY CAPITAL (TVC)

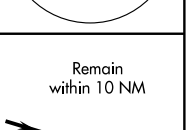
For inoperative MALSR increase Cat B S-28 visibility ½ mile.

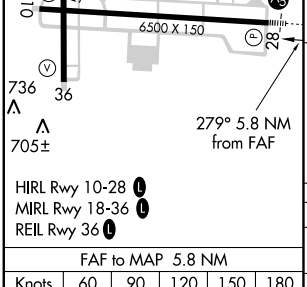
MALSR

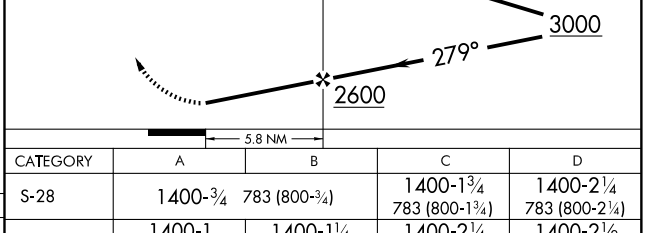
MISSED APPROACH: Climbing left turn to 3000 direct TVC VORTAC and hold.

ATIS	MINNEAPOLIS CENTER	TRAVERSE CITY TOWER ★	GND CON	UNICOM
119.175	132.9 338.3	124.2 (CTAF) (L) 348.6	121.8 348.6	122.95









HIRL Rwy 10-28 (L)
MIRL Rwy 18-36 (L)
REIL Rwy 36 (L)

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-28	1400-¾ 783 (800-¾)		1400-1¾ 783 (800-1¾)	1400-2¼ 783 (800-2¼)
CIRCLING	1400-1 776 (800-1)	1400-1¼ 776 (800-1¼)	1400-2¼ 776 (800-2¼)	1400-2½ 776 (800-2½)

EC-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 42610 W10A	APP CRS 099°	Rwy Idg 6500 TDZE 624 Apt Elev 624

RNAV (GPS) RWY 10

TRAVERSE CITY / CHERRY CAPITAL (TVC)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Bellaire altimeter setting and increase DA 51 feet and all MDA 60 feet, increase LPV all Cats. visibility ¼ mile. VDP NA when using Bellaire altimeter setting.

MISSED APPROACH: Climb to 4000 direct ROPTE and via 157° track to LADIN and hold.

ATIS	MINNEAPOLIS CENTER	TRAVERSE CITY TOWER★	GND CON	UNICOM
119.175	132.9 338.3	124.2 (CTAF) L 348.6	121.8 348.6	122.95

Procedure NA for arrivals at SLEEP via V133 Northwest bound.

3000 247° (38.1) IROTO

(IAF) SLEEP

Procedure NA for arrivals at IROTO via V193-320 Northeast bound.

MSA RW10 25 NM 3600

3000 NoPT 189° (8)

(IF/IAF) BEAAR

099° 279° 4 NM

2600 099° (6.2)

1573 1358 1264 1690 1259 RW10 ROPTE

(FAF) PEETR 1345 840 910 1050 1190

157°

3000 NoPT 009° (5.8)

1192 1210

(IAF) BRNDT

1560

MISSED APCH FIX 141° 4 NM LADIN 321°

1426

3000 039° (28.1)

3600 342° (28.8)

MANISTEE MBL

Procedure NA for arrivals at MBL VOR/DME via V271 Southeast bound and via V285 Southwest bound.

Procedure NA for arrivals at BABBE via V193 South bound.

BABBE

ELEV 624 D

684± 706 701 675± 736 705±

099° to RW10

5378 X 150

6500 X 150

TDZE 624

10 28 36

4 NM Holding Pattern

BEAAR 279° 099° 3000

099° PEETR 2600 RW10

GS 3.00° TCH 46

6.2 NM 1.8 NM 4.2 NM

4000 ROPTE TRK 157° LADIN

*4.2 NM to RW10

*LNAV only

CATEGORY	A	B	C	D
LPV DA	968-1¼ 344 (400-1¼)			
LNAV MDA	2000-1¼ 1376 (1400-1¼)	2000-1½ 1376 (1400-1½)	2000-3 1376 (1400-3)	
CIRCLING	2000-1¼ 1376 (1400-1¼)	2000-1½ 1376 (1400-1½)	2000-3 1376 (1400-3)	

HIRL Rwy 10-28 L
MIRL Rwy 18-36 L
REIL Rwy 36 L

EC-1, 14 JAN 2010 to 11 FEB 2010

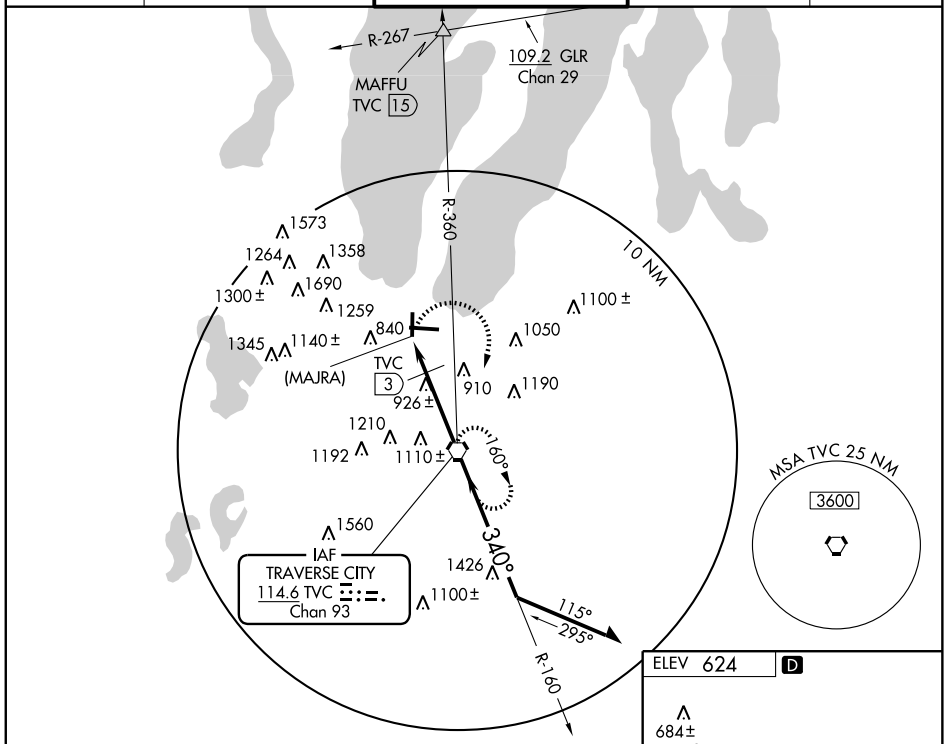
VORTAC TVC 114.6 Chan 93	APP CRS 340°	Rwy Idg N/A TDZE N/A Apt Elev 624

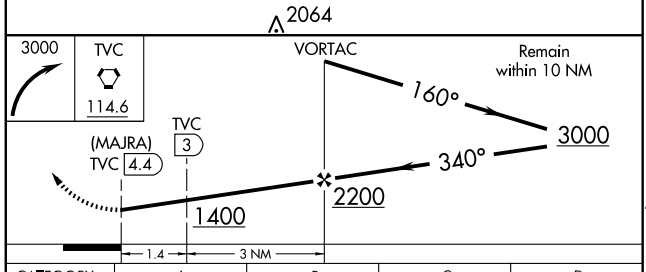
VOR or TACAN or GPS-A

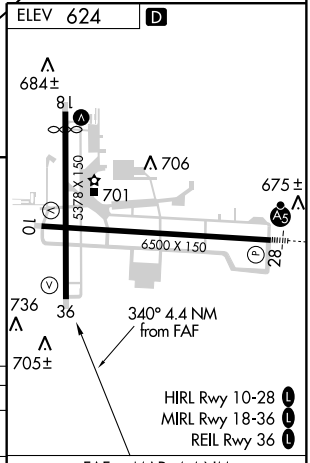
TRAVERSE CITY / CHERRY CAPITAL (TVC)

MISSED APPROACH: Climbing right turn to 3000 direct TVC VORTAC and hold. (TACAN aircraft climbing right turn to 3500 via TVC R-360 to MAFFU/Int 15 DME and hold N, RT, 180° inbound.)

ATIS	MINNEAPOLIS CENTER	TRAVERSE CITY TOWER ★	GND CON	UNICOM
119.175	132.9 338.3	124.2 (CTAF) L 348.6	121.8 348.6	122.95







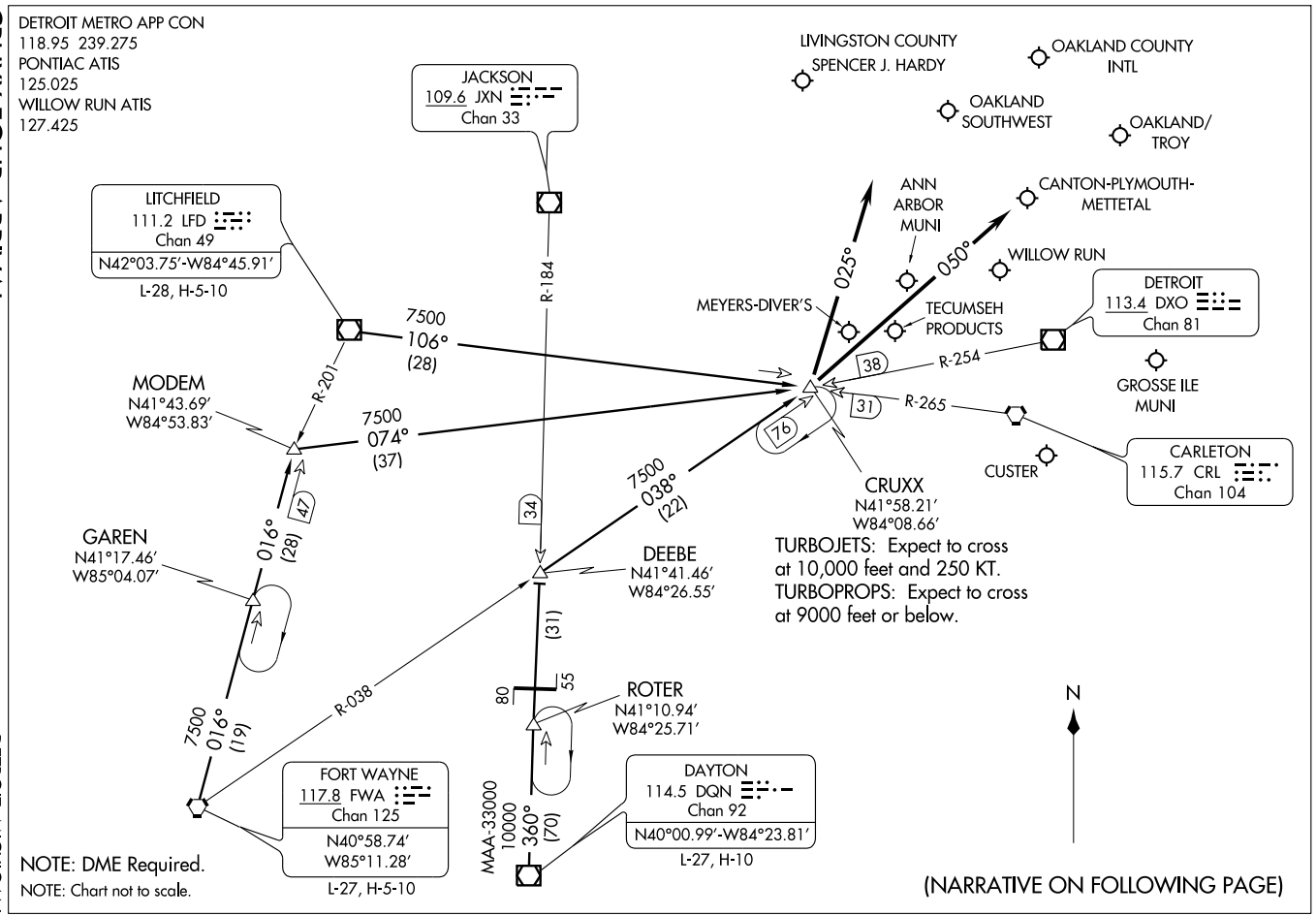
CATEGORY	A	B	C	D
CIRCLING	1400-1 776 (800-1)	1400-1¼ 776 (800-1¼)	1400-2¼ 776 (800-2¼)	1400-2½ 776 (800-2½)
DME MINIMUMS				
CIRCLING	1300-1 676 (700-1)		1300-2 676 (700-2)	1300-2¼ 676 (700-2¼)

HIRL Rwy 10-28 L
MIRL Rwy 18-36 L
REIL Rwy 36 L

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-1. 14 JAN 2010 to 11 FEB 2010


DETROIT METRO APP CON
118.95 239.275
PONTIAC ATIS
125.025
WILLOW RUN ATIS
127.425
LIVINGSTON COUNTY
SPENCER J. HARDY
OAKLAND COUNTY
INTL
OAKLAND
SOUTHWEST
OAKLAND/
TROY
JACKSON
109.6 JXN
Chan 33
LITCHFIELD
111.2 LFD
Chan 49
N42°03.75'-W84°45.91'
L-28, H-5-10
ANN
ARBOR
MUNI
CANTON-PLYMOUTH-
METTETAL
WILLOW RUN
DETROIT
113.4 DXO
Chan 81
MEYERS-DIVER'S
TECUMSEH
PRODUCTS
GROSSE ILE
MUNI
025°
050°
R-184
R-201
R-254
R-265
7500
106°
(28)
7500
074°
(37)
MODEM
N41°43.69'
W84°53.83'
38
31
76
CUSTER
CARLETON
115.7 CRL
Chan 104
CRUXX
N41°58.21'
W84°08.66'
7500
038°
(22)
34
47
GAREN
N41°17.46'
W85°04.07'
016°
(28)
DEEBE
N41°41.46'
W84°26.55'
TURBOJETS: Expect to cross
at 10,000 feet and 250 KT.
TURBOPROPS: Expect to cross
at 9000 feet or below.
(31)
80
55
ROTER
N41°10.94'
W84°25.71'
N
7500
016°
(19)
R-038
FORT WAYNE
117.8 FWA
Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10
MAA-33000
10000
360°
(70)
DAYTON
114.5 DQN
Chan 92
N40°00.99'-W84°23.81'
L-27, H-10
NOTE: DME Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

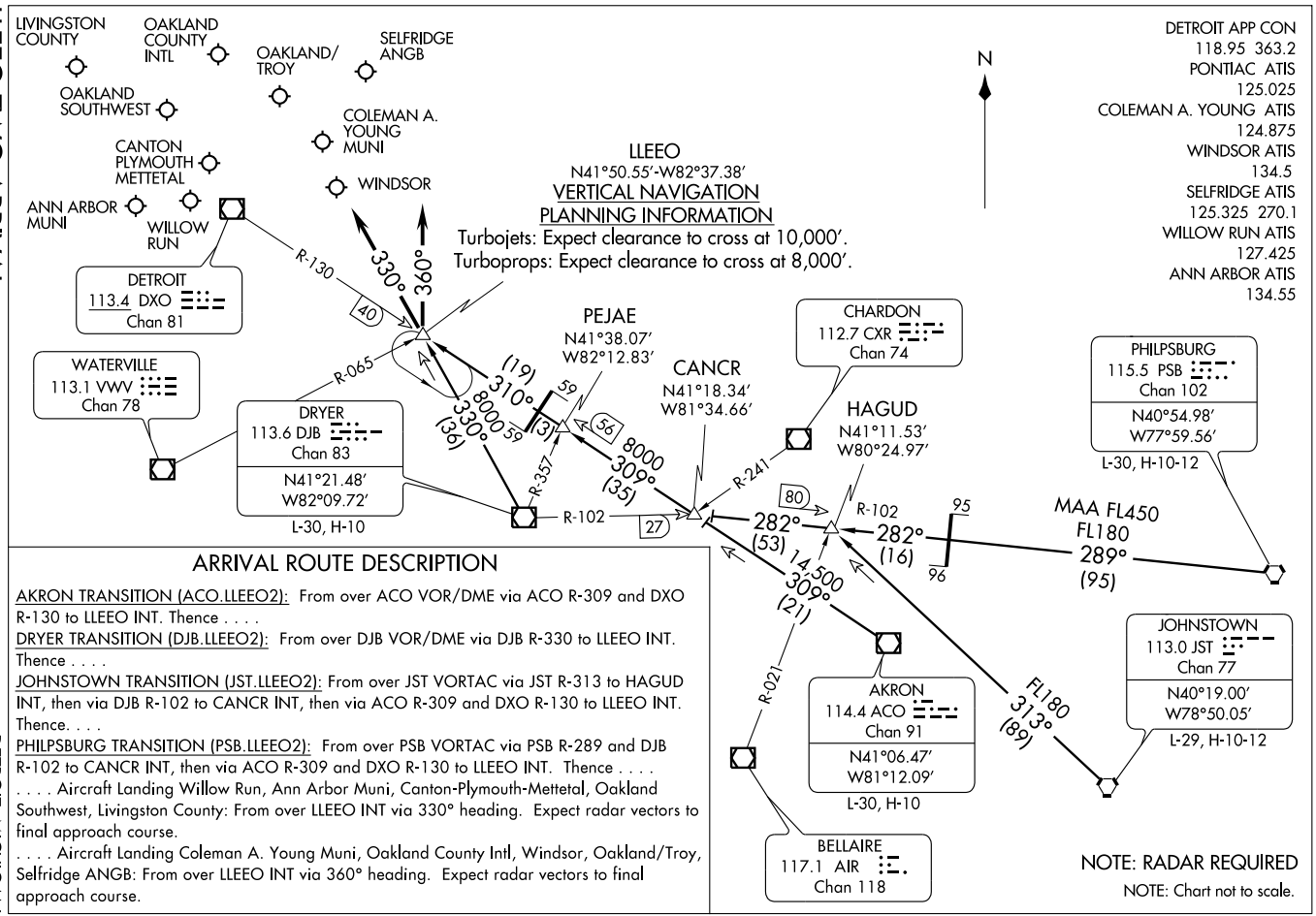
CRUXX FOUR ARRIVAL (CRUXX.CRUXX4)

ARRIVAL DESCRIPTION

DAYTON TRANSITION (DQN.CRUXX4): From over DQN VOR/DME via DQN R-360 and JXN R-184 to DEEBE INT and FWA R-038 to CRUXX INT. Thence . . . .
FORT WAYNE TRANSITION (FWA.CRUXX4): From over FWA VORTAC via FWA R-016 to MODEM INT and DXO R-254 to CRUXX INT. Thence . . . .
LITCHFIELD TRANSITION (LFD.CRUXX4): From over LFD VORTAC via LFD R-106 to CRUXX INT. Thence . . . .

. . . . Aircraft landing Y47, PTK, 36MI, ØMI7, OZW, ONZ, 1D2, TTF, VLL: From over CRUXX INT via 025° heading.
. . . . Aircraft landing YIP or ARB: From over CRUXX INT via 050° heading. Expect radar vector to final approach course.

EC-1, 14 JAN 2010 to 11 FEB 2010



ARRIVAL ROUTE DESCRIPTION

AKRON TRANSITION (ACO.LLEEO2): From over ACO VOR/DME via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

DRYER TRANSITION (DJB.LLEEO2): From over DJB VOR/DME via DJB R-330 to LLEEO INT. Thence . . . .

JOHNSTOWN TRANSITION (JST.LLEEO2): From over JST VORTAC via JST R-313 to HAGUD INT, then via DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence. . . .

PHILPSBURG TRANSITION (PSB.LLEEO2): From over PSB VORTAC via PSB R-289 and DJB R-102 to CANCR INT, then via ACO R-309 and DXO R-130 to LLEEO INT. Thence . . . .

. . . . Aircraft Landing Willow Run, Ann Arbor Muni, Canton-Plymouth-Mettetal, Oakland Southwest, Livingston County: From over LLEEO INT via 330° heading. Expect radar vectors to final approach course.

. . . . Aircraft Landing Coleman A. Young Muni, Oakland County Intl, Windsor, Oakland/Troy, Selfridge ANGB: From over LLEEO INT via 360° heading. Expect radar vectors to final approach course.

APP CRS	Rwy Idg	3549
096°	TDZE	729
	Apt Elev	729

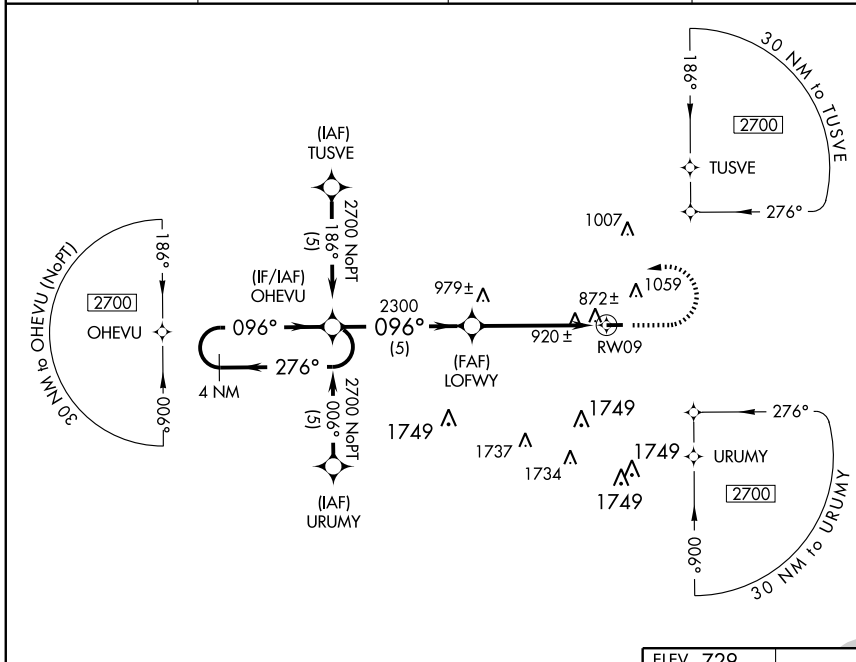
RNAV (GPS) RWY 9

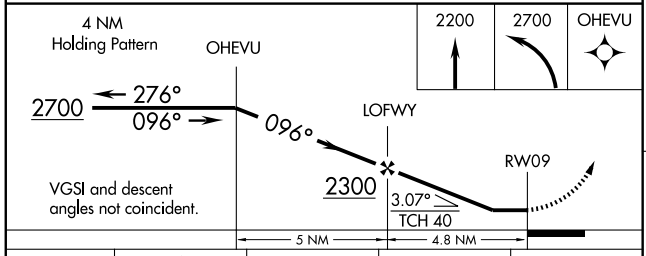
TROY / OAKLAND/TROY (VLL)

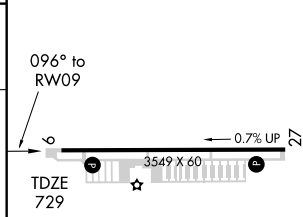
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 then climbing left turn to 2700 direct OHEVU WP and hold.

AWOS-3	DETROIT APP CON	CLNC DEL	UNICOM
119.475	126.85 363.2	121.725	123.05 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	NA			
LNAV MDA	1260-1 531 (600-1)		1260-1½ 531 (600-1½)	NA
CIRCLING	1400-1 671 (700-1)		1400-2 671 (700-2)	NA

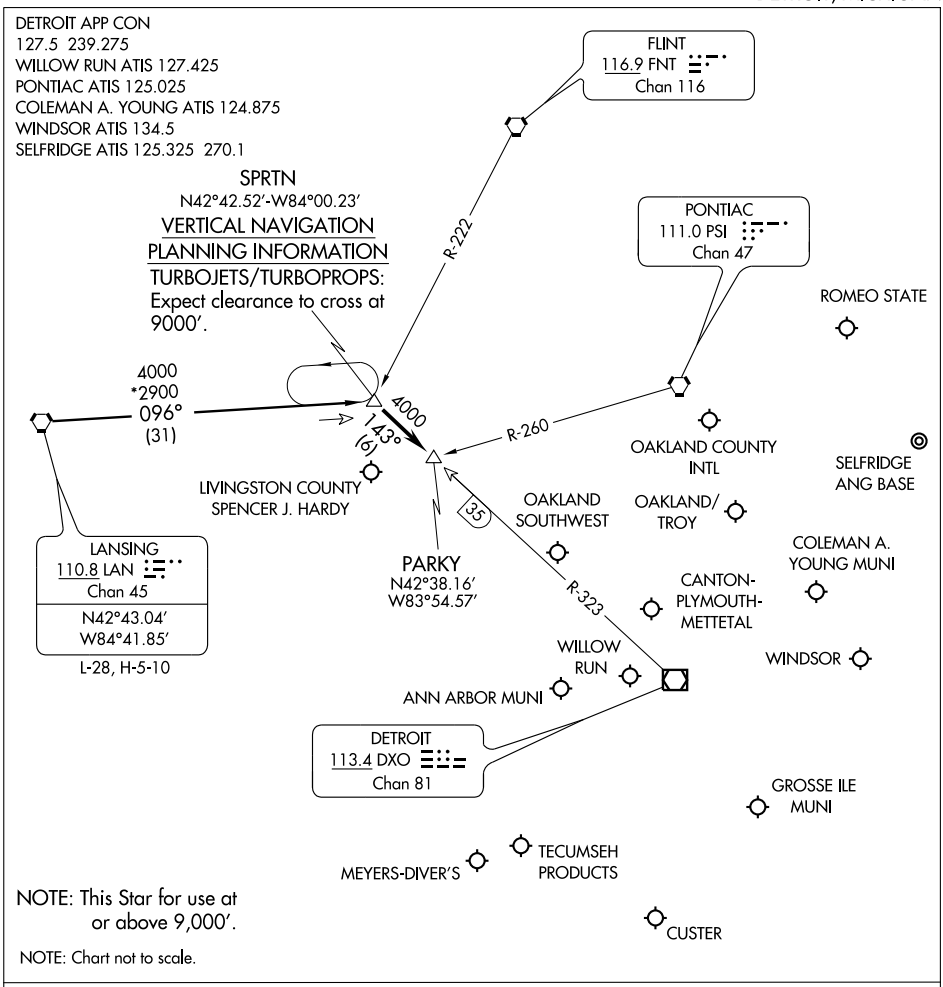
930

MIRL Rwy 9-27 L

EC-1. 14 JAN 2010 to 11 FEB 2010

SPRTN THREE ARRIVAL

DETROIT, MICHIGAN



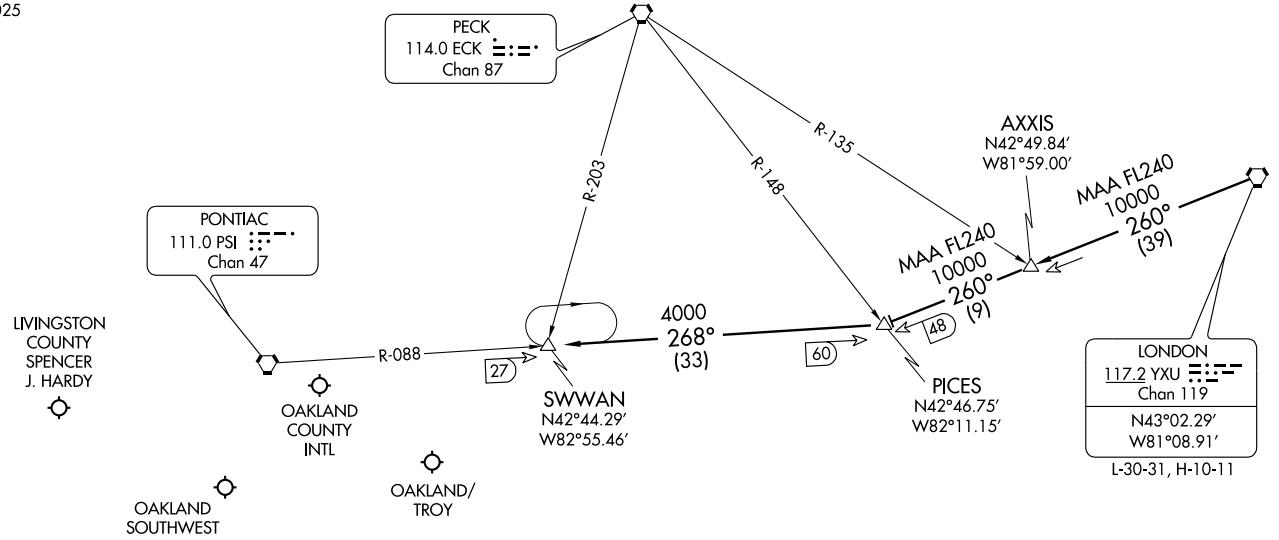
LANSING TRANSITION (LAN.SPRTN3): From over LAN VORTAC via LAN R-096 to SPRTN INT. Thence . . . .

. . . . Aircraft landing: DET, PTK, VLL, D98, MTC, ARB, YIP, ONZ, 1D2, TTF, Y47, 36MI, OZW, 3TE, YQG: From over SPRTN INT via DXO R-323 to PARKY INT. Thence . . . .

. . . . Expect radar vectors to final approach course.

SWWAN ONE ARRIVAL (SWWAN.SWWAN1) 09351

DETROIT APP CON
127.5 363.2
PONTIAC ATIS
125.025



N

ARRIVAL ROUTE DESCRIPTION

LONDON TRANSITION (YXU.SWANN1): From over YXU VORTAC via YXU R-260 to PICES INT, then via PSI R-088 to SWWAN INT. Thence . . . .

. . . . From SWWAN, expect radar vectors to final approach course.

NOTE: RADAR Required.
NOTE: Chart not to scale.

ST-5052 (FAA)

PONTIAC, MICHIGAN

VORTAC PSI	APP CRS	Rwy Idg	N/A
111.0	124°	TDZE	N/A
Chan 47		Apt Elev	729

VOR or GPS-A

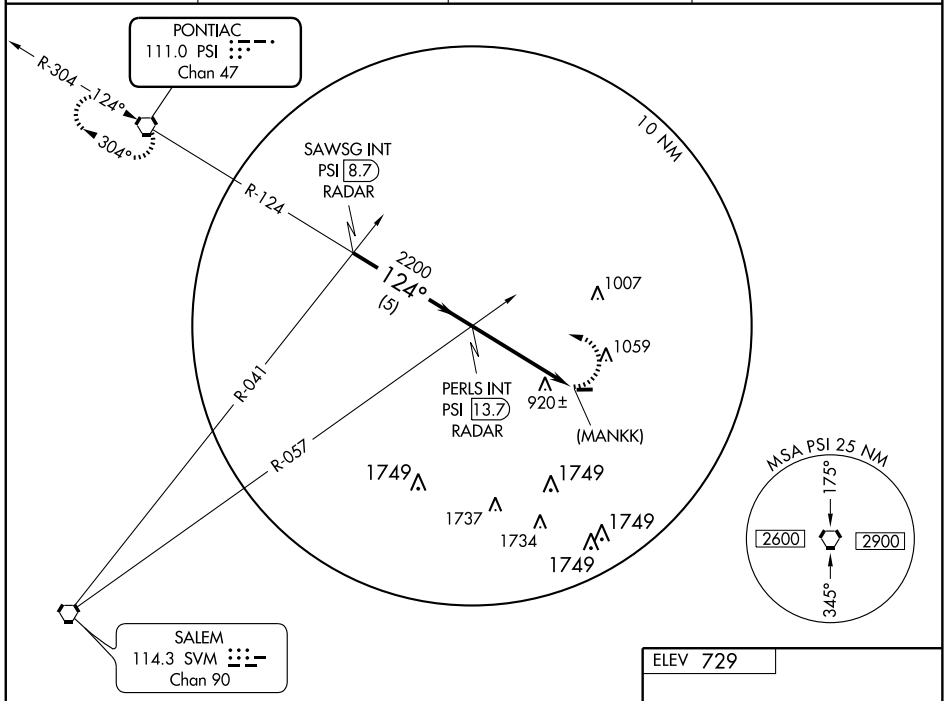
TROY / OAKLAND/TROY (VLL)

NA

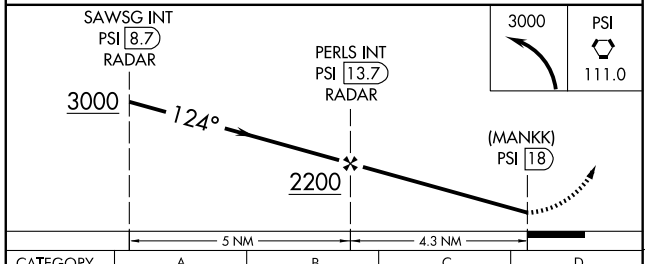
Use Coleman A. Young Muni altimeter setting.

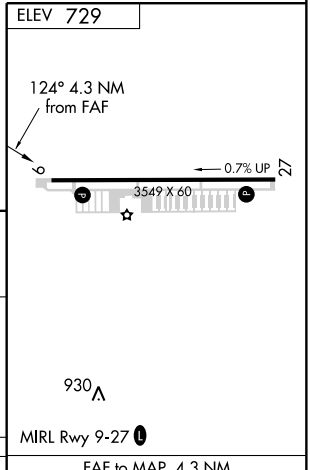
MISSED APPROACH: Climbing left turn to 3000 direct PSI VORTAC and hold.

AWOS-3	DETROIT APP CON	CLNC DEL	UNICOM
119.475	126.85 363.2	121.725	123.05 (CTAF) L



RADAR REQUIRED





CATEGORY	A	B	C	D
CIRCLING	1400-1 671 (700-1)		1400-2 671 (700-2)	NA

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-1. 14 JAN 2010 to 11 FEB 2010

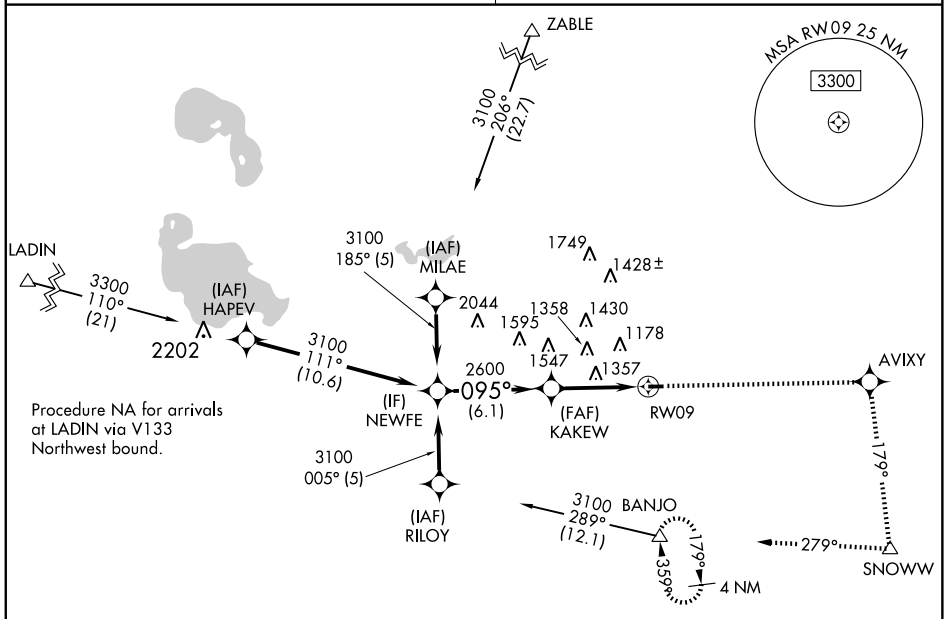
APP CRS	Rwy Idg	5000
095°	TDZE	877
	Apt Elev	882

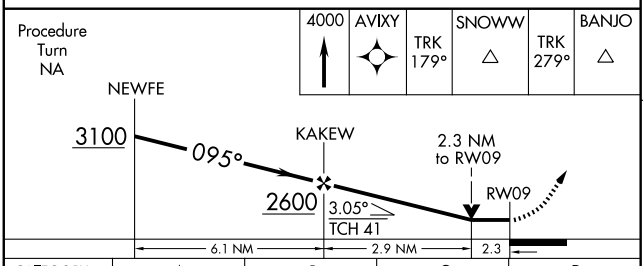
RNAV (GPS) RWY 9
WEST BRANCH COMMUNITY (Y31)

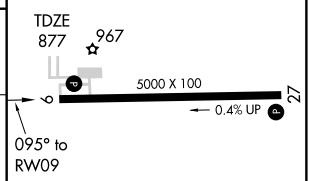
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Saginaw Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cat A visibility ¼ mile and Cat C/D ½ mile, increase Circling Cat A visibility ¼ mile and Cat C/D ½ mile.

MISSED APPROACH: Climb to 4000 direct AVIXY and via track 179° to SNOWW and via track 279° to BANJO and hold.

MINNEAPOLIS CENTER	UNICOM
118.525 251.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1660-1 783 (800-1)	1660-1¼ 783 (800-1¼)	1660-2¼ 783 (800-2¼)	1660-2½ 783 (800-2½)
CIRCLING	1660-1 778 (800-1)	1660-1¼ 778 (800-1¼)	1660-2¼ 778 (800-2¼)	1660-2½ 778 (800-2½)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

APP CRS	Rwy Idg	5000
275°	TDZE	877
	Apt Elev	882

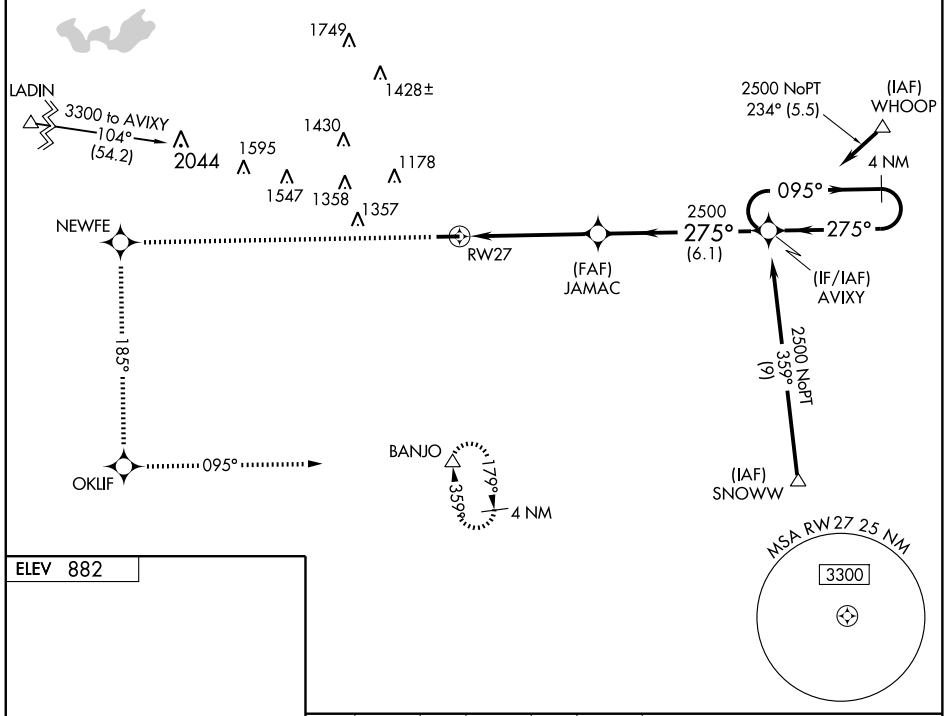
RNAV (GPS) RWY 27
WEST BRANCH COMMUNITY (Y31)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Saginaw Intl altimeter setting and increase all MDA 140 feet, increase LNAV visibility Cat C/D ¼ mile and Circling Cat C/D visibility ½ mile.

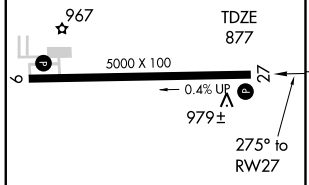
MISSED APPROACH: Climb to 4000 direct NEWFE and via track 185° to OKLIF and via track 095° to BANJO and hold.

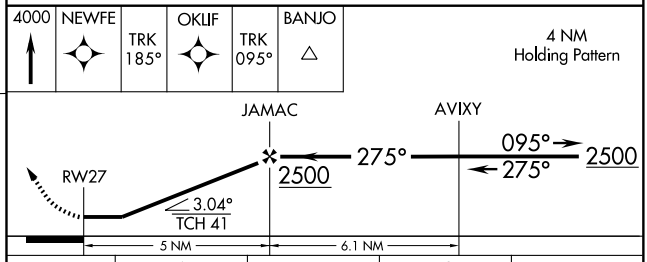
MINNEAPOLIS CENTER	UNICOM
118.525 251.15	122.8 (CTAF) L

Procedure NA for arrivals at LADIN via V133 Northwest bound.



ELEV 882





CATEGORY	A	B	C	D
LNAV MDA	1240-1 363 (400-1)			1240-1¼ 363 (400-1¼)
CIRCLING	1480-1 598 (600-1)		1480-1½ 598 (600-1½)	1520-2 638 (700-2)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

VOR/DME BXZ	APP CRS	Rwy Idg	5000
113.2	269°	TDZE	877
Chan 79		Apt Elev	882

VOR RWY 27
WEST BRANCH COMMUNITY (Y31)

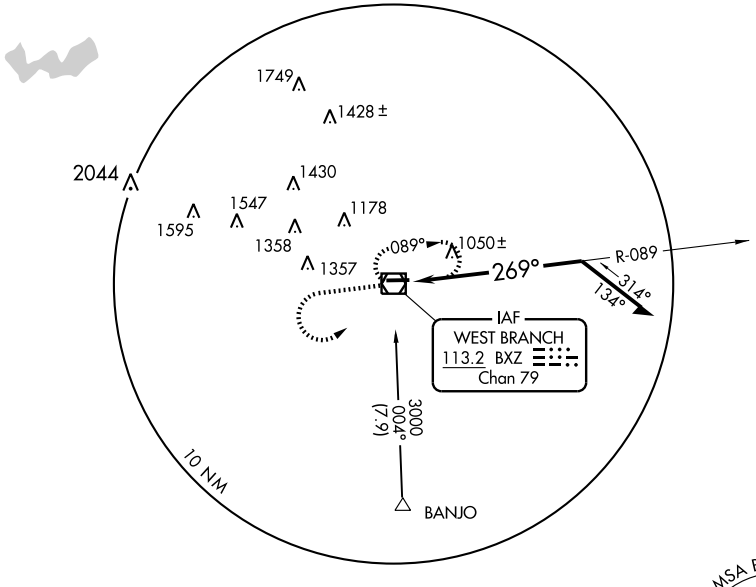
When local altimeter setting not received, use Saginaw (MBS) Intl altimeter setting and increase all MDAs 120 feet, and all visibilities ½ mile.

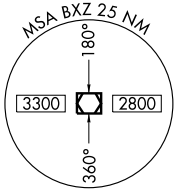
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct BXZ VOR/DME and hold.

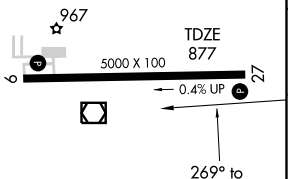
MINNEAPOLIS CENTER
118.525 251.15

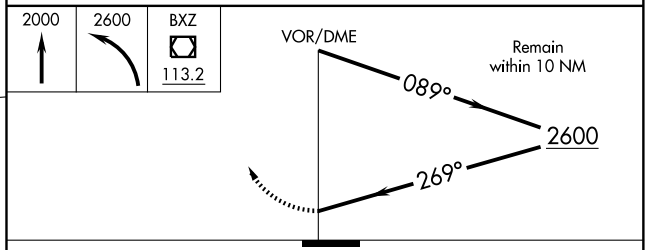
UNICOM
122.8 (CTAF) L





ELEV 882





CATEGORY	A	B	C	D
S-27	1360-1 483 (500-1)		1360-1¼ 483 (500-1¼)	1360-1½ 483 (500-1½)
CIRCLING	1440-1 558 (600-1)		1480-1½ 598 (600-1½)	1500-2 618 (700-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-1, 14 JAN 2010 to 11 FEB 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

AIFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
AKRON, OH	
AKRON-CANTON RGNL	**ILS or LOC Rwy 19**[1]
	ILS or LOC Rwy 23[2]
	RADAR[3]
[1]NA when local weather not received.	
[2]LOC, NA.	
[3]NA when Akron-Canton approach control closed.	
ANDERSON, IN	
ANDERSON MUNI-DARLINGTON FIELD	**ILS or LOC Rwy 30**[1]
	NDB Rwy 30
	RNAV (GPS) Rwy 30
	VOR-A
NA when local weather not available.	
[1]NA when control tower closed.	
ASHTABULA, OH	
ASHTABULA COUNTY	**RNAV (GPS) Rwy 8**
	RNAV (GPS Rwy 26
NA when local weather not available.	
ATHENS, OH	
OHIO U SNYDER FIELD	**NDB Rwy 25**
NA when local weather not available.	
BLOOMINGTON, IN	
MONROE COUNTY	**ILS or LOC/DME Rwy 35**
	RNAV (GPS) Rwy 17
	RNAV (GPS) Rwy 35
	VOR/DME Rwy 6
	VOR/DME Rwy 24
NA when local weather not available.	
CINCINNATI, OH	
CINCINNATI MUNI-LUNKEN FIELD	**ILS or LOC Rwy 21L**
	LOC BC Rwy 3R
	NDB Rwy 21L
	NDB Rwy 25
	RNAV (GPS) Rwy 21L
	RNAV (GPS) Rwy 25
[1]NA when control tower closed.	
[2]Categories A,B, 1200-2; Categories C,D, 1200-3.	
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.	
[4]NA when local weather not available.	
[5]Category B, 900-2, Category C, 900-2¼; Category D, 900-2¾.	
CLEVELAND, OH	
BURKE-LAKEFRONT	**ILS Rwy 24**
	NDB or GPS Rwy 24
NA when control tower closed.	
[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.	
CUYAHOGA COUNTY	**ILS or LOC Rwy 24**
	LOC/DME BC Rwy
	RNAV (GPS) Rwy
	RNAV (GPS) Rwy
NA when local weather not available.	
[1]NA when control tower closed.	
[2]ILS, Category D, 700-2.	
COLUMBUS, IN	
COLUMBUS MUNI	**ILS Rwy 2**
	RNAV (GPS) Rwy
	RNAV (GPS) Rwy 1
	RNAV (GPS) Rwy 2
	RNAV (GPS) Rwy 3
[1]NA when control tower closed.	
[2]NA when local weather not available.	

NAME — ALTERNATE MINIMUMS

COLUMBUS, OH

BOLTON FIELD ..... **ILS or LOC Rwy 4[12]**
NDB Rwy 4[12]
RNAV (GPS) Rwy 4[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

OHIO STATE UNIVERSITY ..... **ILS or LOC Rwy 9R**
NDB Rwy 9R
NA when control tower closed.

PORT COLUMBUS INTL **ILS or LOC Rwy 10L[1]**
ILS or LOC Rwy 10R[23]
ILS or LOC Rwy 28L[4]
[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, 700-2. LOC, NA.
[3]NA when local weather not available.
[4]ILS, Categories A,B,C,D, 700-2.

RICKENBAKER INTL ..... **ILS or LOC Rwy 5L**
ILS or LOC Rwy 5R
ILS or LOC Rwy 23L
NDB Rwy 5R
NDB Rwy 23L
RNAV (GPS) Rwy 5R
RNAV (GPS) Rwy 23L
NA when local weather not available.

DAYTON, OH

DAYTON-WRIGHT BROTHERS ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.
Category D, 800-2¼.

DELAWARE, OH

DELAWARE MUNI ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

ELKHART, IN

ELKHART MUNI ..... **ILS or LOC Rwy 27[1]**
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 27[2]
RNAV (GPS) Rwy 36[2]
VOR/DME Rwy 36[2]
VOR Rwy 9[2]
VOR Rwy 27[2]
[1]LOC, NA when control tower closed.
[2]NA when local weather not available.

NAME — ALTERNATE MINIMUMS

EVANSVILLE, IN

EVANSVILLE RGNL ..... **ILS or LOC Rwy 4[1]**
ILS or LOC Rwy 22
NDB Rwy 22
NA when control tower closed.
[1]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

FINDLAY, OH

FINDLAY ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 36
VOR Rwy 7
NA when local weather not available.

FORT WAYNE, IN

FORT WAYNE INTL ..... **ILS or LOC Rwy 5[1]**
ILS or LOC Rwy 32[1]
LOC BC Rwy 14[1]
RADAR-1[1]
RNAV (GPS) Rwy 5[13]
RNAV (GPS) Rwy 23[13]
VOR or TACAN Rwy 5[1]
VOR or TACAN Rwy 14[1]
VOR or TACAN Rwy 23[4]
[1]Category E, 800-2½.
[2]Category E, 800-2¼.
[3]NA when local weather not available.
[4]Category D, 800-2¼, Category E, 2½.

SMITH FIELD ..... **VOR Rwy 13**
NA when local weather not available.

GARY, IN

GARY/CHICAGO INTL .... **NDB or GPS Rwy 30**
NA when control tower closed.

GOSHEN, IN

GOSHEN MUNI ..... **RNAV (GPS) Rwy 27**
VOR Rwy 27
NA when local weather not available.

GRIFFITH, IN

GRIFFITH-MERRILLVILLE ..... **VOR Rwy 8**
NA except for operators with approved weather reporting service.

HAMILTON, OH

BUTLER COUNTY RGNL **ILS or LOC Rwy 29[1]**
RNAV (GPS) Rwy 11[2]
RNAV (GPS) Rwy 29[2]
NA when local weather not available.
[1]ILS,LOC,Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

HUNTINGBURG, IN

HUNTINGBURG ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

INDIANAPOLIS, IN

EAGLE CREEK
AIRPARK ..... **RNAV (GPS) Rwy 21**
VOR-A
NA when local weather not available.

INDIANAPOLIS INTL ..... **ILS or LOC Rwy 5L**
ILS or LOC Rwy 5R
ILS or LOC Rwy 14
ILS or LOC Rwy 23L
ILS or LOC Rwy 23R
ILS or LOC Rwy 32
ILS, Categories A,B,C,D, 700-2.

JEFFERSONVILLE, IN

CLARK RGNL ..... **VOR or GPS Rwy 18**
NA except for operators with approved weather reporing service.

KNOX, IN

STARKE COUNTY ..... **RNAV (GPS) Rwy 18**
VOR Rwy 18[1]
NA when local weather not available.
[1]Category D, 800-2¼.

KOKOMO, IN

KOKOMO MUNI ..... **VOR or GPS Rwy 23**
VOR or GPS Rwy 32
VOR/DME RNAV or GPS Rwy 5
NA except standard for operators with approved weather reporting service.

LAFAYETTE, IN

PURDUE UNIVERSITY ..... **ILS Rwy 10[12]**
RNAV (GPS) Rwy 10[34]
RNAV (GPS) Rwy 28[34]
VOR-A[15]
[1]NA when control tower closed.
[2]ILS, Category D, 800-2¼. LOC, NA.
[3]Category D, 800-2¼.
[4]NA when local weather not available.
[5]Category D, 800-2¼.

LANCASTER, OH

FAIRFIELD COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

LIMA, OH

LIMA ALLEN COUNTY ..... **RNAV (GPS) Rwy 27**
VOR Rwy 27
NA when local weather not available.

NAME ALTERNATE MINIMUMS

LOGANSPORT, IN

CASS COUNTY ..... **VOR/DME RNAV Rwy 27**
VOR-A
NA except standard for operators with approved weather reporting service.

LORAIN/ELYRIA, OH

LORAIN
COUNTY RGNL ..... **RNAV (GPS) Rwy 7**
VOR-A
NA when local weather not available.

MANSFIELD, OH

MANSFIELD
LAHM RGNL ..... **ILS or LOC Rwy 32[1]**
NDB Rwy 32[1]
RADAR-1[1]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR Rwy 14[2]
VOR Rwy 32[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

MARION, OH

MARION MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 25
VOR-A
NA when local weather not available.

MOUNT VERNON, OH

KNOX COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

MUNCIE, IN

DELAWARE COUNTY-JOHNSON
FIELD ..... **ILS Rwy 32[1]**
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR Rwy 14[2]
VOR or GPS Rwy 20[3]
VOR Rwy 32[2]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]NA when control tower closed, except for operators with approved weather reporting service.

NEWARK, OH

NEWARK-HEATH ..... **LOC Rwy 9[1]**
VOR-A[2]
[1]Category D, 800-2¼.
[2]Categories A, B, 1000-2; Categories C, D, 1000-3.

NAME ALTERNATE MINIMUMS

SHELBYVILLE, IN

SHELBYVILLE MUNI ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.
Category D, 800-2¼.

SOUTH BEND, IN

SOUTH BEND RGNL ..... **ILS or LOC Rwy 9R[1]**
ILS or LOC Rwy 27L[1]
RNAV (GPS) Rwy 36[2]
VOR Rwy 18[1]
[1]NA when control tower closed.
[2]NA when local weather not available.

SPRINGFIELD, OH

SPRINGFIELD-BECKLEY
MUNI ..... **ILS or LOC Rwy 24[12]**
RNAV (GPS) Rwy 6[3]
RNAV (GPS) Rwy 24[3]
VOR Rwy 6[3]
[1]NA when control tower closed.
[2]ILS, LOC, Category E, 900-3.
[3]NA when local weather not available.

TERRE HAUTE, IN

TERRE HAUTE INTL-
HULMAN FIELD ..... **LOC BC Rwy 23[1]**
RADAR-1[12]
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 32[3]
[1]Category E, 800-2¼.
[2]NA when control tower closed.
[3]NA when local weather not available.

TOLEDO, OH

METCALF FIELD ..... **VOR Rwy 4**
Category C, 800-2¼; Category D, 800-2½.

TOLEDO EXPRESS ..... **ILS or LOC Rwy 7[1]**
ILS or LOC Rwy 25[23]
RADAR-1[4]
RNAV (GPS) Rwy 7[24]
RNAV (GPS) Rwy 25[4]
[1]ILS, Category E, 800-2½.
[2]NA when local weather not available.
[3]ILS,LOC,Category E, 800-2½.
[4]Category E, 800-2½.

VALPARAISO, IN

PORTER COUNTY MUNI ..... **ILS Rwy 27[1]**
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 27[2]
[1]LOC, NA.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

VAN WERT, OH

VAN WERT COUNTY ..... **NDB Rwy 9**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
NA when local weather not available.

WARSAW, IN

WARSAW MUNI ..... **VOR or GPS Rwy 9**
VOR or GPS Rwy 27
NA except standard for operators with approved weather reporting service.

WILMINGTON, OH

AIRBORNE AIRPARK ..... **ILS Rwy 4L[13]**
ILS or LOC Rwy 4R[12]
ILS Rwy 22L[12]
RNAV (GPS) Rwy 22R[4]
VOR or GPS Rwy 4L[3]
VOR/DME Rwy 22R[45]
VOR Rwy 22R[3]
[1]ILS, Category D, 700-2.
[2]NA when control tower closed except for operators with approved weather reporting service.
[3]NA except standard for operators with approved weather reporting service.
[4]NA when local weather not available.
[5]NA when control tower closed.

WOOSTER, OH

WAYNE COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR Rwy 10[1]
NA when local weather not available.
[1]Category D, 800-2¼.

YOUNGSTOWN-WARREN, OH

YOUNGSTOWN-WARREN
RGNL **RADAR-1**
NA when Youngstown approach control closed.

ZANESVILLE, OH

ZANESVILLE MUNI ..... **VOR or GPS Rwy 4[1]**
VOR or GPS Rwy 22[2]
[1]Category D, 800-2¼.
[2]Categories A,B, 900-2; Categories C,D, 900-3.

AKRON, OH

Amdt. 23, July 5, 2007 (FAA) ELEV **1228**

AKRON-CANTON RGNL

RADAR - 125.5 371.875 (EAST) 118.6 323.0 (WEST) ▼ A

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1		ABC	**1580**/24	371	(400-½)	D	**1580**/50	371	(400-1)
	5		ABC	**1580**-1	378	(400-1)	D	**1580**-1¼	378	(400-1¼)
	19		ABC	**1580**/24	362	(400-½)	D	**1580**/50	362	(400-1)
	23		ABC	**1620**/24	392	(400-½)	D	**1620**/50	392	(400-1)
CIRCLING			A	**1660**-1	432	(500-1)	B	**1680**-1	452	(500-1)
			C	**1680**-1½	452	(500-1½)	D	**1780**-2	552	(600-2)

Procedure NA when Akron-Canton approach control closed. For inoperative MALSR, increase S-1 CAT D visibility to RVR 6000, S-19 CAT D visibility to RVR to 6000, and S-23 CAT D visibility to RVR 6000.

DAYTON, OH

Amdt. 9, OCT 22, 2009 (FAA) ELEV **1010**

JAMES M. COX DAYTON INTL

RADAR - 118.425 126.5 134.45 294.5 352.05 ▼

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	6L		ABC	**1380**/24	382	(400-½)	D	**1380**/50	382	(400-1)
	36		AB	**1420**-1	411	(500-1)	CD	**1420**-1¼	411	(500-1¼)
CIRCLING			AB	**1480**-1	471	(500-1)	C	**1480**-1½	471	(500-1½)
			D	**1560**-2	551	(600-2)				

For inoperative ALSF-2 increase S-6L Category D visibility to RVR 6000.

EVANSVILLE, IN

Amdt. 6, MAY 7, 2009 (FAA) ELEV **418**

EVANSVILLE RGNL

RADAR-1 - 126.4 226.4 ▼

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		AB	**880**/24	462	(500-½)	C	**880**/40	462	(500-¾)
			D	**880**/50	462	(500-1)				
	4		AB	**880**-1	495	(500-1)	C	**880**-1¼	495	(500-1¼)
			D	**880**-1½	495	(500-1½)				
	36		AB	**880**-1	497	(500-1)	C	**880**-1¼	497	(500-1¼)
			D	**880**-1½	497	(500-1½)				
	18		AB	**880**-1	484	(500-1)	C	**880**-1¼	484	(500-1¼)
			D	**880**-1½	484	(500-1½)				
CIRCLING			A	**940**-1	522	(600-1)	B	**960**-1	542	(600-1)
			C	**960**-1½	542	(600-1½)	D	**980**-2	562	(600-2)

When control tower closed, procedure NA. Visibility reduction by helicopters NA.

FORT WAYNE, IN

Amdt. 25, JUL 2, 2009 (FAA) ELEV **814**

FORT WAYNE INTL

RADAR - 127.2 284.6

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	AB	**1300**/24	486	(500-½)	C	**1300**/40	486	(500-¾)
		D	**1300**/50	486	(500-1)	E	**1300**/60	486	(500-1¼)
	14	AB	**1300**-1	498	(500-1)	C	**1300**-1¼	498	(500-1¼)
		D	**1300**-1½	498	(500-1½)	E	**1300**-1¾	498	(500-1¾)
	23	AB	**1300**-1	501	(600-1)	CD	**1300**-1½	501	(600-1½)
		E	**1300**-1¾	501	(600-1¾)				
	32	AB	**1260**/24	460	(500-½)	C	**1260**/40	460	(500-¾)
		DE	**1260**/50	460	(500-1)				
CIRCLING		AB	**1300**-1	486	(500-1)	C	**1300**-1½	486	(500-1½)
		D	**1380**-2	566	(600-2)	E	**1520**-2½	706	(800-2½)

Rwy 5, for inoperative ALSF-2, increase S-5 Cat E visibility ½ mile.
Rwy 32, for inoperative MALSR, increase S-32 Cat E visibility ½ mile.
LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

GRISSOM ARB (KGUS), IN (Peru) (06159 USAF)

ELEV **812**

RADAR - Ctc APP CON - **(E)** 121.05 318.2 379.3

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[1]	5[2]		AB	**1180**/24	368	(400-½)
			CDE	**1180**/40	368	(400-¾)
	23[3]		AB	**1260**/24	460	(500-½)
			C	**1260**/40	460	(500-¾)
			DE	**1260**/50	460	(500-1)
CIR	All Rwy		AB	**1340**-1	528	(600-1)
			C	**1340**-1½	528	(600-1½)
			D	**1380**-2	568	(600-2)
			E	**1440**-2	628	(700-2)

[1]No-NOTAM preventive maint sked: ASR 1200-1400Z++ Mon. ASR apch svc avbl 1200-0400Z ++dly, (contingent upon manpower and eqpt availability). [2]When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles. [3]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

MANSFIELD, OH

Amdt. 4A, MAY 7, 2009 (FAA) ELEV **1297**

MANSFIELD LAHM RGNL

RADAR - 124.2 390.8 ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	23	AB	**1700**-1	405	(500-1)	CD	**1700**-1¼	405	(500-1¼)
	5	AB	**1740**-1	443	(500-1)	C	**1740**-1¼	443	(500-1¼)
		D	**1740**-1½	443	(500-1½)				
CIRCLING		AB	**1760**-1	463	(500-1)	C	**1760**-1½	463	(500-1½)
		D	**1880**-2	583	(600-2)				

When control tower closed, ASR NA.

TERRE HAUTE, IN

Amdt. 4, MAR 22, 2001 (FAA) ELEV **589**

TERRE HAUTE INTL-HULMAN FIELD

RADAR - 125.45 339.8 ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	ABC	**920**/24	347	(400-½)	DE	**920**/50	347	(400-1)
	32	ABCD	**920**-1	331	(400-1)	E	**920**-1¼	331	(400-1¼)
	23	ABC	**940**-1	357	(400-1)	DE	**940**-1¼	357	(400-1¼)
CIRCLING		A	**1020**-1	431	(500-1)	B	**1040**-1	451	(500-1)
		C	**1040**-1½	451	(500-1½)	D	**1140**-2	551	(600-2)
		E	**1240**-2¼	651	(700-2¼)				

For inoperative MALSR, increase S-5 Category D and E visibility to RVR 6000.
Circling not authorized NW of Rwys 5/23 for Category E aircraft.
When control tower closed, procedure NA.

TOLEDO, OH

Amdt. 19, AUG 18, 1994 (FAA) ELEV **684**

TOLEDO EXPRESS

RADAR - 134.35 317.55 ▽ ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	25	ABC	**1040**-½	362	(400-½)	DE	**1040**-1	362	(400-1)
	34	ABC	**1040**-1	372	(400-1)	DE	**1040**-1¼	372	(400-1¼)
	16	ABC	**1060**-1	386	(400-1)	DE	**1060**-1¼	386	(400-1¼)
	7	ABC	**1080**/24	397	(400-½)	DE	**1080**/50	397	(400-1)
CIRCLING		AB	**1180**-1	496	(500-1)	C	**1180**-1½	496	(500-1½)
		D	**1240**-2	556	(600-2)	E	**1360**-2½	676	(700-2½)

Category D S-7 visibility increased to RVR 6000 for inoperative ALSF-2.
Category D S-25 visibility increased to 1¼ miles for inoperative MALSR.

YOUNGSTOWN-WARREN, OH Amdt. 13, OCT 8, 1998 (FAA) ELEV **1196**

YOUNGSTOWN-WARREN RGNL

RADAR - 133.95 322.3 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5		ABC	**1520**-1	356	(400-1)	D	**1520**-1¼	356	(400-1¼)
	14		ABC	**1520**-½	386	(400-½)	D	**1520**-1	386	(400-1)
	23		ABC	**1580**-1	388	(400-1)	D	**1580**-1¼	388	(400-1¼)
	32		ABC	**1580**/24	395	(400-½)	D	**1580**/50	395	(400-1)
CIRCLING			A	**1640**-1	444	(500-1)	B	**1660**-1	464	(500-1)
			C	**1660**-1½	464	(500-1½)	D	**1760**-2	564	(600-2)

Category D S-14 visibility increased ¼ mile for inoperative MALSR.
Category D S-32 visibility increased ¼ mile for inoperative MALSR.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME — TAKE-OFF MINIMUMS

AKRON, OH

AKRON-CANTON RGNL (CAK)
AMDT 5 86352 (FAA)
DEPARTURE PROCEDURE: All aircraft climb straight ahead to 1700 before proceeding on course.

AKRON FULTON INTL (AKR)
TAKE-OFF MINIMUMS: **Rwys 1, 7, 19, 25,** 300-1.
DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 2100 before turning West. **Rwy 25,** climb runway heading to 2100 before turning north.

ANDERSON, IN

ANDERSON MUNI-DARLINGTON FIELD (AID)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.

ASHLAND, OH

ASHLAND COUNTY (3G4)
TAKE-OFF MINIMUMS: **Rwys 1, 19,** 300-1.

NAME — TAKE-OFF MINIMUMS

ASHTABULA, OH

ASHTABULA COUNTY (HZY)
ORIG 09183 (FAA)
NOTE: **Rwy 8,** trees beginning 779' from DER, 34' left of centerline, up to 91' AGL/1020' MSL. Trees beginning 27' from DER, 17' right of centerline, up to 91' AGL/1007' MSL. **Rwy 26,** trees beginning 1219' from DER, 183' left of centerline, up to 99' AGL/1008' MSL. Trees beginning 1465' from DER, 406' right of centerline, up to 83' AGL/992' MSL.

AUBURN, IN

DE KALB COUNTY(GWB)
AMDT 1 06271 (FAA)
NOTE: **Rwy 9,** multiple trees beginning 428' from departure end of runway, 227' right of centerline, up to 100' AG/979' MSL. **Rwy 27,** multiple trees beginning 83' from departure end of runway, 207' left of centerline, up to 100' AGL/939' MSL. Multiple tree beginning 1377' from departure end of runway, 316' right of centerline, up to 100' AGL/930' MSL.

BARNESVILLE, OH

BARNESVILLE-BRADFIELD (6G5)
ORIG 85297 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

BEACH CITY, OH

BEACH CITY (2D7)
ORIG 82245 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

BELLEFONTAINE, OH
BELLEFONTAINE RGNL (EDJ)
ORIG 03079 (FAA)
DEPARTURE PROCEDURE: **Rwy 7,** climb to 2100 via heading 074° before proceeding on course.

BLOOMINGTON, IN
MONROE COUNTY (BMG)
AMDT 5 02052 (FAA)
NOTE: **Rwy 6,** trees 2185' from departure end of runway, 755' left of centerline, 81' AGL/967' MSL. **Rwy 24,** trees 2325' from departure end of runway, 830' right of centerline, 87' AGL/1019' MSL. **Rwy 17,** trees 854' from departure end of runway, 595' left of centerline, 67' AGL/862' MSL. **Rwy 35,** trees 2376' from departure end of runway, 905' left of centerline, 85' AGL/932' MSL.

BLUFFTON, OH
BLUFFTON (5G7)
AMDT 1 09183 (FAA)
NOTE: **Rwy 5,** trees beginning 975' from DER, 572' left of centerline, up to 100' AGL/949' MSL.

BOWLING GREEN, OH
WOOD COUNTY (1G0)
AMDT 3 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.
NOTE: **Rwy 18,** building/tower 3581' from departure end of runway, 254' right of centerline, 141' AGL/841' MSL.

BRAZIL, IN
BRAZIL CLAY COUNTY (0I2)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

BUCYRUS, OH
PORT BUCYRUS-CRAWFORD COUNTY (17G)
AMDT 1 83048 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 9, 22, 27,** 300-1.

CADIZ, OH
HARRISON COUNTY (8G6)
AMDT 2 99252 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,31,** 300-1.

CALDWELL, OH
NOBLE COUNTY (I10)
AMDT 1 97146 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5, 23,** 400-1.
DEPARTURE PROCEDURE: **Rwy 23,** climb runway heading to 1500 before turning.

CAMBRIDGE, OH
CAMBRIDGE MUNI (CDI)
AMDT 2 96144 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** 500-1 or std. with a min. climb of 350' per NM to 1500.

CARROLLTON, OH
CARROLL COUNTY-TOLSON (TSO)
AMDT 4 99140 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7, 25,** 300-1.
NOTE: **Rwy 7,** 100' AGL trees 1800' from departure end of runway, 400' left of centerline. **Rwy 25,** 100' AGL trees 200' from departure end of runway, 400' left of centerline.

CELINA, OH
LAKEFIELD (CQA)
AMDT 1 83342 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 300-1.

CHILLICOTHE, OH
ROSS COUNTY (RZT)
AMDT 3 96116 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23,** 400-1 or std. with min. climb of 340' per NM to 1300. **Rwy 30,** 300-1 or std. with a min. climb of 460' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 1500 before turning right. **Rwy 12,** climb runway heading to 2000 before turning right. **Rwy 23,** climb runway heading to 1500 before turning left.

CINCINNATI, OH
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)
AMDT 13 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3L,** std. w/ min. climb of 392' per NM to 1000 or 400-2 w/ min. climb of 213' per NM to 1400 or 1700-2 ½ for climb in visual conditions. **Rwy 3R,** std. w/ min. climb of 355' per NM to 1000 or 400-2 w/ min. climb of 231' per NM to 1400 or 1700-2 ½ for climb in visual conditions. **Rwy 7,** std. w/ min. climb of 424' per NM to 1000 or 400-1¾ with min. climb of 205 ft per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 21R,** std. w/ min. climb of 467' per NM to 1100 or 600-3 w/ min. climb of 223' per NM to 1300 or 1700-2 ½ for climb in visual conditions. **Rwy 21L,** std. w/ min. climb of 403' per NM to 1100 or 600-2¾ with minimum climb of 228' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 25,** 600-2¾ w/ min. climb of 219' per NM to 1300 or 1700-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 3L,** climb heading 027° to 1200 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 3R,** climb heading 025° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 7,** climb heading 066° to 1200 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21R,** climb heading 207° to 1500 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21L,** climb heading 205° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 25,** climb heading 246° to 1900 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course.

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (CON'T)

NOTE: **Rwy 3L,** building and hangers beginning 306' from departure end of runway, 258' left of centerline, up to 41' AGL/521' MSL. Multiple trees beginning 958' from departure end of runway, 144' right of centerline, up to 67' AGL/556' MSL. Trees 1.3 NM from departure end of runway, 2271' left of centerline, 97' AGL/866' MSL. Pole 1.6 NM from departure end of runway, 334' left of centerline, 68' AGL/797' MSL. **Rwy 3R,** multiple trees beginning 1426' from departure end of runway, 196' left of centerline, up to 68' AGL/557' MSL. Multiple trees beginning 840' from departure end of runway, 130' right of centerline, up to 83' AGL/572' MSL. Trees 1.4 NM from departure end of runway, 2393' left of centerline, 97' AGL/856' MSL. Pole 1.6 NM from departure end of runway, 2062' left of centerline, 68' AGL/797' MSL. **Rwy 7,** multiple trees beginning 447' from departure end of runway, 68' left of centerline, up to 87' AGL/576' MSL. Multiple trees beginning 664' from departure end of runway, 45' left of centerline, up to 86' AGL/575' MSL. Trees 4515' from departure end of runway, 1519' right of centerline, 81' AGL/720' MSL. Trees 1.4 NM from departure end of runway, 2088' right of centerline, 95' AGL/824' MSL. **Rwy 21R,** multiple trees beginning 1444' from departure end of runway, 204' left of centerline, up to 66' AGL/555' MSL. Multiple trees beginning 1072' from departure end of runway, 25' right of centerline, up to 79' AGL/568' MSL. Trees 1.1 NM from departure end of runway, 2261' right of centerline, 86' AGL/895' MSL. Tower 2.3 NM from departure end of runway, 527' left of centerline, 168' AGL/990' MSL. Tower 2.4 NM from departure end of runway, 694' right of centerline, 106' AGL/943' MSL. **Rwy 21L,** multiple trees beginning 122' from departure end of runway, 104' left of centerline, up to 85' AGL/574' MSL. Multiple trees beginning 422' from departure end of runway, 313' right of centerline, up to 82' AGL/571' MSL. Trees 4521' from departure end of runway, 1659' left of centerline, 117' AGL/716' MSL. Tower 2.0 NM from departure end of runway, 2027' right of centerline, 168' AGL/990' MSL. Pole 2.2 NM from departure end of runway, 281' right of centerline, 78' AGL/841' MSL. **Rwy 25,** sign, pole, multiple hangars and trees beginning 177' from departure end of runway, 13' left of centerline, up to 86' AGL/575' MSL. Road, building, multiple poles and trees beginning 185' from departure end of runway, 5' right of centerline, up to 73' AGL/562' MSL. Trees 4537 from departure end of runway, 837' right of centerline, 82' AGL/831' MSL. Tank 1.4 NM from departure end of runway, 1755' right of centerline, 210' AGL/1046' MSL. Antenna on building 2.3 NM from departure end of runway, 2552' left of centerline, 116' AGL/915' MSL.

CLEVELAND, OH

BURKE-LAKEFRONT (BKL)

AMDT 4A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6L,** 400-2 or std. w/ a min. climb of 400' per NM to 1800. **Rwy 6R,** 400-2 or std. w/ a min. climb of 360' per NM to 1800. **Rwy 24L,** 300-1½ or std. w/ a min. climb of 527' per NM to 1900. **Rwy 24R,** 200-1 or std. w/ a min. climb of 527' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 6L/6R,** climb via heading 065° to 1800 before proceeding on course. **Rwys 24L/24R,** climbing right turn via CXR VOR/DME R-272 to 1900 before proceeding on course.

NOTE: **Rwy 6L,** obstruction light on hangar 1127' from DER, 780' right of centerline, 47' AGL/622' MSL. Tower 5589' from DER, 1760' right of centerline, 237' AGL/857' MSL. Stacks 1.6 NM from DER, 883' right of centerline, 312' AGL/898' MSL. **Rwy 6R,** obstruction light on WSK 166' from DER, 241' left of centerline, 21' AGL/590' MSL. Stacks 1.8 NM from DER, 381' right of centerline, 312' AGL/898' MSL. Tower 5676' from DER, 1999' right of centerline, 108' AGL/734' MSL. Tower 1.1 NM from DER, 1258' right of centerline, 237' AGL/857' MSL. **Rwy 24L,** monument 1257' from DER, 10' left of centerline, 55' AGL/630' MSL. Bridge 1.1 NM from DER, 2006' left of centerline, 208' AGL/792' MSL. Antenna 227' from DER, 505' left of centerline, 37' AGL/608' MSL. Antenna on building 1529' from DER, 2340' left of centerline, 483' AGL/1126' MSL. Building 2805' from DER, 3340' left of centerline, 949' AGL/1603' MSL. **Rwy 24R,** crane 2228' from DER, 296' left of centerline, 136' AGL/707' MSL. Antenna 2783' from DER, 1155' left of centerline, 186' AGL/764' MSL. Multiple buildings 2787' from DER, 3873' left of centerline, up to 949' AGL/1603' MSL. Antenna on building 1529' from DER, 2839' left of centerline, 483' AGL/1126' MSL.

CLEVELAND-HOPKINS INTL (CLE)

AMDT 15 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 6L,6R, 10,** climbing left turn to intercept DJB VOR/DME R-082 to 2600 before proceeding on course.

NOTE: **Rwy 10,** multiple signs beginning 1237' from departure end of runway, 717' left of centerline, up to 68' AGL/857' MSL, light pole 1746' from departure end of runway, 786' right of centerline, 53' AGL/842' MSL, tower 4157' from departure end of runway, 1456' right of centerline, 137' AGL/922' MSL. **Rwy 24L,** multiple trees and poles beginning 1903' from departure end of runway, 5' left of centerline, up to 89' AGL/849' MSL. **Rwy 24R,** tower 2565' from departure end of runway, 1028' right of centerline, 191' AGL/870' MSL, multiple trees 3653' from departure end of runway, 857' left of centerline, up to 103' AGL/870' MSL. **Rwy 28,** vehicle on road 304' from departure end of runway, 3' left of centerline, 14' AGL/773' MSL. Antenna on building 308' from departure end of runway, 240' left of centerline, 13' AGL/775' MSL. Multiple trees beginning at 1046' from departure end of runway, 105' left of centerline, up to 60' AGL/819' MSL. Tower 2640' from departure end of runway, 946' right of centerline, 80' AGL/840' MSL.

CLEVELAND, OH (CON'T)

CUYAHOGA COUNTY (CGF)
ORIG 06159 (FAA)

NOTE: **Rwy 6,** trees beginning 2127' from departure end of runway, 975' right of centerline, up to 109' AGL/982' MSL. Tree 2595' from departure end of runway, 740' left of centerline, 93' AGL/947' MSL. **Rwy 24,** multiple trees beginning 755' from departure end of runway, 658' right of centerline, up to 100' AGL/948' MSL. Multiple trees beginning 1833' from departure end of runway, 681' left of centerline, up to 100' AGL/974' MSL.

COLUMBUS, IN

COLUMBUS MUNI (BAK)
ORIG 08269 (FAA)

NOTE: **Rwy 14,** tree 1589' from departure end of runway, 306' right of centerline, 40' AGL/696' MSL.

COLUMBUS, OH

BOLTON FIELD (TZR)
ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 037° to 1800 before turning east.

NOTE: **Rwy 4,** tree 1091' from departure end of runway, 770' left of centerline, 53' AGL/959' MSL. Tree 487' from departure end of runway, 356' right of centerline, 23' AGL/929' MSL. Tree 1317' from departure end of runway, 452' right of centerline, 42' AGL/948' MSL. Tree 1307' from departure end of runway, 50' left of centerline, 36' AGL/942' MSL. Tree 1927' from departure end of runway, 135' right of centerline, 49' AGL/955' MSL. **Rwy 22,** tree 1273' from departure end of runway, 720' right of centerline, 40' AGL/945' MSL. Tree 712' from departure end of runway, 662' right of centerline, 25' AGL/927' MSL. Tree 1411' from departure end of runway, 658' right of centerline 33' AGL/939' MSL.

PORT COLUMBUS INTL (CMH)
AMDT 6 07130 (FAA)

DEPARTURE PROCEDURE: **Rwys 28L, 28R,** climb heading 279° to 2700 before turning left.

NOTE: **Rwy 10L,** tree 1950' from departure end of runway, 908' left of centerline, 53' AGL/862' MSL. Tree 1883' from departure end of runway, 914' right of centerline, 57' AGL/866' MSL. **Rwy 10R,** trees 1870' from departure end of runway, 927' right of centerline, 86' AGL/877' MSL. **Rwy 28L,** multiple trees beginning 1398' from departure end of runway, 785' left of centerline, up to 51' AGL/870' MSL. Multiple trees beginning 2109' from departure end of runway, 1020' right of centerline, up to 75' AGL/884' MSL. **Rwy 28R,** multiple poles and trees beginning 1743' from departure end of runway, 625' right of centerline, up to 59' AGL/878' MSL.

CONNERSVILLE, IN

METTEL FIELD (CEV)
AMDT 2 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-VFR use only.

DEPARTURE PROCEDURE: **Rwy 18,** climb via heading 185° to 1500 before proceeding on course.

NOTE: **Rwy 18,** railroad 311' from departure end of runway, 580' left of centerline, 23' AGL/882' MSL. Multiple trees beginning 2280' from departure end of runway, 100' left of centerline, up to 113' AGL/974' MSL. **Rwy 36,** road 120' from departure end of runway, 301' right of centerline, 15' AGL/884' MSL. Railroad 649' from departure end of runway, 578' right of centerline, 23' AGL/892' MSL. Multiple trees beginning 3400' from departure end of runway, on centerline, up to 92' AGL/959' MSL.

COSHOCTON, OH

RICHARD DOWNING (I40)
AMDT 1 80164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** 300-1.

DAYTON, OH

DAYTON-WRIGHT BROTHERS (MGY)
AMDT 3 06271 (FAA)

NOTE: **Rwy 2,** multiple trees and road beginning 440' from departure end of runway, 257' left of centerline, up to 100' AGL/1053' MSL. Multiple trees beginning 672' from departure end of runway, 17' right of centerline, up to 100' AGL/1017' MSL. **Rwy 20,** multiple trees beginning 189' from departure end of runway, 494' left of centerline, up to 100' AGL/1009' MSL. Multiple poles and trees beginning 323' from departure end of runway, 364' right of centerline, up to100' AGL/1026' MSL.

GREENE COUNTY-LEWIS A. JACKSON RGNL (I19)
AMDT 1 07074 (FAA)

NOTE: **Rwy 25,** multiple trees and tower beginning 469' from departure end of runway, 499' left of centerline, up to 96' AGL/998' MSL. Multiple trees and towers beginning 839' from departure end of runway, 460' right of centerline, up to 75' AGL/1005' MSL. **Rwy 7,** tree 1449' from departure end of runway, 592' right of centerline, 51' AGL/988' MSL.

JAMES M. COX DAYTON INTL (DAY)
AMDT 2 05020 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 250' per NM to 1300'.

NOTES: **Rwy 18,** multiple tanks 4224' from departure end of runway, 1417' left of centerline, 173' AGL/1163' MSL.

DELAWARE, OH

DELAWARE MUNI (DLZ)
ORIG 07298 (FAA)

NOTE: **Rwy 10,** railroad 202' from departure end of runway, 549' left of centerline, 23' AGL/972' MSL. Poles 561' from departure end of runway, 558' right of centerline, up to 60' AGL/1004' MSL. Trees 1180' from departure end of runway, 686' left of centerline, up to 83' AGL/1027' MSL. Tree 1288' from departure end of runway, 733' right of centerline, 61' AGL/1005' MSL. **Rwy 28,** rising terrain beginning 35' from departure end of runway, 189' left of centerline, 950' MSL. Poles 992' from departure end of runway, 599' left of centerline, up to 61' AGL/1005' MSL. Pole 1126' from departure end of runway, 694' right of centerline, 44' AGL/988' MSL. Tree 1233' from departure end of runway, 742' right of centerline, 46' AGL/990' MSL.

EAST LIVERPOOL, OH

COLUMBIANA COUNTY (02G)
AMDT 2 86296 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** 400-1.

ELYRIA, OH

ELYRIA (1G1)

NOTE: **Rwy 9,** road 1198' from departure end of runway, 275' left of centerline, 15' AGL/774' MSL. Tree 2077' from departure end of runway, 778' right of centerline, 100' AGL/859' MSL. **Rwy 27,** tree 68' from departure end of runway, 237' left of centerline, 100' AGL/859' MSL. Tree 527' from departure end of runway, 454' right of centerline, 100' AGL/854' MSL.

EVANSVILLE, IN

EVANSVILLE RGNL (EVV)
AMDT 8 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1. **Rwy 27,** 300-1¾ or std. w/ a min. climb of 402' per NM to 800. **Rwy 36,** 300-1¾.

DEPARTURE PROCEDURE: **Rwy 22,** climb heading 203° to 1300 before turning right.

NOTE: **Rwy 4,** multiple trees beginning 1259' from DER, 693' left of centerline, up to 100' AGL/539' MSL. **Rwy 9,** water tank, levee, and multiple trees beginning 268' from DER, 13' right of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 2233' from DER, 375' left of centerline, up to 67' AGL/516' MSL. **Rwy 18,** multiple buildings and vehicles on road beginning 265' from DER, 137' right of centerline, up to 62' AGL/447' MSL. Trees, lightpole, railroad, and vehicles on road beginning 268' from DER, 10' left of centerline, up to 100' AGL/489' MSL. **Rwy 22,** building vent, sign, poles, and vehicles on road beginning 167' from DER, 85' right of centerline, up to 36' AGL/421' MSL. Multiple trees beginning 2753' from DER, 337' right of centerline, up to 100' AGL/519' MSL. Buildings, trees, and light poles beginning 1128' from DER, 99' left of centerline, up to 125' AGL/495' MSL. **Rwy 27,** multiple trees, pole, and sign beginning 385' from DER, 87' right of centerline, up to 100' AGL/489' MSL. Poles, railroad, and vehicles on road beginning 418' from DER, 3' left of centerline, up to 43' AGL/422' MSL. Multiple trees and towers beginning 861' from DER, 151' left of centerline, up to 181' AGL/649' MSL. **Rwy 36,** multiple trees and building beginning 1563' from DER, 481' right of centerline, up to 100' AGL/619' MSL. Multiple trees and pole beginning 1425' from DER, 112' left of centerline, up to 84' AGL/514' MSL.

FINDLAY, OH

FINDLAY (FDY)
ORIG 07242 (FAA)

NOTE: **Rwy 7,** road 210' from departure end of runway, on runway centerline, 15' AGL/824' MSL. Multiple trees beginning 210' from departure end of runway, 111' right of centerline, up to 81' AGL/885' MSL. Building 2498' from departure end of runway, 878' right of centerline, 113' AGL/921' MSL. **Rwy 18,** tree 2786' from departure end of runway, 151' left of centerline, 72' AGL/876' MSL. **Rwy 25,** multiple elevators beginning 1825' from departure end of runway, 727' right of centerline, 78' AGL/869' MSL. Tree 4566' from departure end of runway, 687' right of centerline, 100' AGL/909' MSL. **Rwy 36,** pole 1192' from departure end of runway, 742' right of centerline, 36' AGL/835' MSL. Tree 1560' from departure end of runway, 499' left of centerline, 53' AGL/847' MSL.

FORT WAYNE, IN

FORT WAYNE INTL (FWA)
AMDT 2A 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1300' before turning left.

NOTE: **Rwy 5,** trees beginning 927' from DER, 499' left of centerline, 40' AGL/836' MSL. Fence 152' from DER, 521' right of centerline, 12' AGL/808' MSL. Railroad 834' from DER, 582' right of centerline, 23' AGL/820' MSL. Tree 152' from DER, 521' right of centerline, up to 42' AGL/842' MSL. **Rwy 9,** tower 3124' from DER, 1109' left of centerline, 111' AGL/910' MSL **Rwy 14,** tree 1079' from DER, 667' left of centerline, 23' AGL/825' MSL. **Rwy 27,** obstruction light 370' from DER, 230' left of centerline, 14' AGL/812' MSL. **Rwy 32,** trees beginning 3672' from DER, 611' left of centerline, up to 100' AGL/901' MSL.

SMITH FIELD (SMD)
AMDT 4 96340 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 13, 31,** 300-1. **Rwy 23,** 800-2½ or 300-1 with a min. climb of 400' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 5, 13,** climb to 2000 on heading 090 before turning south. **Rwys 23, 31,** climb to 2000 on heading 270 before turning south.

FOSTORIA, OH

FOSTORIA METROPOLITAN (FZI)
ORIG 09071 (FAA)

NOTE: **Rwy 9,** trees beginning 1630' from DER, 480' right of centerline, up to 59' AGL/808' MSL. Trees beginning 319' from DER, 583' left of centerline, up to 74' AGL/823' MSL. **Rwy 27,** trees beginning 977' from DER, 387' left of centerline, up to 100' AGL/859' MSL. Building 1' from DER, 499' left of centerline, 8' AGL/758' MSL.

FREMONT, OH
FREMONT (14G)
AMDT 2 09295
TAKE-OFF MINIMUMS: **Rwys 18,36,** NA-Environmental.
NOTE: **Rwy 9,** train 268' from DER, 516' right of centerline, 23' AGL/677' MSL. Trees beginning 3269' from DER, 1265' right of centerline, up to 100' AGL/754' MSL. Multiple trees and buildings beginning 320' from DER, left and right of centerline, up to 100' AGL/749' MSL. **Rwy 27,** road 65' from DER, 4' right of centerline, 15' AGL/669' MSL. Trees beginning 2230' from DER, 834' left of centerline, up to 100' AGL/754' MSL.

FRENCH LICK, IN
FRENCH LICK MUNI (FRH)
ORIG 08101 (FAA)
NOTE: **Rwy 8,** Terrain 59' from departure end of runway, 86' left of centerline, 0' AGL/799' MSL. Trees beginning 184' from departure end of runway, 391' left of centerline, up to 100' AGL/889' MSL. Trees beginning 215' from departure end of runway, 148' right of centerline, up to 100' AGL/849' MSL. **Rwy 26,** Trees beginning 429' from departure end of runway, 90' left of centerline, up to 100' AGL/849' MSL. Trees beginning 580' from departure end of runway, 57' right of centerline, up to 100' AGL/909' MSL.

GALLIPOLIS, OH
GALLIA-MEIGS RGNL (GAS)
AMDT 2A 07270 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 500-1. **Rwy 23,** 800-3 or std. w/ min. climb of 331' per NM to 1700.
DEPARTURE PROCEDURE: **Rwy 5,** climb straight ahead to 2100 before proceeding on course.
Rwy 23, climb via 215° track to 1500 before proceeding on course.

GARY, IN
GARY/CHICAGO INTL (GYY)
AMDT 6 97310 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 30,** 300-1.
DEPARTURE PROCEDURE: **Rwy 12,** climb to 1200 before proceeding on course. **Rwy 20,** climb to 1200 on heading 220° before proceeding on course.

GEORGETOWN, OH
BROWN COUNTY (GEO)
AMDT 1 81358 (FAA)
TAKE-OFF MINIMUMS: **Rwys 17,35,** 300-1.

GOSHEN, IN
GOSHEN MUNI (GSH)
ORIG 08157 (FAA)
NOTE: **Rwy 5,** Transmission tower, 4050' from departure end of runway, 1247' right of centerline, 116' AGL/941' MSL. **Rwy 9,** Post 42' from departure end of runway, 251' right of centerline, 12' AGL/831' MSL. Pole 1030' from departure end of runway, 619' right of centerline, 37' AGL/862' MSL. Pole 986' from departure end of runway, 465' left of centerline, 30' AGL/855' MSL. Trees beginning 2493' from departure end of runway, 515' left of centerline, up to 100' AGL/966' MSL. **Rwy 23,** Daymarker 95' from departure end of runway, 85' right of centerline, 4' AGL/818' MSL. Terrain 3' from departure end of runway, 42' left of centerline, 0' AGL/821' MSL. Sign 47' from departure end of runway, 500' left of centerline, 3' AGL/822' MSL. Terrain 61' from departure end of runway, 418' left of centerline, 0' AGL/821' MSL. Road & vehicle 933' from departure end of runway, 736' left of centerline, 17' AGL/841' MSL. **Rwy 27,** Trees beginning 2173' from departure end of runway, 210' right of centerline, up to 100' AGL/914' MSL. Trees beginning 2072' from departure end of runway, 124' left of centerline, up to 100' AGL/914' MSL.

GREENCASTLE, IN
PUTNAM COUNTY (4I7)
ORIG 08045 (FAA)
NOTE: **Rwy 18,** Road and vehicle 365' from departure end of runway, 577' right of centerline, 23' AGL/832' MSL. Pole 598' from departure end of runway, 374' right of centerline, 27' AGL/836' MSL. Pole 640' from departure end of runway, 423' right of centerline, 28' AGL/837' MSL. Building 773' from departure end of runway, 525' right of centerline, 32' AGL/841' MSL. Trees beginning 554' from departure end of runway, 428' right of centerline, up to 100' AGL/899' MSL. Fence 128' from departure end of runway, 306' left of centerline, 13'AGL/822'MSL. Fence 214' from departure end of runway, 307' left of centerline, 16'AGL/825'MSL. Trees beginning 901' from departure end of runway, 277' left of centerline, up to 100' AGL/865' MSL. **Rwy 36,** Terrain beginning 5' from departure end of runway, 85' right of centerline, 0' AGL/854' MSL. STPL 1836' from departure end of runway, 310' right of centerline 45' AGL/894' MSL. Trees beginning 658' from departure end of runway, 115' right of centerline, up to 100' AGL/959' MSL. Antenna on building 2725' from departure end of runway, 18' left of centerline, 64' AGL/913' MSL. Trees beginning 30' from departure end of runway, 250' left of centerline, up to 100' AGL/949' MSL.

GREENSBURG, IN
GREENSBURG MUNI (I34)
AMDT 1A 09099 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

GRIFFITH, IN

GRIFFITH - MERRILLVILLE (05C)
AMDT 4 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. w/ min. climb of 502' per NM to 1000.

NOTE: **Rwy 8,** multiple trees, and poles beginning 5' from departure end of runway, 165' left of centerline, up to 100' AGL/744' MSL. Tower 4170' from departure end of runway, 1386' left of centerline, 259' AGL/900' MSL. Multiple trees, and poles beginning 125' from departure end of runway, 68' right of centerline, up to 100' AGL/744' MSL. **Rwy 26,** multiple poles, trees, and building beginning 146' from departure end of runway, 21' right of centerline, up t o 100' AGL/744' MSL. Multiple trees, and poles beginning 25' from departure end of runway, 84' left of centerline, up t o 100' AGL/744' MSL.

HAMILTON, OH

BUTLER COUNTY RGNL (HAO)
AMDT 3 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 800-3 or std. with a min. climb of 230' per NM to 1600. **Rwy 29,** 300-1 or std. with a min. climb of 420' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 11,** climb to 1700 via heading 110° before turning on course. **Rwy 29,** climb to 1700 via heading 290° before turning on course.

NOTE: **Rwy 11,** trees 2670' from departure end of runway, 1200' left of centerline, 100' AGL/757' MSL. **Rwy 29,** trees 3692' from departure end of runway, 1328' right of centerline, 100' AGL/835' MSL.

HARRISON, OH

CINCINNATI WEST (I67)
AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 500-3 or std. w/ min. climb of 385' per NM to 1200. **Rwys 9, 27,** NA-obstacles. **Rwy 19,** 500-3 or std. w/ min. climb of 253' per NM to 1300.

NOTE: **Rwy 1,** multiple trees beginning 5364' from departure end of runway, 180' right of centerline, up to 100' AGL/915' MSL. Multiple trees beginning 5596' from departure end of runway, 1180' left of centerline up to 100' AGL/909' MSL. Multiple trees beginning 1.5 NM from departure end of runway, 2293' left of centerline, up to 200' AGL/849' MSL. **Rwy 19,** road 23' from departure end of runway, on centerline, 15' AGL/599' MSL.

HILLSBORO, OH

HIGHLAND COUNTY (HOC)
AMDT 2 91150 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.

HUNTINGBURG, IN

HUNTINGBURG (HNB)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

HUNTINGTON, IN

HUNTINGTON MUNI (HHG)
AMDT 1 87183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 400-1.

INDIANAPOLIS, IN

EAGLE CREEK AIRPARK (EYE)
AMDT 1 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 360° to 2000 before turning right.

NOTE: **Rwy 3,** antenna on building 859' from departure end of runway, 524' right of centerline, 37' AGL/851' MSL. Pole 507' from departure end of runway, 631' left of centerline, 36' AGL/860' MSL. Trees beginning 2014' from departure end of runway, 583' left of centerline, up to 85' AGL/904' MSL. **Rwy 21,** trees beginning 677' from departure end of runway, 267' right of centerline, up to 87' AGL/901' MSL. Vehicle/road 310' from departure end of runway, 398' right of centerline, 19' AGL/833' MSL. Trees beginning 1383' from departure end of runway, 57' left of centerline, up to 90' AGL/904' MSL. Airport beacon 10' from departure end of runway, 464' left of centerline, 58' AGL/867' MSL. Flagpole 167' from departure end of runway, 385' left of centerline, 29' AGL/848' MSL. Poles beginning 694' from departure end of runway, 451' left of centerline, up to 40' AGL/849' MSL. Antennas on buildings beginning 363' from departure end of runway, 258' left of centerline, 9' AGL/828' MSL.

GREENWOOD MUNI (HFY)
AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. w/ min. climb of 441' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1500 before turning right.

NOTE: **Rwy 1,** hangar 71' from departure end of runway, 499' left of centerline, 25' AGL/839' MSL. Pole 869' from departure end of runway, 627' left of centerline, 45' AGL/864' MSL. Multiple trees beginning 1274' from departure end of runway, 394' left of centerline, up to 85' AGL/899' MSL. Building 558' from departure end of runway, 409' right of centerline, 35' AGL/858' MSL. Multiple light poles beginning 1262' from departure end of runway, 482' right of centerline, up to 35' AGL/860' MSL. Multiple trees beginning 2536' from departure end of runway, 375' right of centerline, up t o 77' AGL/898' MSL. **Rwy 19,** multiple trees beginning 1168' from departure end of runway, 288' left of centerline, up to 57' AGL/914' MSL. Multiple trees beginning 1577' from departure end of runway, 379' right of centerline, up to 96' AGL/923' MSL. Water tower 4222' from departure end of runway, 25' right of centerline, 114' AGL/971' MSL. Tank 4134' from departure end of runway, 71' right of centerline, 120' AGL/985' MSL.

HENRICKS COUNTY-GORDON GRAHAM FLD (2R2)
ORIG 08157 (FAA)

NOTE: **Rwy 18,** Pole 746' from departure end of runway, on centerline, 60' AGL/919' MSL, trees 2091' from departure end of runway, 625' left of centerline, 100' AGL/949' MSL. **Rwy 36,** Trees 1302' from departure end of runway, 648' right of centerline, 100' AGL/1009' MSL. Tree 3529' from departure end of runway, 788' right of centerline, 100' AGL/1009' MSL. Tree 5244' from departure end of runway, 1005' left of centerline, 100' AGL/1029' MSL.

INDIANAPOLIS, IN (CON'T)

INDIANAPOLIS EXECUTIVE (TYQ)
ORIG 08269 (FAA)
NOTE: **Rwy 18,** trees beginning 1452' from departure end of runway, 204' left of centerline, up to 53' AGL/ 972' MSL. **Rwy 36,** multiple hangers beginning 596' from departure end of runway, 356' left of centerline, up to 45' AGL/975' MSL, trees 2374' from departure end of runway, 641' left to right of centerline, 100' AGL/ 1019' MSL.

INDIANAPOLIS INTL (IND)
ORIG 07018 (FAA)
NOTES: **Rwy 5R,** tower 3756' from departure end of runway, 1048' left of centerline, 111' AGL/901' MSL. Rod on obstruction light dome 3765' from departure end of runway, 1076' left of centerline, 107' AGL/901' MSL. **Rwy 5L,** rod on obstruction light MCWV tower 5052' from departure end of runway, 140' right of centerline, 129' AGL/923' MSL. Tower 5073' from departure end of runway, 93' right of centerline, 128'AGL/923'MSL. **Rwy 23R,** tree 5159' from departure end of runway, 1144' right of centerline, 101' AGL/870' MSL. Tree 3295' from departure end of runway, 948' right of centerline, 78' AGL/822' MSL. **Rwy 32,** antenna 2370' from departure end of runway, 755' right of centerline, 70' AGL/849' MSL. Tree 2244' from departure end of runway, 707' right of centerline, 66' AGL/845' MSL.

INDIANAPOLIS METROPOLITAN (UMP)
AMDT 2 92281 (FAA)
TAKE-OFF MINIMUMS: **Rwys 15, 33,** 300-1.
DEPARTURE PROCEDURE: **Rwys 15, 33,** climb on runway heading to 1400 before turning westbound.

MOUNT COMFORT (MQJ)
AMDT 1 84243 (FAA)
DEPARTURE PROCEDURE: **Rwy 25,** climb to 2000 on a 270° heading before turning south.

JACKSON, OH

JAMES A. RHODES (I43)
AMDT 4 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 300-2. **Rwy 19,** 300-1½
DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1500 before turning left.
NOTE: **Rwy 1,** car on road 475' from departure end of runway, on centerline, 15' AGL/754' MSL. Trees 2570' from departure end of runway, 613' left of centerline, 100' AGL/936' MSL. Trees 2810' from departure end of runway, 1243' left of centerline, 100' AGL/989' MSL. Trees 1.1 NM from departure end of runway, 1355' right of centerline, 100' AGL/949' MSL. Tank 1.4 NM from departure end of runway, 1870' left of centerline, 112' AGL/1008' MSL. Rising terrain beginning 1320' from departure end of runway, 316' left of centerline, up to 889' MSL. **Rwy 19,** pole 1137' from departure end of runway, 114' left of centerline, 39' AGL/779' MSL. Trees 1869' from departure end of runway, 138' right of centerline, 100' AGL/840' MSL. Trees 2349' from departure end of runway, 103' right of centerline, 100' AGL/899' MSL. Rising terrain beginning 386' from departure end of runway, 587' right of centerline, up to 989' MSL.

JEFFERSONVILLE, IN

CLARK RGNL (JVY)
AMDT 1 95061 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** 300-1.
DEPARTURE PROCEDURE: **Rwys 14, 18, 36,** climb on runway heading to 2000 before turning west. **Rwy 32,** climb to 2000 heading 360° before turning west.

KENDALLVILLE, IN

KENDALLVILLE MUNI (C62)
AMDT 2 86016 (FAA)
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb runway heading to 1500 before turning south.

KENTLAND, IN

KENTLAND MUNI (50I)
ORIG 88322 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 400-1.
DEPARTURE PROCEDURE: **Rwy 27,** turn left as soon as practicable; climb to 1000' on 240° heading before proceeding on course.

KENTON, OH

HARDIN COUNTY (I95)
AMDT 2 83342 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** 300-1.

KNOX, IN

STARKE COUNTY (OXI)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-Environmental.
NOTE: **Rwy 36,** tree 1234' from departure end of runway, 477' left of centerline, 35' AGL/715' MSL. **Rwy 18,** trees beginning 2442' from departure end of runway, 135' right of centerline, up to 86' AGL/769' MSL. Tree 21' from departure end of runway, 449' left of centerline, 5' AGL/668' MSL.

LA PORTE, IN

LA PORTE MUNI (PPO)
AMDT 2 07186 (FAA)
NOTE: **Rwy 14,** power line beginning 4937' from departure end of runway, 670' right of centerline, 150' AGL/934' MSL. **Rwy 20,** power line beginning 3978' from departure end of runway, 1566' left of centerline, 150' AGL/959' MSL.

LAFAYETTE, IN
PURDUE UNIVERSITY (LAF)
AMDT 1 07130 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ or std. w/ min. climb of 342' per NM to 1000. **Rwy 23,** 400-2¼ or std. w/ min. climb of 220' per NM to 1100.
NOTE: **Rwy 5,** multiple trees and buildings beginning 290' from departure end of runway, 33' right of centerline, up to 167' AGL/782' MSL. Multiple trees, buildings, and antennas beginning 45' from departure end of runway, 25' left of centerline, up to 227' AGL/850' MSL. **Rwy 10,** multiple trees beginning 1230' from departure end of runway, 394' right of centerline, up to 80' AGL/639' MSL. Antenna 258' from departure end of runway, 323' left of centerline, 14' AGL/613' MSL. **Rwy 23,** rod on obstruction light tower 1.9 NM from departure end of runway, 272' left of centerline, 314' AGL/915' MSL. Tree 90' from departure end of runway, 235' left of centerline, 34' AGL/613' MSL. **Rwy 28,** multiple trees beginning 397' from departure end of runway, 461' left of centerline, up to 57' AGL/656' MSL. Tree 3382' from departure end of runway, 973' right of centerline, 68' AGL/697' MSL.

LANCASTER, OH
FAIRFIELD COUNTY (LHQ)
AMDT 1 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 400-1. **Rwy 28,** 300-1.

LIMA, OH
LIMA ALLEN COUNTY (AOH)
ORIG 09071 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA-Environmental.
NOTE: **Rwy 9,** bush and trees beginning 163' from DER, 311' right of centerline, up to 100' AGL/1104' MSL. **Rwy 27,** bush and trees beginning 175' from DER, 128' right of centerline, up to 100' AGL/1044' MSL. Antenna on building and trees beginning 67' from DER, 257' left of centerline, up to 100' AGL/1054' MSL.

LOGANSPORT, IN
LOGANSPORT/CASS COUNTY (GGP)
ORIG 07186 (FAA)
NOTE: **Rwy 9,** transmission pole 426' from departure end of runway, 486' left of centerline, 30' AGL/768' MSL. Transmission pole 432' from departure end of runway, 457' right of centerline, 30' AGL/768' MSL. Pole 427' from departure end of runway, 285' left of centerline, 29' AGL/767' MSL. Pole 427' from departure end of runway, 283' right of centerline, 29' AGL/767' MSL. Road with vehicle 448' from departure end of runway, on runway centerline, 15' AGL/751' MSL. Road with vehicle 450' from departure end of runway, 419' right of centerline, 15' AGL/751' MSL. Road with vehicle 447' from departure end of runway, 416' left of centerline, 15' AGL/750' MSL.

LONDON, OH
MADISON COUNTY (UYF)
ORIG 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-1.

LORAIN/ELYRIA, OH
LORAIN COUNTY RGNL (LPR)
ORIG 06159 (FAA)
NOTE: **Rwy 7,** multiple trees beginning 973' from departure end of runway, 293' right of centerline, up to 75' AGL/865' MSL. Multiple trees beginning 839' from departure end of runway, 636' left of centerline, up to 47' AGL/836' MSL. **Rwy 25,** bush 583' from departure end of runway, 468' right of centerline, 10' AGL/809' MSL. Tree 1587' from departure end of runway, 698' left of centerline, 44' AGL/838' MSL. Tree 2277' from departure end of runway, 435' right of centerline, 58' AGL/854' MSL.

LOWELL, IN
LOWELL (C97)
ORIG 82357 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

MADISON, IN
MADISON MUNI (IMS)
AMDT 2 08213(FAA)
NOTE: **Rwy 3,** Vehicle on road 625' from departure end of runway, on centerline, 15' AGL/844' MSL. Antenna on building and trees beginning 170' from departure end of runway, 432' left of centerline, up to 85' AGL/904' MSL. Poles and trees beginning 526' from departure end of runway, 64' right of centerline, up to 130' AGL/959' MSL. **Rwy 21,** Vehicle on road 575' from departure end of runway, on centerline, 15' AGL/824' MSL. Trees and poles beginning 285' from departure end of runway, 16' left of centerline, up to 157' AGL/947' MSL. Trees and pole beginning 116' from departure end of runway, 1' right of centerline, up to 123' AGL/912' MSL.

MANSFIELD, OH
MANSFIELD LAHM RGNL (MFD)
ORIG 09071 (FAA)
NOTE: **Rwy 5,** trees 1337' from DER, 209' right of centerline, 78' AGL/1318' MSL. Trees 1494' from DER, 410' left of centerline, 80' AGL/1330' MSL. **Rwy 32,** trees 2399' from DER, 868' right of centerline, 90' AGL/1310' MSL.

MARION, IN
MARION MUNI (MZZ)
ORIG 02164 (FAA)
NOTE: **Rwy 4,** trees 938' from departure end of runway, 696' right of centerline, 67' AGL/914' MSL. **Rwy 15,** trees 627' from departure end of runway, 263' right of centerline, 82' AGL/929' MSL. **Rwy 22,** trees 1144' from departure end of runway, 783' left of centerline, 89' AGL/936' MSL. **Rwy 33,** trees 1005' from departure end of runway, 728' left of centerline, 99' AGL/946' MSL.

MARION, OH
MARION MUNI (MNN)
ORIG 07242 (FAA)
DEPARTURE PROCEDURE: **Rwy 25,** climb heading 245° to 1600 before turning right.
NOTE: **Rwy 7,** trees 3283' from departure end of runway, 273' left of centerline, up to 89' AGL/1088' MSL. Multipletrees beginning 36' from departure end of runway, 280' right of centerline, up to 43' AGL/1033' MSL. **Rwy 13,** trees 512' from departure end of runway, 277' left of centerline, up to 100' AGL/1089' MSL. Road 491' from departure end of runway, 15' AGL/1004' MSL. **Rwy 25,** obstruction light on antenna 419' from departure end of runway, 407' left of centerline, up to 13' AGL/1008' MSL. Road 434' from departure end of runway, 15' AGL/1004' MSL. **Rwy 31,** trees 2186' from departure end of runway, up to 100' AGL/1089' MSL. Road 355' from departure end of runway, 485' left of centerline, 15' AGL/1004' MSL.

MARYSVILLE, OH
UNION COUNTY (MRT)
AMDT 2 89320 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

MEDINA, OH
MEDINA MUNI (1G5)
AMDT 3 06159 (FAA)
NOTE: **Rwy 1,** multiple trees beginning 562' from departure end of runway, 588' left of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 1925' from departure end of runway, on centerline, up to 100' AGL/1319' MSL. **Rwy 9,** multiple trees beginning 305' from departure end of runway, 396' right of centerline, up to 100' AGL/1249' MSL, tower 3627' from departure end of runway, 534' left of centerline, 150' AGL/1282' MSL. **Rwy 19,** multiple trees beginning at departure end of runway, 112' left of centerline, up to 100' AGL/1249' MSL. **Rwy 27,** multiple trees beginning at departure end of runway, 345' left of centerline, up to 100' AGL/1319' MSL, multiple trees beginning at departure end of runway, 366' right of centerline, up to 100' AGL/1279' MSL.

MICHIGAN CITY, IN
MICHIGAN CITY MUNI (MGC)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1.
DEPARTURE PROCEDURE: **Rwy 20,** climb to 1300 on runway heading before turning east.

MIDDLEFIELD, OH
GEAUGA COUNTY (7G8)
AMDT 3 06159 (FAA)
NOTE: **Rwy 11,** railroad 331' from departure end of runway, 315' left of centerline, 23' AGL/1182' MSL. Trees 3144' from departure end of runway, 671' left of centerline, 100' AGL/1249' MSL. **Rwy 29,** railroad 349' from departure end of runway, 521' left of centerline, 23' AGL/1212' MSL. Multiple buildings 993' from departure end of runway, 294' right of centerline, 40' AGL/1239' MSL. Trees 1875' from departure end of runway, 791' right of centerline, 100' AGl/1319' MSL. Tank 2251' from departure end of runway, 578' right of centerline, 125' AGL/1315' MSL.

MIDDLETOWN, OH
MIDDLETOWN RGNL/HOOK FIELD (MWO)
AMDT 1 09295(FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 23,** 300-1. **Rwy 26,** 400-1.
DEPARTURE PROCEDURE: **Rwys 5, 8, 23, 26,** climb on runway heading to 1700' before proceeding on course.

MILLERSBURG, OH
HOLMES COUNTY (10G)
ORIG 83048 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

MONTICELLO, IN
WHITE COUNTY (MCX)
AMDT 2 85101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 600-1 or std. with a min. climb of 250' per NM to 1300.

MT. GILEAD, OH
MORROW COUNTY (4I9)
AMDT 1 83048
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

MT. VERNON, OH
KNOX COUNTY (4I3)
ORIG 09015 (FAA)
NOTE: **Rwy 28,** trees 2121' from departure end of runway, 361' right of centerline, 47' AGL/1246' MSL.

MUNCIE, IN
DELAWARE COUNTY-JOHNSON FIELD (MIE)
AMDT 3 06271 (FAA)
NOTE: **Rwy 2,** multiple trees beginning 888' from departure end of runway, 412' right of centerline, up to 47' AGL/980' MSL. Tree and towers beginning 2554' from departure end of runway, 46' left of centerline, up to 113' AGL/1046' MSL. **Rwy 14,** tree 2061' from departure end of runway, 1004' right of centerline, 69' AGL/1005' MSL. **Rwy 20,** tree 1463' from departure end of runway, 564' left of centerline, 82' AGL/1019' MSL. Multiple trees beginning 1119' from departure end of runway, 171' right of centerline, up to 62' AGL/999' MSL. **Rwy 32,** multiple bushes beginning 86' from departure end of runway, 447' left of centerline, up to 12' AGL/940' MSL.

NAPPANEE, IN
NAPPANEE MUNI (C03)
AMDT 1 81036 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

NEW LEXINGTON, OH
PERRY COUNTY (I86)
ORIG 84243 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** 300-1.

NEW PHILADELPHIA, OH
HARRY CLEVER FIELD (PHD)
TAKE-OFF MINIMUMS: **Rwys 11, 29,** 600-1. **Rwy 14,** 500-1 or std. with a min. climb to 330' per NM to 1600. **Rwy 32,** 500-1 or std. with a min. climb 380' per NM to 1600.
DEPARTURE PROCEDURE: **Rwys 11,14,29,32,** climb runway heading to 1600 before turning.

NEWARK, OH
NEWARK-HEATH (VTA)
AMDT2 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 600-3 or std. w/ min. climb of 354' per NM to 1800.
DEPARTURE PROCEDURE: **Rwy 9,** climb heading 093° to 1800 before proceeding on course.
NOTE: **Rwy 9,** Vehicle road 306' from departure end of runway, 164' right of centerline, 15' AGL/894' MSL. Trees beginning 2.2 NM from departure end of runway, 1906' right of centerline, 100' AGL/1159' MSL.

NORTH VERNON, IN
NORTH VERNON (OVO)
ORIG 09239 (FAA)
NOTE: **Rwy 5,** tree 1866' from DER, 690' left of centerline, 62' AGL/821' MSL. Tree 428' from DER, 516' right of centerline, 22' AGL/781' MSL. **Rwy 15,** fence beginning 259' from DER, crossing left to right, 11' AGL/765' MSL. Trees beginning 469' from DER, 100' left of centerline, up to 115' AGL/864' MSL. Tree 1509' from DER, 472' right of centerline, 59' AGL/818' MSL. **Rwy 23,** trees beginning 1856' from DER, 94' left of centerline, up to 93' AGL/842' MSL. Tree 3348' from DER 675' right of centerline, 97' AGL/846' MSL.**Rwy 33,** fence beginning 304' from DER, 138' left of centerline, 11' AGL/761' MSL. Tree 2592' from DER, 596' left of centerline, 90' AGL/839' MSL. Power pole 751' from DER, 102' right of centerline, 25' AGL/774' MSL.

NORWALK, OH
NORWALK-HURON COUNTY (5A1)
AMDT 1 83286 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

OTTAWA, OH
PUTNAM COUNTY (OWX)
ORIG 09239 (FAA)
NOTE: **Rwy 9,** trees 1342' from DER, 578' right of centerline, 100' AGL/854' MSL. Tree 1978' from DER, 5' left of centerline, 50' AGL/814' MSL. **Rwy 27,** road 1' from DER, 219' right of centerline, 15' AGL/768' MSL. Multiple trees and pole beginning 1606' from DER, 303' left of centerline, up to 100' AGL/854' MSL.

OXFORD, OH
MIAMI UNIVERSITY (OXD)
AMDT 1 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.

PAINESVILLE, OH
CONCORD AIRPARK (2G1)
AMDT 2 06159 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 400-1¾ or std. w/ a min. climb of 310' per NM to 1500.
NOTE: **Rwy 2,** numerous trees beginning 503' from departure end of runway, 146' left of centerline, up to 100' AGL/1039' MSL. **Rwy 20,** numerous trees beginning 544' from departure end of runway, 25' right of centerline, up to 200' AGL/1349' MSL. Tower 1.2 NM from departure end of runway, 2020' right of centerline, 114' AGL/1223' MSL.

PERU, IN
PERU MUNI (I76)
AMDT 3 07018 (FAA)
NOTE: **Rwy 1,** multiple trees beginning 2201' from departure end of runway, 321' left of centerline, 100' AGL/879' MSL. Road plus vehicle beginning 407' from departure end of runway, 1524' right of centelrine, 15' AGL/794' MSL. Trees beginning 1656' from departure end of runway, 815' right of centerline, 100' AGL/879' MSL. **Rwy 19,** multiple trees beginning 44' from departure end of runway, 204' left of centerline, 100' AGL/869' MSL. Multiple trees beginning 588' from departure end of runway, 134' right of centerline, 100' AGL/859' MSL.

PHILLIPSBURG, OH
PHILLIPSBURG (3I7)
TAKE-OFF MINIMUMS: **Rwy 21,** 300-1.

PLYMOUTH, IN
PLYMOUTH MUNI (C65)
ORIG 74199 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

PORT CLINTON, OH
CARL R. KELLER FIELD (PCW)
AMDT 6 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** std. w/ min. climb of 250' per NM to 1600 or 1000-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 27,** for climb in visual conditions: cross Carl R Keller Field at or above 1400 MSL before proceeding on course.
NOTE: **Rwy 9,** multiple trees and poles beginning 417' from DER, 398' left of centerline, up to 78' AGL/668' MSL. Multiple trees and poles beginning 407' from DER, 550' right of centerline, up to 67' AGL/657' MSL. **Rwy 18,** multiple trees beginning 626' from DER, 424' left of centerline, up to 100' AGL/684' MSL. Trees 511' from DER, 471' right of centerline, 100' AGL/684' MSL. Vehicles on road 475' from DER, 31' right of centerline, 15' AGL/604' MSL. **Rwy 27,** multiple trees beginning 1210' from DER, 176' left of centerline, up to 65' AGL/650' MSL. Pole 1066' from DER, 609' right of centerline, 35' AGL/620' MSL. Multiple trees beginning 2558' from DER, 311' right of centerline, up to 91' AGL/676' MSL. **Rwy 36,** trees 558' from DER, 406' left of centerline, 100' AGL/684' MSL. Trees 770' from DER, 564' right of centerline, 100' AGL/679' MSL. Trees 5097' from DER, 1661' right of cenerline, 100' AGL/719' MSL.

PORTLAND, IN
PORTLAND MUNI (PLD)
ORIG 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA - Turf runways.
NOTE: **Rwy 9,** multiple trees beginning 2290' from departure end of runway, 517' right of centerline, up to 100' AGL/1029' MSL. Multiple trees beginning 2843' from departure end of runway, 36' left of centerline, up to 100' AGL/1029' MSL. **Rwy 27,** barn 1082' from departure end of runway, 572' right of centerline, 34' AGL/945' MSL. Multiple trees beginning 263' from departure end of runway, 551' left of centerline, up to 100' AGL/1019' MSL.

PORTSMOUTH, OH
GREATER PORTSMOUTH RGNL (PMH)
AMDT 2 91262 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 170° to 1200 before proceeding on course.

RENSSELAER, IN
JASPER COUNTY (RZL)
AMDT 1 88014 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 18, 27, 36,** 300-1.
DEPARTURE PROCEDURE: **Rwys 9, 18, 27, 36,** climb to 1100 on runway heading before proceeding on course.

RICHMOND, IN
RICHMOND MUNI (RID)
ORIG 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** NA-Environmental.
NOTE: **Rwy 15,** tree 2970' from DER, 198' right of centerline, 86' AGL/1226' MSL. **Rwy 24,** road and antenna beginning 298' from DER, 7' right of centerline, up to 22' AGL/1156' MSL. Trees beginning 1185' from DER, 529' left of centerline, up to 40' AGL/1174' MSL. Obstruction light on localizer 300' from DER, on centerline, 8' AGL/1142' MSL. **Rwy 33,** trees beginning 515' from DER, 283' right of centerline, up to 48' AGL/1175' MSL. Antenna and trees beginning 1041' from DER, 141' left of centerline, up to 71' AGL/1198' MSL.

ROCHESTER, IN
FULTON COUNTY (RCR)
ORIG 08269 (FAA)
NOTE: **Rwy 11,** terrain 469' right of centerline, 797' MSL. Trees beginning 619' from from departure end of runway, 181' right of centerline, up to 105' AGL/894' MSL. Trees beginning 2534' from departure end of runway, 27' left of centerline, up to 97' AGL/886' MSL. **Rwy 29,** pole 1' from departure end of runway, 480' left of centerline, 28' AGL/817' MSL. Pole 195' from departure end of runway, 460' left of centerline, 28' AGL/817' MSL. Pole 524' from departure end of runway, 503' left of centerline, 33' AGL/823' MSL. Vehicle on road 578' from departure end of runway, 100' left of centerline, 15' AGL/804' MSL. Vent on building 890' from departure end of runway, 262' left of centerline, 23' AGL/812' MSL. Trees beginning 614' from departure end of runway, 355' left of centerline, up to 87' AGL/876' MSL. Vent on building 229' from departure end of runway, 525' right of centerline, 40' AGL/829' MSL. Pole 843' from departure end of runway, 94' right of centerline, 23' AGL/812' MSL. Trees beginning 883' from departure end of runway, 152' right of centerline, up to 103' AGL/892' MSL.

ST. CLAIRSVILLE, OH
ALDERMAN (2P7)
AMDT 2 91010 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 19,** 300-1.
DEPARTURE PROCEDURE: **Rwys 1, 19,** climb on runway heading to 1800 before proceeding on course.

SALEM, OH
SALEM AIRPARK, INC (38D)
AMDT 1 97058 (FAA)
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb runway heading to 2200 before turning south.

SANDUSKY, OH
GRIFFING-SANDUSKY (SKY)
AMDT 1 81162 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 18, 27,** 300-1.

SEBRING, OH
TRI-CITY (3G6)
ORIG 76036 (FAA)
DEPARTURE PROCEDURE: **Rwys 17, 35,** climb runway heading to 3000 before turning east.

SEYMOUR, IN
FREEMAN MUNI (SER)
ORIG 07130 (FAA)
DEPARTURE PROCEDURE: **Rwy 5,** climb heading 046° to 1100 before turning left. **Rwy 14,** climb heading 136° to 1100 before turning right.
NOTE: **Rwy 5,** multiple trees beginning 845' from departure end of runway, 523' left of centerline, up to 90' AGL/669' MSL. Multiple towers beginning 2870' from departure end of runway, 1231' left of centerline, up to 73' AGL/657' MSL. Multiple trees beginning 1035' from departure end of runway, 691' right of centerline, up to 73' AGL/652' MSL. **Rwy 14,** multiple trees beginning 2285' from departure end of runway, 309' right of centerline, up to 78' AGL/657' MSL. **Rwy 32,** multiple trees beginning 2339' from departure end of runway, 383' left of centerline, up to 63' AGL/662' MSL.

SHELBY, OH
SHELBY COMMUNITY (12G)
AMDT 1 83076 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 18, 21, 36,** 300-1.

SHELBYVILLE, IN
SHELBYVILLE MUNI (GEZ)
AMDT 4 99112 (FAA)
DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1400 before turning west on course. **Rwys 9, 19,** climb runway heading to 1300 before turning on course. **Rwy 27,** climb to 1500 on heading 240° before turning turning north on course.

SIDNEY, OH
SIDNEY MUNI (I12)
AMDT 2 91038 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 10, 23,** 300-1. **Rwy 28,** 300-1 or std. with a min. climb of 350' per NM to 1300.

SOUTH BEND, IN

SOUTH BEND RGNL (SBN)
AMDT 9 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27R,** 300-1¼ or std. w/ min. climb of 240' per NM to 1100. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9R,** climb heading 092° to 2000 before turning South. **Rwy 18,** climb heading 182° to 2000 before turning East.

NOTE: **Rwy 9L,** tree 1226' from DER, 367' left of centerline, 60' AGL/831' MSL. Tree 1332' from DER, 93' right of centerline, 50' AGL/822' MSL. Transmission tower 2159' from DER, 392' left of centerline, 117' AGL/872' MSL. **Rwy 18,** powerline and fence 199' from DER, left and right of centerline, up to 20' AGL/775' MSL. Multiple trees and poles beginning 684' from DER, from 829' left to 720' right of centerline, up to 80' AGL/849' MSL. **Rwy 27L,** light pole 665' from DER, 479' left of centerline, 22' AGL/810' MSL. Trees beginning 1190' from DER, from 948' left to 900' right of centerline, up to 100' AGL/923' MSL. **Rwy 27R,** tree 207' from DER, 502' right of centerline, 60' AGL/849' MSL. Tree 1541' from DER, 93' left of centerline, 60' AGL/850' MSL. Transmission tower 5542' from DER, 1922' right of centerline, 100' AGL/954' MSL. **Rwy 36,** terrain 98' from DER, 390' left of centerline, 803' MSL. Barricade 130' from DER, 418' left of centerline, 10' AGL/807' MSL. Trees beginning 340' from DER, 332' right of centerline, up to 36' AGL/815' MSL. Tree 2726' from DER, 443' left of centerline, 60' AGL/867' MSL.

SPRINGFIELD, OH

SPRINGFIELD-BECKLEY MUNI (SGH)
ORIG 08157 (FAA)

NOTE: **Rwy 6,** Trees beginning 642' from departure end of runway, 664' left of centerline, up to 96' AGL/1133' MSL. Tree 66' from departure end of runway, 514' right of centerline, 27' AGL/1064' MSL. **Rwy 15,** Multiple trees beginning 1357' from departure end of runway, 160' left of centerline, up to 86' AGL/1127' MSL. Tree 1763' from departure end of runway, 410' right of centerline, 51' AGL/1092' MSL. **Rwy 24,** Trees beginning 1387' from departure end of runway, 66' left of centerline, up to 58' AGL/1109' MSL. Windsock 1' from departure end of runway, 228' right of centerline, 20' AGL/1071' MSL. **Rwy 33,** Tree 183' from departure end of runway, 438' right of centerline, 24' AGL/1066' MSL.

STEUBENVILLE, OH

JEFFERSON COUNTY AIRPARK (2G2)
ORIG 00055 (FAA)

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 2200 before turning north.

SULLIVAN, IN

SULLIVAN COUNTY (SIV)
AMDT 1 99364 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 200-1 or std. with a min. climb of 320' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 1500 before turning west on course. **Rwys 18,36,** climb runway heading to 1800 before turning east on course.

TELL CITY, IN

PERRY COUNTY MUNI (TEL)
AMDT 1 95145 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1.

TERRE HAUTE, IN

SKY KING (3I3)
AMDT 2 84075 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 18,** 300-1.

DEPARTURE PROCEDURE: **Rwy 26,** climb to 1400 on runway heading before turning south. **Rwy 18,** climb to 1400 on runway heading before turning west.

TERRE HAUTE INTL-HULMAN FIELD (HUF)
ORIG 08213 (FAA)

NOTE: **Rwy 5,** Terrain beginning 118' from departure end of runway, left and right of centerline, 0' AGL/591' MSL. Floodlight 967' from departure end of runway, 673' right of centerline, 32' AGL/621' MSL. Trees beginning 2019' from departure end of runway, 317' left of centerline, up to 100' AGL/689' MSL. Tree 3340' from departure end of runway, 533' right of centerline, 79' AGL/668' MSL. **Rwy 14,** trees beginning 1266' from departure end of runway, 570' left of centerline, up to 100' AGL/689' MSL. Trees beginning 1,520' from departure end of runway 462' right of centerline, up to 100' AGL/689' MSL. Powerlines 3084' from departure end of runway, left and right of centerline, 98' AGL/682' MSL. **Rwy 18,** terrain beginning 84' from departure end of runway, left and right of centerline, 0' AGL/581' MSL . Trees beginning 3040' from departure end of runway, 192' left of centerline, up to 66' AGL/655' MSL. **Rwy 23**, trees beginning 412' from departure end of runway, 537' left of centerline, up to 34' AGL/593' MSL. Tree 1201' from departure end of runway, 376' right of centerline, 38' AGL/607' MSL. **Rwy 32,** trees and a pole beginning 397' from departure end of runway, 308' left of centerline, up to 82' AGL/651' MSL. Tree 1195' from departure end of runway 544' left of centerline, 68' AGL/637' MSL. Trees beginning 2597' from departure end of runway, 340' right of centerline, up to 100' AGL/669' MSL. **Rwy 36,** trees beginning 1580' from departure end of runway, 120' right of centerline, up to 100' AGL/669' MSL, trees beginning 2475' from departure end of runway, 153' left of centerline, up to 102' AGL/671' MSL.

TIFFIN, OH

SENECA COUNTY(16G)
AMDT 2 09183 (FAA)

NOTE: **Rwy 6,** multiple trees and buildings beginning 2' from DER, 186' right of centerline, up to 98' AGL/868' MSL. Antenna 129' from DER, 438' left of centerline, 66' AGL/836' MSL. Pole 408' from DER, 477' left of centerline, 39' AGL/809' MSL. Vehicle on road 501' from DER, 414' left of centerline, 26' AGL/796' MSL. Trees 2421' from DER, 207' left of centerline, 83' AGL/853' MSL. **Rwy 24,** multiple trees beginning 27' from DER, 280' left of centerline, up to 124' AGL/904' MSL. Building 1291' from DER, 528' left of centerline, 44' AGL/824' MSL. Multiple trees beginning 1071' from DER, 337' right of centerline, up to 92' AGL/872' MSL. Pole 1460' from DER, 562' right of centerline, 48' AGL/828' MSL.

TOLEDO, OH

METCALF FIELD (TDZ)
AMDT 2A 07326 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 22,32,** 300-1. **Rwy 4,** 2100-2 or std. with a min. climb of 300' per NM to 2100.
DEPARTURE PROCEDURE: **Rwys 14, 22, 32,** climb runway heading to 2000 before turning.
NOTE: **Rwy 14,** tree 789' from departure end of runway, 249' left of centerline, 61' AGL/685' MSL.

TOLEDO EXPRESS (TOL)
AMDT 2 89040 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 260' per NM to 1000'.
DEPARTURE PROCEDURE: **Rwy 25,** climb runway heading to 1100' before turning.

UPPER SANDUSKY, OH

WYANDOT COUNTY (56D)
ORIG 80150 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

VALPARAISO, IN

PORTER COUNTY MUNI (VPZ)
ORIG 08045 (FAA)
NOTE: **Rwy 9,** Tree 51' from departure end of runway, 350' right of centerline, 100' AGL/874' MSL. Tree 1219' from departure end of runway, 775' left of centerline, 57' AGL/807' MSL. **Rwy 18,** Tower and multiple trees beginning 140' from departure end of runway, 157' right of centerline, up to 100' AGL/865' MSL. Trees 143' from departure end of runway, 71' left of centerline, 100' AGL/865' MSL. **Rwy 27,** Multiple trees, 1038' from departure end of runway, 308' left of centerline, up to 68' AGL/828' MSL. Sign, 1847' from departure end of runway, 263' right of centerline, 49' AGL/817' MSL. **Rwy 36,** Trees 105' from departure end of runway, 99' right of centerline, 100' AGL/895' MSL Trees 108' from departure end of runway, 129' left of centerline, 100' AGL/874' MSL.

VAN WERT, OH

VAN WERT COUNTY (VNW)
AMDT 3 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¼ or std. w/ min. climb of 306' per NM to 1100. **Rwys 18, 36,** NA-Environmental.
NOTE: **Rwy 9,** tower 6084' from departure end of runway, 1963' left of centerline, 170' AGL/955' MSL.

VERSAILLES, OH

DARKE COUNTY (VES)
AMDT 2 87015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.
CAUTION: 50' unlighted trees left side at departure end of runway 27.

WADSWORTH, OH

WADSWORTH MUNI (3G3)
AMDT 1 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** std. w/ min. climb of 412' per NM to 1700, or 600-2½ with minimum climb of 289' per NM to 1900, or 1100-2½ for climb in visual conditions. **Rwy 10,** std. w/ min. climb of 585' per NM to 1800, or 700-3 with minimum climb of 340' per NM to 1800, or 1100-2½ for climb in visual conditions. **Rwy 20,** 300-1¼ or std. w/ min. climb of 336' per NM to 1300. **Rwy 28,** 400-2½ or std. w/ min. climb of 457' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 2,** for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 10,** for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 28,** climb heading 277° to 1600 before proceeding on course.
NOTE: **Rwy 2,** vehicle on road 23' from departure end of runway, 404' right of centerline, 15' AGL/994' MSL. Powerline 1425' from departure end of runway, left and right of centerline, 40' AGL/1029' MSL. Trees beginning 2947' from departure end of runway, 80' left of centerline, up to 100' AGL/1129' MSL. Trees beginning 4490' from departure end of runway, 119' right of centerline, up to 100' AGL/1249' MSL. **Rwy 10,** trees beginning 2813' from departure end of runway, 245' right of centerline, up to 100' AGL/1289' MSL. Trees beginning 1659' from departure end of runway, 56' left of centerline, up to 100' AGL/1319' MSL. **Rwy 20,** vehicle on road 289' from departure end of runway, left and right of centerline, 15' AGL/994' MSL. Trees beginning 389' from departure end of runway, 194' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 1921' from departure end of runway, 605' right of centerline, up to 100' AGL/1099' MSL. **Rwy 28,** building 249' from departure end of runway, 530' right of centerline, 24' AGL/989' MSL. Trees beginning 169' from departure end of runway, 198' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 3698' from departure end of runway, 9' right of centerline, up to 100' AGL/1299' MSL.

WAPAKONETA, OH

NEIL ARMSTRONG (AXV)
AMDT 2 08213(FAA)
NOTE: **Rwy 8,** vehicle on road, 1' from departure end of runway, 403' right of centerline, 15' AGL/926' MSL. Fence 70' from departure end of runway, 222' right of centerline, 6' AGL/919' MSL. Fence 149' from departure end of runway, 270' left of centerline, 8' AGL/921' MSL. Obstruction light on pole, 348' from departure end of runway, 239' left of centerline, 15' AGL/928' MSL. Building, 614' from departure end of runway, 463' left of centerline, 15' AGL/929' MSL. Trees beginning 2385' from departure end of runway, 51' left of centerline, up to 101' AGL/1014' MSL. Trees beginning 2263' from departure end of runway, 268' right of centerline, up to 75' AGL/988' MSL. **Rwy 26,** obstruction light on DME, 401' from departure end of runway, 268' right of centerline, 9' AGL/922' MSL. Trees beginning 496' from departure end of runway, 51' right of centerline, up to 83' AGL/996' MSL. Trees beginning 563' from departure end of runway, 120' left of centerline, up to 72' AGL/985' MSL. Pole 620' from departure end of runway, 332' left of centerline, 25' AGL/938' MSL. Stack, 3021' from departure end of runway, 577' left of centerline, 125' AGL/1035' MSL. Tower, 3265' from departure end of runway, 729' right of centerline, 149' AGL/1050' MSL.

WARSAW, IN
WARSAW MUNI (ASW)
AMDT 1 83272 (FAA)
DEPARTURE PROCEDURE: **Rwy 36,** climb to 1200 on runway heading before turning west.

WASHINGTON, IN
DAVIESS COUNTY (DCY)
ORIG 84045 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.

WASHINGTON COURT HOUSE, OH
FAYETTE COUNTY (I23)
AMDT 2 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¾ or std. w/ min. climb of 268' per NM to 1400.
NOTE: **Rwy 5,** train on railroad tracks 384' from departure end of runway, 243' right of centerline, 23' AGL/997' MSL. Terrain 81' from departure end of runway, 184' left of centerline, 0' AGL/978' MSL. Silo 8848' from departure end of runway, 772' right of centerline, 238' AGL/1213' MSL. **Rwy 23,** train on railroad tracks 509' from departure end of runway, 257' left of centerline, 23' AGL/1003' MSL.

WAUSEON, OH
FULTON COUNTY (USE)
AMDT 1 83048 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

WAVERLY, OH
PIKE COUNTY (EOP)
ORIG-A 07270 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1.
NOTE: **Rwy 7,** building 507' from departure end of runway, 439' right of centerline, 30' AGL/688' MSL. **Rwy 25,** 60' AGL trees 500' from departure end of runway 170' left of centerline.

WEST UNION, OH
ALEXANDER SALAMON (AMT)
AMDT 1 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.
DEPARTURE PROCEDURE: **Rwys 5, 23,** climb straight ahead to 1700 before turning west.

WILLARD, OH
WILLARD (8G1)
AMDT 1 81134 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb runway heading to 1500 before proceeding on course.

WILLOUGHBY, OH
WILLOUGHBY LOST NATION MUNI (LNN)
AMDT 2 06159 (FAA)
DEPARTURE PROCEDURE: **Rwy 10,** climb via heading 099° to 1600 before proceeding on course. **Rwy 23,** climb via heading 233° to 1400 before proceeding on course. **Rwy 28,** climb via heading 279° to 1400 before proceeding on course.
NOTE: **Rwy 5,** tree 1453' from departure end of runway, 725' right of centerline, 100' AGL/724' MSL. Building 509' from departure end of runway, 429' right of centerline, 20' AGL/644' MSL. **Rwy 10,** pole 663' from departure end of runway, 64' right of centerline, 52' AGL/675' MSL. **Rwy 23,** tree 634' from departure end of runway, 561' right of centerline, 100' AGL/724' MSL. Stacks 1.8 NM from departure end of runway, 1 NM right of centerline, 600' AGL/1207' MSL. **Rwy 28,** tree 1336' from departure end of runway, 699' left of centerline, 100' AGL/724' MSL, building 1101' from departure end of runway, 337' right of centerline, 35' AGL/661' MSL, stacks 2.1 NM from departure end of runway, 4444' left of centerline, 600' AGL/1207' MSL.

WILMINGTON, OH
AIRBORNE AIRPARK (ILN)
ORIG 09239 (FAA)
NOTE: **Rwy 4L,** tree 1032' from DER, 644' right of centerline, 35' AGL/1114' MSL. **Rwy 22L,** tree 2437' from DER, 468' left of centerline, 100' AGL/1134' MSL.

CLINTON FIELD (I66)
AMDT 2 07186 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¼ or std. w/ a min. climb of 224' per NM to 1300', or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.
NOTE: **Rwy 3,** multiple trees beginning 76' from departure end of runway, 76' right of centerline, up to 88' AGL/1137' MSL. Multiple trees beginning 279' from departure end of runway, 140' left of centerline, up to 96' AGL/1105' MSL. Water tank 1 NM from departure end of runway, 554' left of centerline, 176' AGL/1205' MSL. **Rwy 21,** multiple trees beginning 187' from departure end of runway, 509' right of centerline, up to 87' AGL/1111' MSL. Multiple trees beginning 243' from departure end of runway, 214' left of centerline, up to 77' AGL/1086' MSL.

WOODSFIELD, OH
MONROE COUNTY (4G5)
AMDT 2 91150 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1.

WOOSTER, OH
WAYNE COUNTY (BJJ)
AMDT 1 98169 (FAA)
TAKE-OFF MINIMUMS: **Rwy 28,** 300-1.

WRIGHT-PATTERSON AFB (KFFO)

DAYTON, OH 09295

Rwy 5R, 200-1½*
Rwy 23R, 400-2¾**
Rwy 23L, 400-2¾***
* Or standard with minimum climb of 240ft/NM to 1100'.
** Or standard with minimum climb of 260ft/NM to 1300'.
*** Or standard with minimum climb of 210ft/NM to 1300'.
Rwy 5R, Climb on track 050° until reaching 1100.
TAKE-OFF OBSTACLES: **Rwy 23L:** 43' AGL VORTAC, 850' from DER, 662' right of centerline.
Rwy 5L: Up to 105' AGL tree line beginning 3000' from DER, 700' right of centerline to 5100' from DER, 1300' left of centerline.

YOUNGSTOWN, OH

LANSDOWNE (04G)
AMDT 2 95145 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 20,** 1500-2.
DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1500 then climbing right turn to 2500 via heading 090° before turning southbound. **Rwy 20,** climb visually over the airport to 2700 or until RADAR contact is established before proceeding south.

YOUNGSTOWN ELSER METRO (4G4)
ORIG-A 08157 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. w/ min. climb of 237' per NM to 1500. **Rwys 18,28,** 300-1.
DEPARTURE PROCEDURE: **Rwy 36,** climb to 1500, then climbing right turn via heading 090° to 2600 before proceeding north. **Rwys 10, 28,** climb runway heading to 2600 before turning north.
NOTE: **Rwy 10,** Tower 8758' from departure end of runway, 1882' left of centerline, 138' AGL/1332' MSL.

YOUNGSTOWN-WARREN, OH

YOUNGSTOWN-WARREN RGNL (YNG)
AMDT 4 90207 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23,** 300-1.

ZANESVILLE, OH

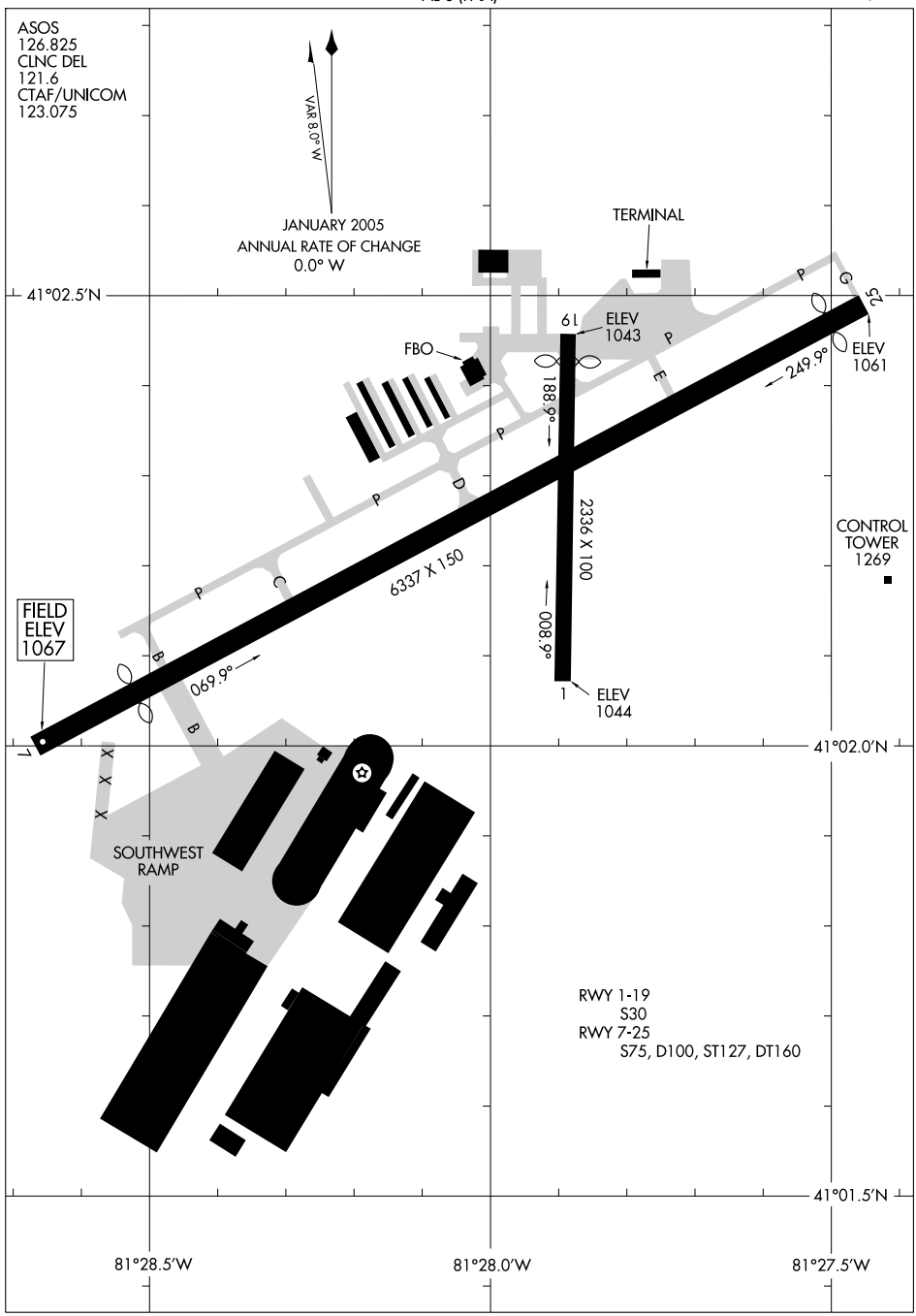
ZANESVILLE MUNI (ZZV)
ORIG 03359 (FAA)
NOTE: **Rwy 22,** tree 303' from departure end of runway, 427' left of centerline, 948' MSL. Tree 182' from departure end of runway, 350' right of centerline, 942' MSL. **Rwy 34,** tree 2370' from departure end of runway, 189' left of centerline, 968' MSL. Tree 2309' from departure end of runway, 388' left of centerline, 962' MSL.

09071

AIRPORT DIAGRAM

AL-6 (FAA)

AKRON FULTON INTL (AKR)
AKRON,OHIO



EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-AKR	APP CRS	Rwy Idg	6075
110.9	249°	TDZE	1048
Chan 46		Apt Elev	1068

LOC RWY 25

AKRON FULTON INTL (AKR)

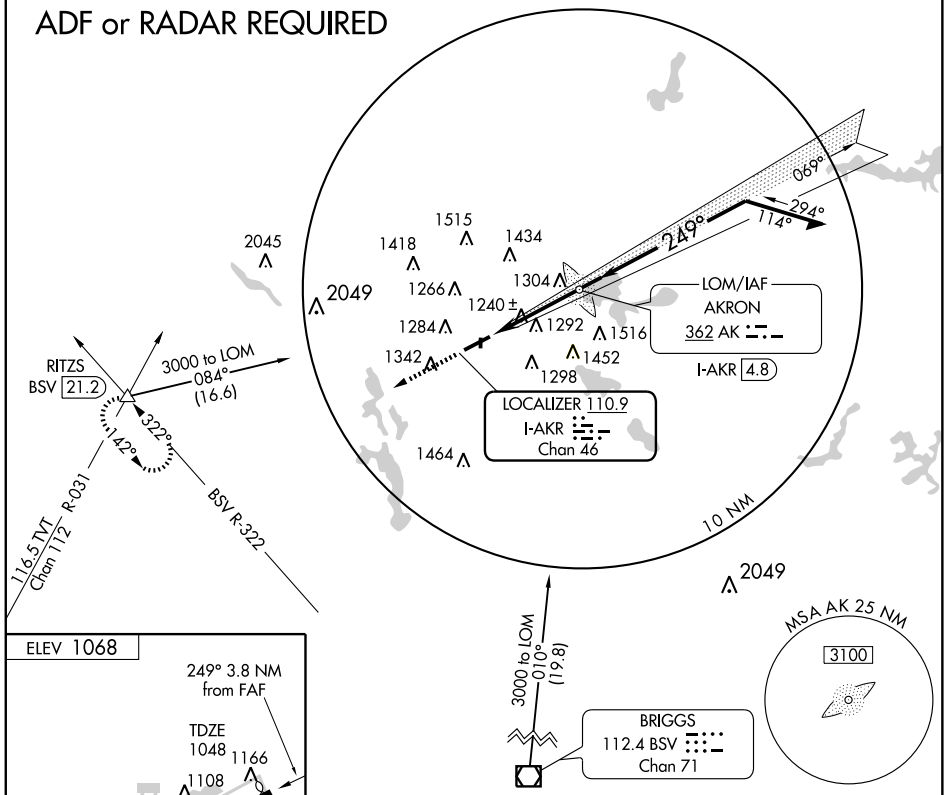
NA

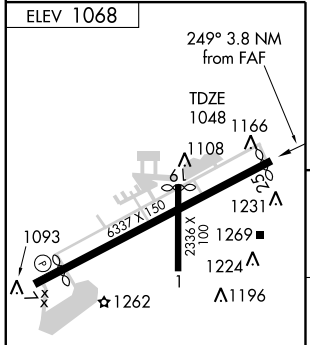
Use I-AKR DME when on LOC course.

MISSED APPROACH: Climb to 3000 via heading 249° and BSV R-322 to RITZS Int and hold.

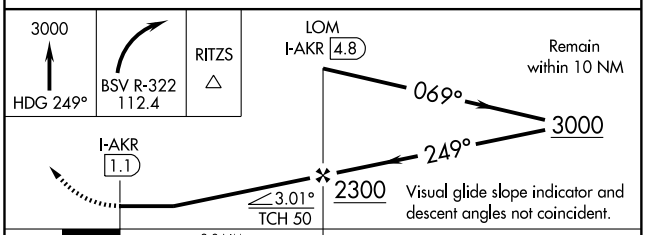
ASOS	AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
126.825	118.6 371.875	121.6	123.075 (CTAF) L

ADF or RADAR REQUIRED





REIL Rwys 7 and 25 L
MIRL Rwy 1-19 L
HIRL Rwy 7-25 L



FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

CATEGORY	A	B	C	D
S-25	1540-1 492 (500-1)		1540-1¼ 492 (500-1¼)	1540-1½ 492 (500-1½)
CIRCLING	1640-1 572 (600-1)	1700-1 632 (700-1)	1700-1¾ 632 (700-1¾)	1700-2 632 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

LOM AK	APP CRS	Rwy Idg	6075
362	249°	TDZE	1048
		Apt Elev	1068

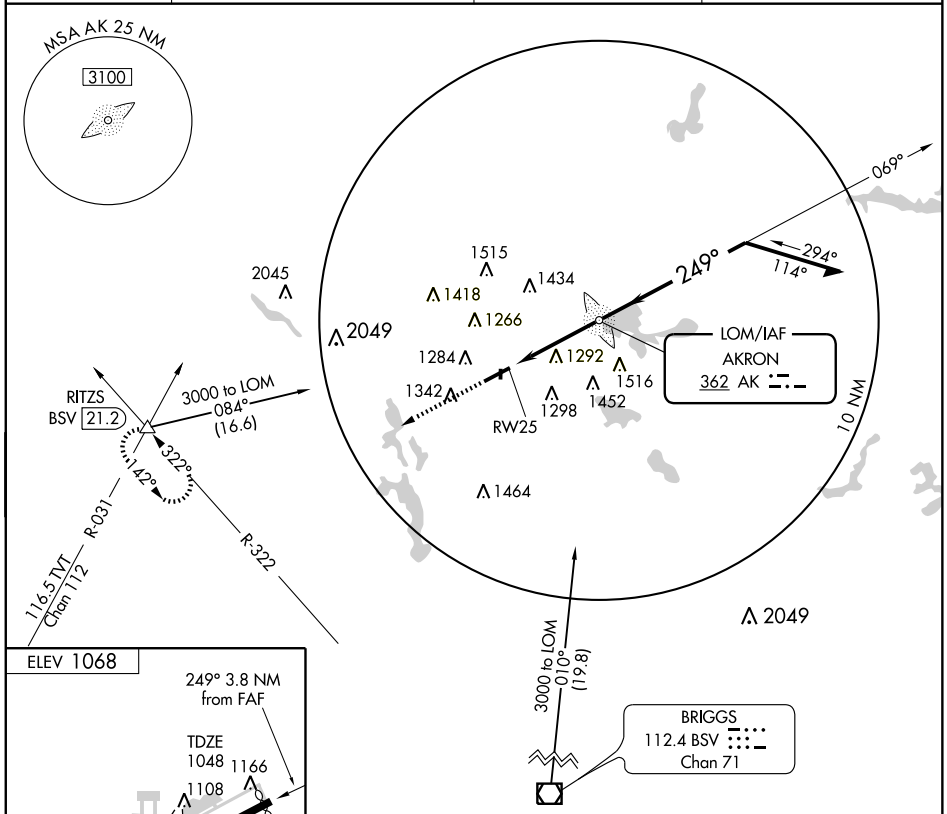
NDB or GPS RWY 25

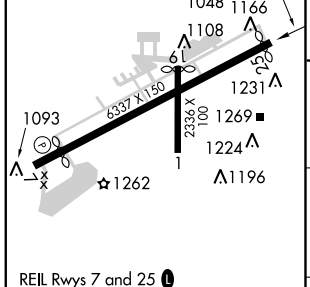
AKRON FULTON INTL (AKR)

NA

MISSED APPROACH: Climb to 3000 via heading 249° and BSV R-322 to RITZS Int and hold.

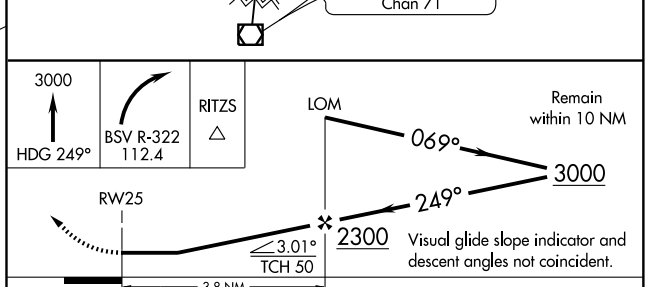
ASOS	AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
126.825	118.6 371.875	121.6	123.075 (CTAF) L





REIL Rwys 7 and 25 L
MIRL Rwy 1-19 L
HIRL Rwy 7-25 L

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-25	1640-1 592 (600-1)		1640-1½ 592 (600-1½)	1640-1¾ 592 (600-1¾)
CIRCLING	1640-1 572 (600-1)	1700-1 632 (700-1)	1700-1¾ 632 (700-1¾)	1700-2 632 (700-2)

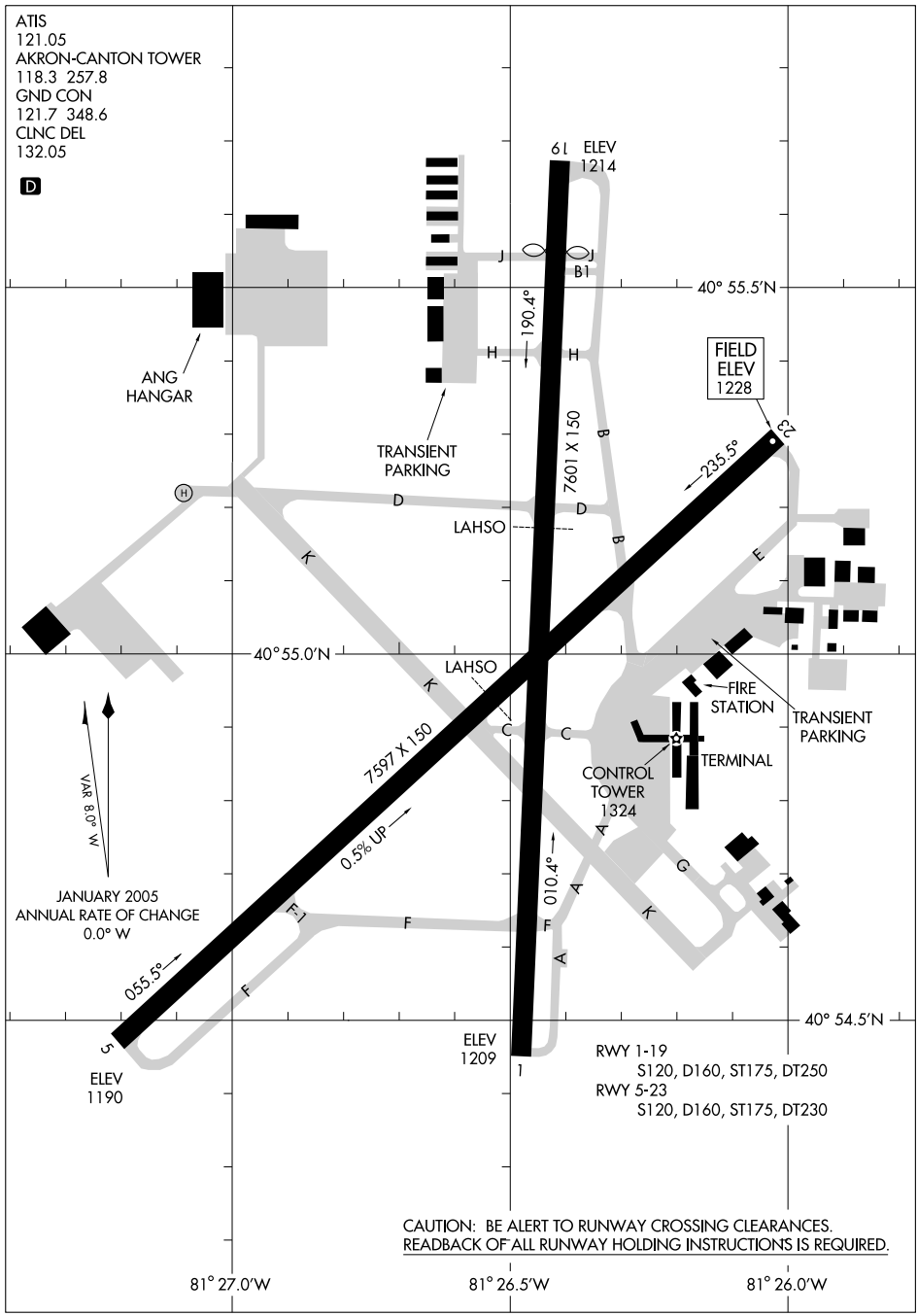
EC-2, 14 JAN 2010 to 11 FEB 2010

09015

AIRPORT DIAGRAM

AL-638 (FAA)

AKRON-CANTON RGNL (CAK)
AKRON, OHIO



EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-CAK	APP CRS	Rwy Idg	7000
109.5	009°	TDZE	1209
		Apt Elev	1228

ILS or LOC RWY 1
AKRON-CANTON RGNL (CAK)

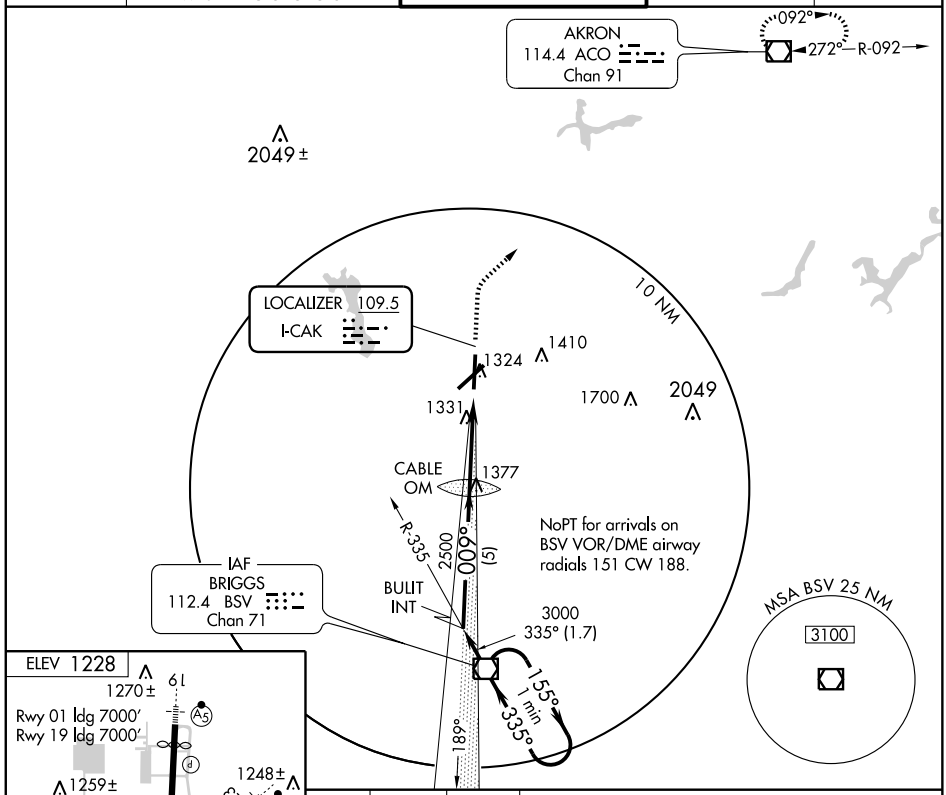
ASR

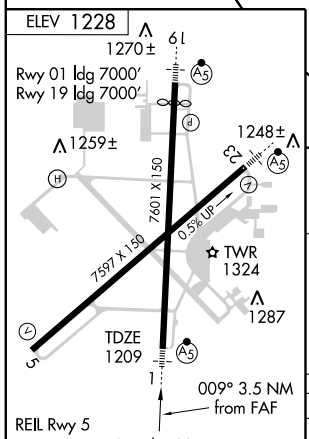
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

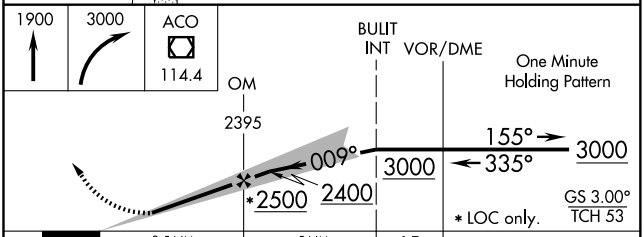
MISSED APPROACH: Climb to 1900, then climbing right turn to 3000 direct ACO VOR/DME and hold.

ATIS	AKRON-CANTON APP CON ★	AKRON-CANTON TOWER	GND CON	CLNC DEL
121.05	EAST 125.5 371.875 WEST 118.6 323.0	118.3 257.8	121.7 348.6	132.05





FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



CATEGORY	A	B	C	D
S-ILS 1	**1409/24 200 (200-½)			
S-LOC 1	1600/24 391 (400-½)			1600/40 391 (400-¾)
CIRCLING	1760-1 532 (600-1)		1760-1½ 532 (600-1½)	1780-2 552 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-RGO	APP CRS	Rwy Idg	7000
109.5	189°	TDZE	1218
		Apt Elev	1228

ILS or LOC RWY 19

AKRON-CANTON RGNL (CAK)

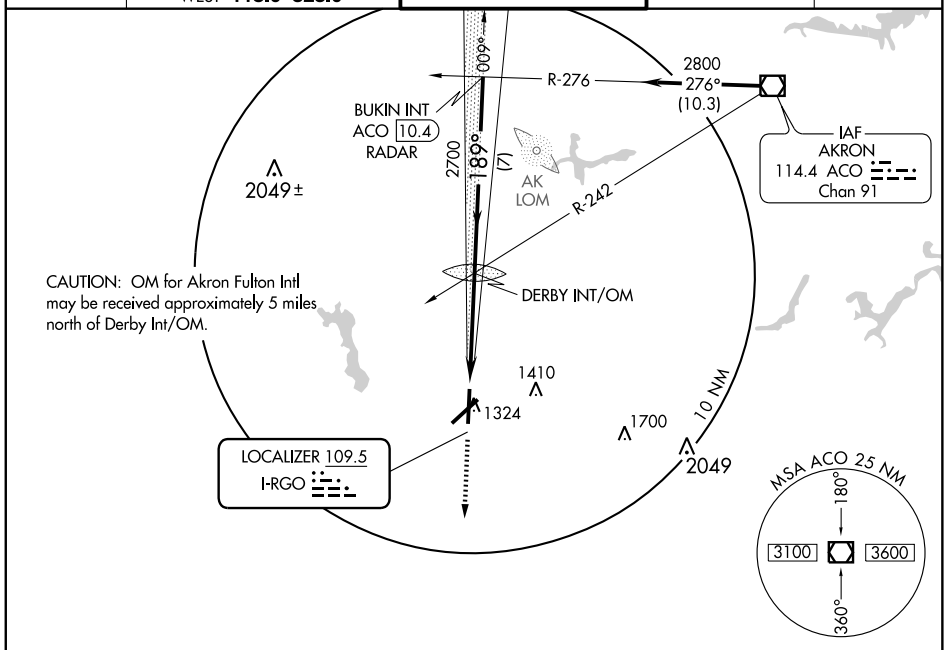
If local altimeter setting not received, use Akron Fulton Intl altimeter setting and increase all DH/MDAs 40 feet.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

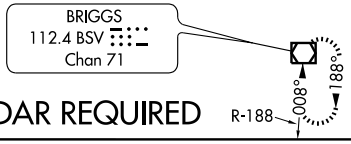
ASR

MALSR

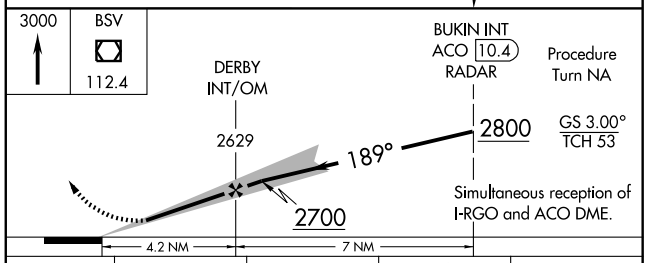
MISSED APPROACH: Climb to 3000 direct BSV VOR/DME and hold.

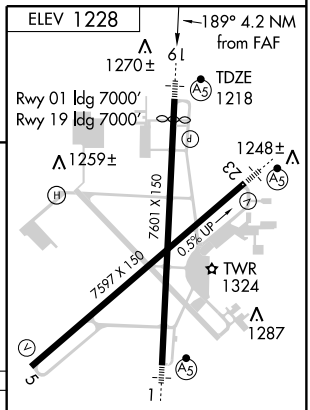
ATIS	AKRON-CANTON APP CON ★	AKRON-CANTON TOWER	GND CON	CLNC DEL
121.05	EAST 125.5 371.875 WEST 118.6 323.0	118.3 257.8	121.7 348.6	132.05





DME or RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 19	*1418/24 200 (200-½)			
S-LOC 19	1560/24 342 (400-½)			1560/40 342 (400-¾)
CIRCLING	1760-1 532 (600-1)		1760-1½ 532 (600-1½)	1780-2 552 (600-2)

REIL Rwy 5
HIRL Rwys 1-19 and 5-23

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-GGZ	APP CRS	Rwy Idg	7597
108.3	234°	TDZE	1228
		Apt Elev	1228

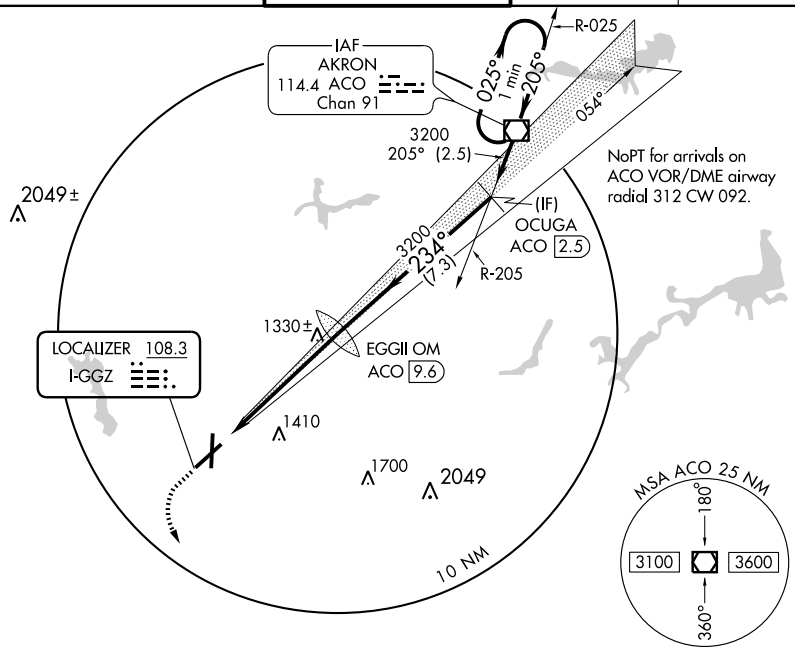
ILS or LOC RWY 23
AKRON-CANTON RGNL (CAK)

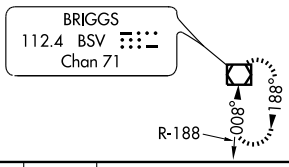
ASR — Autopilot coupled approach NA below 1574 feet.

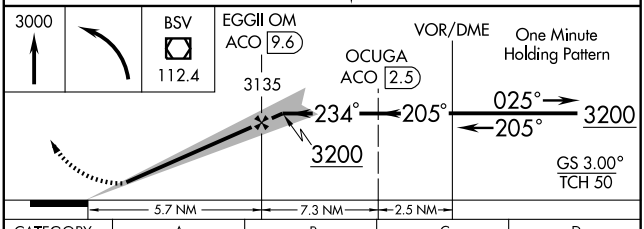
MALSR

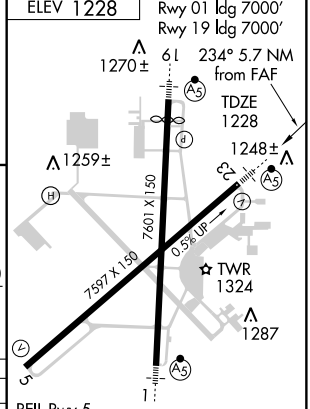
MISSED APPROACH: Climb to 3000 then left turn direct BSV VOR/DME and hold.

ATIS	AKRON-CANTON APP CON ★	AKRON-CANTON TOWER	GND CON	CLNC DEL
121.05	EAST 125.5 371.875 WEST 118.6 323.0	118.3 257.8	121.7 348.6	132.05









CATEGORY	A	B	C	D
S-ILS 23	1428/24 200 (200-½)			
S-LOC 23	1580/24 352 (400-½)			1580/40 352 (400-¾)
CIRCLING	1760-1 532 (600-1)		1760-1½ 532 (600-1½)	1780-2 552 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME ACO	APP CRS	Rwy Idg	7597
114.4	048°	TDZE	1202
Chan 91		Apt Elev	1228

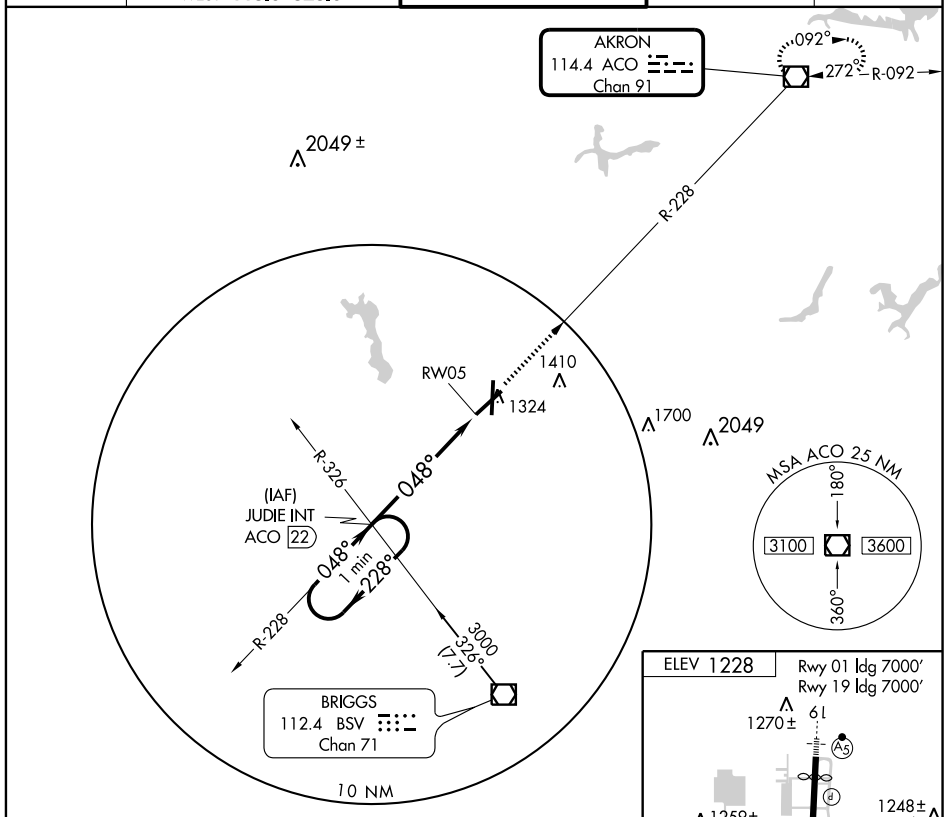
VOR or GPS RWY 5

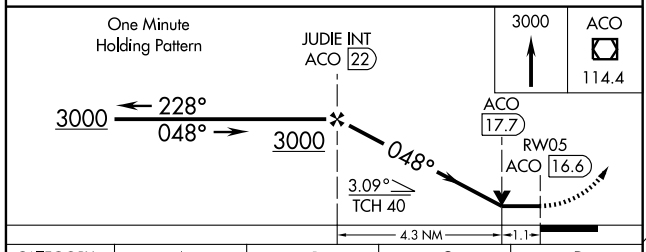
AKRON-CANTON RGNL (CAK)

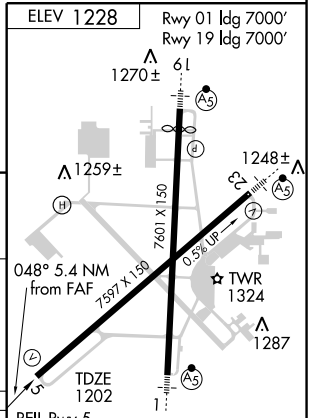
ASR

MISSED APPROACH: Climb to 3000 direct ACO VOR/DME and hold.

ATIS	AKRON-CANTON APP CON ★	AKRON-CANTON TOWER	GND CON	CLNC DEL
121.05	EAST 125.5 371.875 WEST 118.6 323.0	118.3 257.8	121.7 348.6	132.05







CATEGORY	A	B	C	D
S-5	1600-1 398 (400-1)		1600-1¼ 398 (400-1¼)	1600-1½ 398 (400-1½)
CIRCLING	1680-1 452 (500-1)		1680-1½ 452 (500-1½)	1780-2 552 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2. 14 JAN 2010 to 11 FEB 2010

AKRON, OHIO

AL-638 (FAA)

VOR/DME ACO	APP CRS	Rwy Idg	7597
114.4	227°	TDZE	1228
Chan 91		Apt Elev	1228

VOR or GPS RWY 23

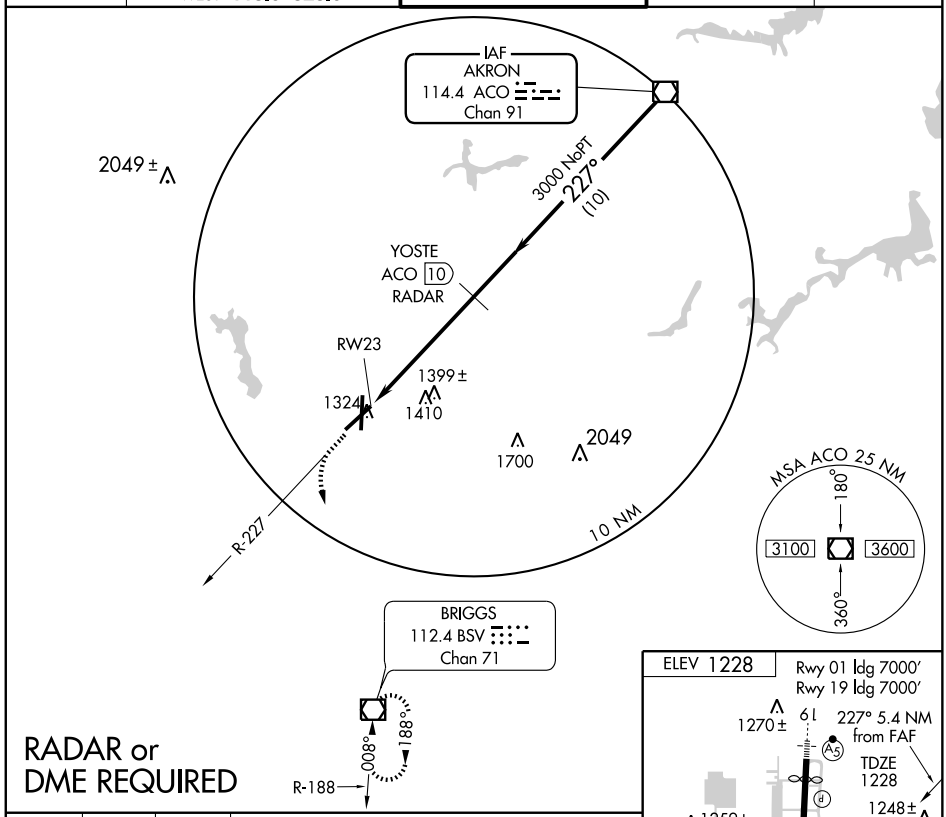
AKRON-CANTON RGNL (CAK)

ASR

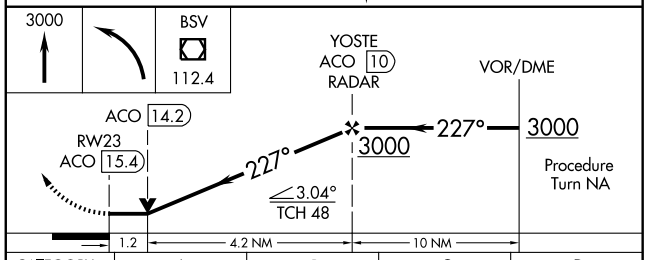
MALSR

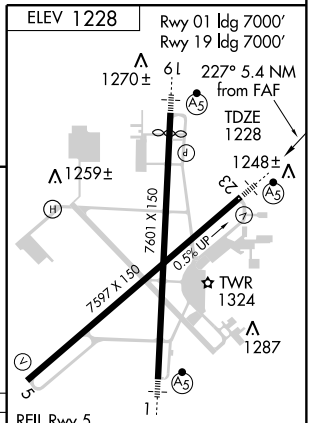
MISSED APPROACH: Climb to 3000 then left turn direct BSV VOR/DME and hold.

ATIS	AKRON-CANTON APP CON ★	AKRON-CANTON TOWER	GND CON	CLNC DEL
121.05	EAST 125.5 371.875 WEST 118.6 323.0	118.3 257.8	121.7 348.6	132.05



RADAR or DME REQUIRED





CATEGORY	A	B	C	D
S-23	1660/24 432 (500-½)		1660/40 432 (500-¾)	1660/50 432 (500-1)
CIRCLING	1680-1 452 (500-1)		1680-1½ 452 (500-1½)	1780-2 552 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME ACO	APP CRS	Rwy Idg	N/A
114.4	140°	TDZE	N/A
Chan 91		Apt Elev	1070

VOR or GPS-A

ALLIANCE/MILLER (4G3)

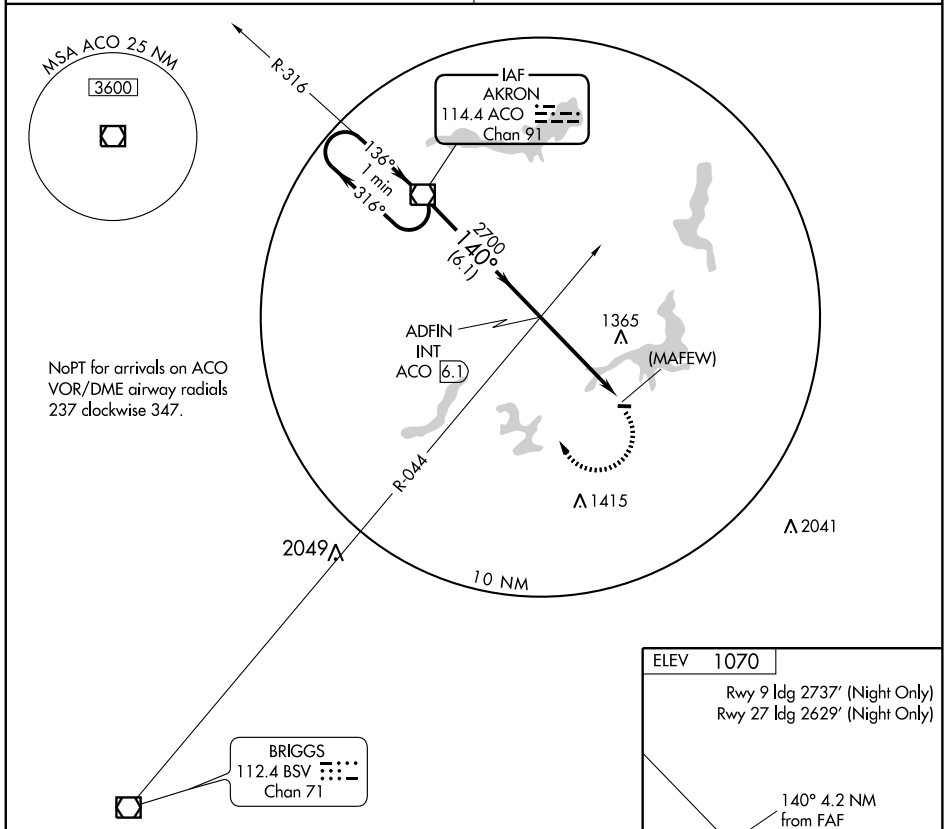
NA

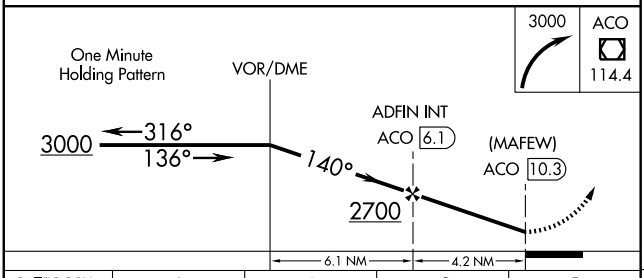
Use Akron-Canton altimeter setting.
Procedure not authorized at night.

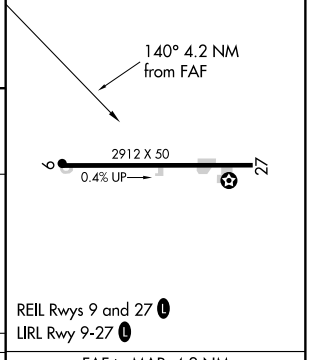
MISSED APPROACH: Climbing right turn to 3000 direct ACO VOR/DME and hold.

AKRON-CANTON APP CON★
125.5 226.4

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1680-1 610 (700-1)		1680-1¾ 610 (700-1¾)	NA

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB AAU 329	APP CRS 189°	Rwy Idg 3502 TDZE 1206 Apt Elev 1206

NDB or GPS RWY 19

ASHLAND COUNTY (3G4)

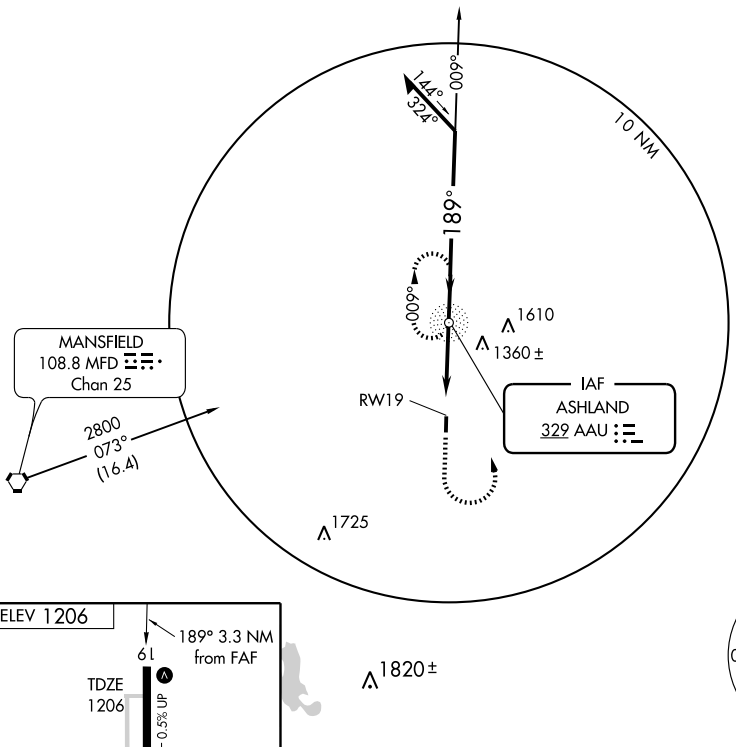
▼ If local altimeter setting not received, use Mansfield altimeter setting and increase all MDA's 60 feet.

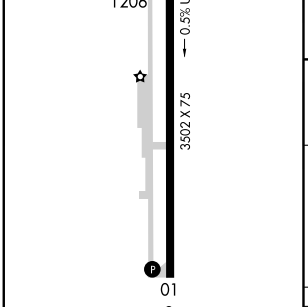
▲ NA

MISSED APPROACH: Climb to 2800, then left turn direct AAU NDB and hold.

MANSFIELD APP CON ★ **124.2 390.8**

UNICOM **122.7** (CTAF) L

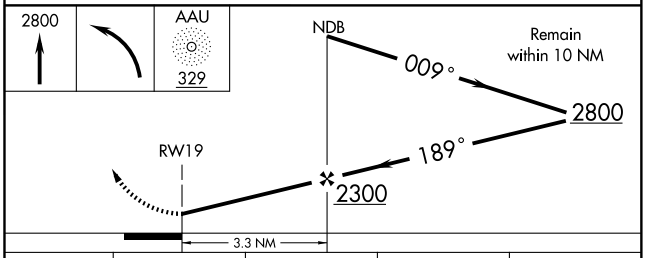




REIL Rwys 01 and 19 L

MIRL Rwy 01/19 L

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06



CATEGORY	A	B	C	D
S-19	1640-1	434 (500-1)	1640-1¼ 434 (500-1¼)	NA
CIRCLING	1640-1 434 (500-1)	1660-1 454 (500-1)	1660-1½ 454 (500-1½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

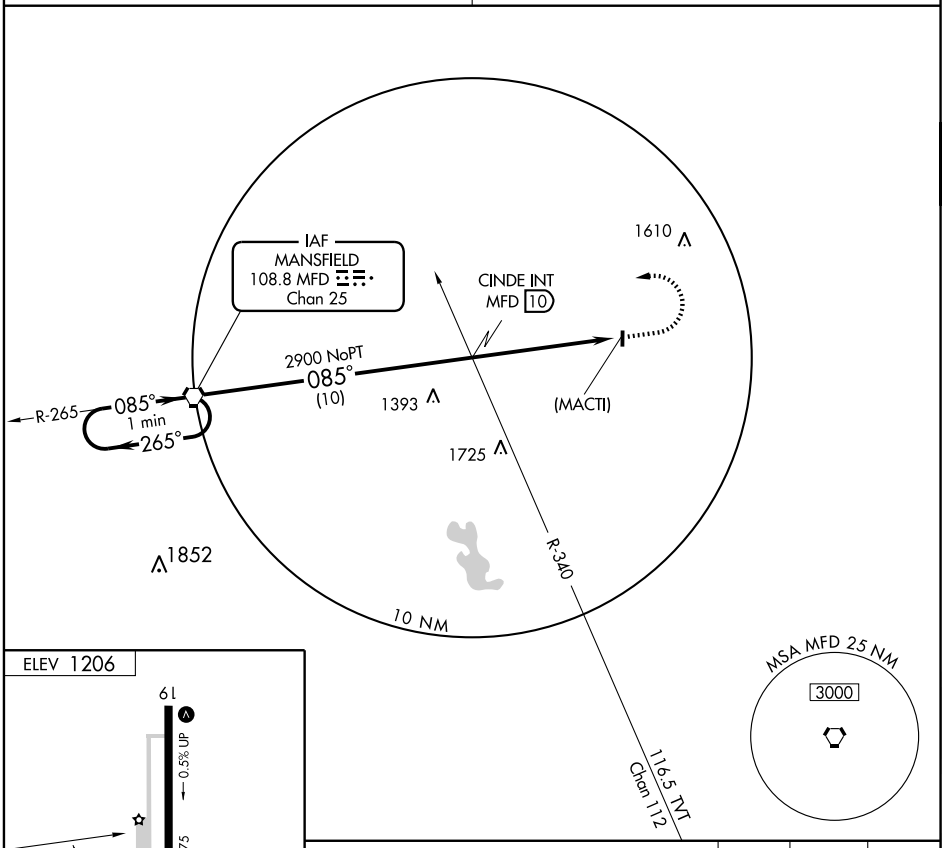
VORTAC MFD 108.8 Chan 25	APP CRS 085°	Rwy Idg N/A TDZE N/A Apt Elev 1206

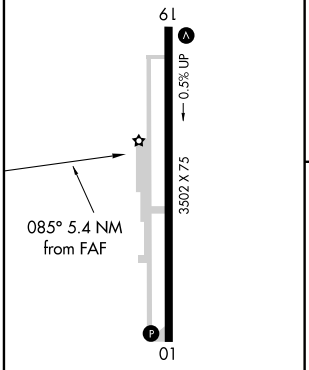
VOR or GPS-A
ASHLAND COUNTY (3G4)

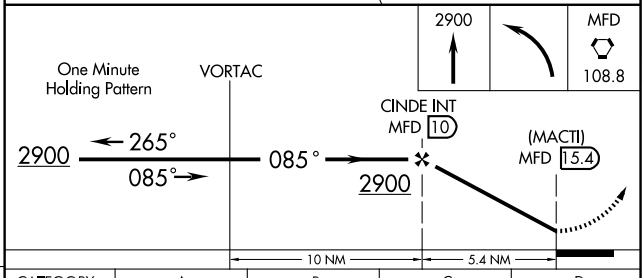
▼ If local altimeter setting not received, use Mansfield altimeter setting and increase all MDA's 60 feet.
▲ NA

MISSED APPROACH: Climb to 2900 then left turn direct MFD VORTAC and hold.

MANSFIELD APP CON ★	UNICOM
124.2 390.8	122.7 (CTAF) Ⓛ







FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
CIRCLING	1620-1 414 (500-1)	1660-1 454 (500-1)	1660-1½ 454 (500-1½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

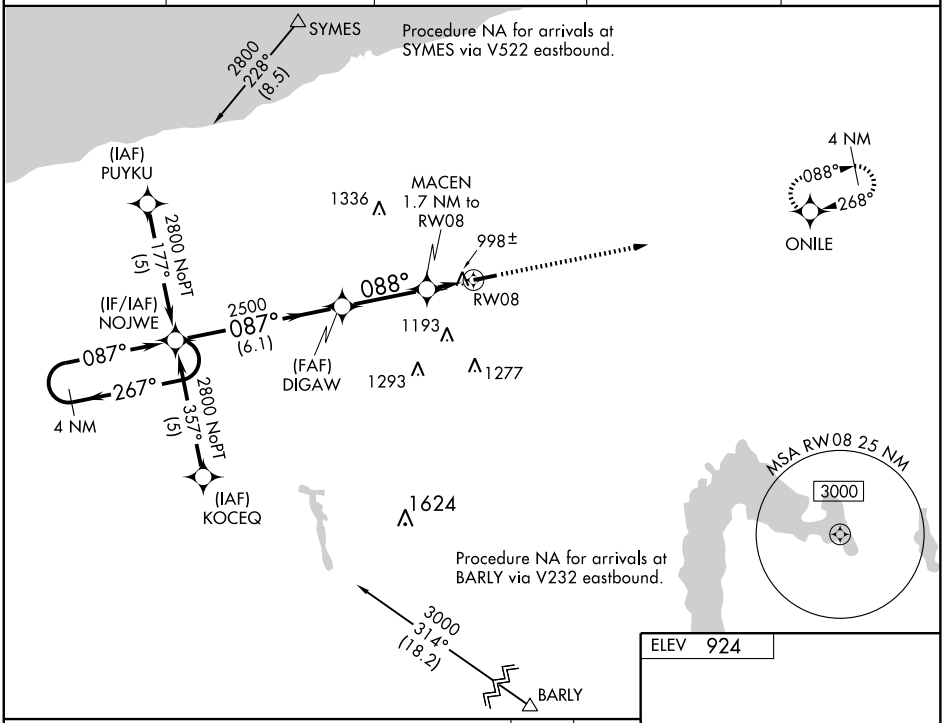
WAAS CH 58013 W08A	APP CRS 088°	Rwy Idg 5197 TDZE 919 Apt Elev 924

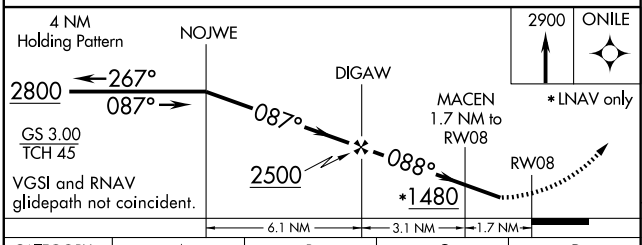
RNAV (GPS) RWY 8
ASHTABULA COUNTY (HZY)

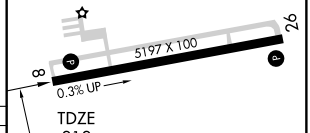
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Erie altimeter setting and increase all DA 95 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Erie altimeter setting.

MISSED APPROACH: Climb to 2900 direct ONILE and hold.

ASOS	ERIE APP CON ★	CLNC DEL (GCO)	UNICOM	
118.325	121.0	121.725	122.8 (CTAF)	123.3 (L)







CATEGORY	A	B	C	D
LPV DA	1250-1¼ 331 (400- 1¼)			
LNAV/VNAV DA	1268-1¼ 349 (400- 1¼)			
LNAV MDA	1280-1 361 (400-1)			1280-1¼ 361 (400-1¼)
CIRCLING	1360-1 436 (500-1)	1380-1 456 (500-1)	1380-1½ 456 (500-1½)	1480-2 556 (600-2)

REIL Rwys 8 and 26 (L)
MIRL Rwy 8-26 (L)

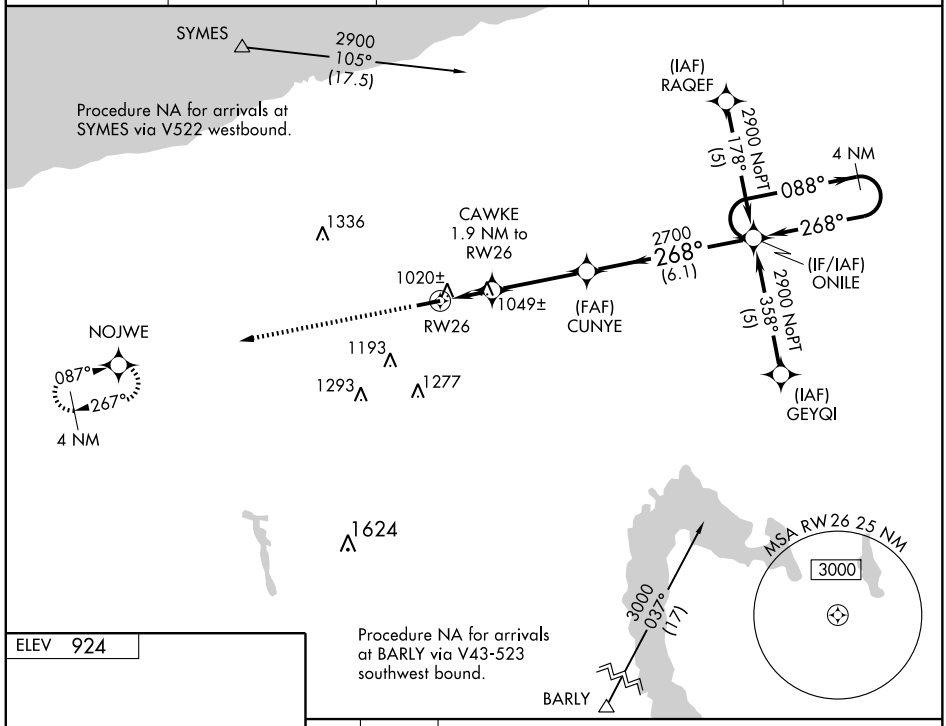
WAAS	APP CRS	Rwy Idg	5197
CH 72713	268°	TDZE	924
W26A		Apt Elev	924

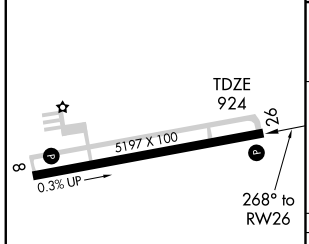
RNAV (GPS) RWY 26
ASHTABULA COUNTY (HZY)

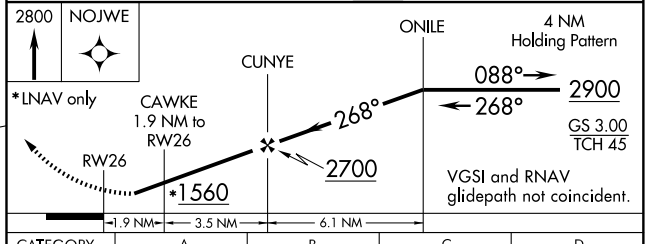
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Erie altimeter setting and increase all DA 95 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Erie altimeter setting.

MISSED APPROACH: Climb to 2800 direct NOJWE and hold.

ASOS	ERIE APP CON ★	CLNC DEL (GCO)	UNICOM	
118.325	121.0	121.725	122.8 (CTAF)	123.3 (L)







CATEGORY	A	B	C	D
LPV DA	1239-1 315 (400- 1)			
LNAV/VNAV DA	1364-1½ 440 (500- 1½)			
LNAV MDA	1300-1 376 (400-1)			1300-1¼ 376 (400-1¼)
CIRCLING	1360-1 436 (500-1)	1380-1 456 (500-1)	1380-1½ 456 (500-1½)	1480-2 556 (600-2)

REIL Rwys 8 and 26 (L)
MIRL Rwy 8-26 (L)

EC-2, 14 JAN 2010 to 11 FEB 2010

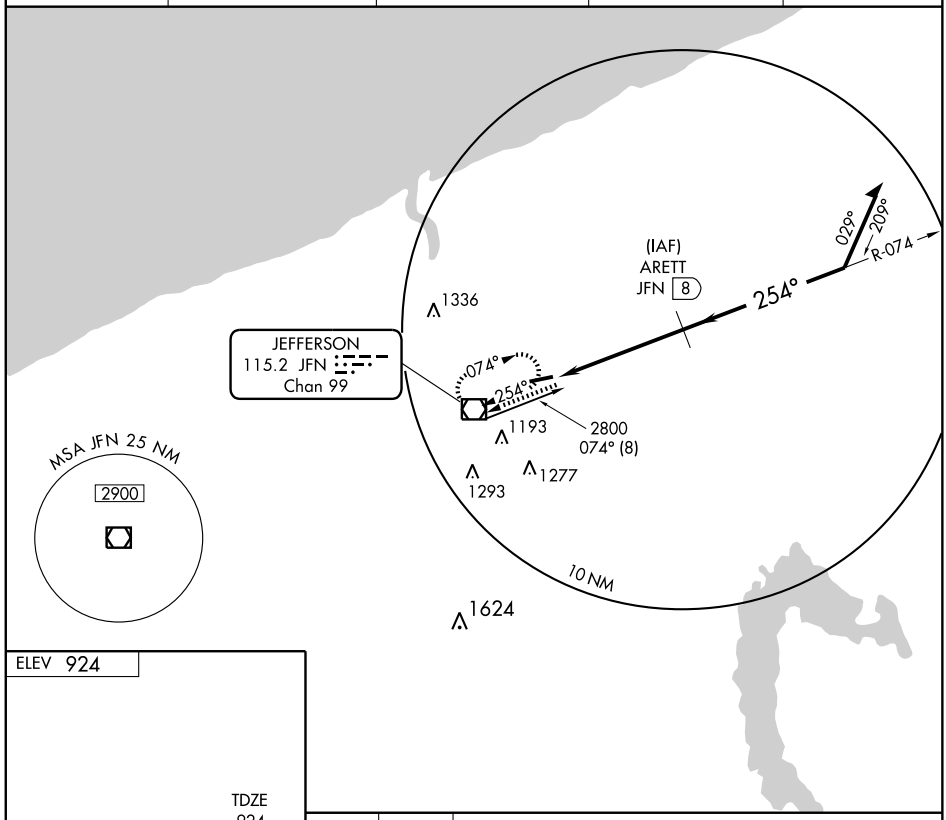
VOR/DME JFN 115.2 Chan 99	APP CRS 254°	Rwy Idg 5197 TDZE 924 Apt Elev 924

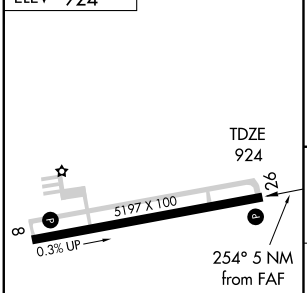
VOR/DME RWY 26
ASHTABULA COUNTY (HZY)

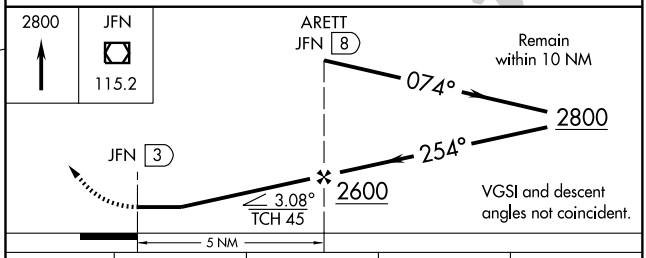
NA

MISSED APPROACH: Climb to 2800 direct JFN VOR/DME and hold.

ASOS 118.325	ERIE APP CON ★ 121.0	CLNC DEL (GCO) 121.725	UNICOM 122.8 (CTAF)	123.3 L







CATEGORY	A	B	C	D
S-26	1320-1 396 (400-1)			1320-1¼ 396 (400-1¼)
CIRCLING	1360-1 436 (500-1)	1380-1 456 (500-1)	1380-1½ 456 (500-1½)	1480-2 556 (600-2)

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

EC-2, 14 JAN 2010 to 11 FEB 2010

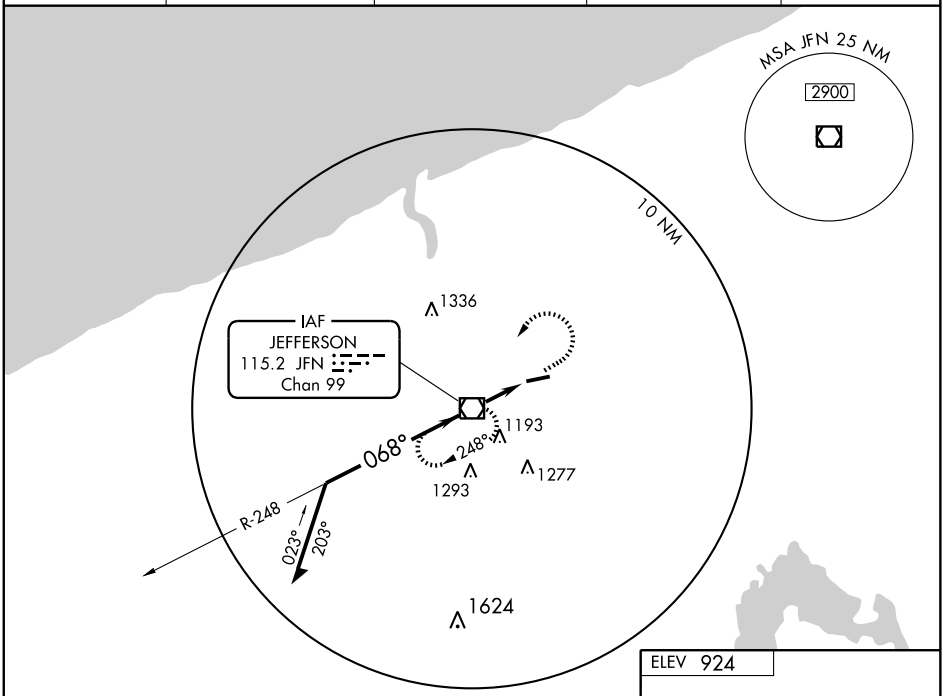
VOR/DME JFN	APP CRS	Rwy Idg	5197
115.2	068°	TDZE	919
Chan 99		Apt Elev	924

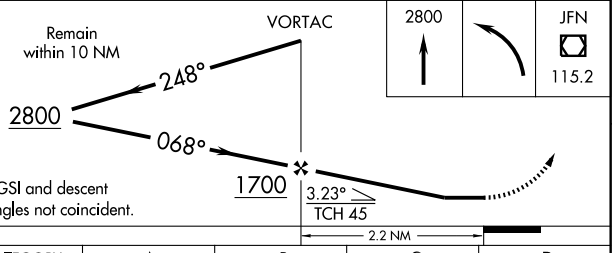
VOR RWY 8
ASHTABULA COUNTY (HZY)

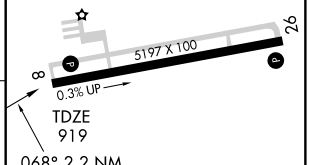
NA

MISSED APPROACH: Climb to 2800 then left turn direct JFN VOR/DME and hold.

ASOS	ERIE APP CON ★	CLNC DEL (GCO)	UNICOM	123.3 L
118.325	121.0	121.725	122.8 (CTAF)	







REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

CATEGORY	A	B	C	D
S-8	1300-1 381 (400-1)			1300-1¼ 381 (400-1¼)
CIRCLING	1360-1 436 (500-1)	1380-1 456 (500-1)	1380-1½ 456 (500-1½)	1480-2 556 (600-2)

FAF to MAP 2.2 NM

Knots	60	90	120	150	180
Min:Sec	2:12	1:28	1:06	0:53	0:44

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-UNI	APP CRS	Rwy Idg	5600
108.75	247°	TDZE	765
		Apt Elev	766

ILS or LOC RWY 25

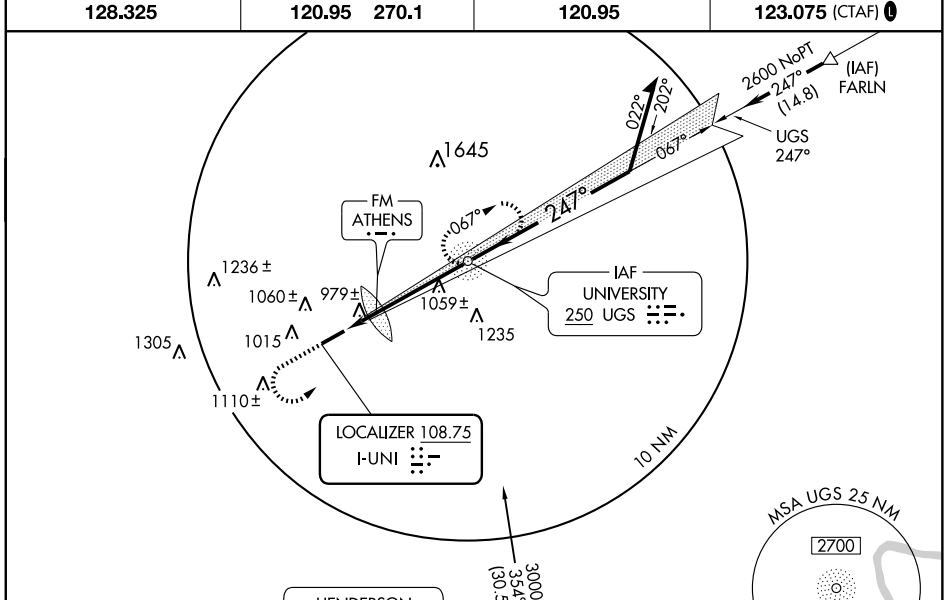
ATHENS (ALBANY)/ OHIO UNIVERSITY SNYDER FIELD (UNI)

NA

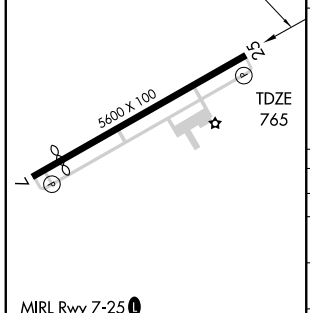
ADF REQUIRED
If local altimeter setting not received, use Parkersburg, WV altimeter setting and increase all DH's and MDA's 100 feet.

MISSED APPROACH: Climb to 3000, then left turn direct UGS NDB and hold.

AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
128.325	120.95 270.1	120.95	123.075 (CTAF) L



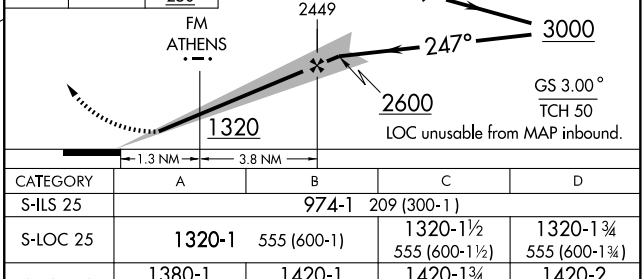
ELEV 766



MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 25	974-1	209 (300-1)		
S-LOC 25	1320-1	555 (600-1)	1320-1½ 555 (600-1½)	1320-1¾ 555 (600-1¾)
CIRCLING	1380-1 614 (700-1)	1420-1 654 (700-1)	1420-1¾ 654 (700-1¾)	1420-2 654 (700-2)
FM MINIMUMS				
S-LOC 25	1240-1	475 (500-1)	1240-1¼ 475 (500-1¼)	1240-1½ 475 (500-1½)
CIRCLING	1380-1 614 (700-1)	1420-1 654 (700-1)	1420-1¾ 654 (700-1¾)	1420-2 654 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB UGS	APP CRS	Rwy Idg	5600
250	247°	TDZE	765
		Apt Elev	766

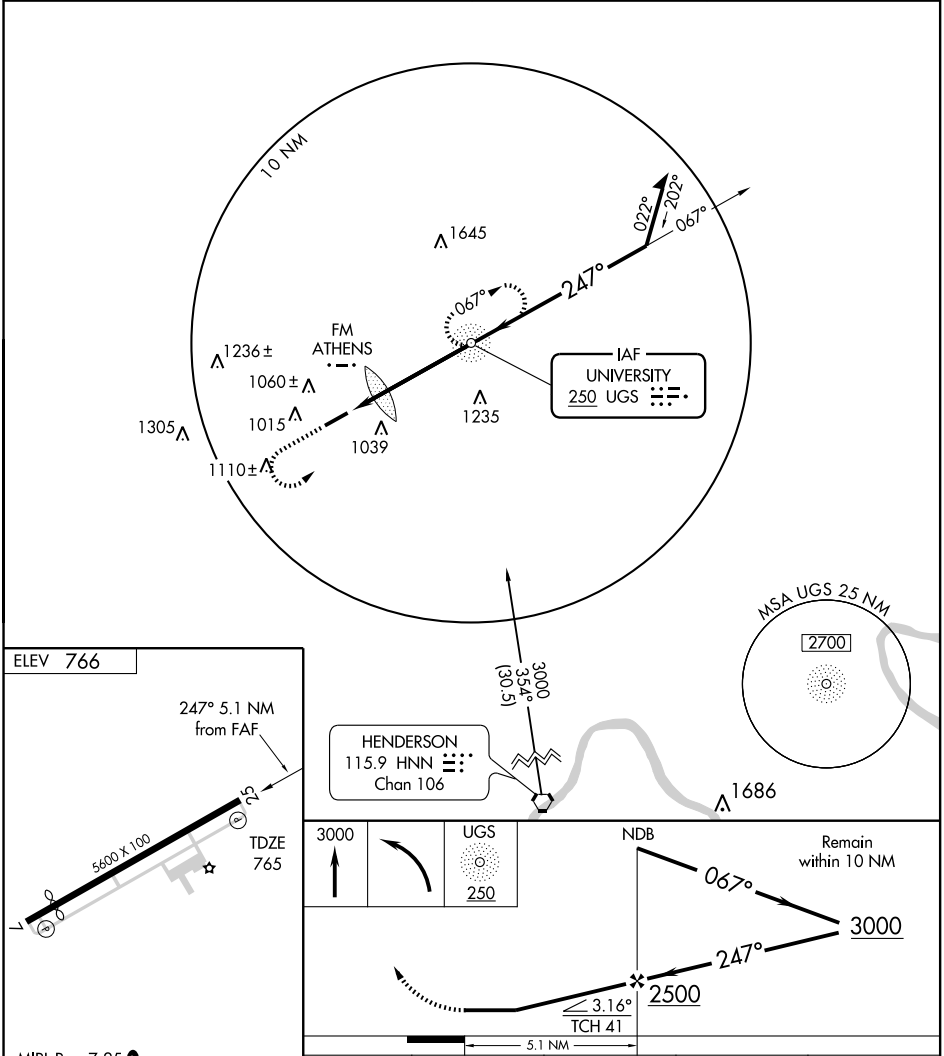
NDB RWY 25

ATHENS (ALBANY)/OHIO UNIVERSITY SNYDER FIELD (UNI)

⚠ If local altimeter setting not received, use Parkersburg, WV altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3000, then left turn direct UGS NDB and hold.

AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
128.325	120.95 270.1	120.95	123.075 (CTAF) L



MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-25	1380-1 615 (700-1)		1380-1¾ 615 (700-1¾)	1380-2 615 (700-2)
CIRCLING	1380-1 614 (700-1)	1420-1 654 (700-1)	1420-1¾ 654 (700-1¾)	1420-2 654 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

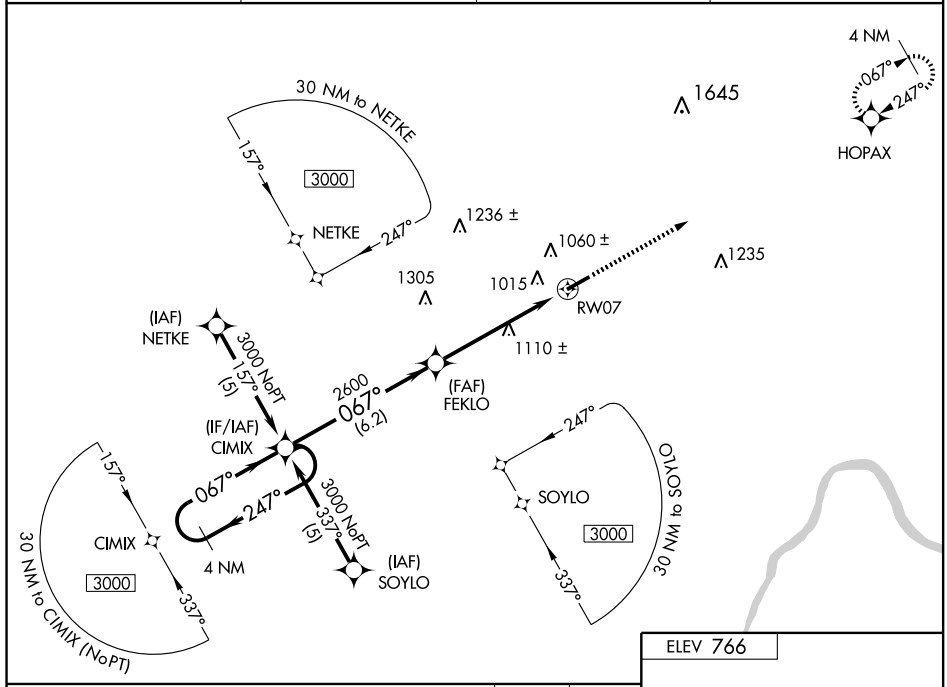
APP CRS	Rwy Idg	4700
067°	TDZE	765
	Apt Elev	766

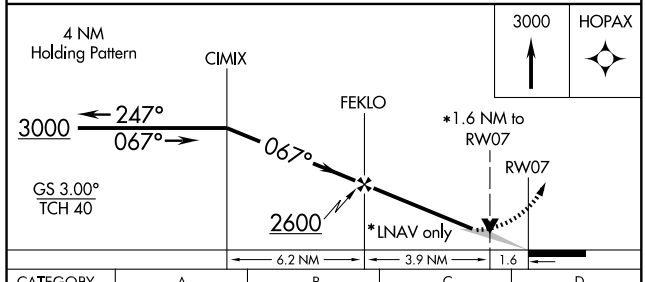
RNAV (GPS) RWY 7

ATHENS (ALBANY)/ OHIO UNIVERSITY SNYDER FIELD (UNI)

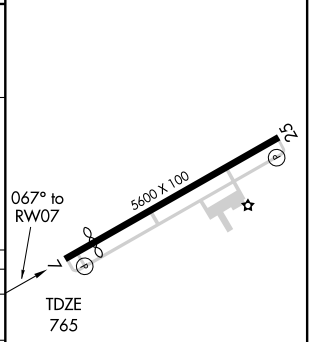
NA	DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (3°F). If local altimeter setting not received, use Parkersburg, WV altimeter setting and increase DA and all MDAs 100 feet. Baro-VNAV and VDP NA with Parkersburg, WV altimeter setting.	MISSED APPROACH: Climb to 3000 direct HOPAX and hold.

AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
128.325	120.95 270.1	120.95	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	NA			
LNAV/VNAV DA	1360-2¼ 595 (600-2¼)			
LNAV MDA	1360-1 595 (600-1)		1360-1½ 595 (600-1½)	1360-1¾ 595 (600-1¾)
CIRCLING	1380-2¼ 614 (700-2¼)	1420-2¼ 654 (700-2¼)		



MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-2, 14 JAN 2010 to 11 FEB 2010

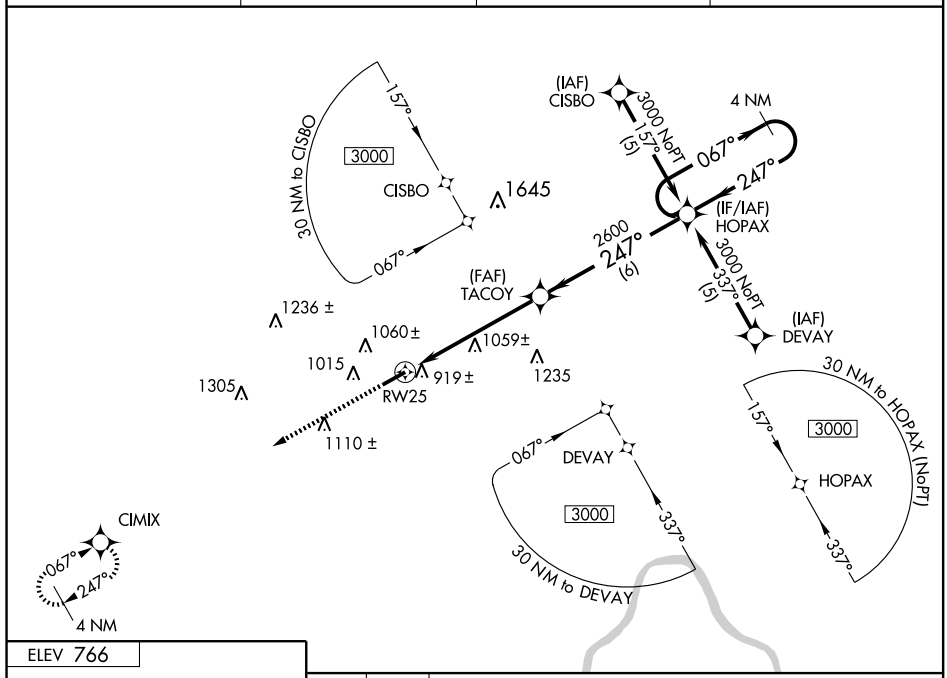
APP CRS	Rwy Idg	5600
247°	TDZE	765
	Apt Elev	766

RNAV (GPS) RWY 25

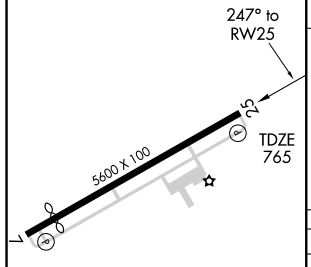
ATHENS (ALBANY)/ OHIO UNIVERSITY SNYDER FIELD (UNI)

NA	DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (3°F). If local altimeter setting not received, use Parkersburg, WV altimeter setting and increase DA and all MDAs 100 feet. Baro-VNAV and VDP NA with Parkersburg, WV altimeter setting.	MISSED APPROACH: Climb to 3000 direct CIMIX WP and hold.

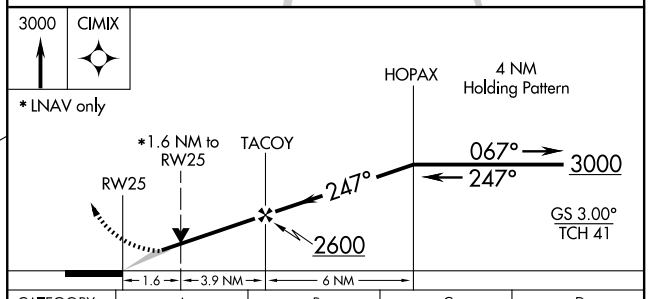
AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
128.325	120.95 270.1	120.95	123.075 (CTAF) L



ELEV 766



MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L



CATEGORY	A	B	C	D
LPV DA	NA			
LNAV/ VNAV DA	1180-1½ 415 (500-1½)			
LNAV MDA	1320-1 555 (600-1)		1320-1½ 555 (600-1½)	1320-1¾ 555 (600-1¾)
CIRCLING	1380-1½ 614 (700-1½)	1420-1½ 654 (700-1½)	1420-1¾ 654 (700-1¾)	1420-2 654 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4004
274°	TDZE	1312
	Apt Elev	1312

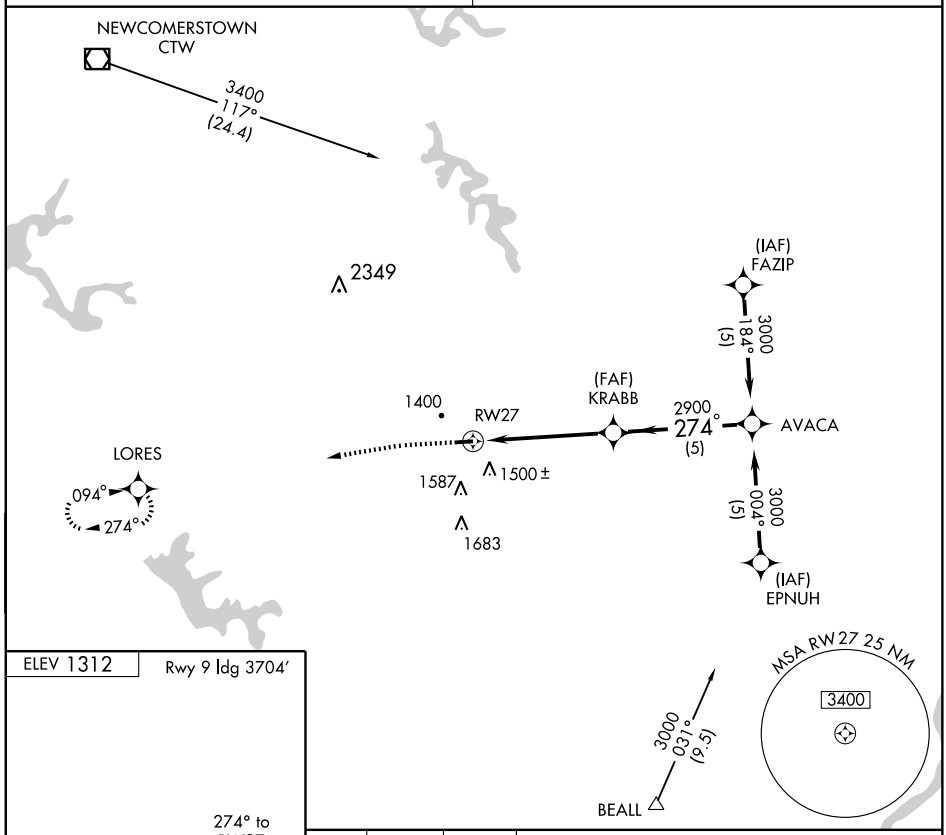
GPS RWY 27
BARNESVILLE-BRADFIELD (6G5)

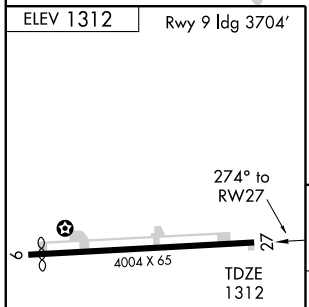
NA

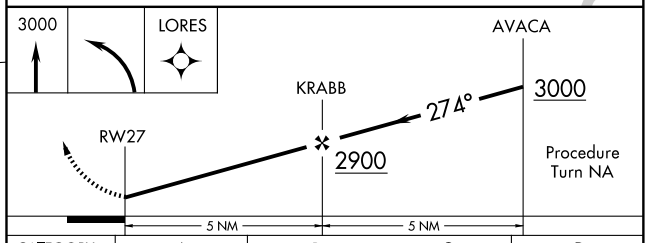
Use Wheeling, WV altimeter setting.

MISSED APPROACH: Climb to 3000, then left turn direct LORES WP and hold.

CLEVELAND CENTER	UNICOM
120.4 257.975	**123.0** (CTAF) L







CATEGORY	A	B	C	D
S-27	1840-1 528 (600-1)		NA	
CIRCLING	1880-1 568 (600-1)		NA	

MIRL Rwy 9-27 L
REIL Rwy 27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

BARNESVILLE, OHIO AL-5632 (FAA)

VOR/DME AIR	APP CRS	Rwy Idg	4004
117.1	274°	TDZE	1313
Chan 118		Apt Elev	1313

VOR/DME RWY 27

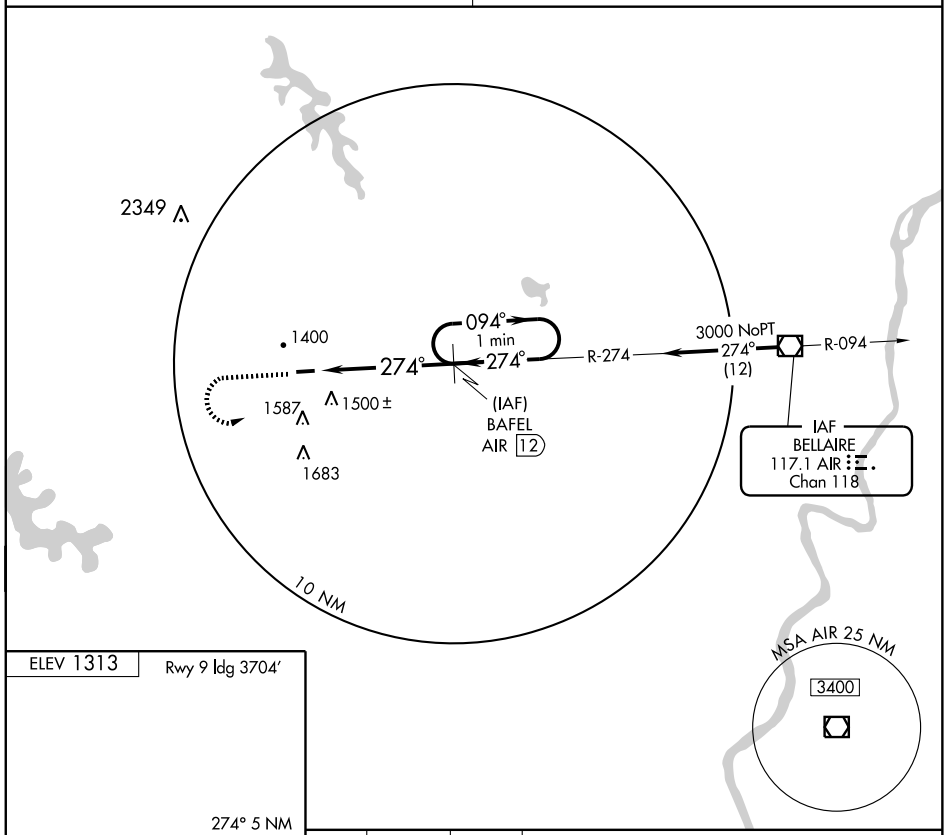
BARNESVILLE-BRADFIELD (6G5)

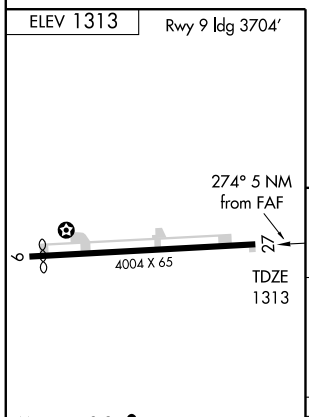
Use Wheeling, WV altimeter setting.

NA

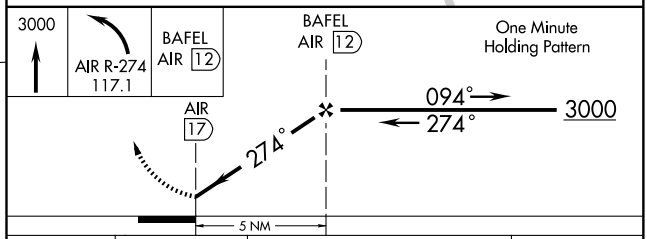
MISSED APPROACH: Climb to 3000, then left turn via AIR R-274 to BAFEL/12 DME and hold.

CLEVELAND CENTER	UNICOM
120.4 257.975	123.0 (CTAF) L





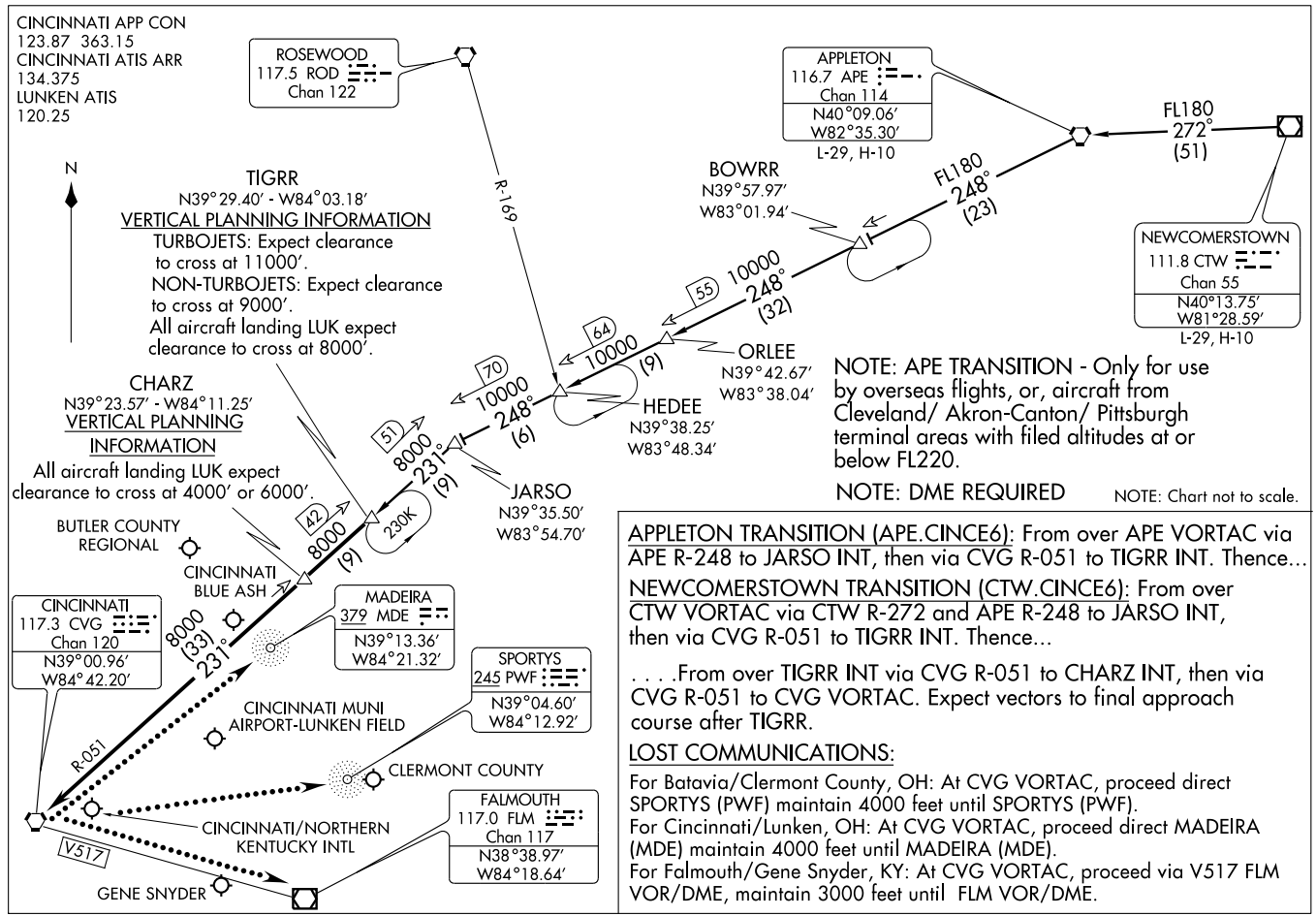
Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-27	1840-1	527 (600-1)	NA	
CIRCLING	1880-1	567 (600-1)	NA	

EC-2, 14 JAN 2010 to 11 FEB 2010

CINCE SIX ARRIVAL (TIGRR.CINCE6)



APPLETON TRANSITION (APE.CINCE6): From over APE VORTAC via APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

NEWCOMERSTOWN TRANSITION (CTW.CINCE6): From over CTW VORTAC via CTW R-272 and APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

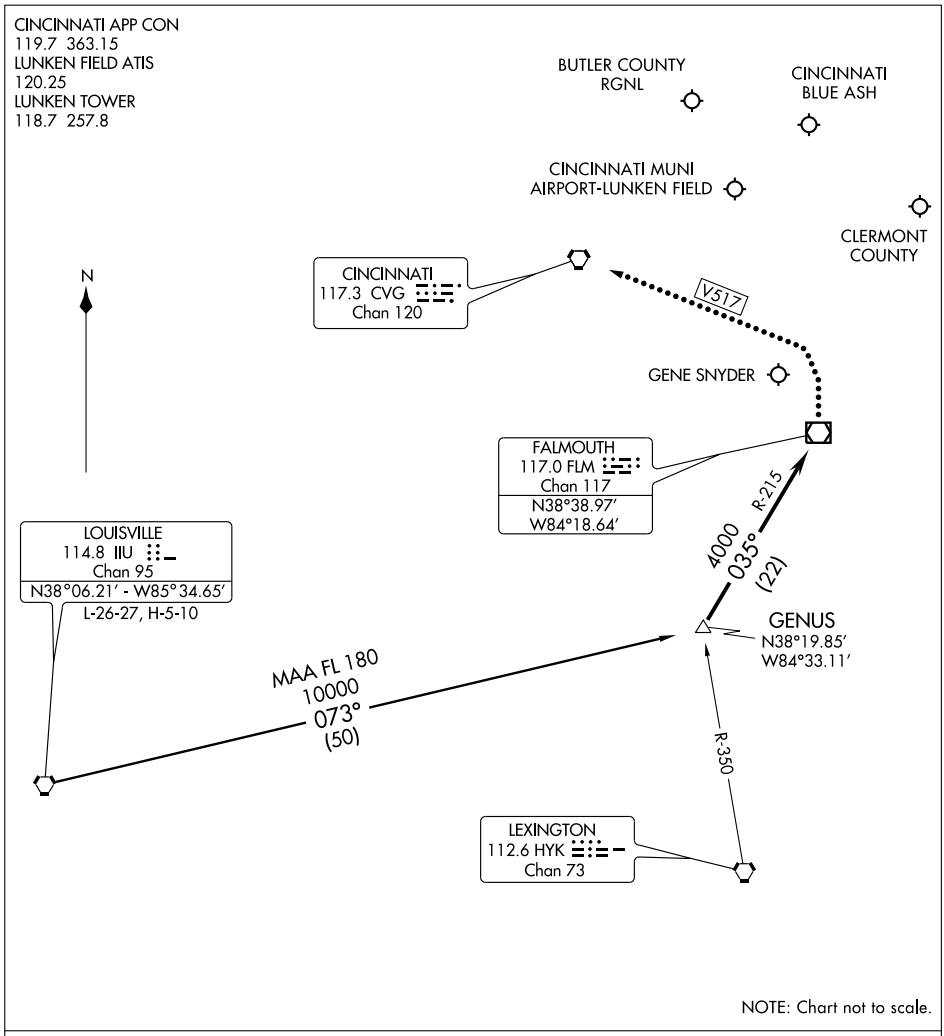
. . . .From over TIGRR INT via CVG R-051 to CHARZ INT, then via CVG R-051 to CVG VORTAC. Expect vectors to final approach course after TIGRR.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

GENUS ONE ARRIVAL

CINCINNATI, OHIO



ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence . . . .

. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

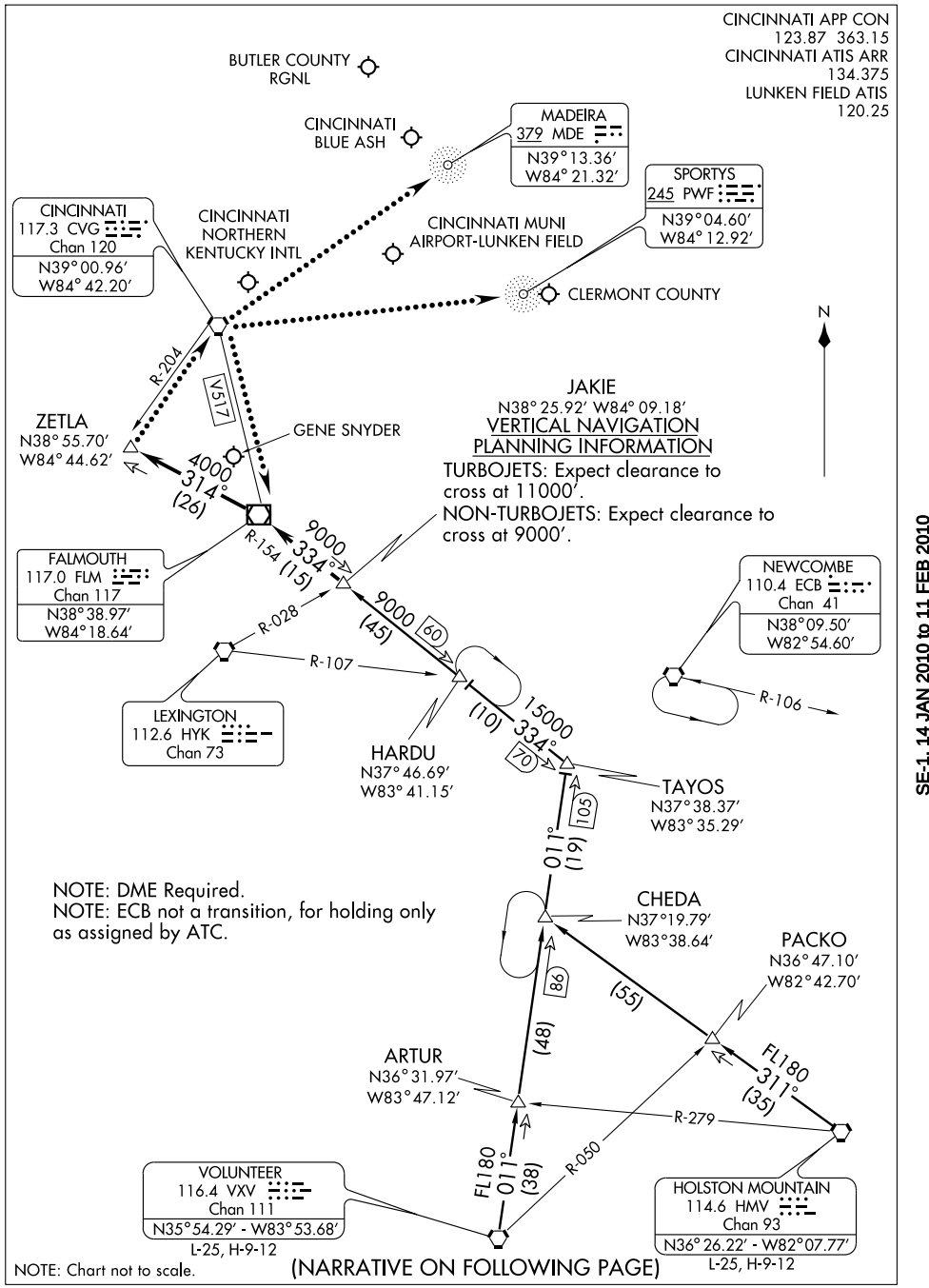
LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

EC-2, 14 JAN 2010 to 11 FEB 2010

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-1, 14 JAN 2010 to 11 FEB 2010

HARDU TWO ARRIVAL (JAKIE.HARDU2) CINCINNATI, OHIO

ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . . .

. . . .From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

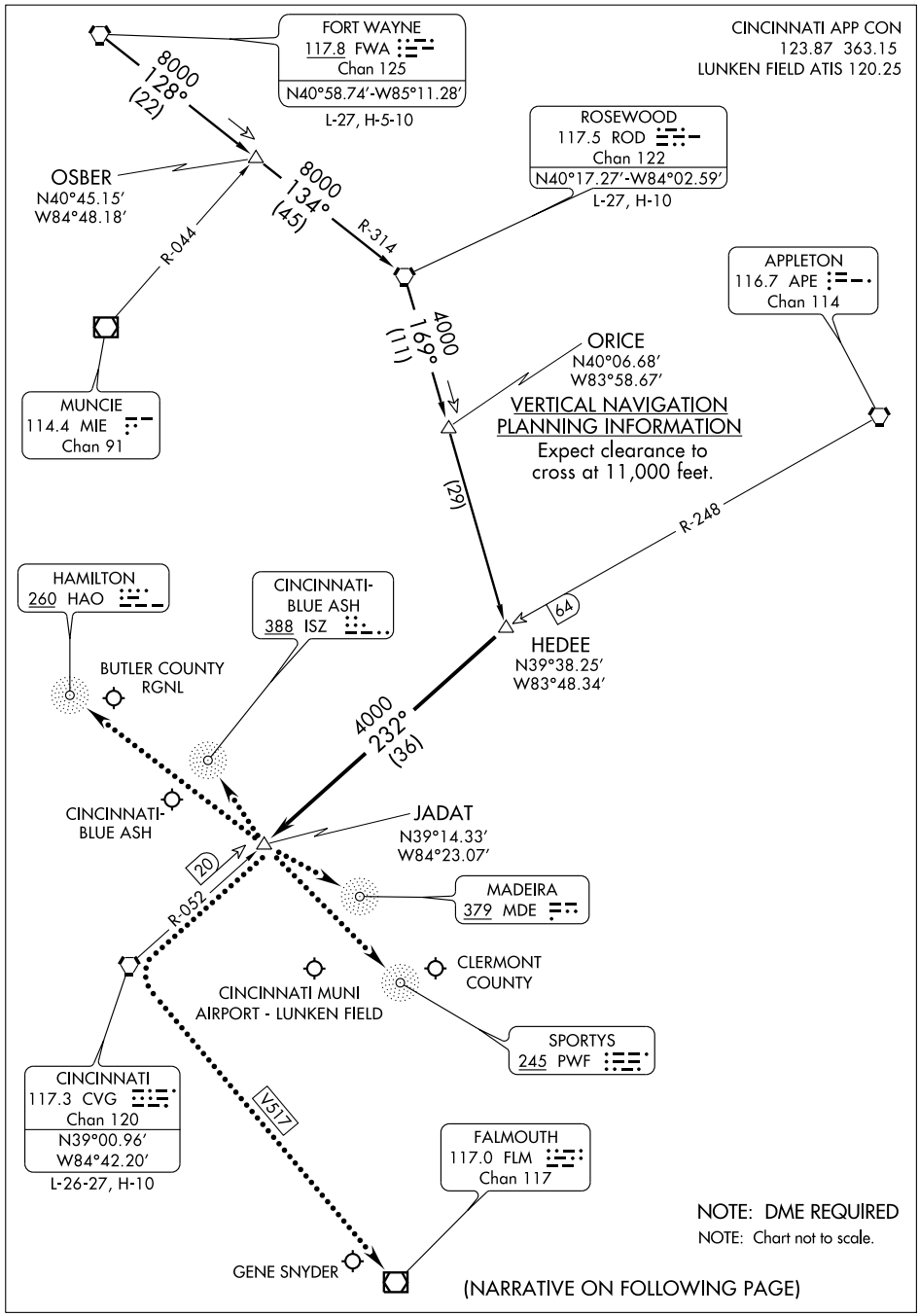
LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).
For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.
For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.
For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

SE-1, 14 JAN 2010 to 11 FEB 2010

HEDEE ONE ARRIVAL

CINCINNATI, OHIO



(NARRATIVE ON FOLLOWING PAGE)

EC-2, 14 JAN 2010 to 11 FEB 2010

HEDEE ONE ARRIVAL (HEDEE.HEDEE1)

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE1): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-134 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .
ROSEWOOD TRANSITION (ROD.HEDEE1): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME. Expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE
In the event of lost communications for:

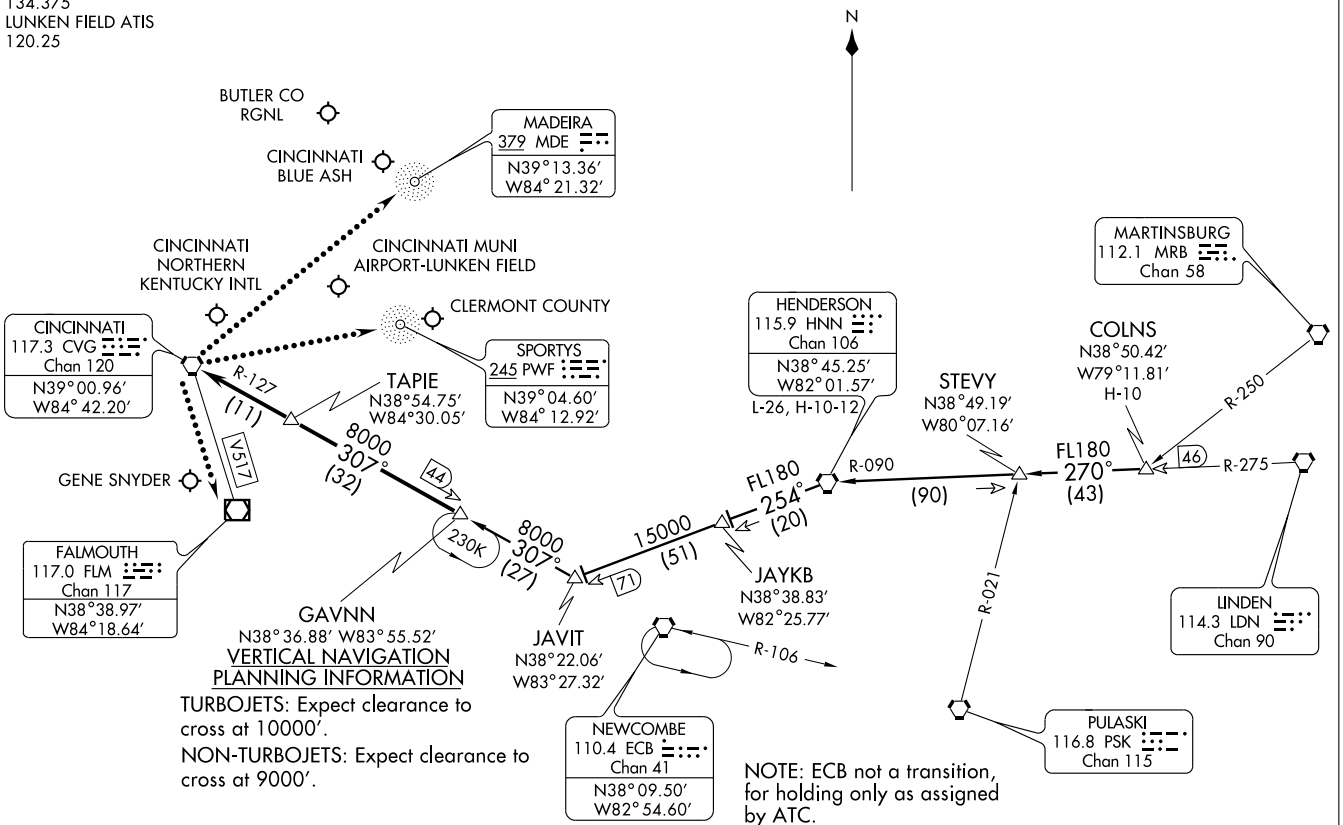
BUTLER COUNTY RGNL - At JADAT, proceed direct HAMILTON (HAO), maintain 4,000 feet until HAMILTON (HAO).
CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE), maintain 4,000 feet until MADEIRA (MDE).
CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).
CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).
GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

EC-2, 14 JAN 2010 to 11 FEB 2010

JAVIT TWO ARRIVAL (GAVNN.JAVIT2)

CINCINNATI APP CON
123.875 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN FIELD ATIS
120.25

NOTE: DME REQUIRED



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10000′.

NON-TURBOJETS: Expect clearance to cross at 9000′.

NOTE: ECB not a transition, for holding only as assigned by ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

JAVIT TWO ARRIVAL (GAVNN.JAVIT2) CINCINNATI, OHIO

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.JAVIT2): From over COLNS INT via HNN R-090 to HNN VORTAC then via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence...

HENDERSON TRANSITION (HNN.JAVIT2): From over HNN VORTAC via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence. . . .

. . . .From over GAVNN INT via CVG R-127 to TAPIE , then via CVG R-127 to CVG VORTAC.
Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

SE-1, 14 JAN 2010 to 11 FEB 2010

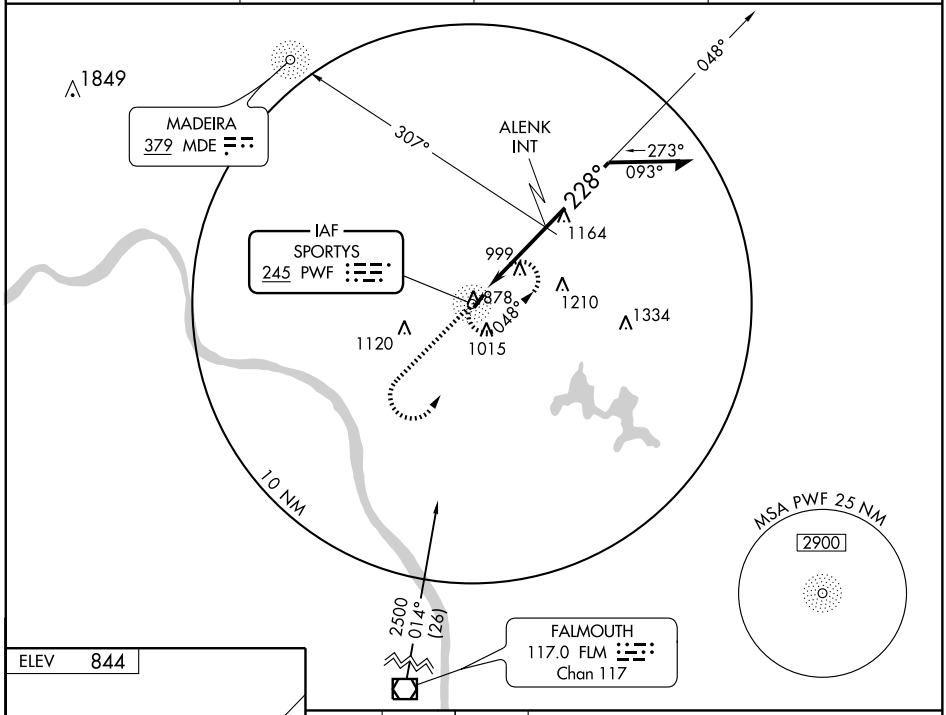
NDB PWF	APP CRS	Rwy Idg	3566
245	228°	TDZE	841
		Apt Elev	844

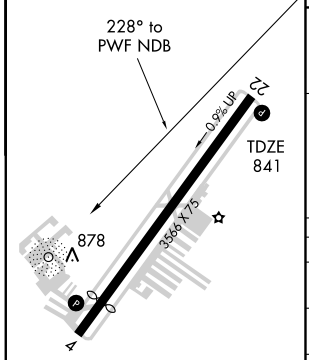
NDB RWY 22

BATAVIA / CLERMONT COUNTY (I69)

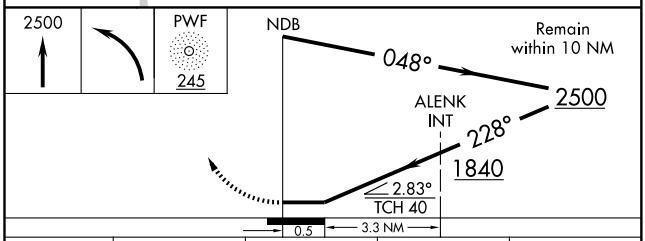
⚠ NA Use Cincinnati-Blue Ash altimeter setting, if not received, use Cincinnati Lunken Field altimeter setting and increase all MDAs 40 feet.	MISSED APPROACH: Climb to 2500 then left turn direct PWF NDB and hold.

CINCINNATI-BLUE ASH AWOS-3	CINCINNATI APP CON	CLNC DEL	UNICOM
118.475	121.0 257.725	124.9	122.975 (CTAF) L





MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L



CATEGORY	A	B	C	D
S-22	1840-1¼ 999 (1000-1¼)	1840-1½ 999 (1000-1½)	1840-3 999 (1000-3)	NA
CIRCLING	1840-1¼ 996 (1000-1¼)	1840-1½ 996 (1000-1½)	1840-3 996 (1000-3)	NA
ALENK FIX MINIMUMS (DUAL ADF REQUIRED)				
S-22	1340-1	499 (500-1)	1340-1¼ 499 (500-1¼)	NA
CIRCLING	1360-1	516 (600-1)	1360-1½ 516 (600-1½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3170
040°	TDZE	841
	Apt Elev	844

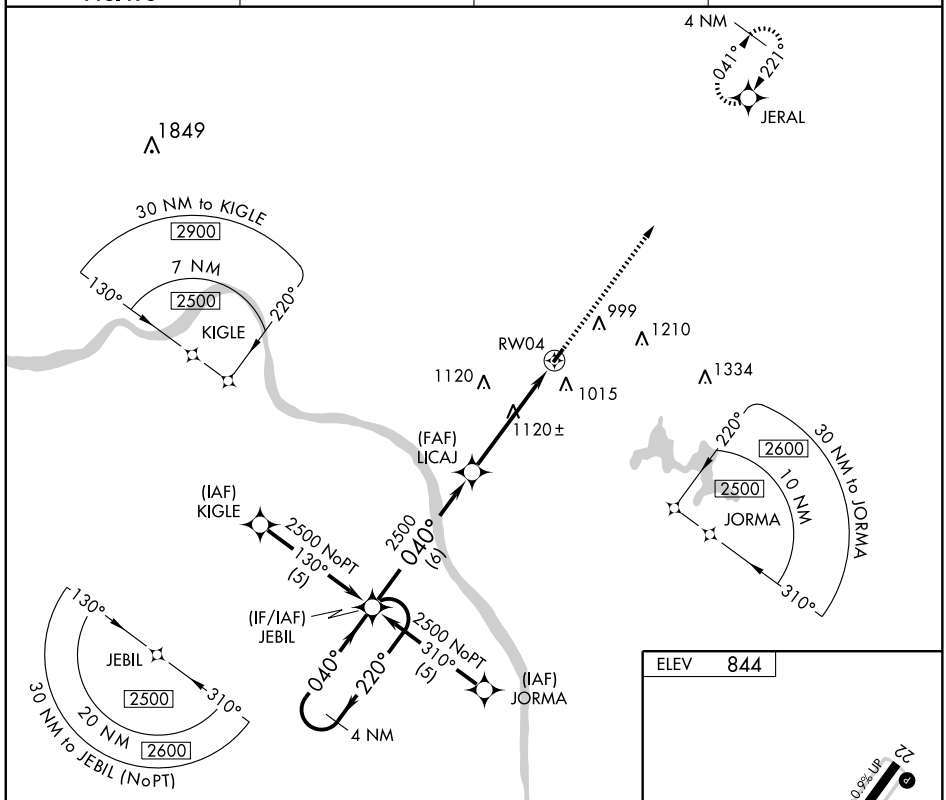
RNAV (GPS) RWY 4

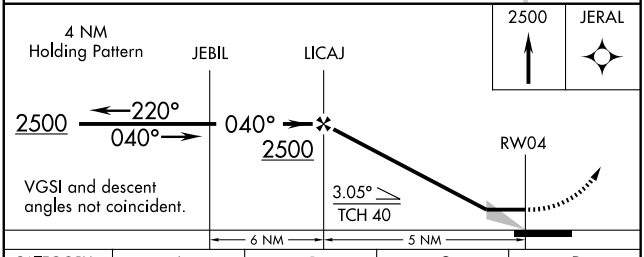
BATAVIA / CLERMONT COUNTY (I69)

NA DME/DME RNP-0.3 NA. Use Cincinnati-Blue Ash altimeter setting, if not received, use Cincinnati Lunken Field altimeter setting and increase all MDAs 40 feet.

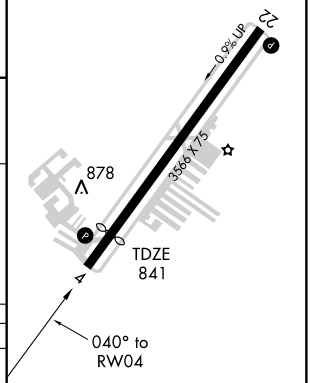
MISSED APPROACH: Climb to 2500 direct JERAL and hold.

CINCINNATI-BLUE ASH AWOS-3	CINCINNATI APP CON	CLNC DEL	UNICOM
118.475	121.0 257.725	124.9	122.975 (CTAF) L





2500	JERAL



MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

CATEGORY	A	B	C	D
LNAV MDA	1460-1 619 (700-1)		1460-1¾ 619 (700-1¾)	NA
CIRCLING	1460-1 616 (700-1)		1460-1¾ 616 (700-1¾)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3566
221°	TDZE	841
	Apt Elev	844

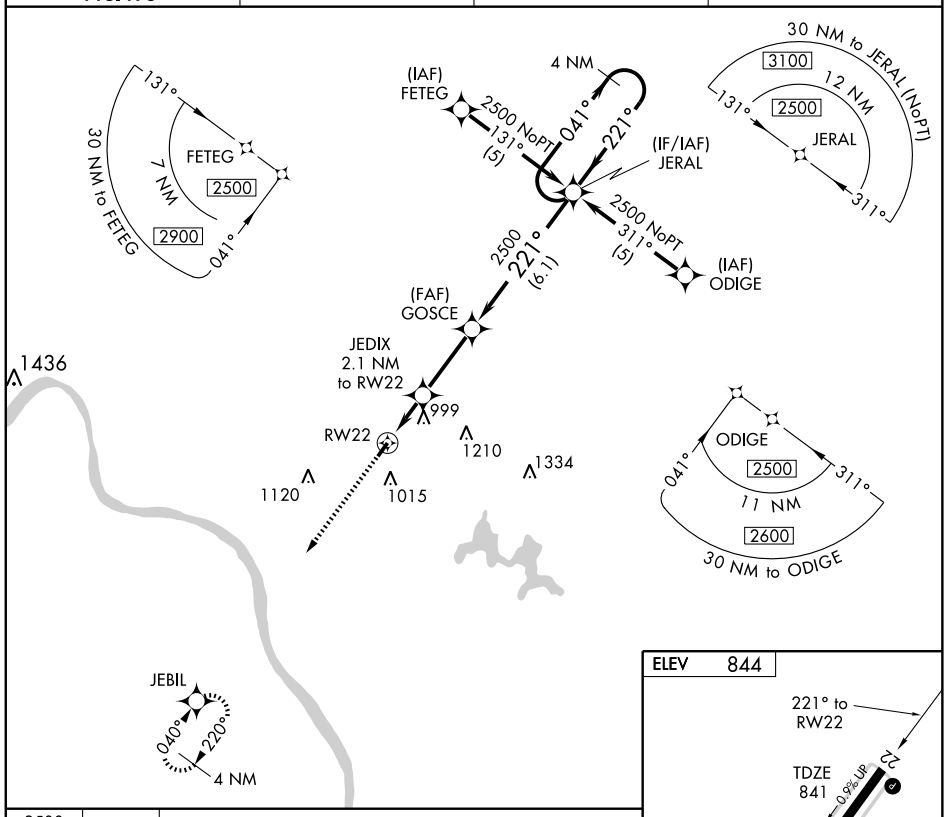
RNAV (GPS) RWY 22

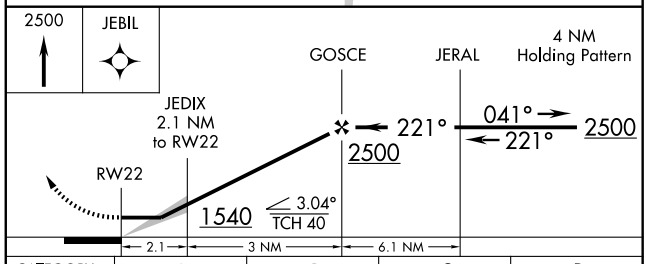
BATAVIA / CLERMONT COUNTY (I69)

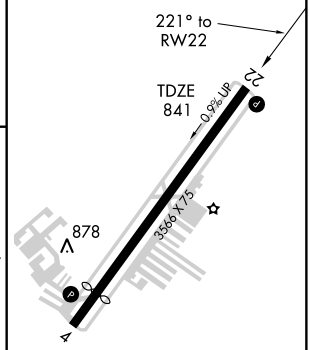
NA DME/DME RNP-0.3 NA. Use Cincinnati-Blue Ash altimeter setting, if not received, use Cincinnati Lunken Field altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2500 direct JEBIL and hold.

CINCINNATI-BLUE ASH AWOS-3	CINCINNATI APP CON	CLNC DEL	UNICOM
118.475	121.0 257.725	124.9	122.975 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1300-1	459 (500-1)	1300-1¼ 459 (500-1¼)	NA
CIRCLING	1360-1	516 (600-1)	1360-1½ 516 (600-1½)	NA

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

EC-2, 14 JAN 2010 to 11 FEB 2010

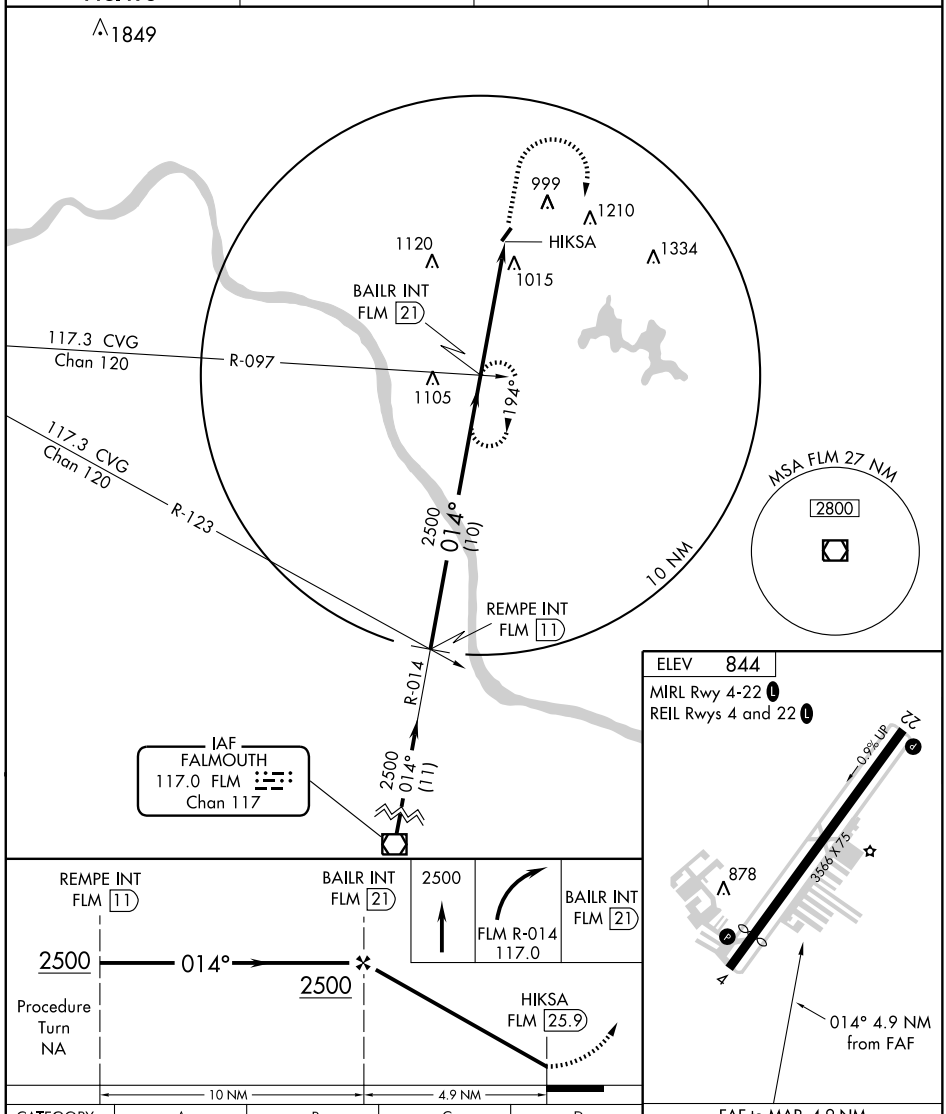
VOR/DME FLM	APP CRS	Rwy Idg	N/A
117.0	014°	TDZE	N/A
Chan 117		Apt Elev	844

VOR-B

BATAVIA / CLERMONT COUNTY (I69)

⚠ NA Use Cincinnati-Blue Ash altimeter setting, if not received, use Cincinnati Lunken Field altimeter setting and increase all MDAs 40 feet.	MISSED APPROACH: Climb to 2500 then right turn via FLM R-014 to BAILR Int/21 DME and hold.

CINCINNATI-BLUE ASH AWOS-3	CINCINNATI APP CON	CLNC DEL	UNICOM
118.475	121.0 257.725	124.9	122.975 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1420-1 576 (600-1)	1420-1¼ 576 (600-1¼)	1420-1½ 576 (600-1½)	NA

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME CTW	APP CRS	Rwy Idg	N/A
111.8	359°	TDZE	N/A
Chan 55		Apt Elev	984

VOR or GPS-A
BEACH CITY (2D7)

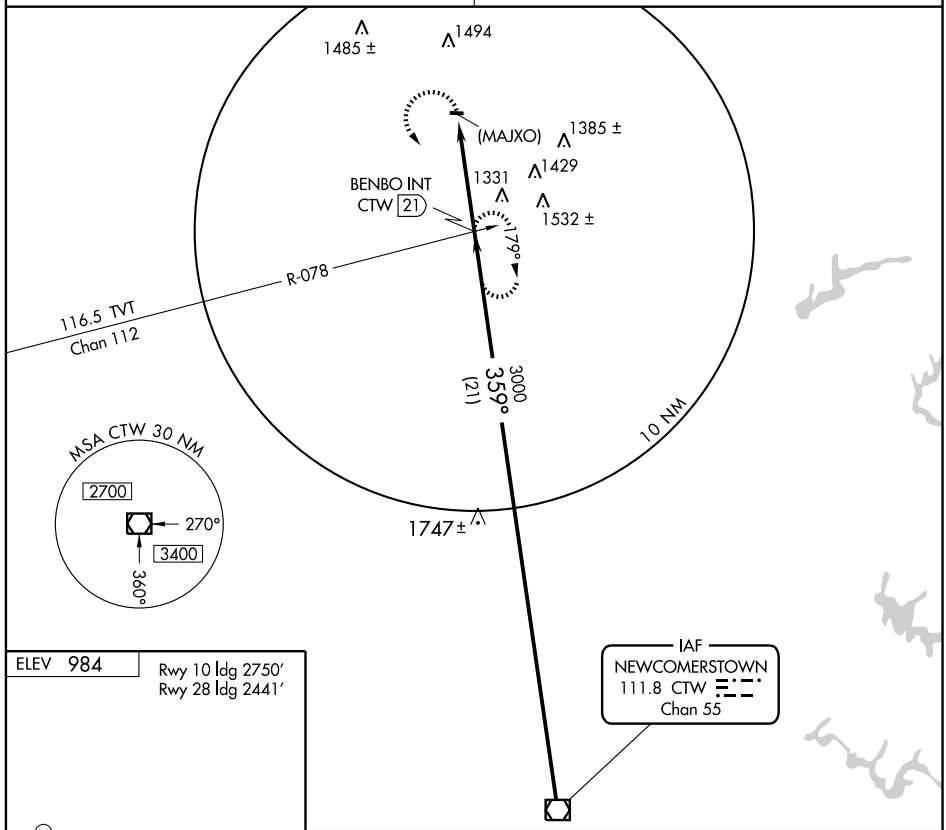
NA

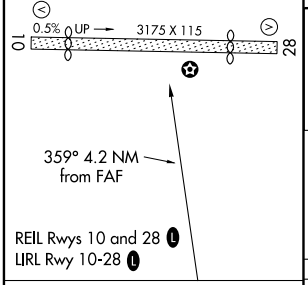
Use Akron-Canton altimeter setting.

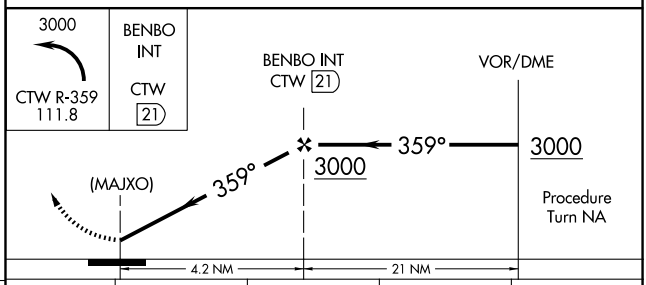
MISSED APPROACH: Climbing left turn to 3000 via CTW R-359 to BENBO Int/CTW 21 DME and hold.

AKRON-CANTON APP CON ★
125.5 371.875

UNICOM
122.8 (CTAF) **122.85** L







FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
CIRCLING	1720-1 736 (800-1)	NA		

EC-2, 14 JAN 2010 to 11 FEB 2010

BELLEFONTAINE, OHIO AL-10242 (FAA)

APP CRS	Rwy Idg	4999
074°	TDZE	1113
	Apt Elev	1123

RNAV (GPS) RWY 7

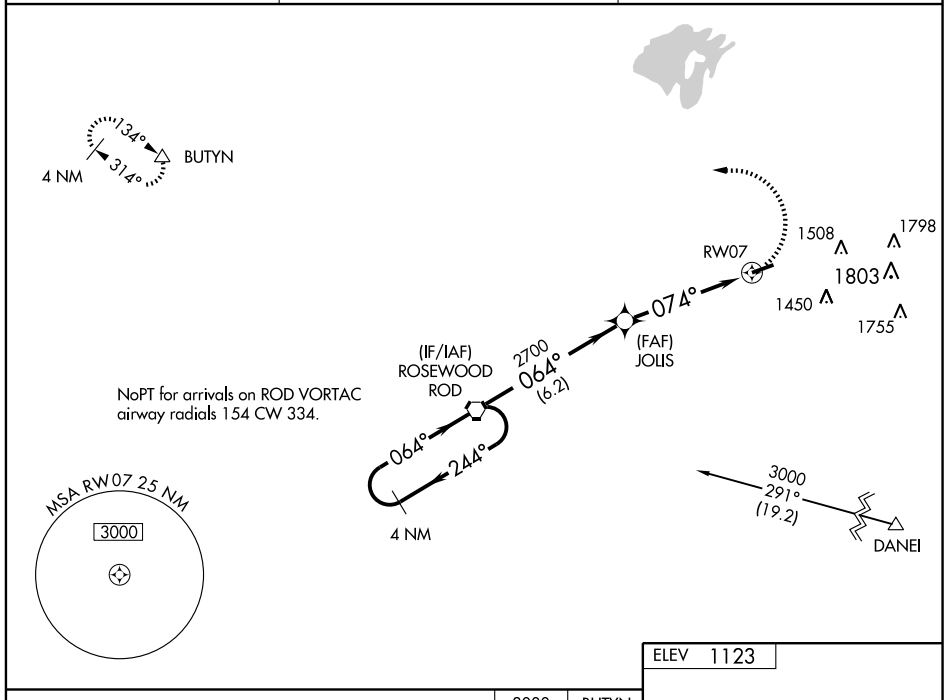
BELLEFONTAINE RGNL (EDJ)

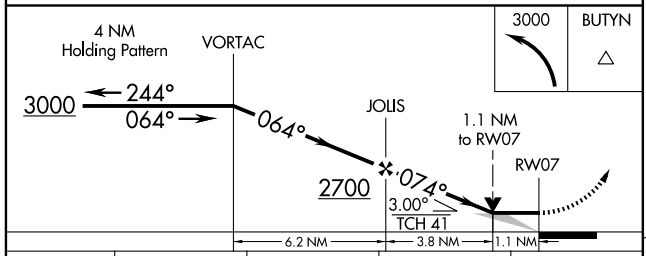
Obtain local altimeter on CTAF; when not received use James M. Cox Dayton Intl altimeter setting. VDP NA with James M. Cox Dayton Intl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

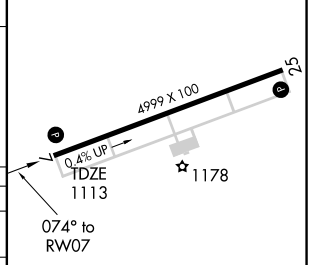
NA

MISSED APPROACH: Climbing left turn to 3000 direct BUTYN WP and hold.

AWOS-3	DAYTON APP CON	UNICOM
118.075	118.425 294.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1480-1 367 (400-1)			1480-1¼ 367 (400-1¼)
CIRCLING	1540-1 417 (500-1)	1640-1 517 (600-1)	1640-1½ 517 (600-1½)	1720-2 597 (600-2)
JAMES M. COX DAYTON INTL. ALTIMETER SETTING MINIMUMS				
LNAV MDA	1580-1 467 (500-1)		1580-1¼ 467 (500-1¼)	1580-1½ 467 (500-1½)
CIRCLING	1640-1 517 (600-1)	1740-1 617 (700-1)	1740-1¾ 617 (700-1¾)	1820-2¼ 697 (700-2¼)

MIRL Rwy 7-25 L

REIL Rwys 7 and 25 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4999
254°	TDZE	1123
	Apt Elev	1123

RNAV (GPS) RWY 25

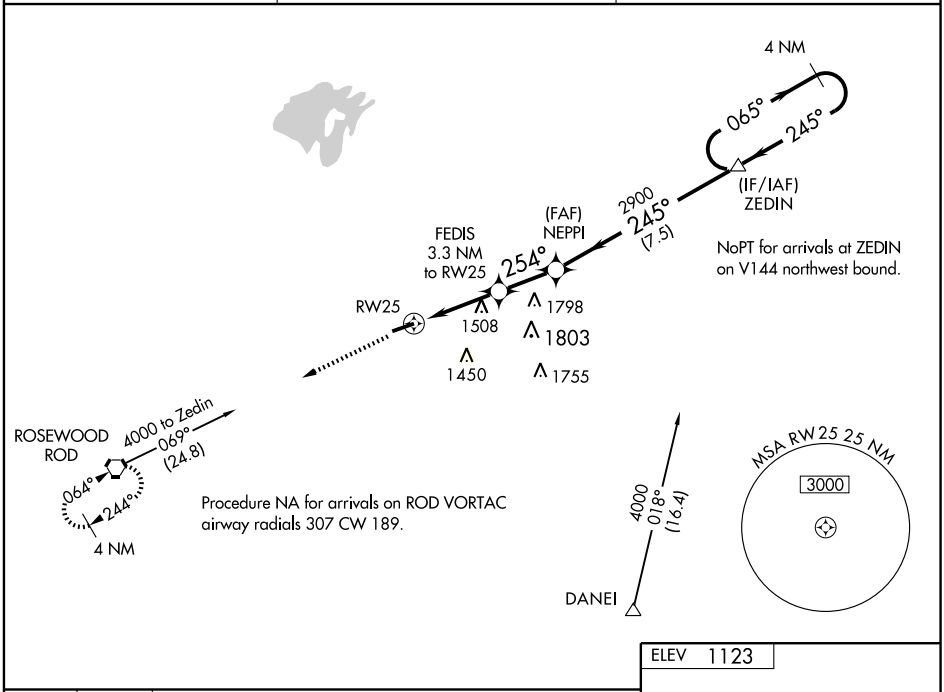
BELLEFONTAINE RGNL (EDJ)

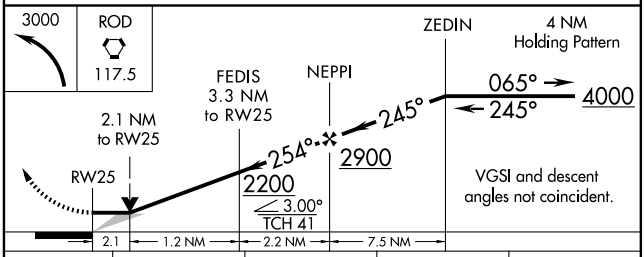
Obtain local altimeter on CTAF; when not received use James M. Cox Dayton Intl altimeter setting. VDP NA with James M. Cox Intl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

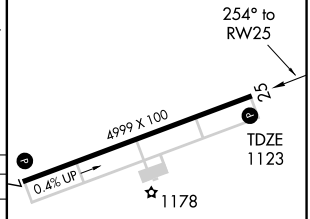
NA

MISSED APPROACH: Climbing left turn to 3000 direct ROD VORTAC and hold.

AWOS-3	DAYTON APP CON	UNICOM
118.075	118.425 294.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1820-1 697 (700-1)		1820-2 697 (700-2)	1820-2¼ 697 (700-2¼)
CIRCLING	1820-1 697 (700-1)		1820-2 697 (700-2)	1820-2¼ 697 (700-2¼)
JAMES M. COX DAYTON INTL. ALTIMETER SETTING MINIMUMS				
LNAV MDA	1920-1 797 (800-1)	1920-1¼ 797 (800-1¼)	1920-2¼ 797 (800-2¼)	1920-2½ 797 (800-2½)
CIRCLING	1920-1 797 (800-1)	1920-1¼ 797 (800-1¼)	1920-2¼ 797 (800-2¼)	1920-2½ 797 (800-2½)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-2, 14 JAN 2010 to 11 FEB 2010

BELLEFONTAINE, OHIO AL-10242 (FAA)

VORTAC ROD	APP CRS	Rwy Idg	4999
117.5	068°	TDZE	1113
Chan 122		Apt Elev	1123

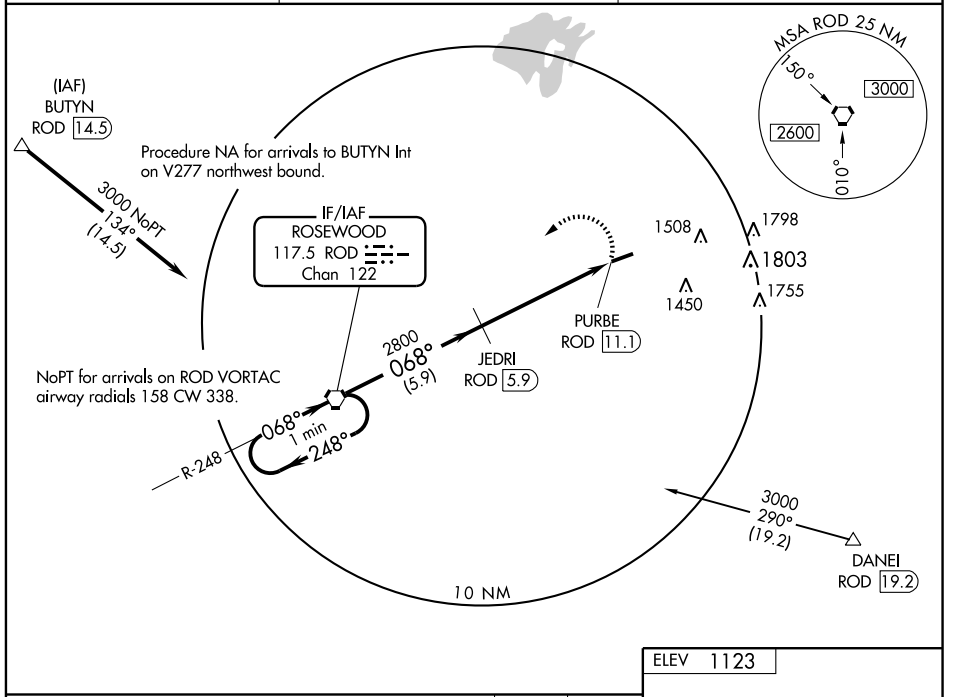
VOR/DME RWY 7

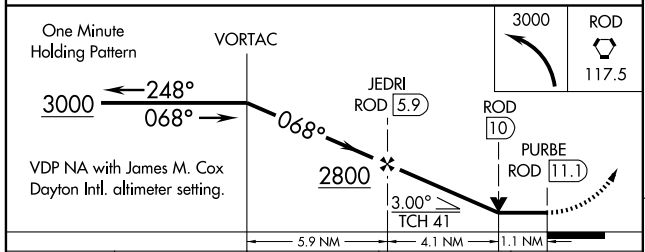
BELLEFONTAINE RGNL (EDJ)

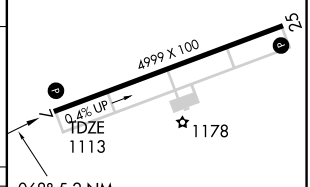
Obtain local altimeter on CTAF; when not received use James M. Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct ROD VORTAC and hold.

AWOS-3	DAYTON APP CON	UNICOM
118.075	118.425 294.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-7	1480-1 367 (400-1)			1480-1¼ 367 (400-1¼)
CIRCLING	1540-1 417 (500-1)	1640-1 517 (600-1)	1640-1½ 517 (600-1½)	1720-2 597 (600-2)
JAMES M. COX DAYTON INTL. ALTIMETER SETTING MINIMUMS				
S-7	1580-1 467 (500-1)		1580-1¼ 467 (500-1¼)	1580-1½ 467 (500-1½)
CIRCLING	1640-1 517 (600-1)	1740-1 617 (700-1)	1740-1¾ 617 (700-1¾)	1820-2¼ 697 (700-2¼)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-2, 14 JAN 2010 to 11 FEB 2010

BELLEFONTAINE, OHIO AL-10242 (FAA)

VORTAC ROD	APP CRS	Rwy Idg	4999
117.5	249°	TDZE	1123
Chan 122		Apt Elev	1123

VOR/DME RWY 25

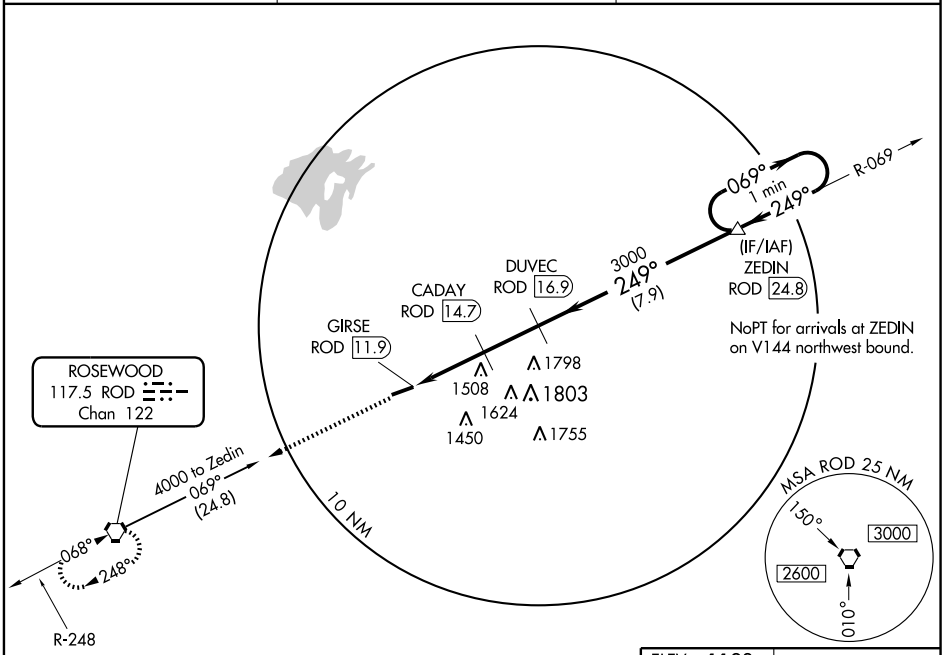
BELLEFONTAINE RGNL (EDJ)

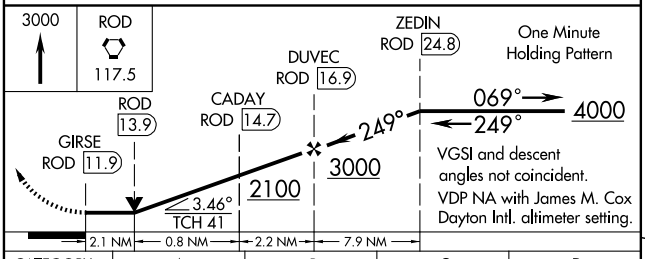
NA

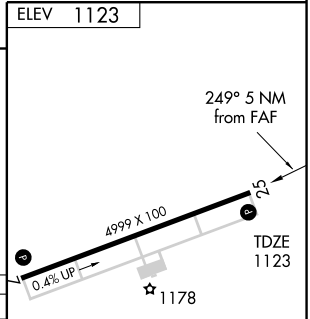
Obtain local altimeter on CTAF; when not received use James M. Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct ROD VORTAC and hold.

AWOS-3	DAYTON APP CON	UNICOM
118.075	118.425 294.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-25	1820-1 697 (700-1)		1820-2 697 (700-2)	1820-2¼ 697 (700-2¼)
CIRCLING	1820-1 697 (700-1)		1820-2 697 (700-2)	1820-2¼ 697 (700-2¼)
JAMES M. COX DAYTON INTL. ALTIMETER SETTING MINIMUMS				
S-25	1920-1 797 (800-1)	1920-1¼ 797 (800-1¼)	1920-2¼ 797 (800-2¼)	1920-2½ 797 (800-2½)
CIRCLING	1920-1 797 (800-1)	1920-1¼ 797 (800-1¼)	1920-2¼ 797 (800-2¼)	1920-2½ 797 (800-2½)

MIRL Rwy 7-25 L

REIL Rwys 7 and 25 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4126
237°	TDZE	850
	Apt Elev	851

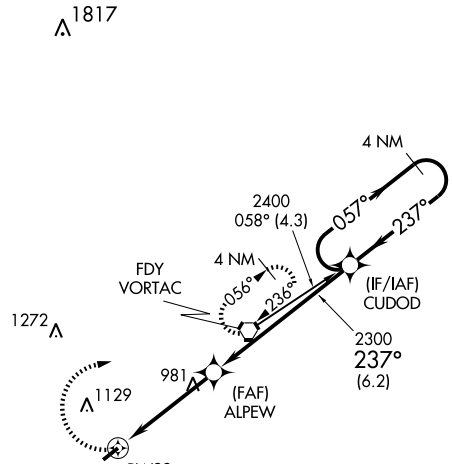
RNAV (GPS) RWY 23
BLUFFTON (5G7)

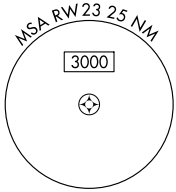
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Findlay altimeter setting; when not received use Lima Allen County altimeter setting and increase all MDA 20 feet and Circling Cat D visibility ¼ mile.

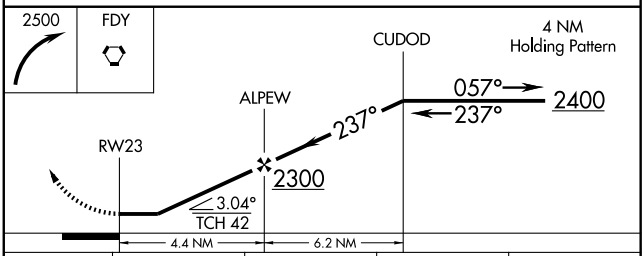
NA

MISSED APPROACH: Climbing right turn to 2500 direct FDY VORTAC and hold.

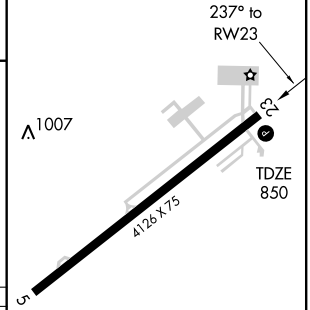
FINDLAY ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1280-1	430 (500-1)	1280-1¼ 430 (500-1¼)	1280-1½ 430 (500-1½)
CIRCLING	1340-1	489 (500-1)	1340-1½ 489 (500-1½)	1520-2 669 (700-2)



REIL Rwy 23 L
MIRL Rwy 5-23 L

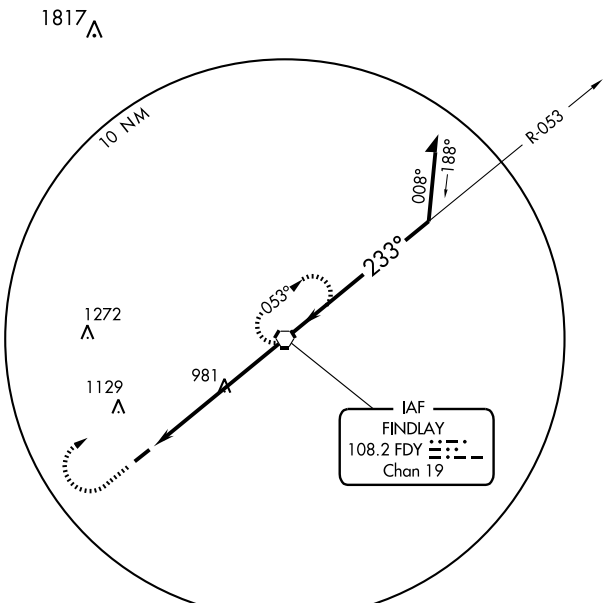
EC-2, 14 JAN 2010 to 11 FEB 2010

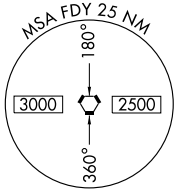
VORTAC FDY 108.2 Chan 19	APP CRS 233°	Rwy Idg 4126 TDZE 850 Apt Elev 851

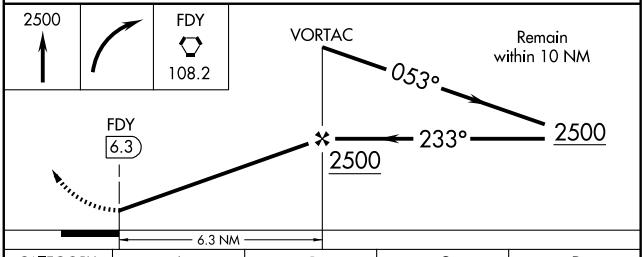
VOR RWY 23
BLUFFTON (5G7)

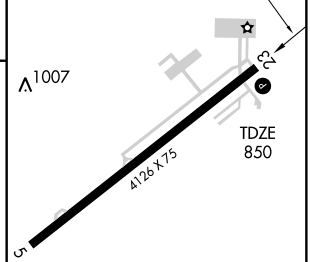
V NA	Visibility reduction by helicopters NA. Use Findlay altimeter setting; when not received, use Lima Allen County altimeter setting and increase all MDA 20 feet, and Circling Cat D visibility ¼ mile.	MISSED APPROACH: Climb to 2500 then right turn direct FDY VORTAC and hold.

FINDLAY ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.8 (CTAF) L









REIL Rwy 23 L
MIRL Rwy 5-23 L

CATEGORY	A	B	C	D
S-23	1280-1	430 (500-1)	1280-1¼ 430 (500-1¼)	1280-1½ 430 (500-1½)
CIRCLING	1340-1	489 (500-1)	1340-1½ 489 (500-1½)	1520-2 669 (700-2)

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4199
CH 62803	096°	TDZE	673
W10A		Apt Elev	673

RNAV (GPS) RWY 10

BOWLING GREEN / WOOD COUNTY (1G0)

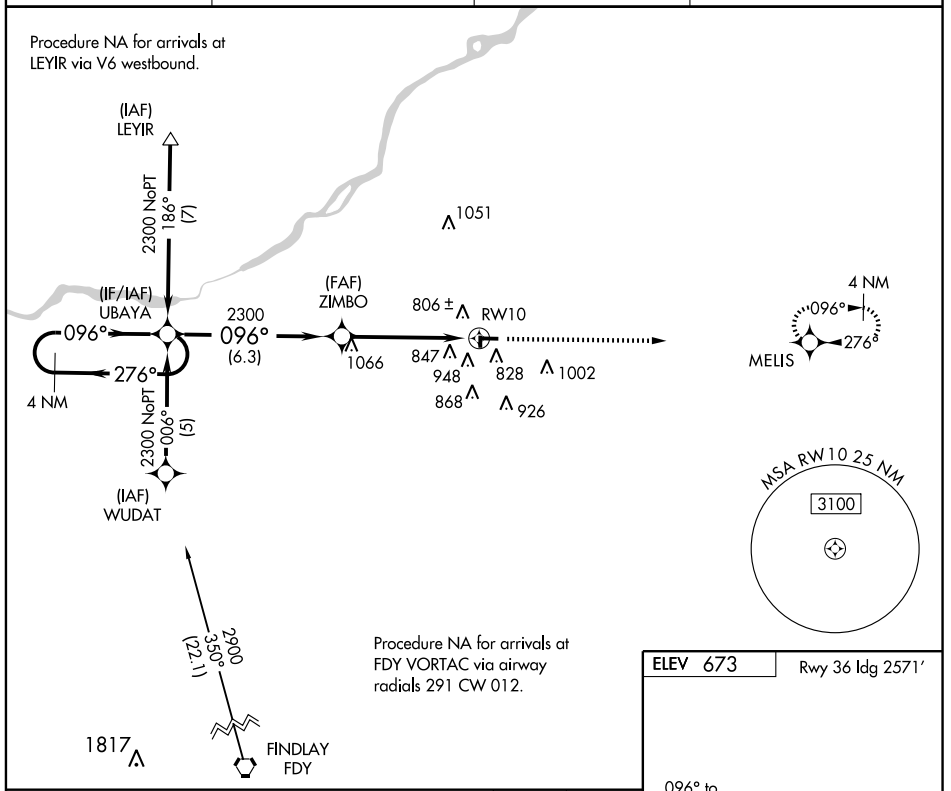
If local altimeter setting not received, use Toledo Express altimeter setting and increase all DAs 35 feet and all MDAs 40 feet. DME/DME RNP-0.3 NA. VDP NA with Toledo Express altimeter setting.

NA

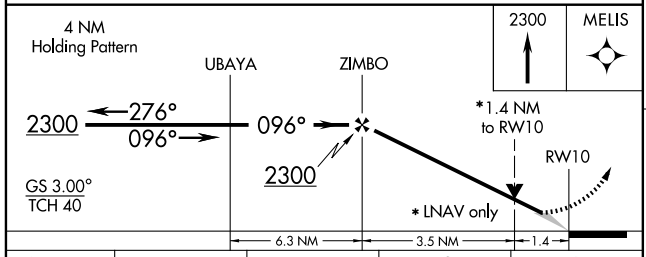
MISSED APPROACH: Climb to 2300 direct MELIS and hold.

AWOS-3	TOLEDO APP CON	CLNC DEL	UNICOM
120.725	126.1 317.55	125.6	122.8 (CTAF) L

Procedure NA for arrivals at LEYIR via V6 westbound.

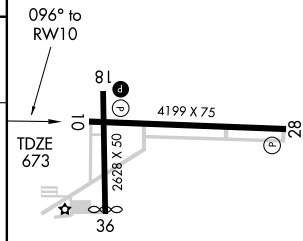


Procedure NA for arrivals at FDY VORTAC via airway radials 291 CW 012.



CATEGORY	A	B	C	D
LPV DA	926-1 253 (300-1)			
LNAV MDA	1160-1 487 (500-1)		1160-1¼ 487 (500-1¼)	1160-1½ 487 (500-1½)
CIRCLING	1300-1 627 (700-1)		1300-1¾ 627 (700-1¾)	1320-2 647 (700-2)

ELEV 673 Rwy 36 ldg 2571'



REIL Rwys 10, 18 and 28 L
MIRL Rwys 10-28 and 18-36 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 97403 W18A	APP CRS 184°	Rwy Idg 2628 TDZE 672 Apt Elev 673

RNAV (GPS) RWY 18

BOWLING GREEN / WOOD COUNTY (1G0)

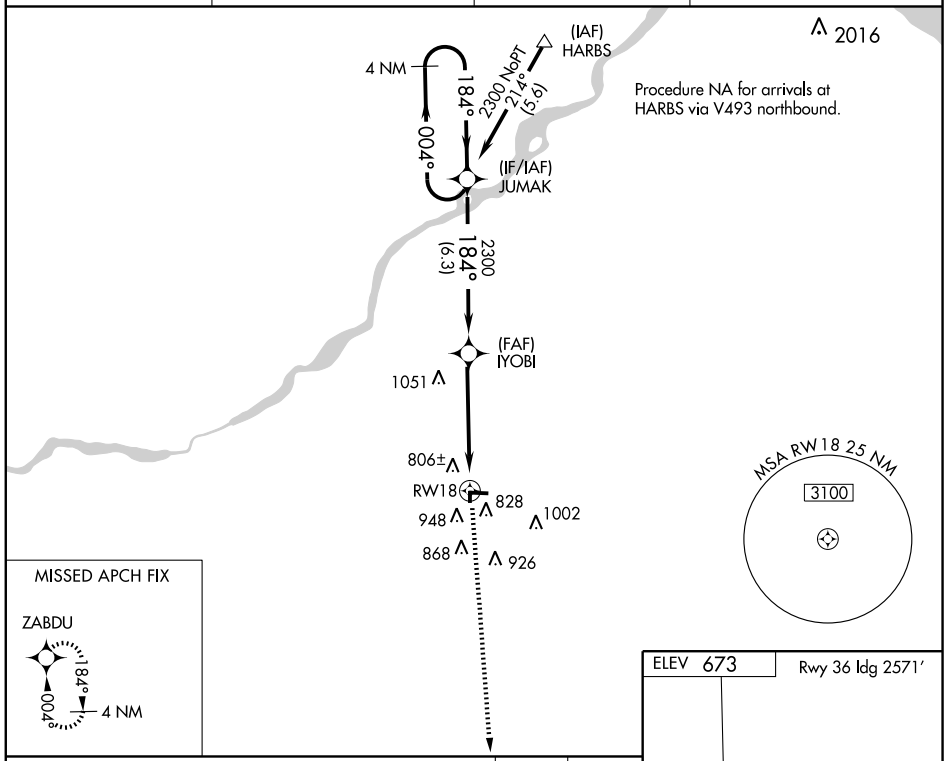
▼ NA

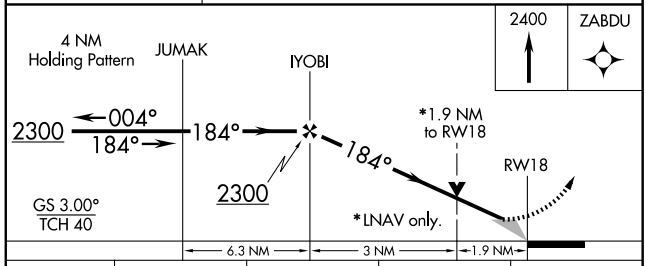
If local altimeter setting not received, use Toledo Express altimeter setting and increase all DAs 35 feet and all MDAs 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct ZABDU and hold.

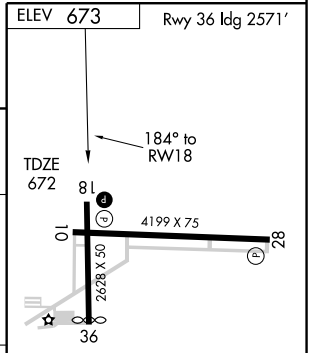
AWOS-3	TOLEDO APP CON	CLNC DEL	UNICOM
120.725	126.1 317.55	125.6	122.8 (CTAF) L

2016





CATEGORY	A	B	C	D
LPV DA	922-1 250 (300-1)		NA	
LNAV MDA	1320-1 648 (700-1)		NA	
CIRCLING	1320-1 647 (700-1)		NA	



REIL Rwys 10, 18 and 28 L
MIRL Rwys 10-28 and 18-36 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4199
CH 82702	276°	TDZE	673
W28A		Apt Elev	673

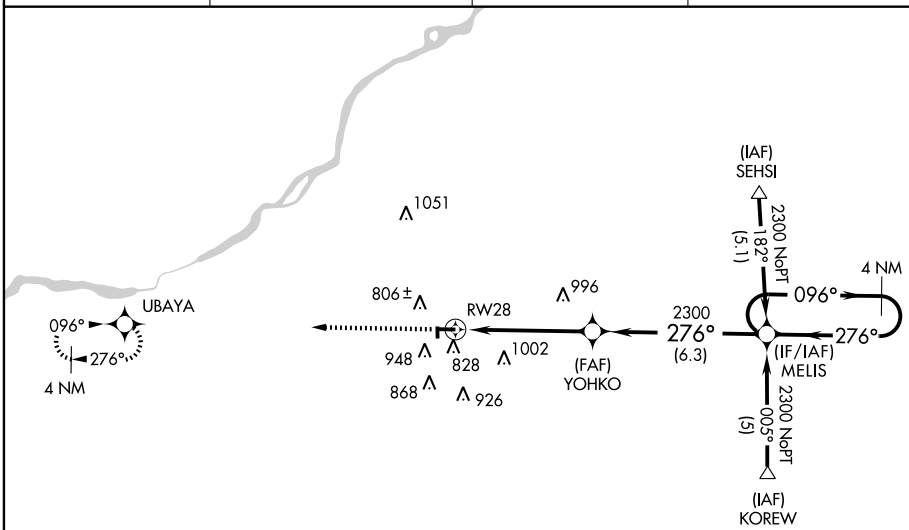
RNAV (GPS) RWY 28

BOWLING GREEN / WOOD COUNTY (1G0)

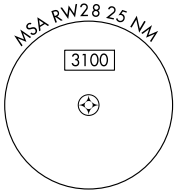
If local altimeter setting not received, use Toledo Express altimeter setting and increase all DAs 35 feet and all MDAs 40 feet.
NA DME/DME RNP-0.3 NA. VDP NA with Toledo Express altimeter setting.

MISSED APPROACH: Climb to 2300 direct UBAYA and hold.

AWOS-3	TOLEDO APP CON	CLNC DEL	UNICOM
120.725	126.1 317.55	125.6	122.8 (CTAF) L

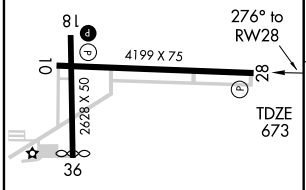


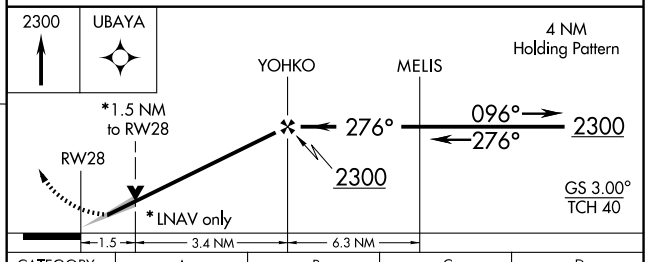
Procedure NA for arrivals at KOREW via V92 southeast bound.



1293

ELEV 673 Rwy 36 Idg 2571'





CATEGORY	A	B	C	D
LPV DA	923-1 250 (300-1)			
LNAV MDA	1200-1 527 (600-1)		1200-1½ 527 (600-1½)	1200-1¾ 527 (600-1¾)
CIRCLING	1300-1 627 (700-1)		1300-1¾ 627 (700-1¾)	1320-2 647 (700-2)

REIL Rwys 10, 18 and 28 L
MIRL Rwys 10-28 and 18-36 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2571
004°	TDZE	672
	Apt Elev	673

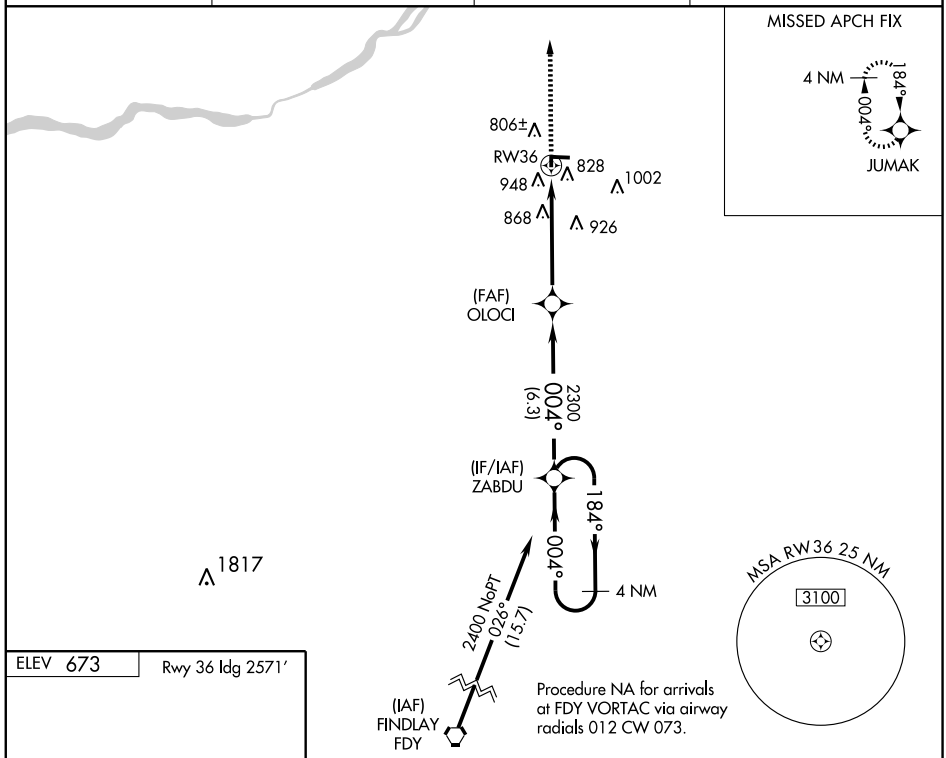
RNAV (GPS) RWY 36

BOWLING GREEN / WOOD COUNTY (1G0)

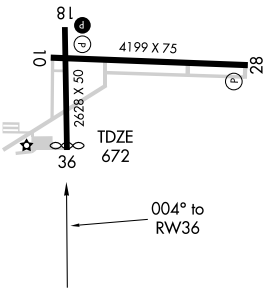
If local altimeter setting not received, use Toledo Express altimeter setting and increase all MDAs 40 feet.
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300 direct JUMAK and hold.

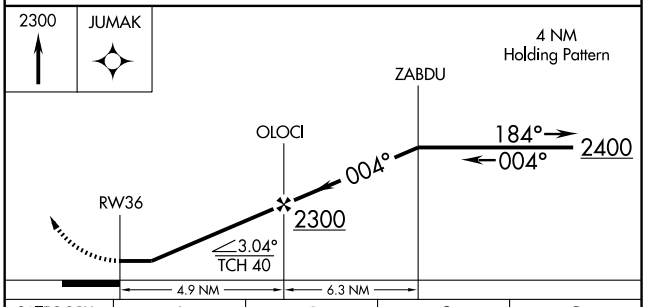
AWOS-3	TOLEDO APP CON	CLNC DEL	UNICOM
120.725	126.1 317.55	125.6	122.8 (CTAF) L



ELEV 673 Rwy 36 Idg 2571'



REIL Rwys 10, 18 and 28 L
MIRL Rwys 10-28 and 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	1260-1	588 (600-1)	NA	
CIRCLING	1300-1	627 (700-1)	NA	

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME VWV	APP CRS	Rwy Idg	2628
113.1	179°	TDZE	672
Chan 78		Apt Elev	673

VOR RWY 18

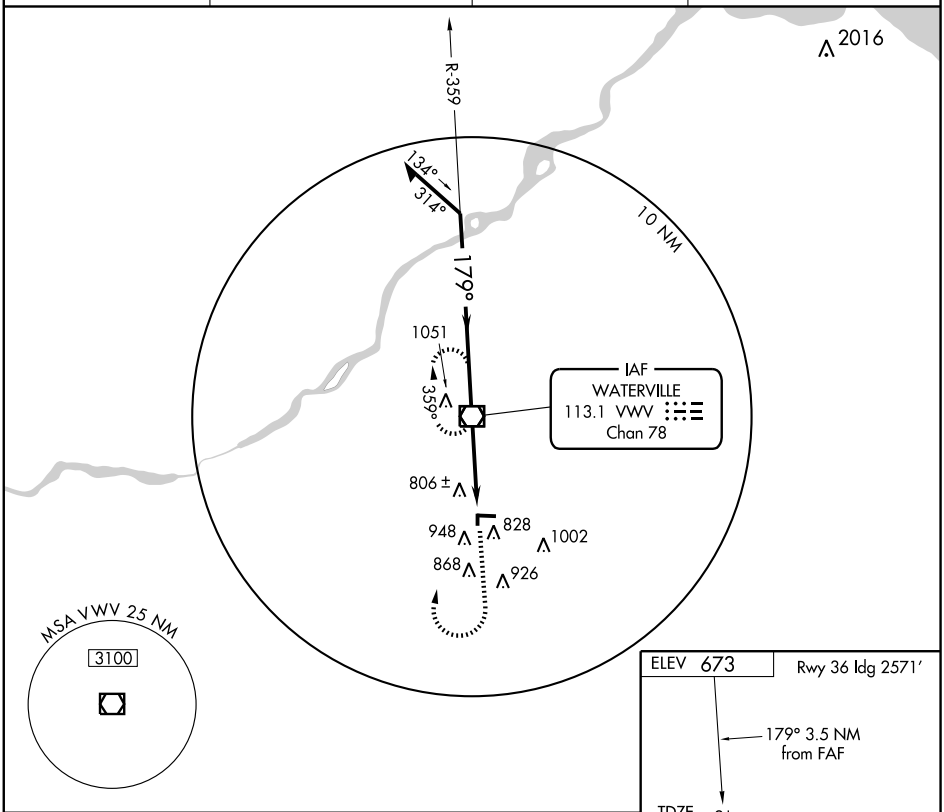
BOWLING GREEN / WOOD COUNTY (1G0)

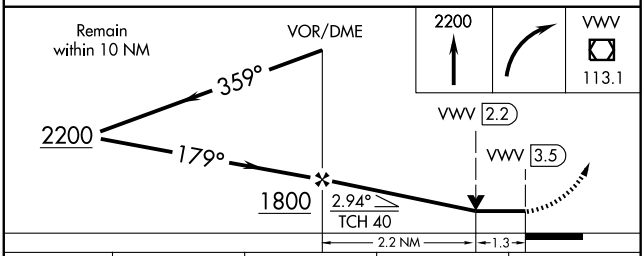
NA

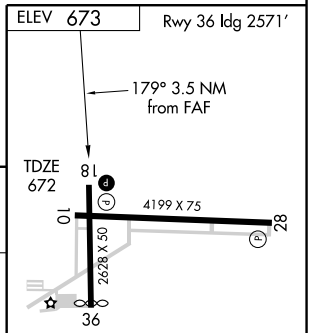
If local altimeter setting not received, use Toledo Express altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2200 then right turn direct VWV VOR/DME and hold.

AWOS-3	TOLEDO APP CON	CLNC DEL	UNICOM
120.725	126.1 317.55	125.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1120-1	448 (500-1)	NA	
CIRCLING	1300-1	627 (700-1)	NA	

REIL Rwys 10, 18 and 28 L
MIRL Rwys 10-28 and 18-36 L

FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

EC-2, 14 JAN 2010 to 11 FEB 2010

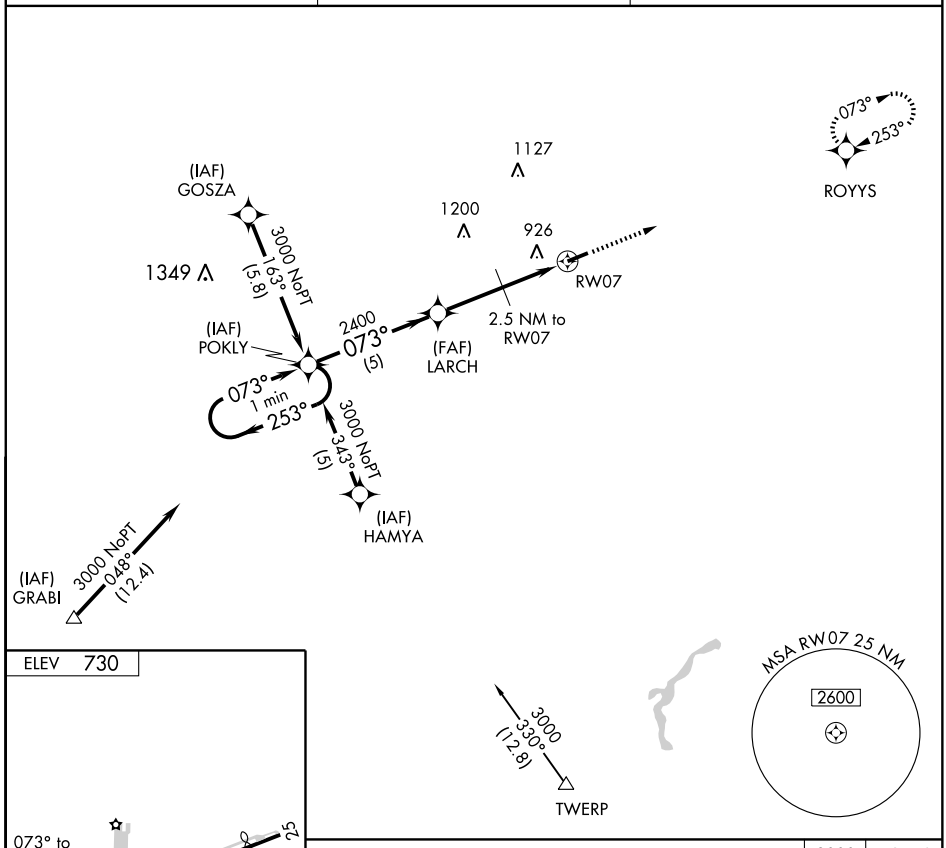
APP CRS	Rwy ldg	4485
073°	TDZE	730
	Apt Elev	730

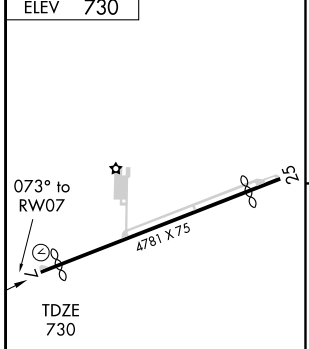
GPS RWY 7

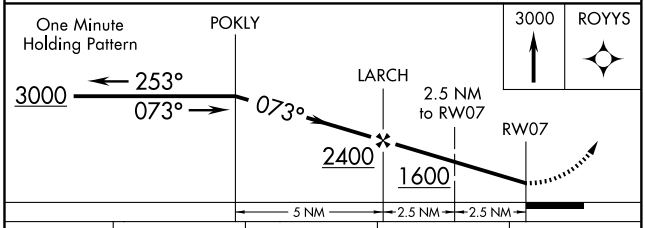
BRYAN/ WILLIAMS COUNTY (ØG6)

⚠ NA Use Defiance Memorial altimeter setting.	MISSED APPROACH: Climb to 3000 direct ROYYS WP and hold.

TOLEDO APP CON	UNICOM	
134.35 307.0	122.8 (CTAF)	123.0 (L)







CATEGORY	A	B	C	D
S-7	1160-1	430 (500-1)	1160-1¼ 430 (500-1¼)	1160-1½ 430 (500-1½)
CIRCLING	1260-1	530 (600-1)	1280-1½ 550 (600-1½)	1300-2 570 (600-2)

LIRL Rwy 7-25
REIL Rwys 7 and 25 (L)

EC-2, 14 JAN 2010 to 11 FEB 2010

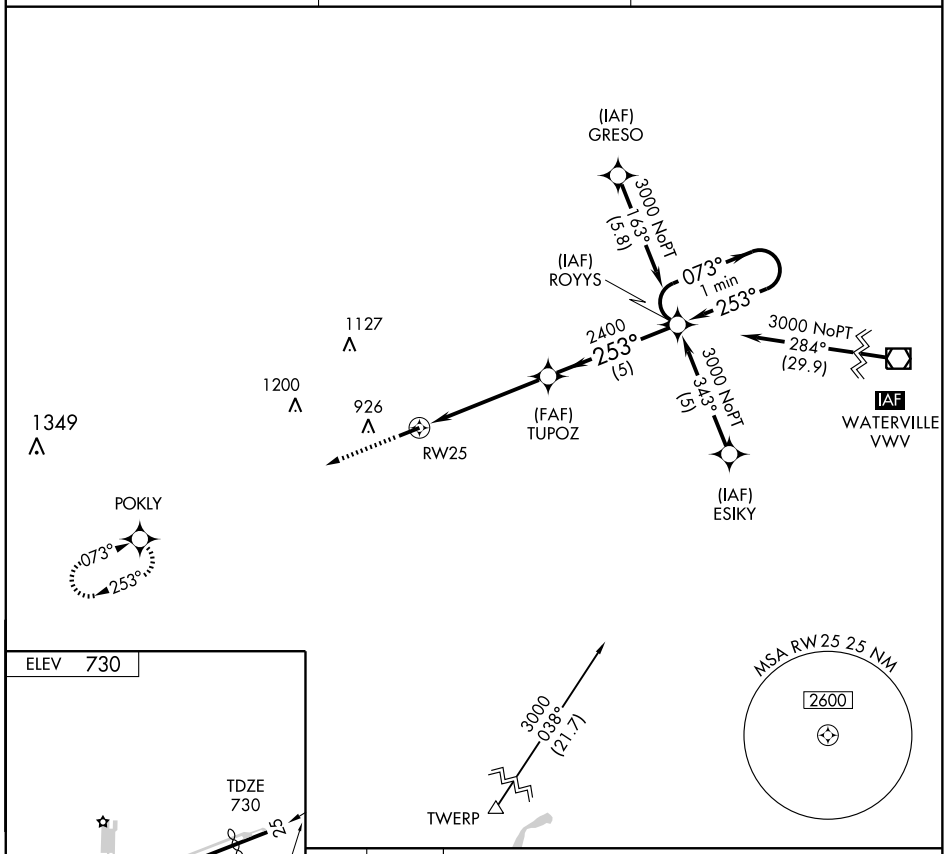
APP CRS	Rwy Idg	4152
253°	TDZE	730
	Apt Elev	730

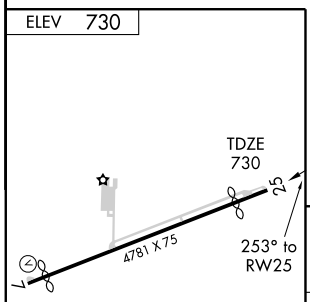
GPS RWY 25

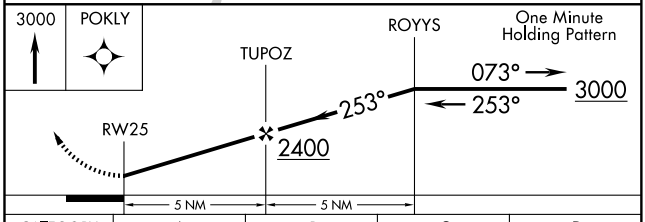
BRYAN/WILLIAMS COUNTY (ØG6)

⚠ NA Use Defiance Memorial altimeter setting. IAF ARM APPROACH MODE PRIOR TO IAF.	MISSED APPROACH: Climb to 3000 direct POKLY WP and hold.

TOLEDO APP CON	UNICOM	
134.35 307.0	122.8 (CTAF)	123.0 (L)







CATEGORY	A	B	C	D
S-25	1160-1	430 (500-1)	1160-1¼ 430 (500-1¼)	1160-1½ 430 (500-1½)
CIRCLING	1260-1	530 (600-1)	1280-1½ 550 (600-1½)	1300-2 570 (600-2)

LIRL Rwy 7-25
REIL Rwys 7 and 25 (L)

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB BYN 260	APP CRS 253°	Rwy Idg N/A TDZE N/A Apt Elev 730

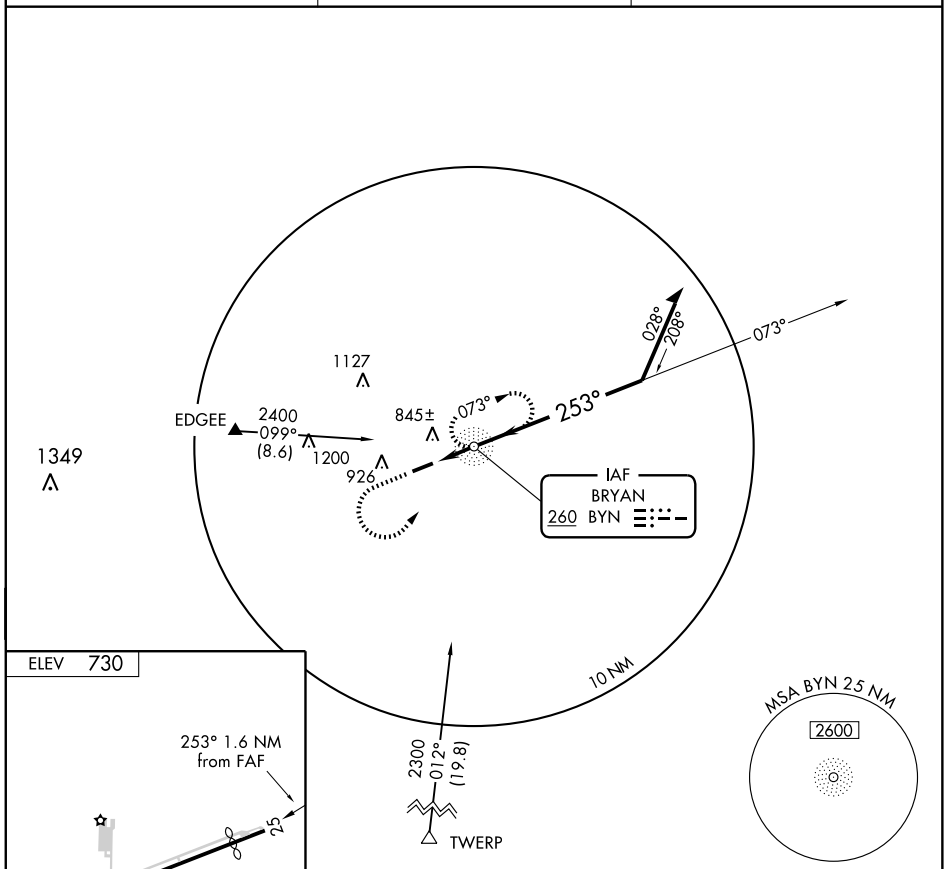
NDB-A

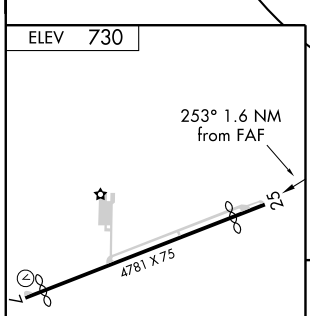
BRYAN/WILLIAMS COUNTY (ØG6)

NA Use Defiance Memorial altimeter setting.

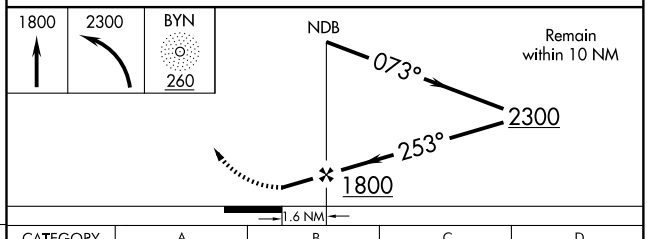
MISSED APPROACH: Climb to 1800 then climbing left turn to 2300 direct BYN NDB and hold.

TOLEDO APP CON	UNICOM	
134.35 307.0	122.8 (CTAF)	123.0 L





LIRL Rwy 7-25
REIL Rwys 7 and 25 L



FAF to MAP 1.6 NM					
Knots	60	90	120	150	180
Min:Sec	1:36	1:04	0:48	0:38	0:32

CATEGORY	A	B	C	D
CIRCLING	1260-1	530 (600-1)	1280-1½ 550 (600-1½)	1300-2 570 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR BUD	APP CRS	Rwy Idg	3895
109.8	208°	TDZE	1008
		Apt Elev	1008

VOR or GPS RWY 22

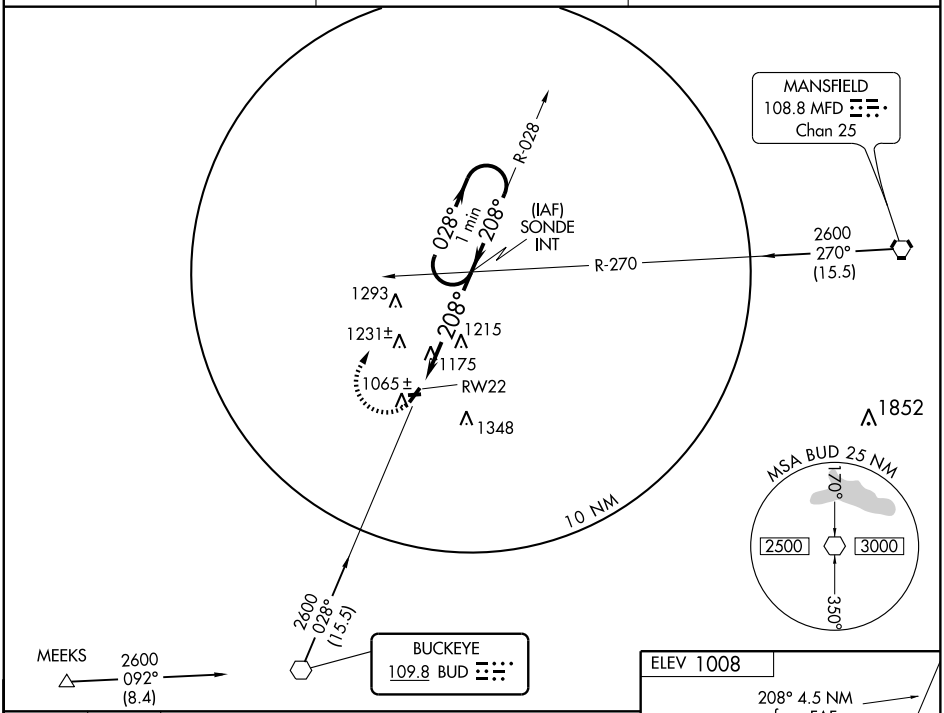
BUCYRUS / PORT BUCYRUS-CRAWFORD COUNTY (17G)

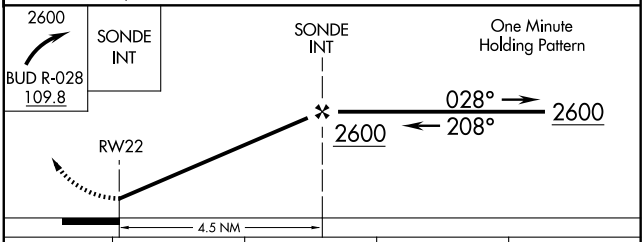
Use Mansfield altimeter setting; when not available, use Findlay altimeter setting.

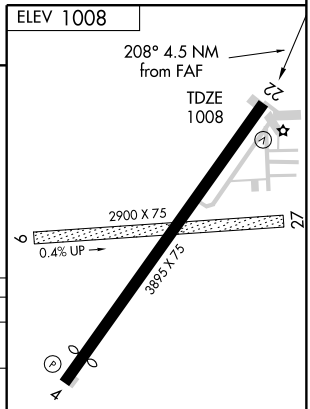
NA

MISSED APPROACH: Climbing right turn to 2600 via BUD R-028 to SONDE Int and hold.

AWOS-3	MANSFIELD APP CON ★	UNICOM
126.625	124.2 390.8	122.8 (CTAF)







CATEGORY	A	B	C	D
S-22	1620-1 612 (700-1)		1620-1¾ 612 (700-1¾)	NA
CIRCLING	1620-1 612 (700-1)		1620-1¾ 612 (700-1¾)	NA
FINDLAY ALTIMETER SETTING MINIMUMS				
S-22	1640-1 632 (700-1)		1640-1¾ 632 (700-1¾)	NA
CIRCLING	1640-1 632 (700-1)		1640-1¾ 632 (700-1¾)	NA

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

EC-2. 14 JAN 2010 to 11 FEB 2010

APP CRS		
134°	Rwy Idg	3277
	TDZE	1161
	Apt Elev	1174

GPS RWY 13

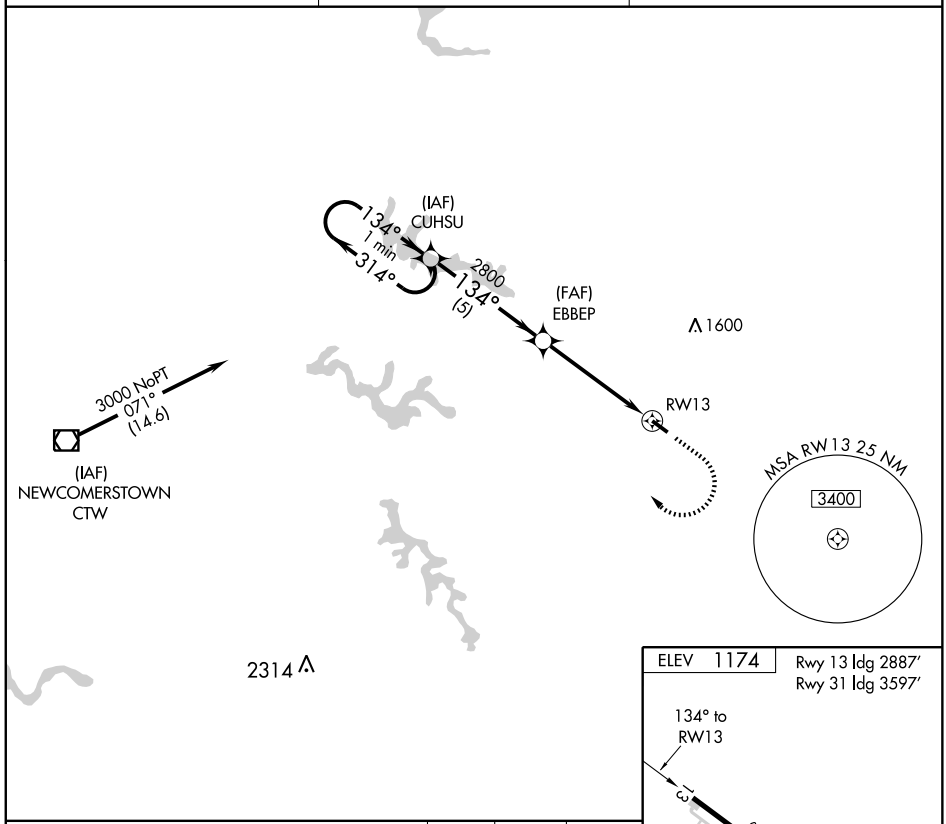
CADIZ / HARRISON COUNTY (8G6)

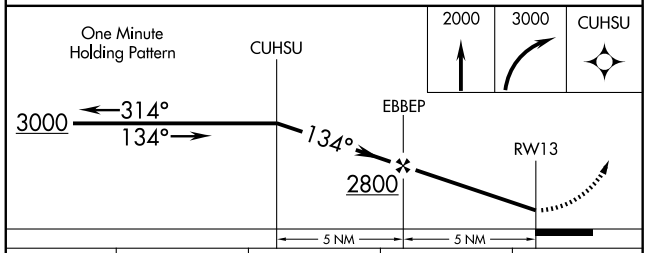
NA

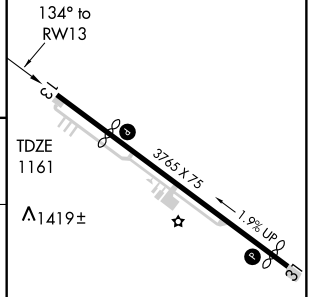
Use Wheeling, WV altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CUHSU WP and hold.

WHEELING ASOS	CLEVELAND CENTER	UNICOM
127.375	120.4 257.975	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1720-1	559 (600-1)	NA	
CIRCLING	1780-1 606 (700-1)	1820-1 646 (700-1)	NA	

MIRL Rwy 13-31 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3933
314°	TDZE	1160
	Apt Elev	1174

GPS RWY 31

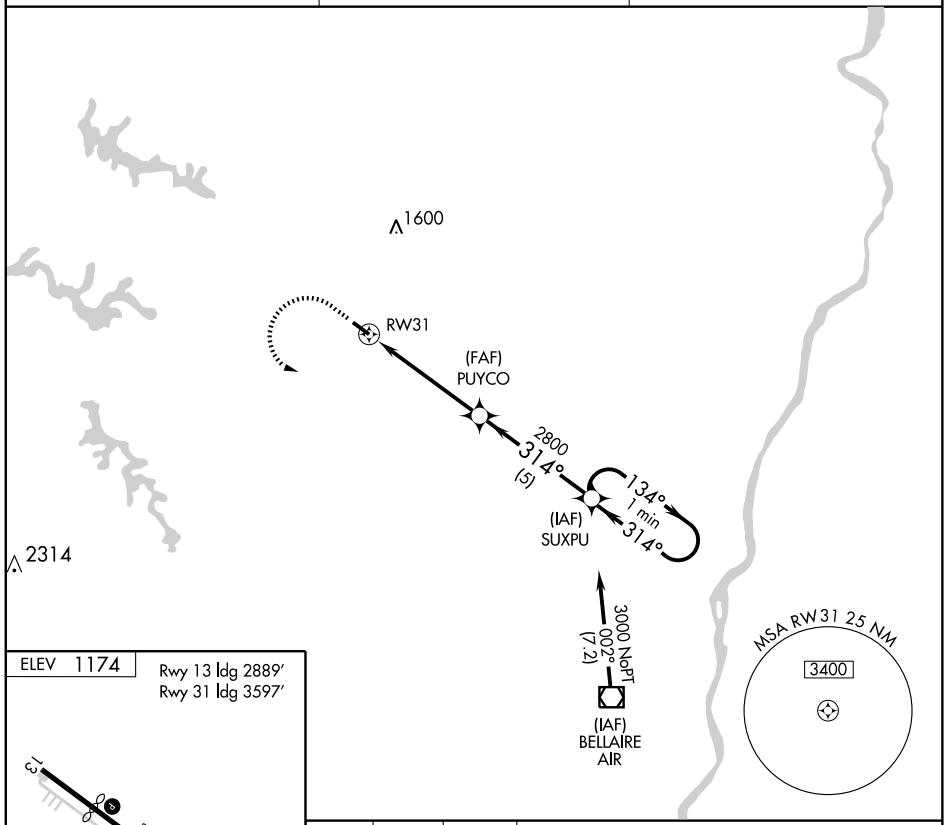
CADIZ / HARRISON COUNTY (8G6)

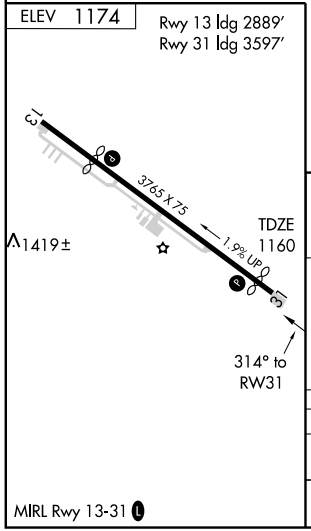
NA

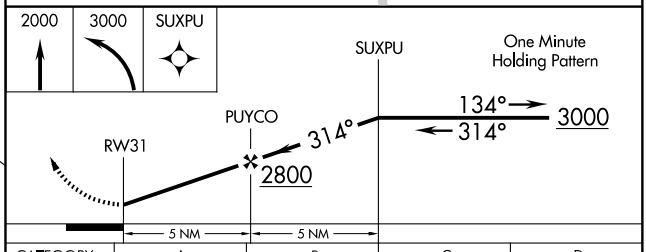
Use Wheeling, WV altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct SUXPU WP and hold.

WHEELING ASOS	CLEVELAND CENTER	UNICOM
127.375	120.4 257.975	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1720-1 560 (600-1)		NA	
CIRCLING	1780-1 606 (700-1)	1820-1 646 (700-1)	NA	

MIRL Rwy 13-31 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME CTW	APP CRS	Rwy Idg	N/A
111.8	095°	TDZE	N/A
Chan 55		Apt Elev	1174

VOR-A

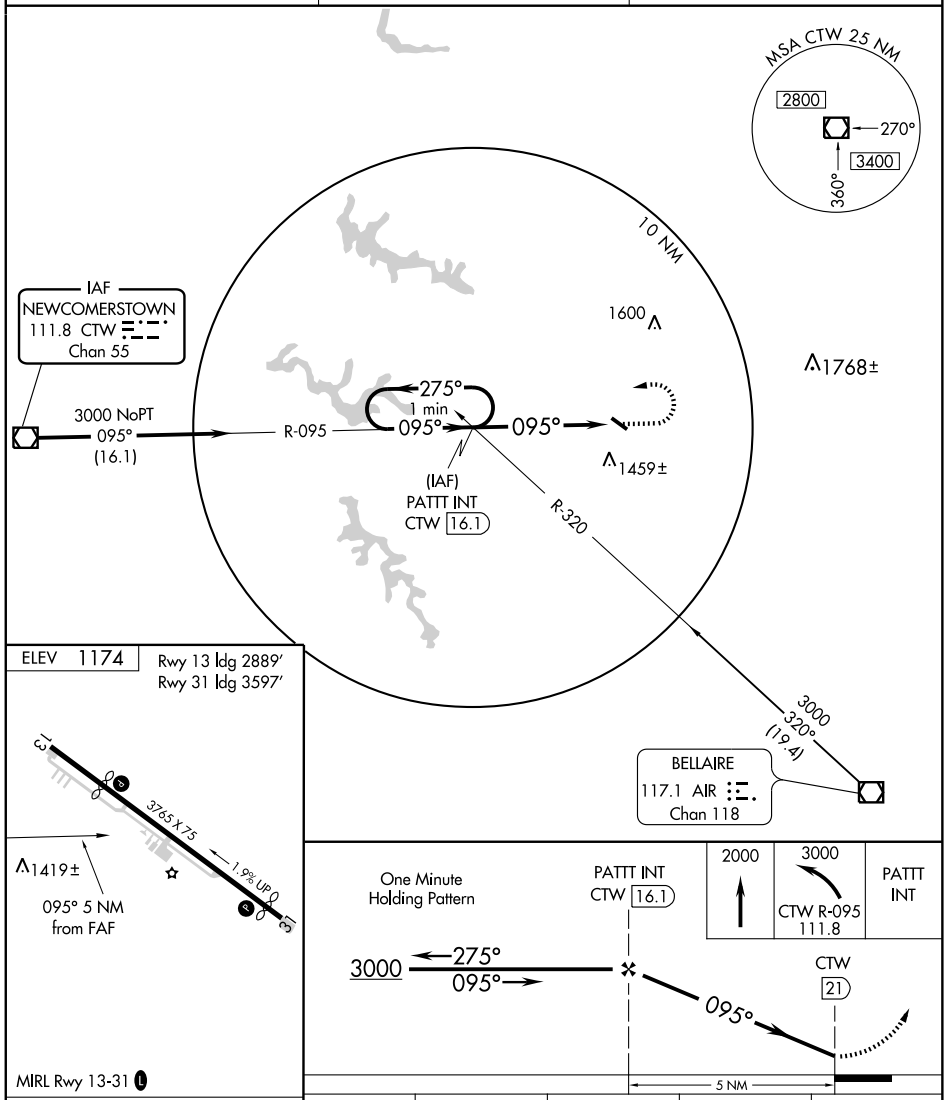
CADIZ / HARRISON COUNTY (8G6)

NA

Use Wheeling, WV altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via CTW VOR/DME R-095 to PATTT Int/CTW 16.1 DME and hold.

WHEELING ASOS	CLEVELAND CENTER	UNICOM
127.375	120.4 257.975	122.8 (CTAF) L



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1780-1 606 (700-1)	1820-1¼ 646 (700-1¼)	NA	

EC-2. 14 JAN 2010 to 11 FEB 2010

APP CRS		
228°	Rwy Idg	3398
	TDZE	878
	Apt Elev	880

GPS RWY 23

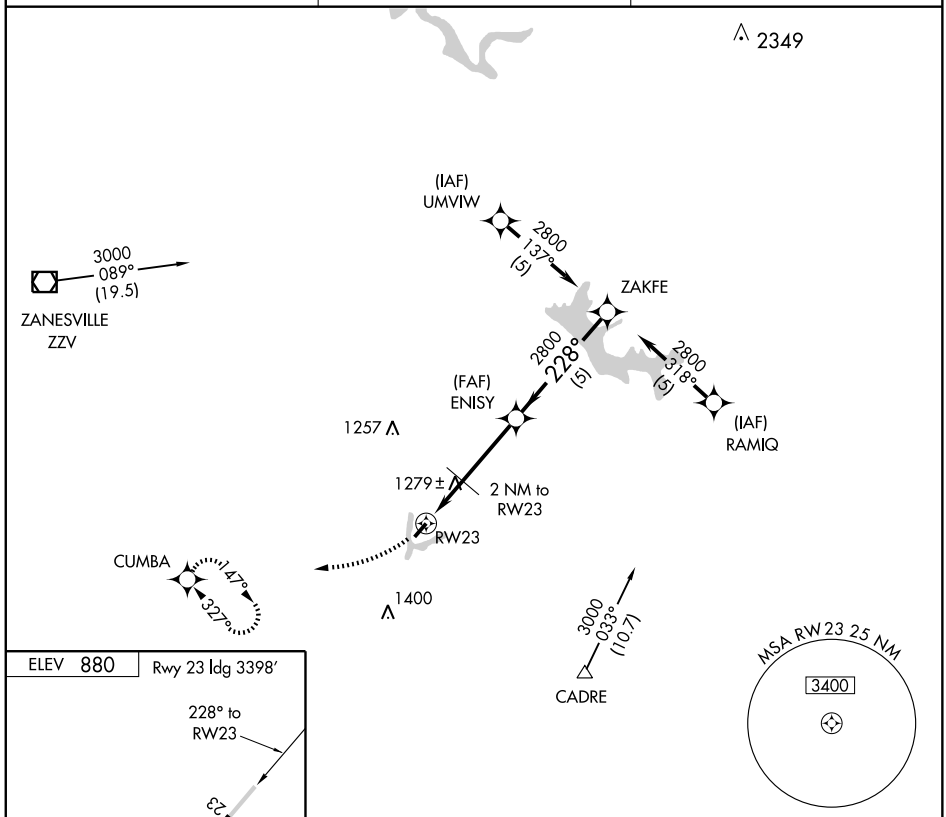
CALDWELL/ NOBLE COUNTY (I1Ø)

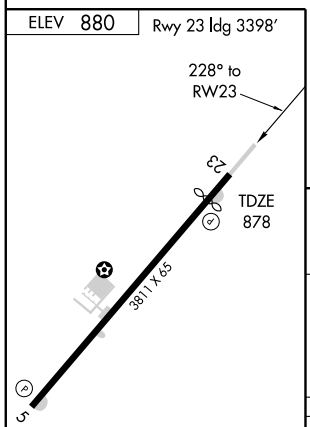
V
NA

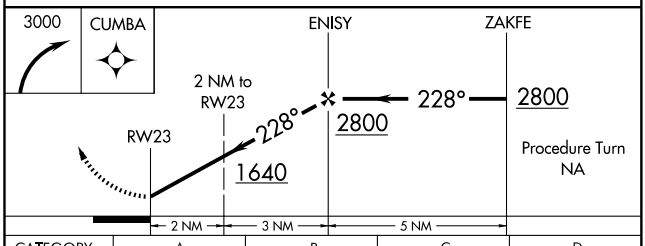
Use Zanesville altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct to CUMBA WP and hold.

INDIANAPOLIS CENTER	UNICOM	
124.45 370.9	122.8 (CTAF)	122.7 L







CATEGORY	A	B	C	D
S-23	1580-1 702 (700-1)		1580-2 702 (700-2)	NA
CIRCLING	1620-1 740 (800-1)		1640-2¼ 760 (800-2¼)	NA

MIRL Rwy 5-23 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME ZZV	APP CRS	Rwy Idg	N/A
111.4	123°	TDZE	N/A
Chan 51		Apt Elev	880

VOR or GPS-A

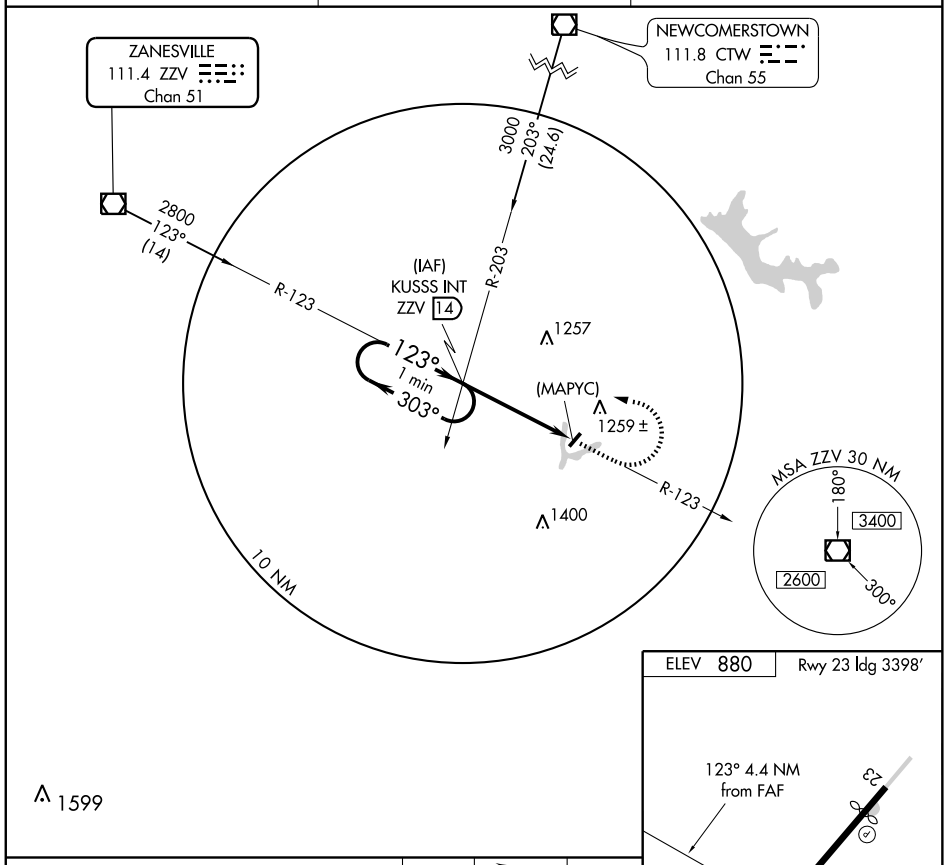
CALDWELL/ NOBLE COUNTY (I1Ø)

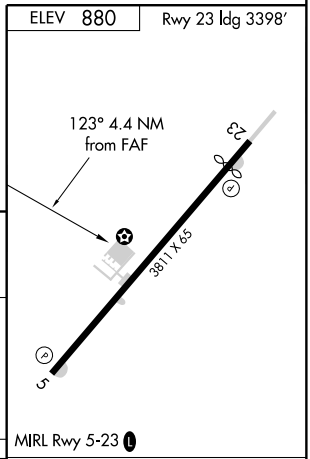
NA

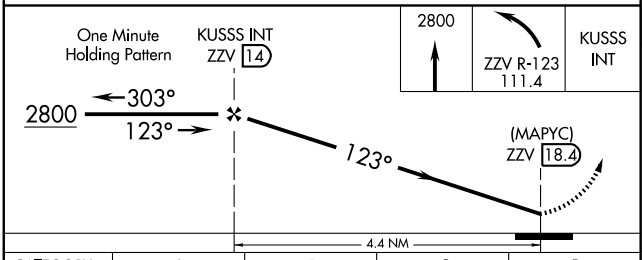
Use Zanesville altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn via ZZV R-123 to KUSSS Int/ZZV 14 DME and hold.

INDIANAPOLIS CENTER	UNICOM	
124.45 370.9	122.8 (CTAF)	122.7 L







CATEGORY	A	B	C	D
CIRCLING	1620-1	740 (800-1)	1640-2 ¼ 760 (800-2 ¼)	NA

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-2, 14 JAN 2010 to 11 FEB 2010

CAMBRIDGE, OHIO

AL-5993 (FAA)

LOC/DME I-CZM	APP CRS	Rwy Idg 4298
109.35	220°	TDZE 799
Chan 30 (Y)		Apt Elev 799

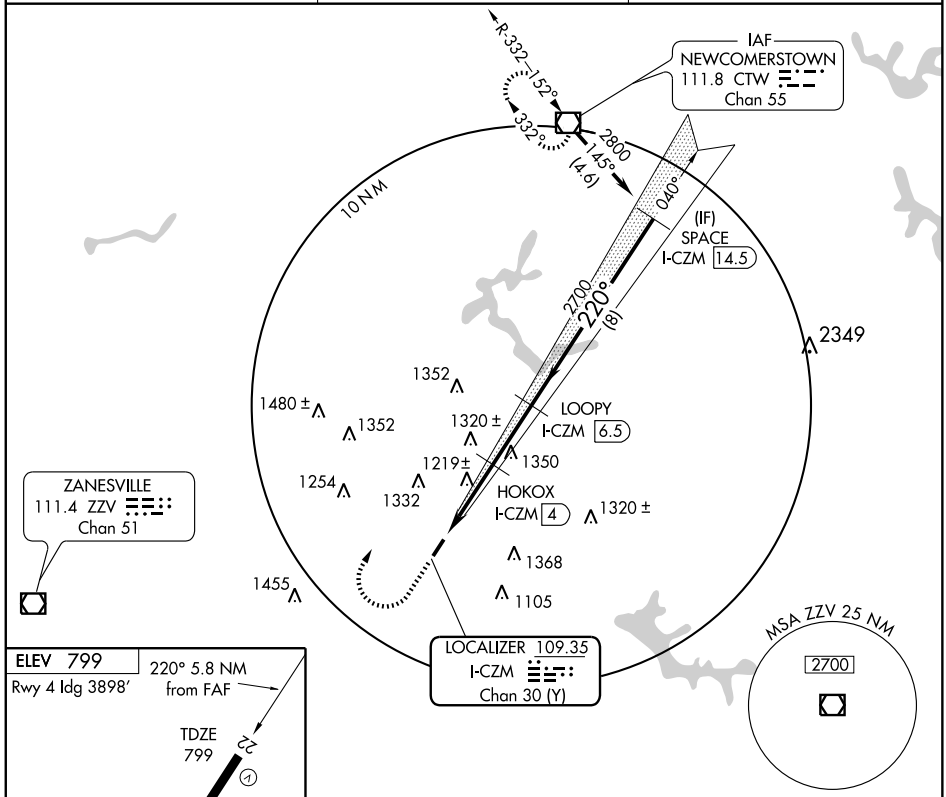
LOC/DME RWY 22

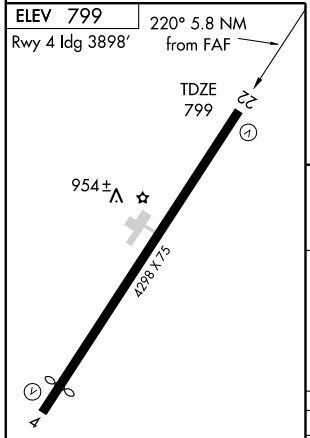
CAMBRIDGE MUNI (CDI)

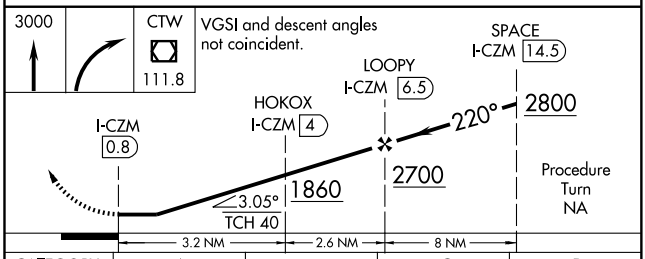
V
A NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Zanesville altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3000 then right turn direct CTW VOR/DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.525	120.4 257.975	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-22	1480-1 681 (700-1)		1480-2 681 (700-2)	NA
CIRCLING	1540-1 741 (800-1)	1540-1¼ 741 (800-1¼)	1560-2¼ 761 (800-2¼)	NA

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME ZZV	APP CRS	Rwy Idg	N/A
111.4	088°	TDZE	N/A
Chan 51		Apt Elev	800

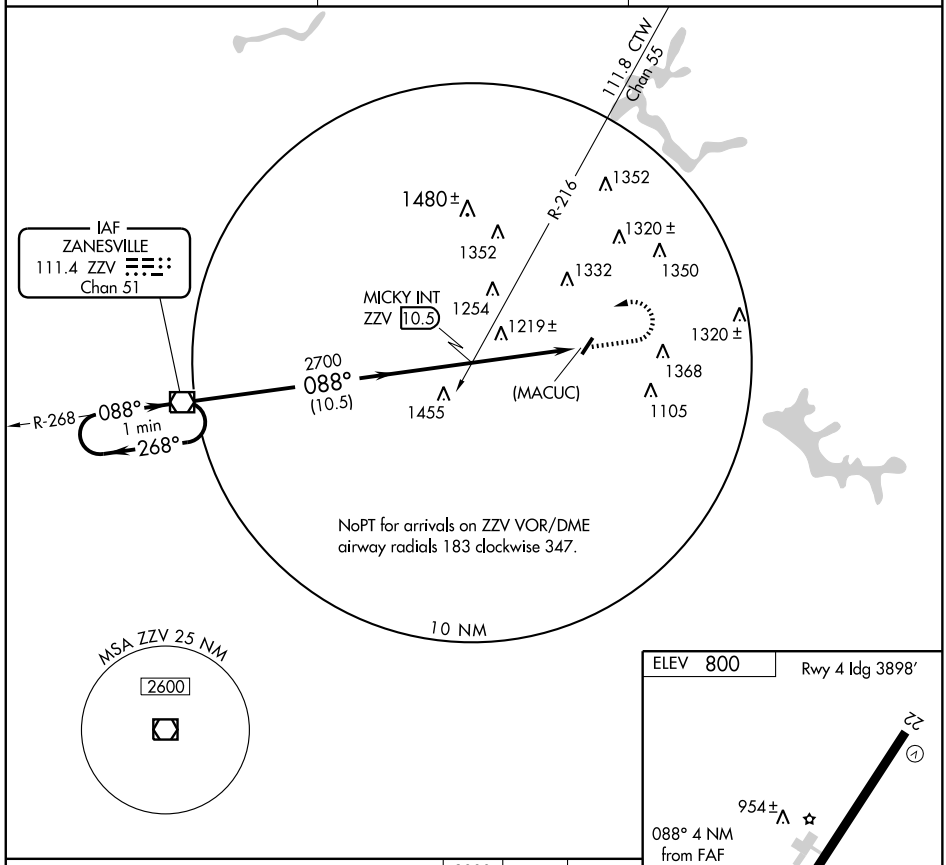
VOR or GPS-A

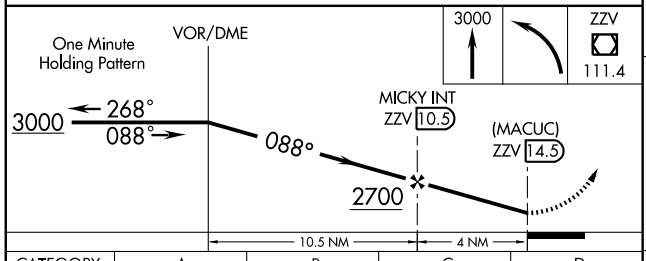
CAMBRIDGE MUNI (CDI)

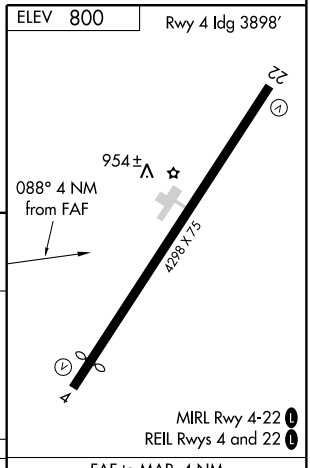
NA

MISSED APPROACH: Climb to 3000, then left turn direct ZZV VOR/DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.525	124.45 370.9	123.075 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1480-1 680 (700-1)		1500-2 700 (700-2)	NA

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

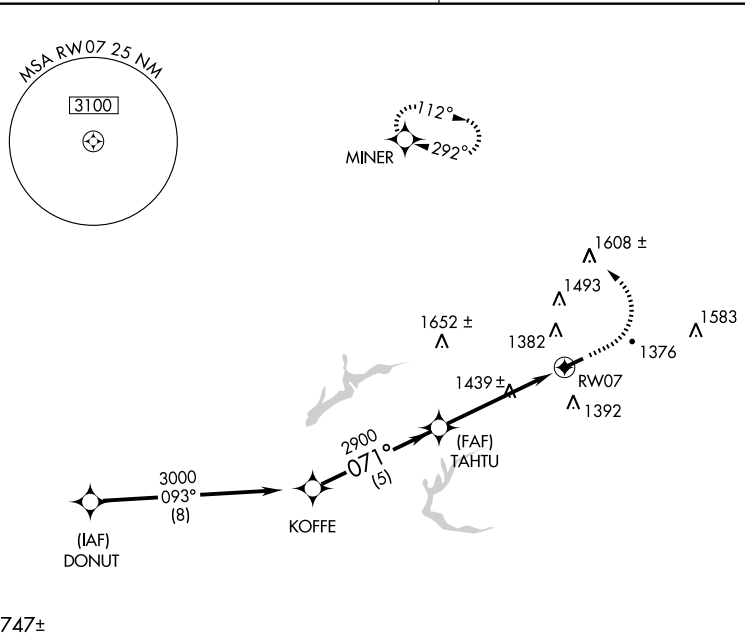
EC-2. 14 JAN 2010 to 11 FEB 2010

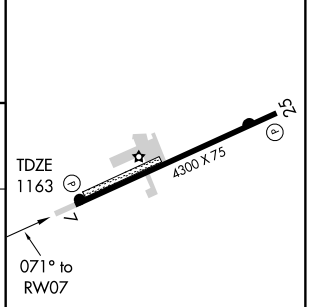
APP CRS	Rwy Idg	4300
071°	TDZE	1163
	Apt Elev	1163

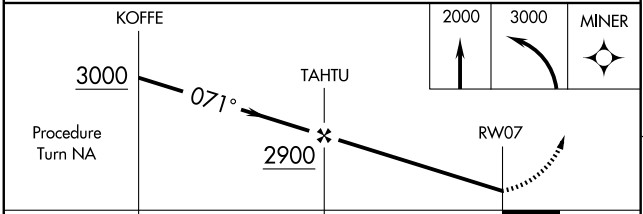
GPS RWY 7

CARROLLTON/ CARROLL COUNTY-TOLSON (TSO)

NA Use Akron-Canton altimeter setting.	MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct MINER WP and hold.
AKRON-CANTON APP CON ★ **125.5 371.875**	UNICOM **122.7** (CTAF) L







CATEGORY	A	B	C	D
S-7	1780-1	617 (700-1)	NA	
CIRCLING	1880-1 717 (800-1)	1900-1 737 (800-1)	NA	

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME BSV	APP CRS	Rwy Idg	N/A
112.4	127°	TDZE	N/A
Chan 71		Apt Elev	1163

VOR or GPS-A

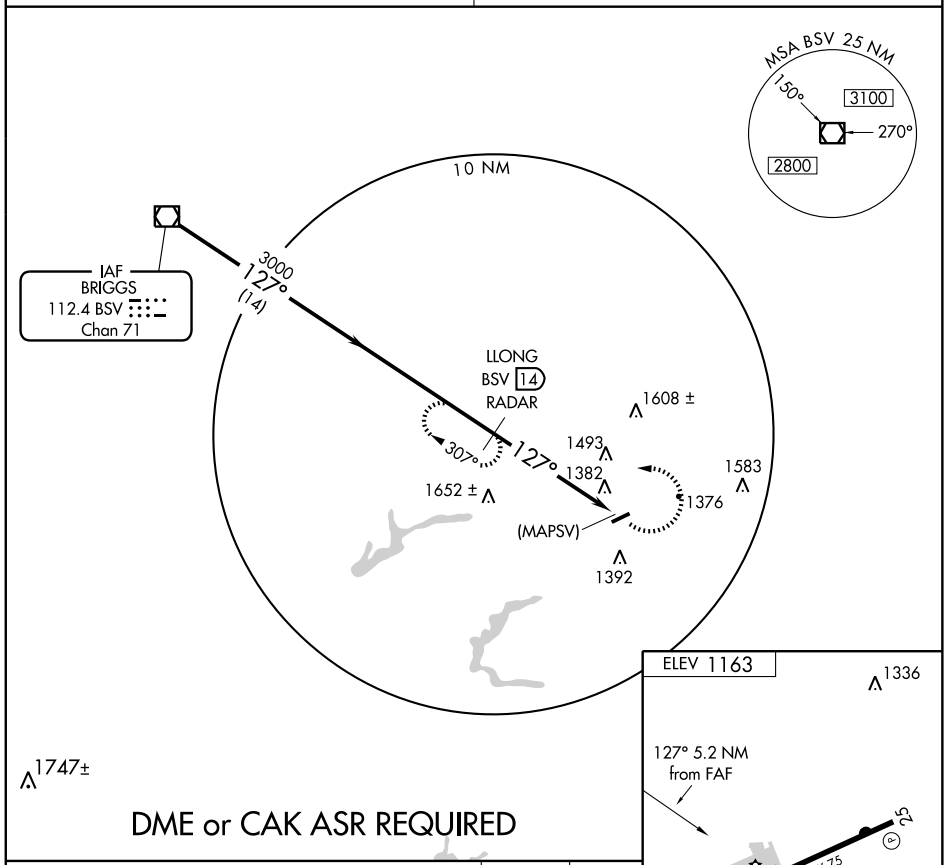
CARROLLTON/ CARROLL COUNTY-TOLSON (TSO)

NA

Use Akron-Canton altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via BSV R-127 to LLONG/BSV 14 DME/RADAR and hold.

AKRON-CANTON APP CON *	UNICOM
125.5 371.875	122.7 (CTAF) L



REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

CATEGORY	A	B	C	D
CIRCLING	1940-1 777 (800-1)	1940-1¼ 777 (800-1¼)	NA	

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB CQA 205	APP CRS 100°	Rwy Idg 4400 TDZE 892 Apt Elev 892

NDB or GPS RWY 8

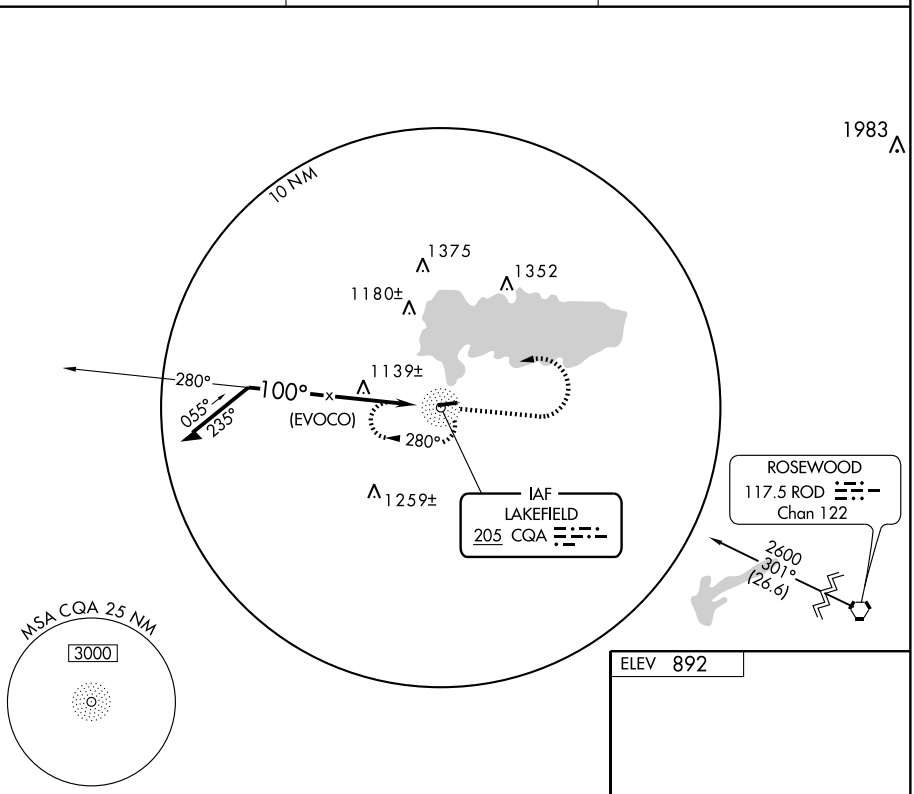
CELINA/LAKEFIELD (CQA)

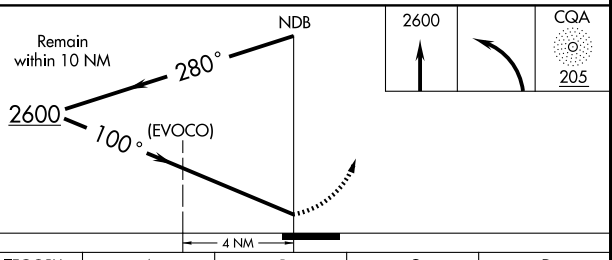
Use Dayton Intl altimeter setting.

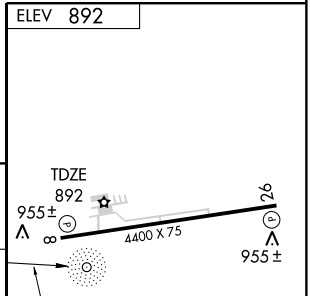
NA

MISSED APPROACH: Climb to 2600 then left turn direct CQA NDB and hold.

DAYTON APP CON	UNICOM	
134.45 352.05	122.8 (CTAF)	123.3 L







CATEGORY	A	B	C	D
S-8	1600-1	708 (800-1)	1600-2 708 (800-2)	NA
CIRCLING	1600-1	708 (800-1)	1600-2 708 (800-2)	NA

REIL Rwys 8 and 26 L

MIRL Rwy 8-26 L

EC-2, 14 JAN 2010 to 11 FEB 2010

CELINA, OHIO

AL-5823 (FAA)

VORTAC ROD	APP CRS	Rwy Idg	4400
117.5	268°	TDZE	892
Chan 122		Apt Elev	892

VOR/DME RNAV or GPS RWY 26

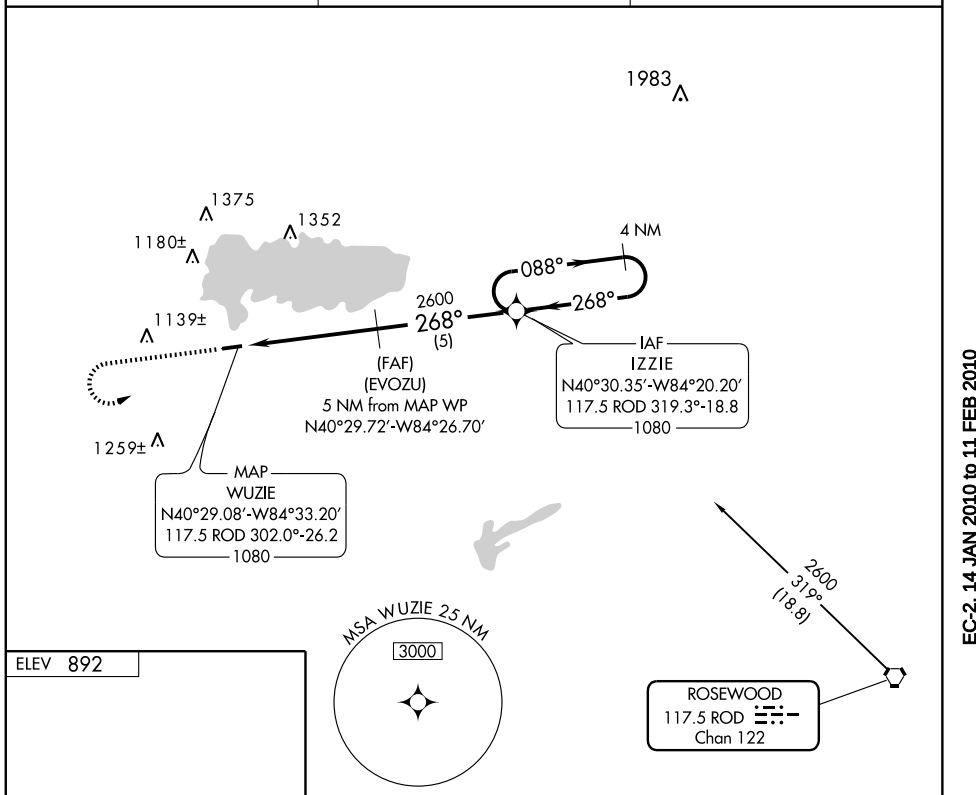
CELINA/LAKEFIELD (CQA)

Use Dayton Intl altimeter setting.

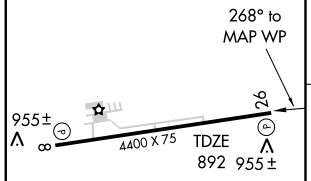
NA

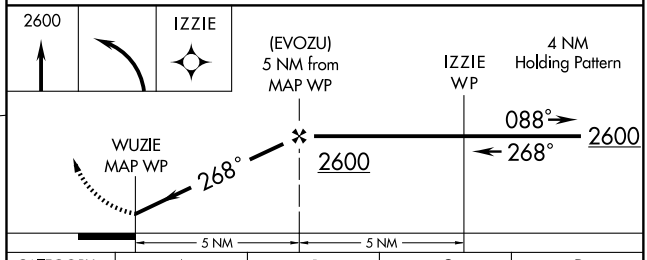
MISSED APPROACH: Climb to 2600 then left turn direct IZZIE WP and hold.

DAYTON APP CON	UNICOM	
134.45 352.05	122.8 (CTAF)	123.3 L



ELEV 892





CATEGORY	A	B	C	D
S-26	1400-1 508 (600-1)	1400-1¼ 508 (600-1¼)	1400-1½ 508 (600-1½)	NA
CIRCLING	1440-1 548 (600-1)	1440-1¼ 548 (600-1¼)	1440-1½ 548 (600-1½)	NA

REIL Rwys 8 and 26 L

MIRL Rwy 8-26 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5400
228°	TDZE	716
	Apt Elev	725

RNAV (GPS) RWY 23

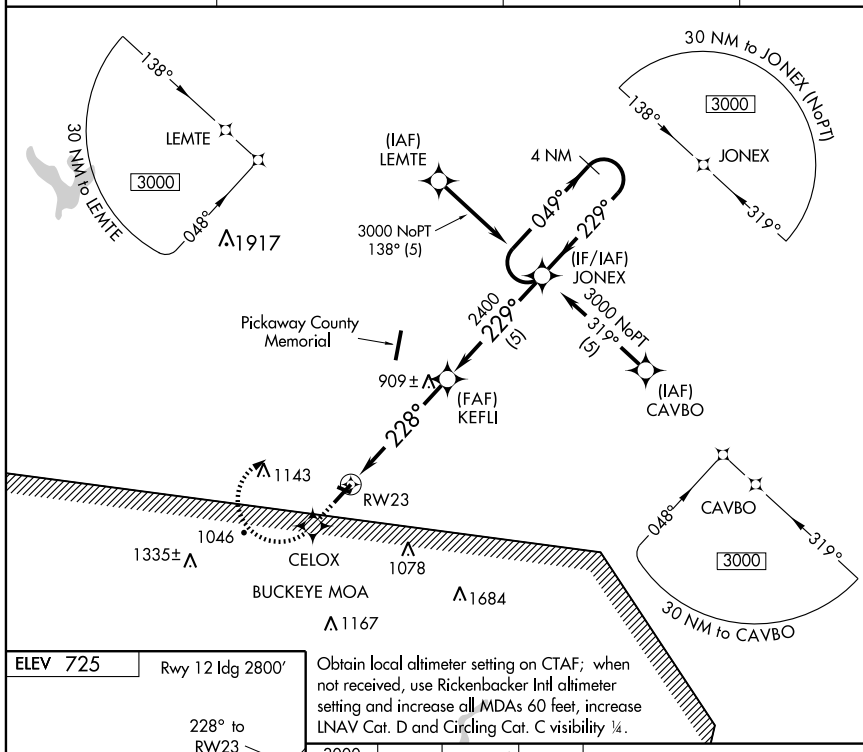
CHILLICOTHE / ROSS COUNTY (RZT)

Baro-VNAV and VDP NA with Rickenbacker Intl altimeter setting.
Baro-VNAV NA below -16°C (3°F)
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 3000 via 229° course to CELOX WP, then right turn via 048° course to JONEX WP and hold.

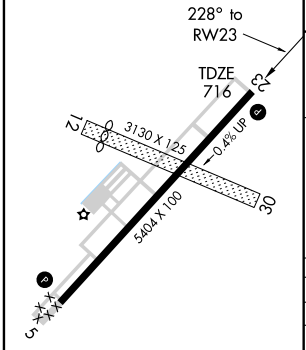
AWOS-3	COLUMBUS APP CON	UNICOM	123.0 L
119.225	132.3 317.775	122.8 (CTAF)	

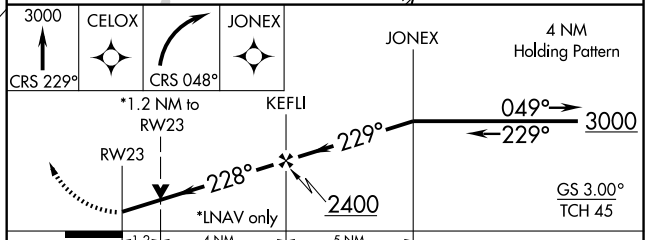


ELEV 725

Rwy 12 Idg 2800′

Obtain local altimeter setting on CTAF; when not received, use Rickenbacker Intl altimeter setting and increase all MDAs 60 feet, increase LNAV Cat. D and Circling Cat. C visibility ¼.





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1040-1 ¼ 324 (400-1 ¼)			
LNAV MDA	1120-1 404 (500-1)		1120-1¼ 404 (500-1¼)	
CIRCLING	1320-1¼ 595 (600-1¼)	1340-1¼ 615 (700-1¼)	1380-1¾ 655 (700-1¾)	1400-2¼ 675 (700-2¼)

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

CHILLICOTHE, OHIO AL-6138 (FAA)

VOR XUB 112.5	APP CRS 204°	Rwy Idg 5400 TDZE 716 Apt Elev 725

VOR RWY 23

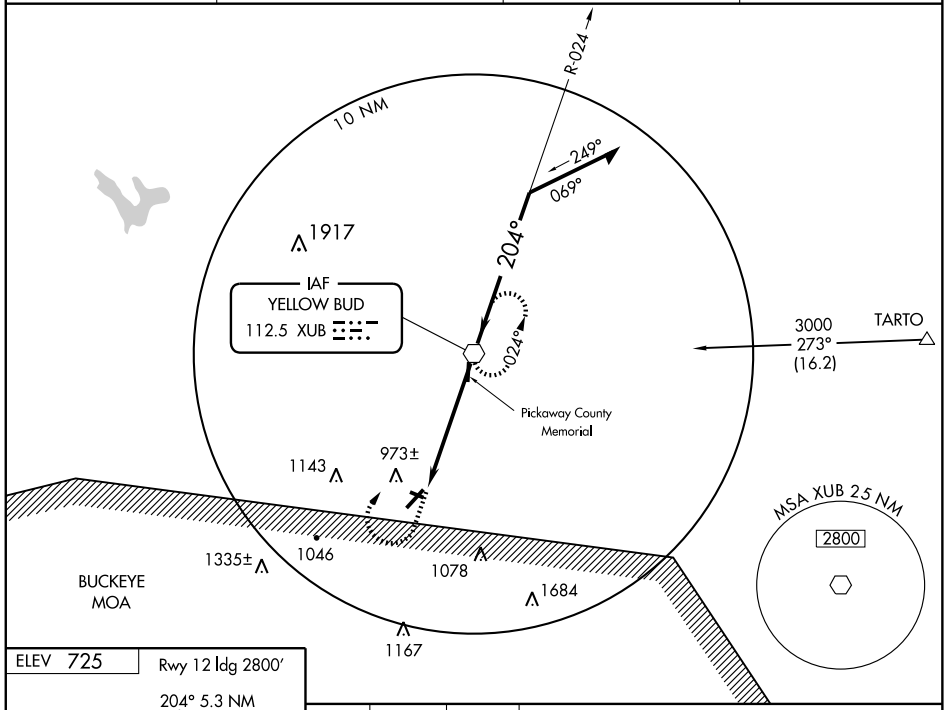
CHILLICOTHE / ROSS COUNTY (RZT)

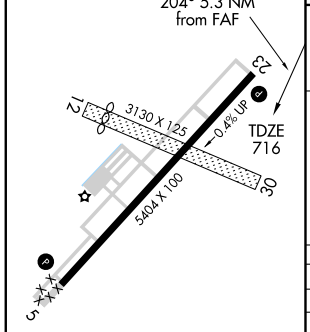
Obtain local altimeter setting on CTAF; when not received, use Port Columbus Intl altimeter setting. Circling NA to Rwys 12 and 30.

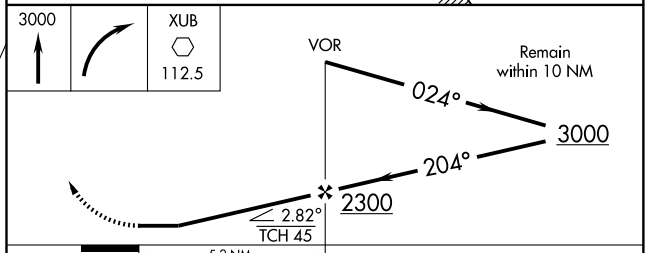
NA

MISSED APPROACH: Climb to 3000 then right turn direct XUB VOR and hold.

AWOS-3	COLUMBUS APP CON	UNICOM	123.0 L
119.225	132.3 317.775	122.8 (CTAF)	





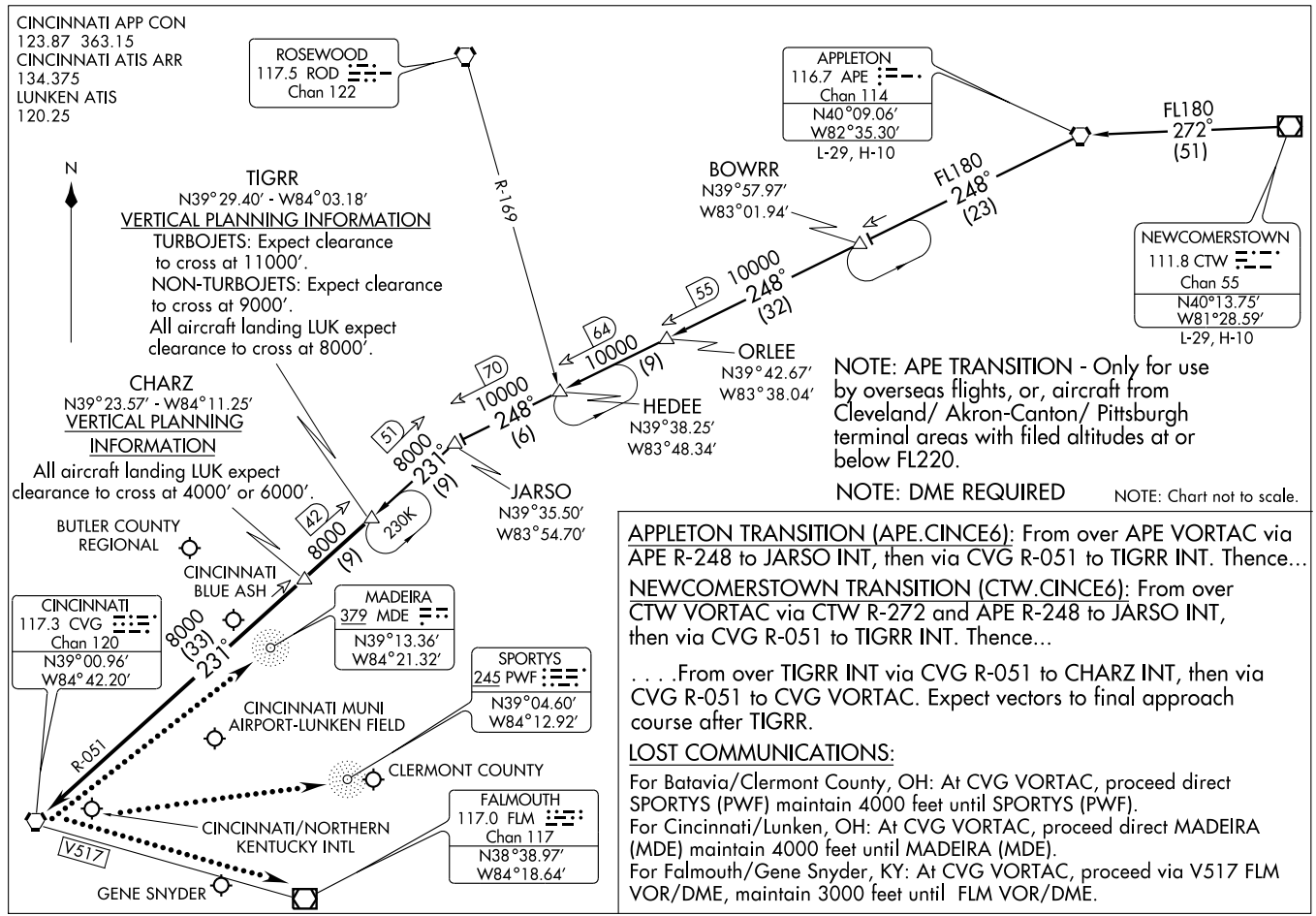


FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
S-23	1220-1	504 (500-1)	1220-1½	504 (500-1½)
CIRCLING	1340-1 615 (700-1)	1360-1 635 (700-1)	1380-1¾ 655 (700-1¾)	1400-2¼ 675 (700-2¼)
PORT COLUMBUS INTL ALTIMETER SETTING MINIMUMS				
S-23	1320-1	604 (600-1)	1320-1¾ 604 (600-1¾)	1320-2 604 (600-2)
CIRCLING	1420-1 695 (700-1)	1460-1 735 (800-1)	1480-2¼ 755 (800-2¼)	1500-2½ 775 (800-2½)

EC-2, 14 JAN 2010 to 11 FEB 2010

CINCE SIX ARRIVAL (TIGRR.CINCE6)



APPLETON TRANSITION (APE.CINCE6): From over APE VORTAC via APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

NEWCOMERSTOWN TRANSITION (CTW.CINCE6): From over CTW VORTAC via CTW R-272 and APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

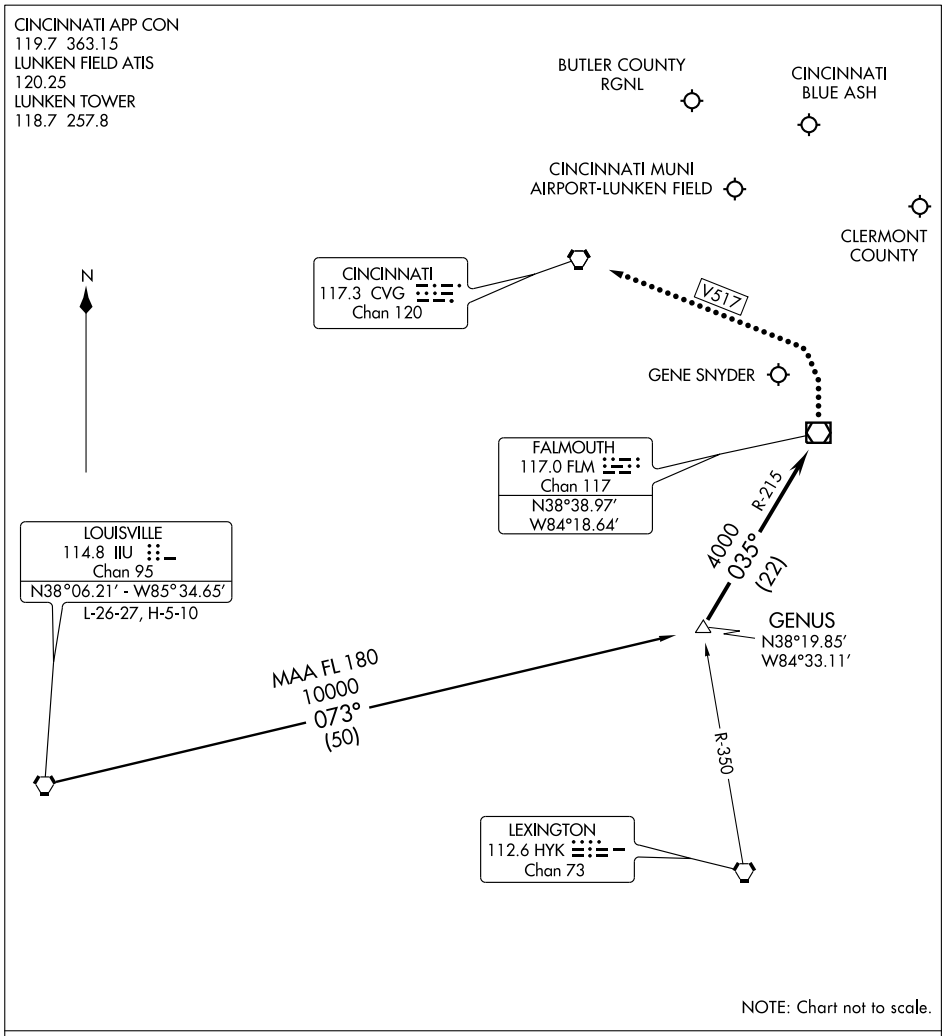
. . . .From over TIGRR INT via CVG R-051 to CHARZ INT, then via CVG R-051 to CVG VORTAC. Expect vectors to final approach course after TIGRR.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

GENUS ONE ARRIVAL

CINCINNATI, OHIO



ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence . . . .

. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

EC-2, 14 JAN 2010 to 11 FEB 2010

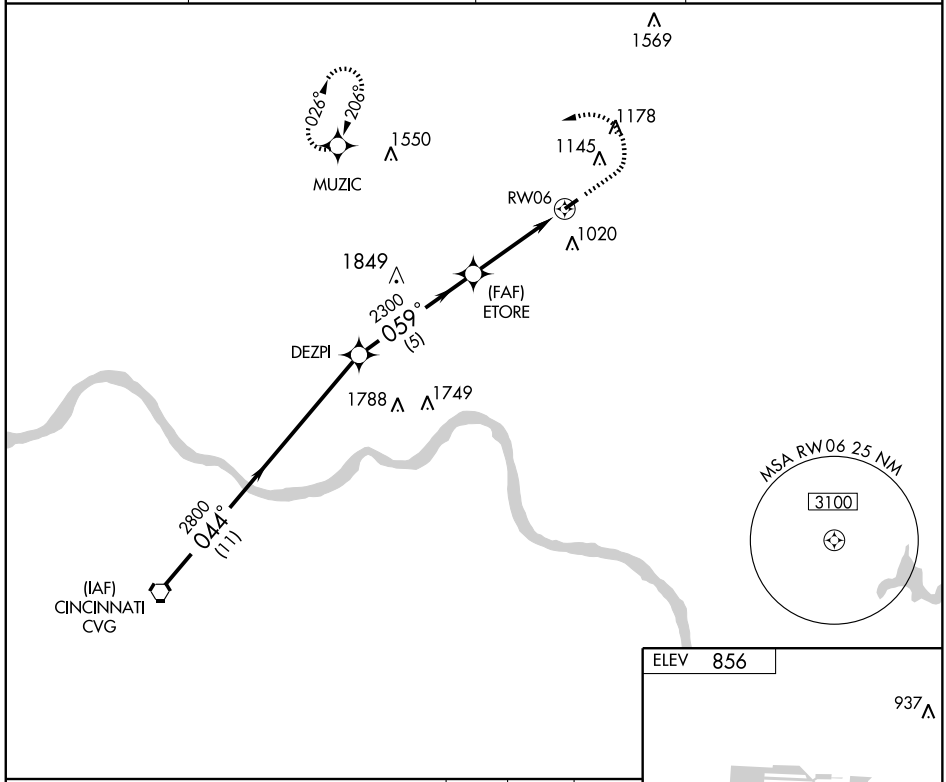
APP CRS		
059°	Rwy Idg	3500
	TDZE	856
	Apt Elev	856

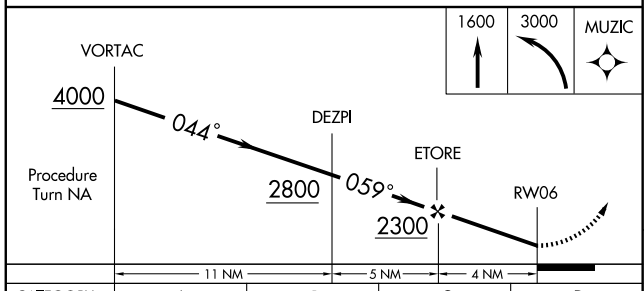
GPS RWY 6
CINCINNATI-BLUE ASH (ISZ)

NA

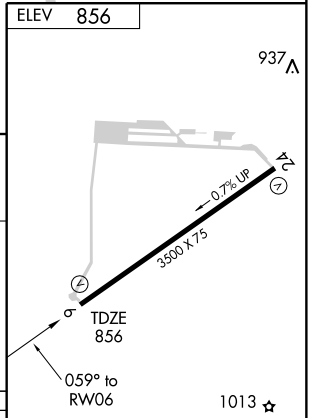
MISSED APPROACH: Climb to 1600, then climbing left turn to 3000 direct MUZIC WP and hold.

AWOS-3	CINCINNATI APP CON	CLNC DEL	UNICOM
118.475	121.0 257.725	124.9	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-6	1280-1 424 (500-1)		1280-1¼ 424 (500-1¼)	NA
CIRCLING	1320-1 464 (500-1)	1520-1 664 (700-1)	1520-1¾ 664 (700-1¾)	NA



REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

EC-2, 14 JAN 2010 to 11 FEB 2010

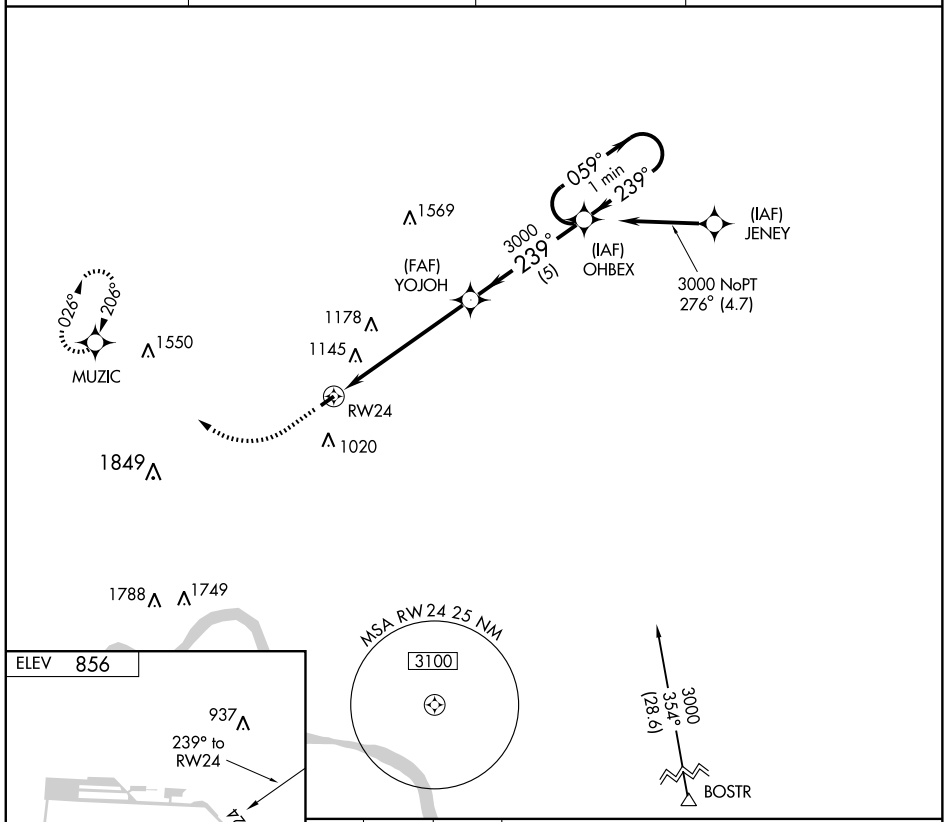
APP CRS	Rwy Idg	3500
239°	TDZE	851
	Apt Elev	856

GPS RWY 24
CINCINNATI-BLUE ASH (ISZ)

NA

MISSED APPROACH: Climb to 1700, then climbing right turn to 3000 direct MUZIC WP and hold.

AWOS-3	CINCINNATI APP CON	CLNC DEL	UNICOM
118.475	121.0 257.725	124.9	123.0 (CTAF) L



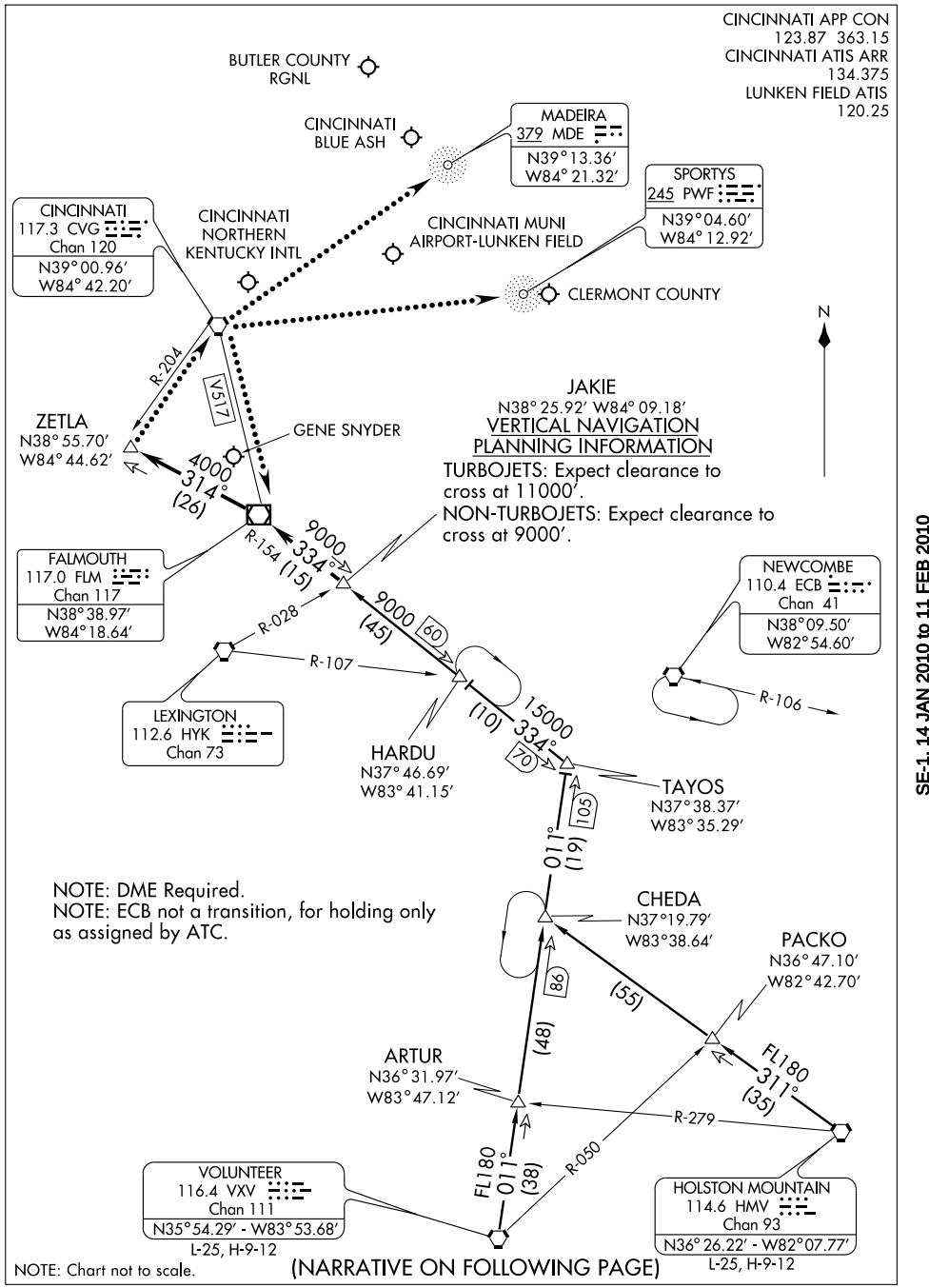
CATEGORY	A	B	C	D
S-24	1480-1	629 (700-1)	1480-1¾ 629 (700-1¾)	NA
CIRCLING	1480-1 624 (700-1)	1520-1 664 (700-1)	1520-1¾ 664 (700-1¾)	NA

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

EC-2, 14 JAN 2010 to 11 FEB 2010

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-1, 14 JAN 2010 to 11 FEB 2010

HARDU TWO ARRIVAL (JAKIE.HARDU2) CINCINNATI, OHIO

ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . . .

. . . .From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

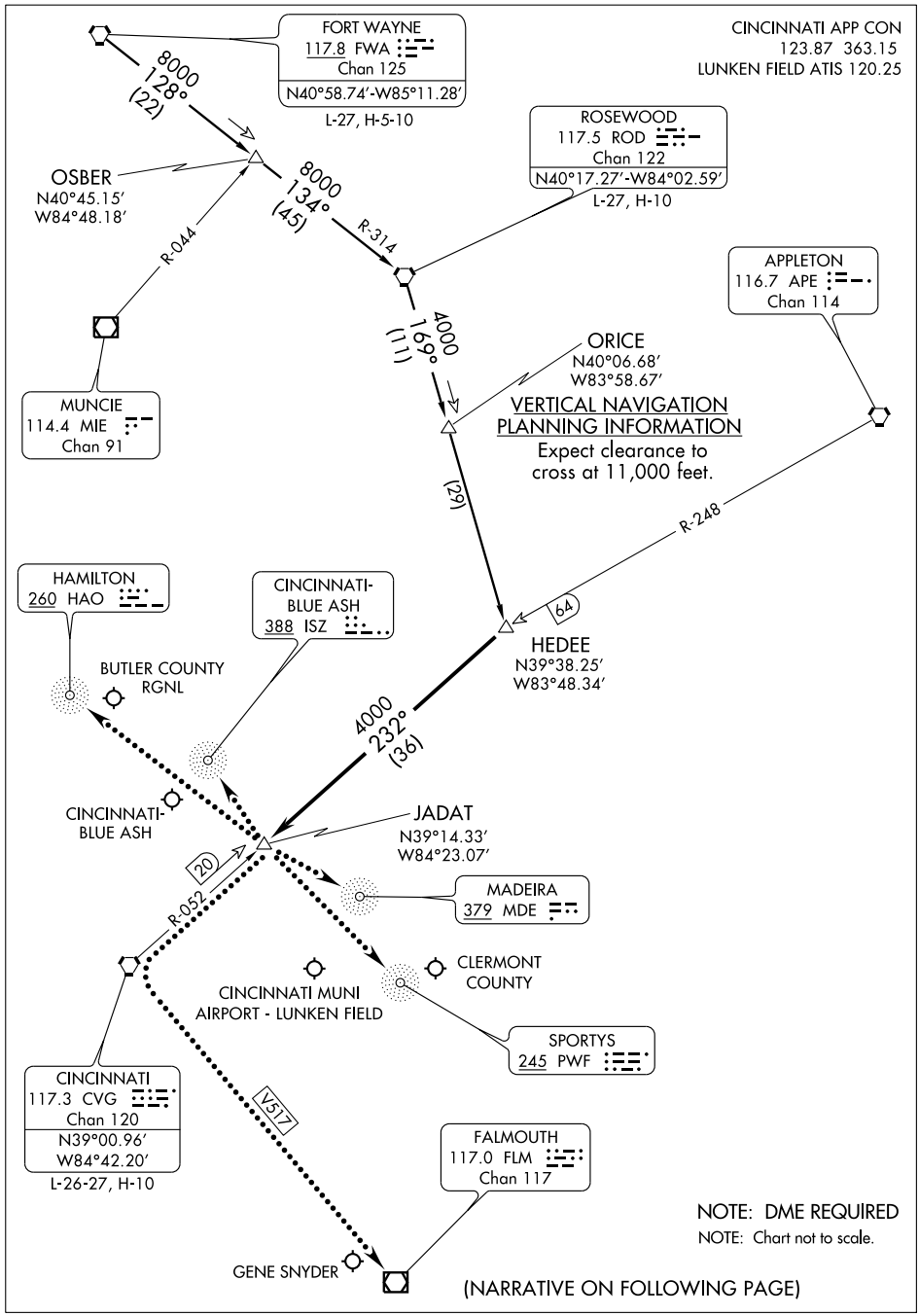
LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).
For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.
For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.
For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

SE-1, 14 JAN 2010 to 11 FEB 2010

HEDEE ONE ARRIVAL

CINCINNATI, OHIO



(NARRATIVE ON FOLLOWING PAGE)

EC-2, 14 JAN 2010 to 11 FEB 2010

HEDEE ONE ARRIVAL (HEDEE.HEDEE1)

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE1): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-134 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .
ROSEWOOD TRANSITION (ROD.HEDEE1): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME. Expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE
In the event of lost communications for:

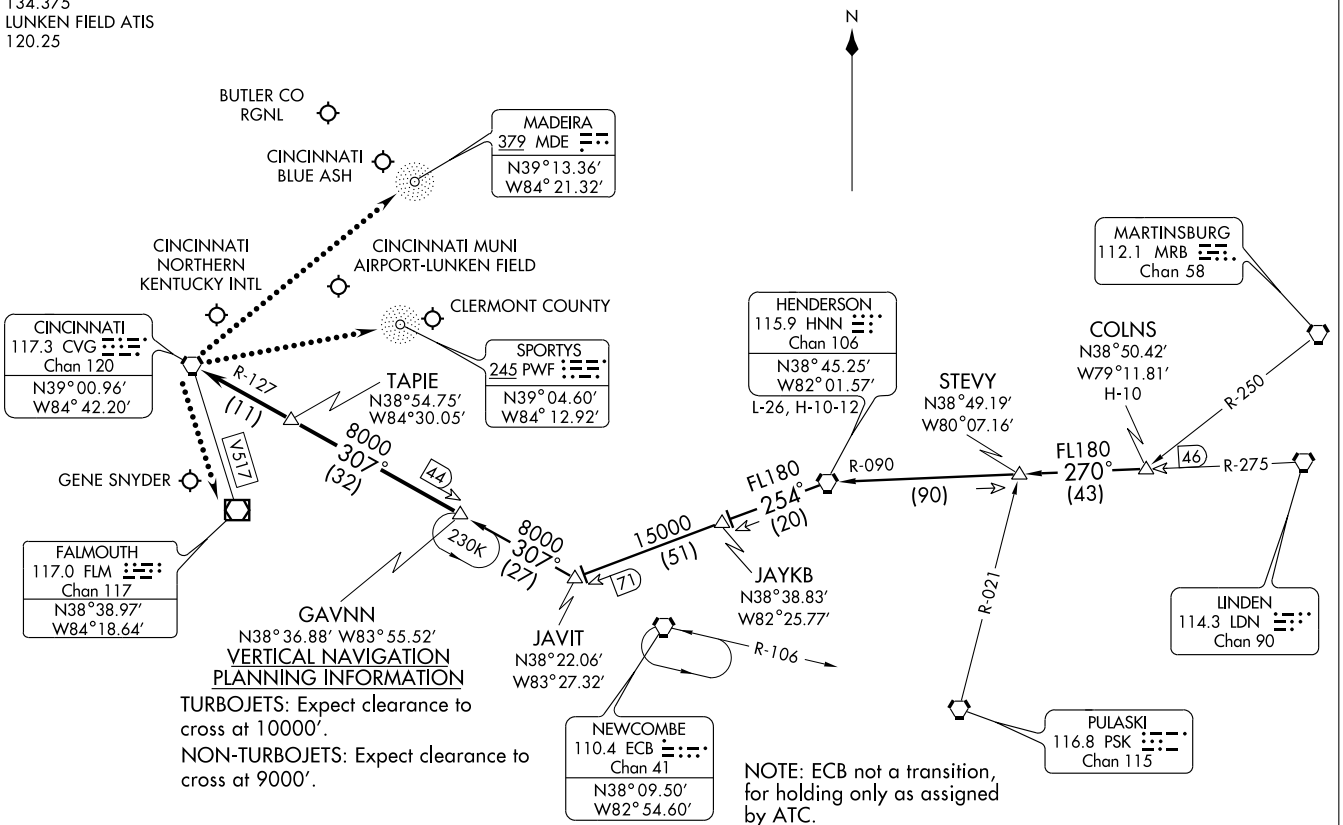
BUTLER COUNTY RGNL - At JADAT, proceed direct HAMILTON (HAO), maintain 4,000 feet until HAMILTON (HAO).
CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE), maintain 4,000 feet until MADEIRA (MDE).
CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).
CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).
GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

EC-2, 14 JAN 2010 to 11 FEB 2010

JAVIT TWO ARRIVAL (GAVNN.JAVIT2)

CINCINNATI APP CON
123.875 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN FIELD ATIS
120.25

NOTE: DME REQUIRED



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10000′.

NON-TURBOJETS: Expect clearance to cross at 9000′.

NOTE: ECB not a transition, for holding only as assigned by ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

JAVIT TWO ARRIVAL (GAVNN.JAVIT2) CINCINNATI, OHIO

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.JAVIT2): From over COLNS INT via HNN R-090 to HNN VORTAC then via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence...

HENDERSON TRANSITION (HNN.JAVIT2): From over HNN VORTAC via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence. . . .

. . . .From over GAVNN INT via CVG R-127 to TAPIE , then via CVG R-127 to CVG VORTAC.
Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

SE-1, 14 JAN 2010 to 11 FEB 2010

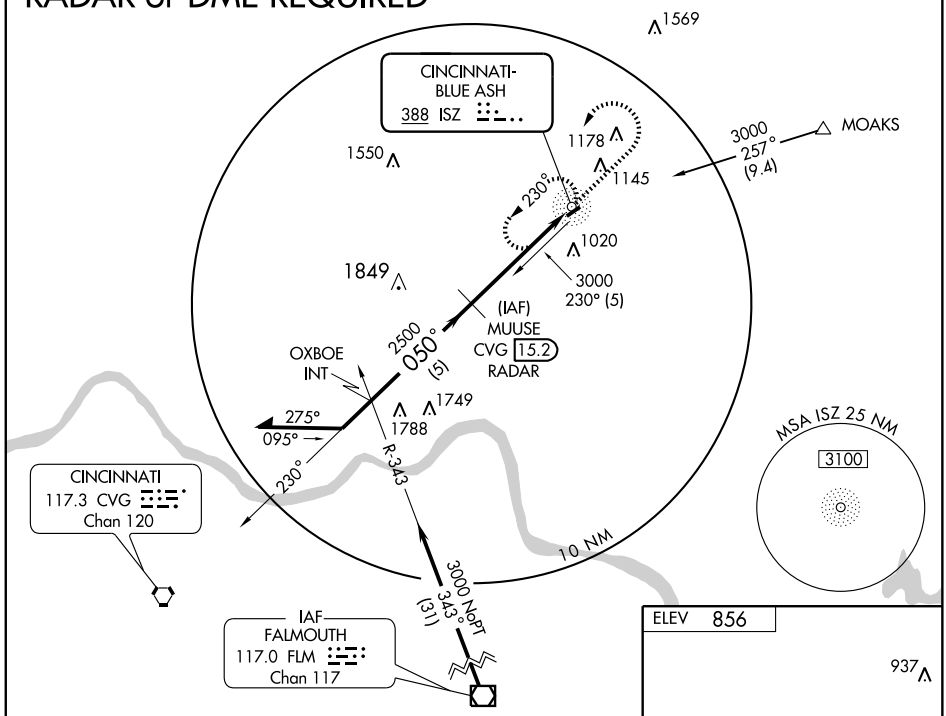
NDB ISZ	APP CRS	Rwy Idg	3500
388	050°	TDZE	856
		Apt Elev	856

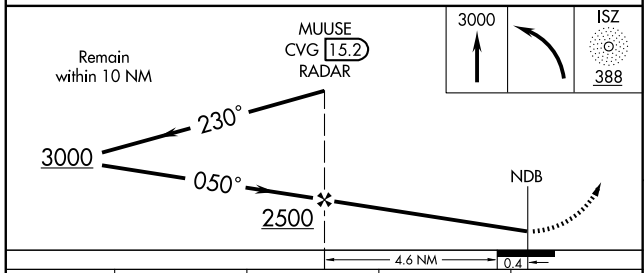
NDB RWY 6
CINCINNATI-BLUE ASH (ISZ)

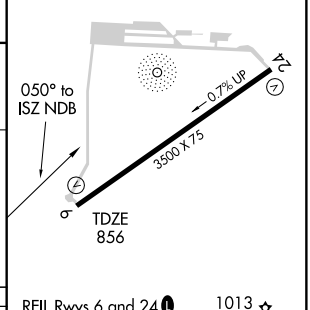
NA	MISSED APPROACH: Climb to 3000 then left turn direct ISZ NDB and hold.

AWOS-3	CINCINNATI APP CON	CLNC DEL	UNICOM
118.475	121.0 257.725	124.9	123.0 (CTAF) L

RADAR or DME REQUIRED







REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L
1013 ☆

CATEGORY	A	B	C	D
S-6	1320-1 464 (500-1)		1320-1¼ 464 (500-1¼)	NA
CIRCLING	1320-1 464 (500-1)	1520-1 664 (700-1)	1520-1¾ 664 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC CVG	APP CRS	Rwy Idg	3500
117.3	231°	TDZE	851
Chan 120		Apt Elev	856

VOR RWY 24

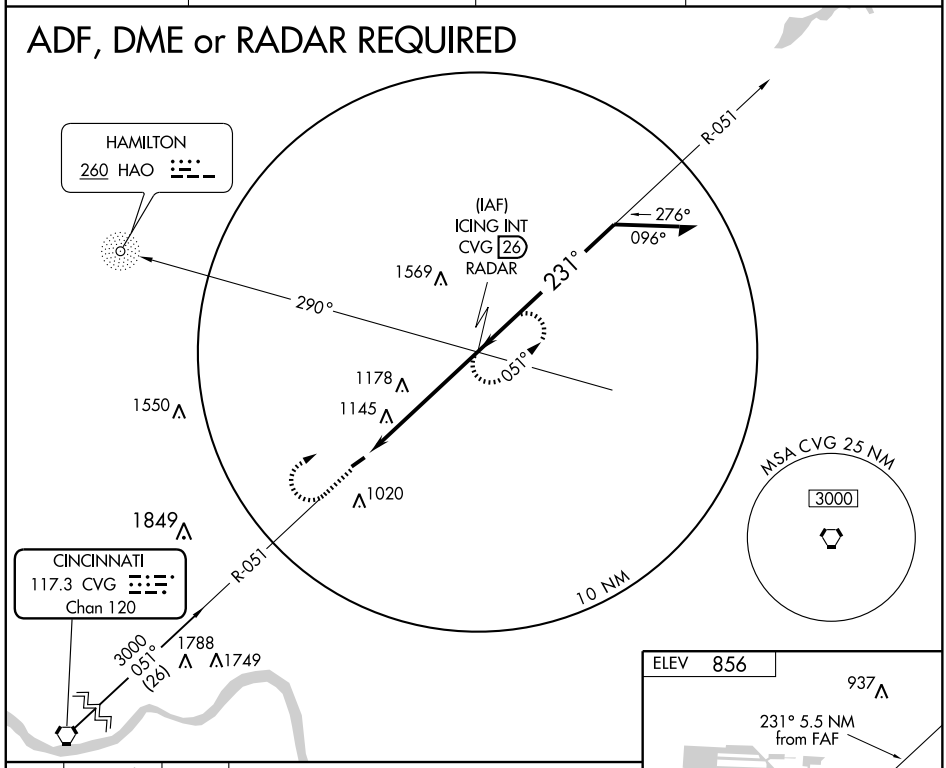
CINCINNATI-BLUE ASH (ISZ)

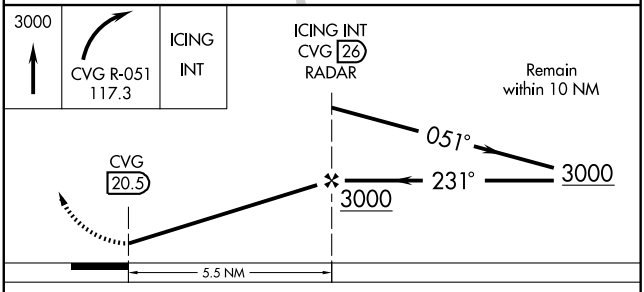
NA

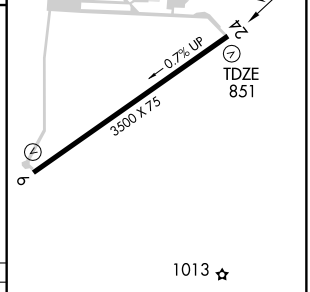
MISSED APPROACH: Climb to 3000 then right turn via CVG R-051 to ICING Int/26 DME/RADAR and hold.

AWOS-3	CINCINNATI APP CON	CLNC DEL	UNICOM
118.475	121.0 257.725	124.9	123.0 (CTAF) L

ADF, DME or RADAR REQUIRED







REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

CATEGORY	A	B	C	D
S-24	1480-1 629 (700-1)	1480-1¼ 629 (700-1¼)	1480-1½ 629 (700-1½)	NA
CIRCLING	1480-1 624 (700-1)	1520-1¼ 664 (700-1¼)	1520-1¾ 664 (700-1¾)	NA

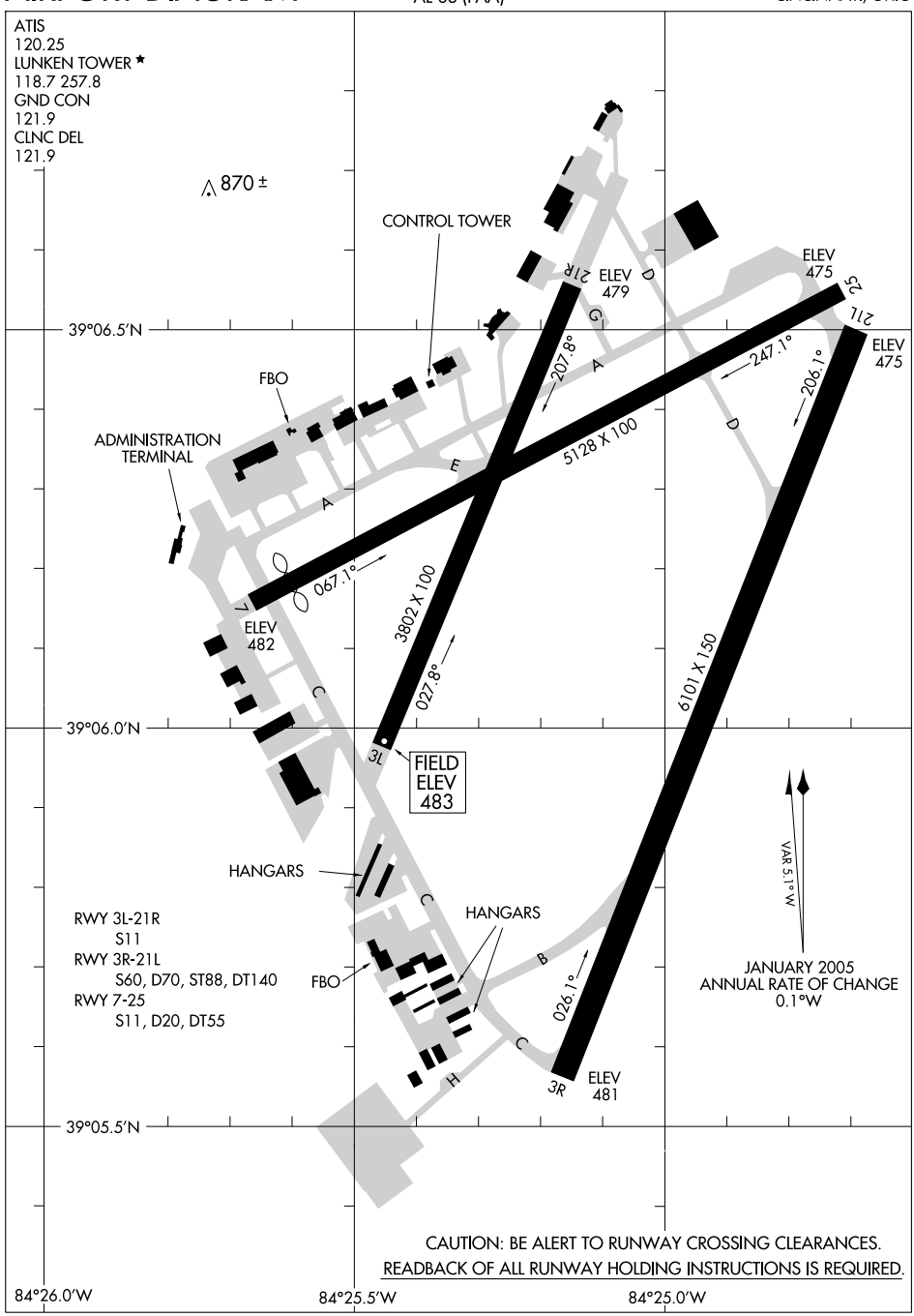
FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

EC-2, 14 JAN 2010 to 11 FEB 2010

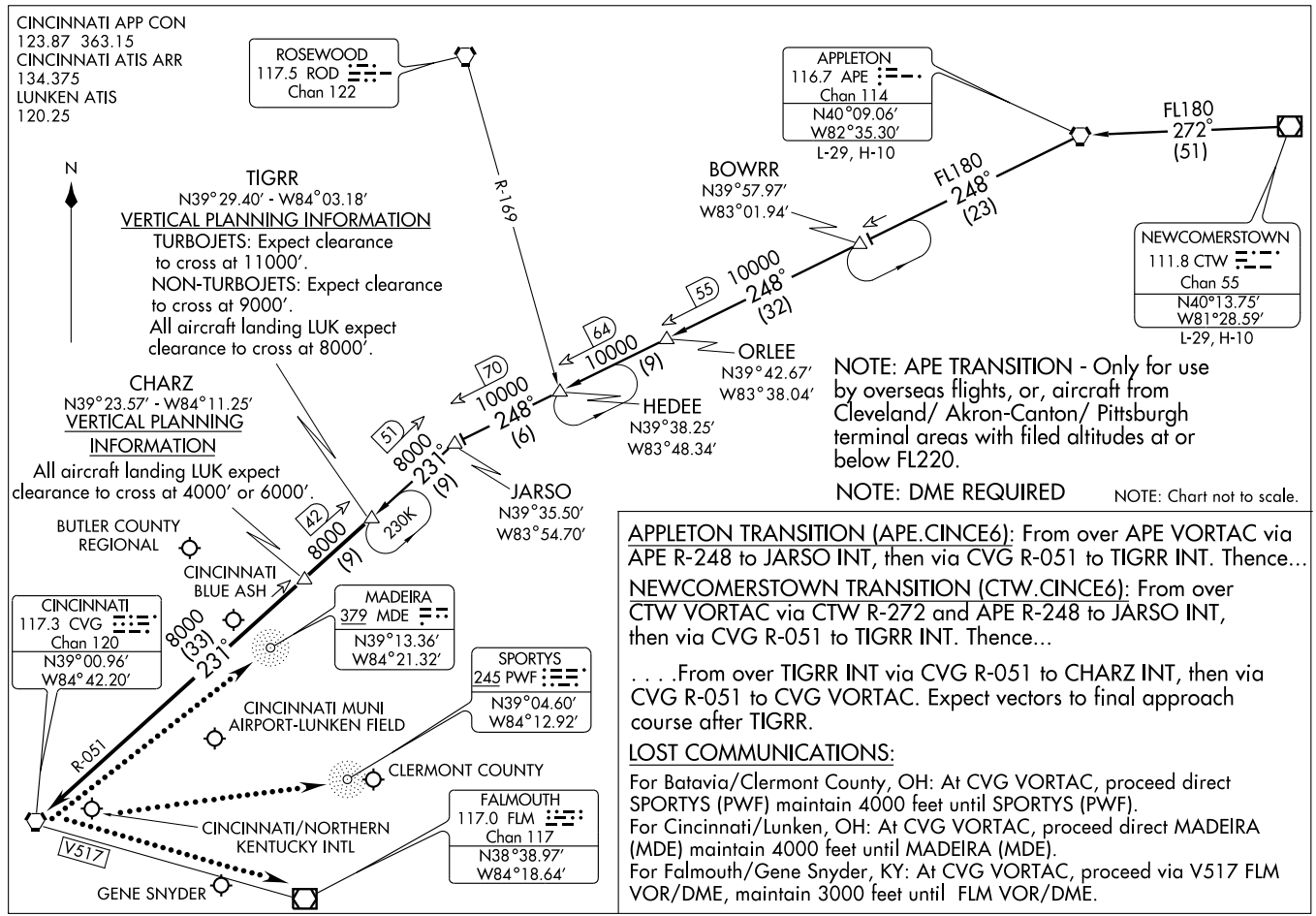
AIRPORT DIAGRAM

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)
AL-83 (FAA)
CINCINNATI, OHIO



EC-2, 14 JAN 2010 to 11 FEB 2010

CINCE SIX ARRIVAL (TIGRR.CINCE6)



APPLETON TRANSITION (APE.CINCE6): From over APE VORTAC via APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

NEWCOMERSTOWN TRANSITION (CTW.CINCE6): From over CTW VORTAC via CTW R-272 and APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

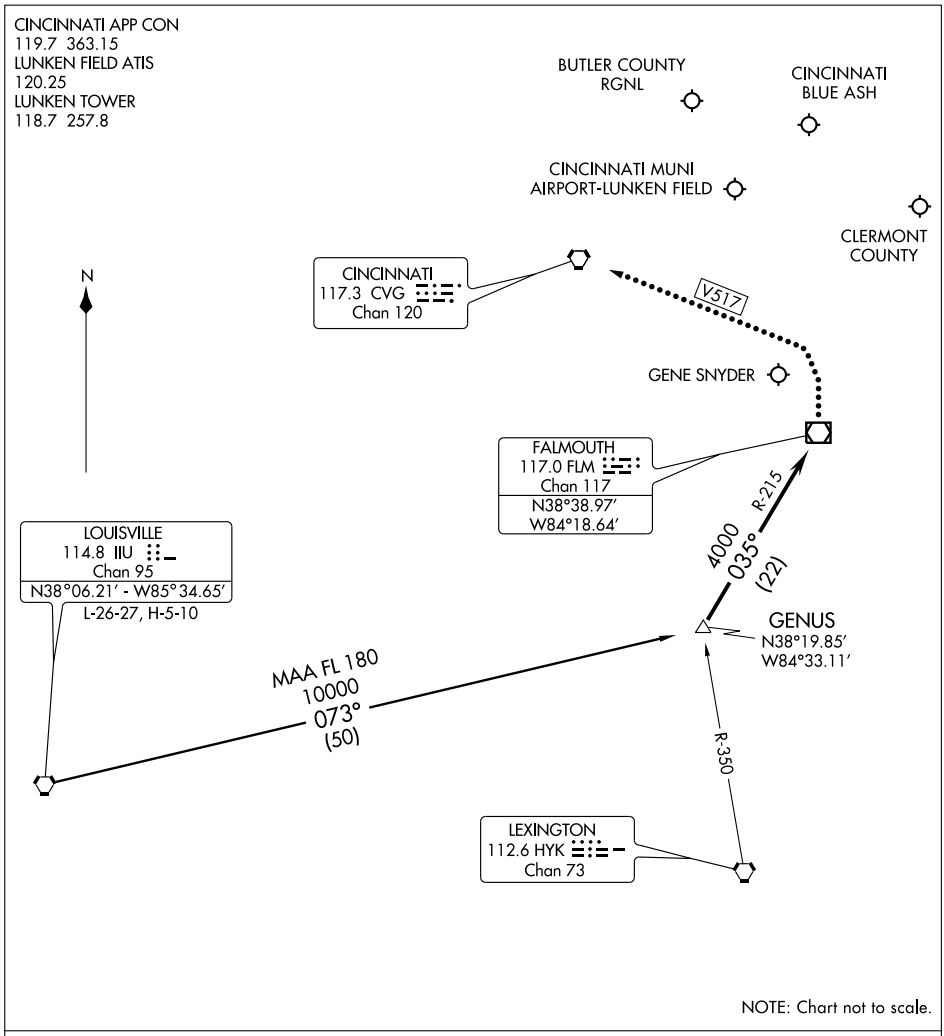
. . . .From over TIGRR INT via CVG R-051 to CHARZ INT, then via CVG R-051 to CVG VORTAC. Expect vectors to final approach course after TIGRR.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

GENUS ONE ARRIVAL

CINCINNATI, OHIO



ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence . . . .

. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

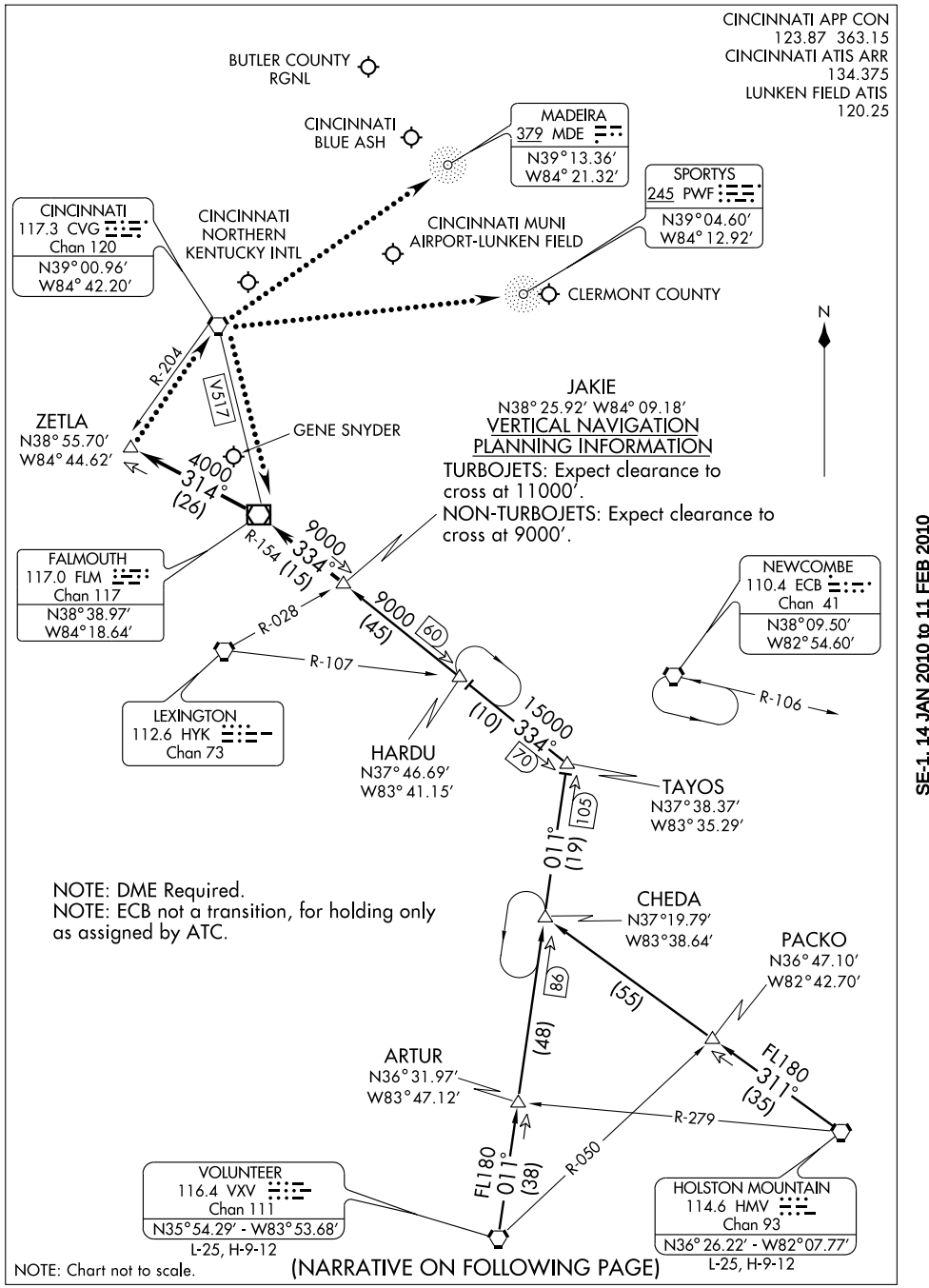
LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

EC-2, 14 JAN 2010 to 11 FEB 2010

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-1, 14 JAN 2010 to 11 FEB 2010

HARDU TWO ARRIVAL (JAKIE.HARDU2) CINCINNATI, OHIO

ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . . .

. . . .From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

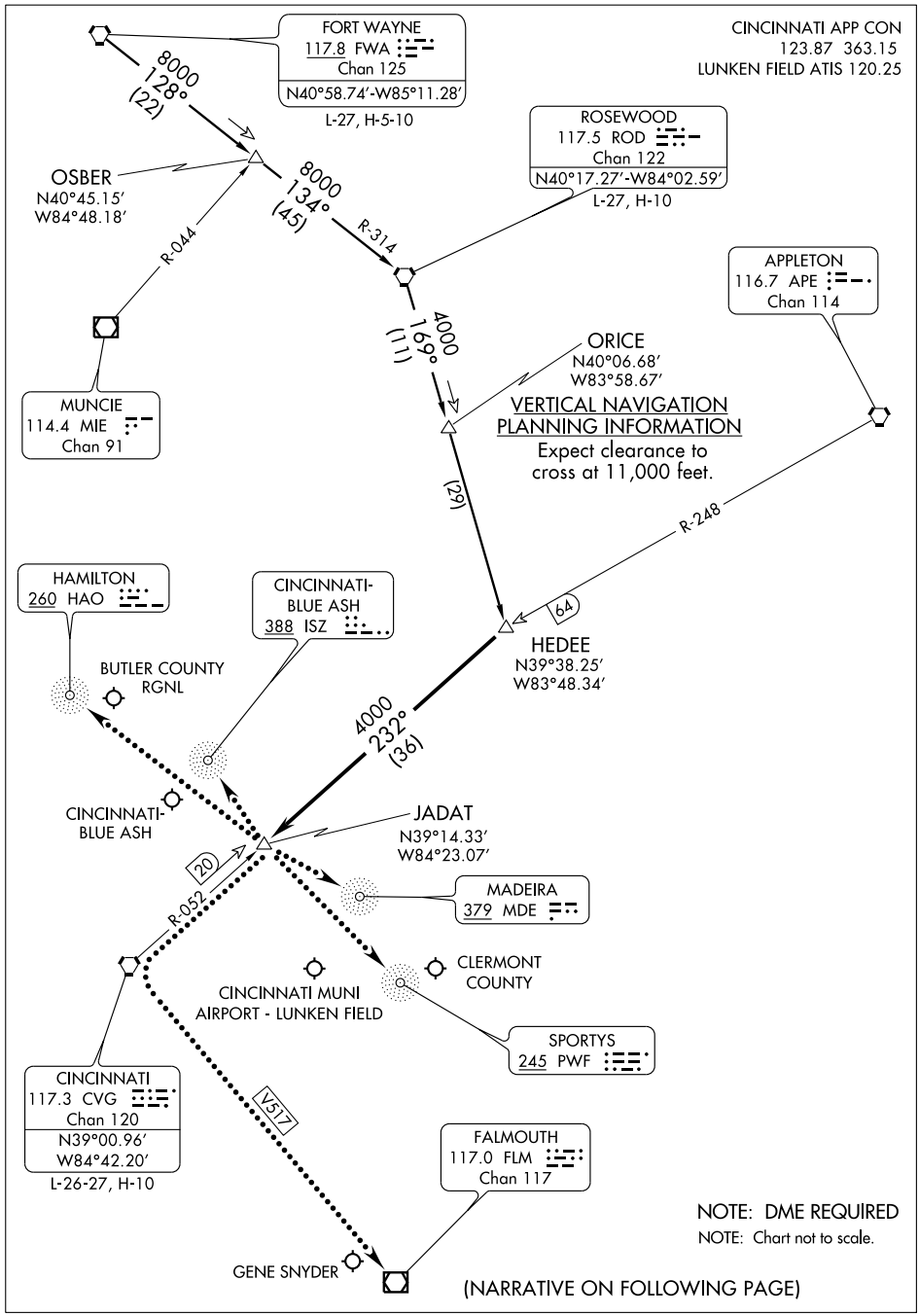
LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).
For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.
For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.
For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

SE-1, 14 JAN 2010 to 11 FEB 2010

HEDEE ONE ARRIVAL

CINCINNATI, OHIO



(NARRATIVE ON FOLLOWING PAGE)

EC-2, 14 JAN 2010 to 11 FEB 2010

HEDEE ONE ARRIVAL (HEDEE.HEDEE1)

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE1): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-134 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .
ROSEWOOD TRANSITION (ROD.HEDEE1): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME. Expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE
In the event of lost communications for:

BUTLER COUNTY RGNL - At JADAT, proceed direct HAMILTON (HAO), maintain 4,000 feet until HAMILTON (HAO).
CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE), maintain 4,000 feet until MADEIRA (MDE).
CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).
CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).
GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-LUK	APP CRS	Rwy Idg	6101
110.9	205°	TDZE	475
Chan 46		Apt Elev	483

ILS or LOC RWY 21L

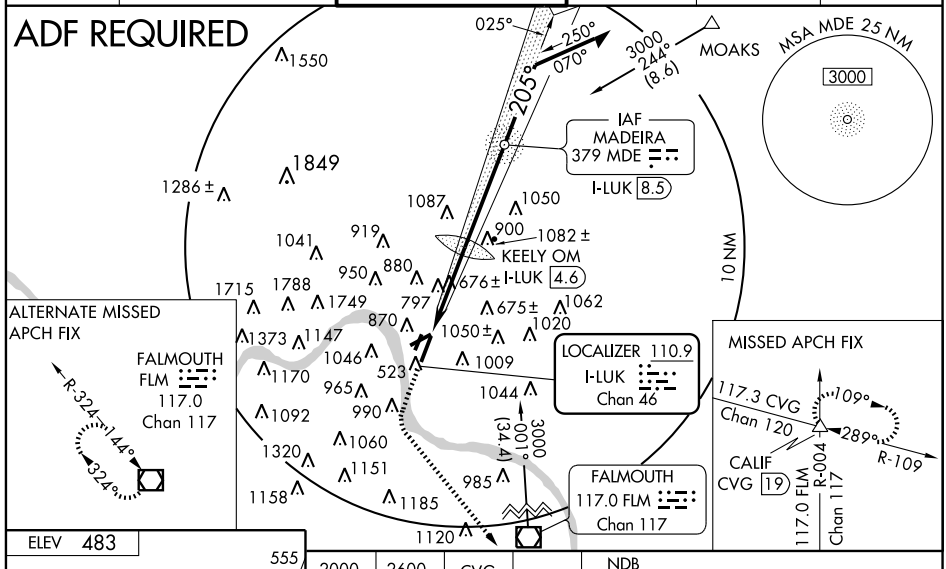
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

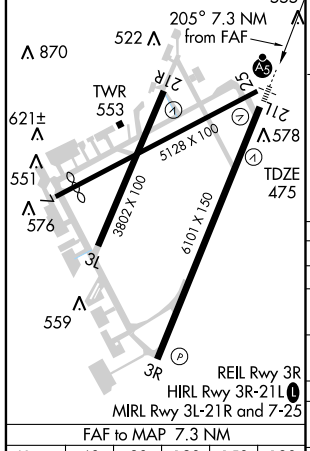
Visibility reduction by helicopters NA. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all DA 86 feet and all MDA 100 feet. For KEELY OM Minimums: increase S-LOC-21L Cats. C and D, Circling Cats. A, B and D visibility ¼ mile, Circling Cat. C visibility ½ mile. Inoperative table does not apply to S-LOC-21L Cat. A. VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting. For inoperative MALSR, increase S-LOC-21L Cat. B visibility ¼ mile. For KEELY OM Minimums: Increase S-LOC-21L Cats. A and B visibility ¼ mile. When using Cincinnati/Northern Kentucky Intl altimeter setting: Increase S-ILS-21L all Cats. visibility ½ mile.

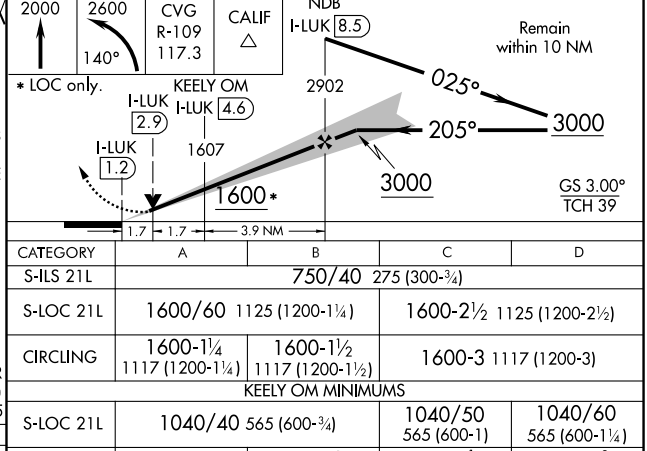
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 via heading 140° and CVG VORTAC R-109 to CALIF INT/CVG 19 DME and hold.

ATIS	CINCINNATI APP CON	LUNKEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.25	121.0 257.725	118.7 (CTAF) L 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 21L	750/40 275 (300-¾)			
S-LOC 21L	1600/60 1125 (1200-1¼)		1600-2½ 1125 (1200-2½)	
CIRCLING	1600-1¼ 1117 (1200-1¼)	1600-1½ 1117 (1200-1½)	1600-3 1117 (1200-3)	
KEELY OM MINIMUMS				
S-LOC 21L	1040/40 565 (600-¾)		1040/50 565 (600-1)	1040/60 565 (600-1¼)
CIRCLING	1300-1 817 (900-1)	1360-1¼ 877 (900-1¼)	1360-2½ 877 (900-2½)	1360-2¾ 877 (900-2¾)

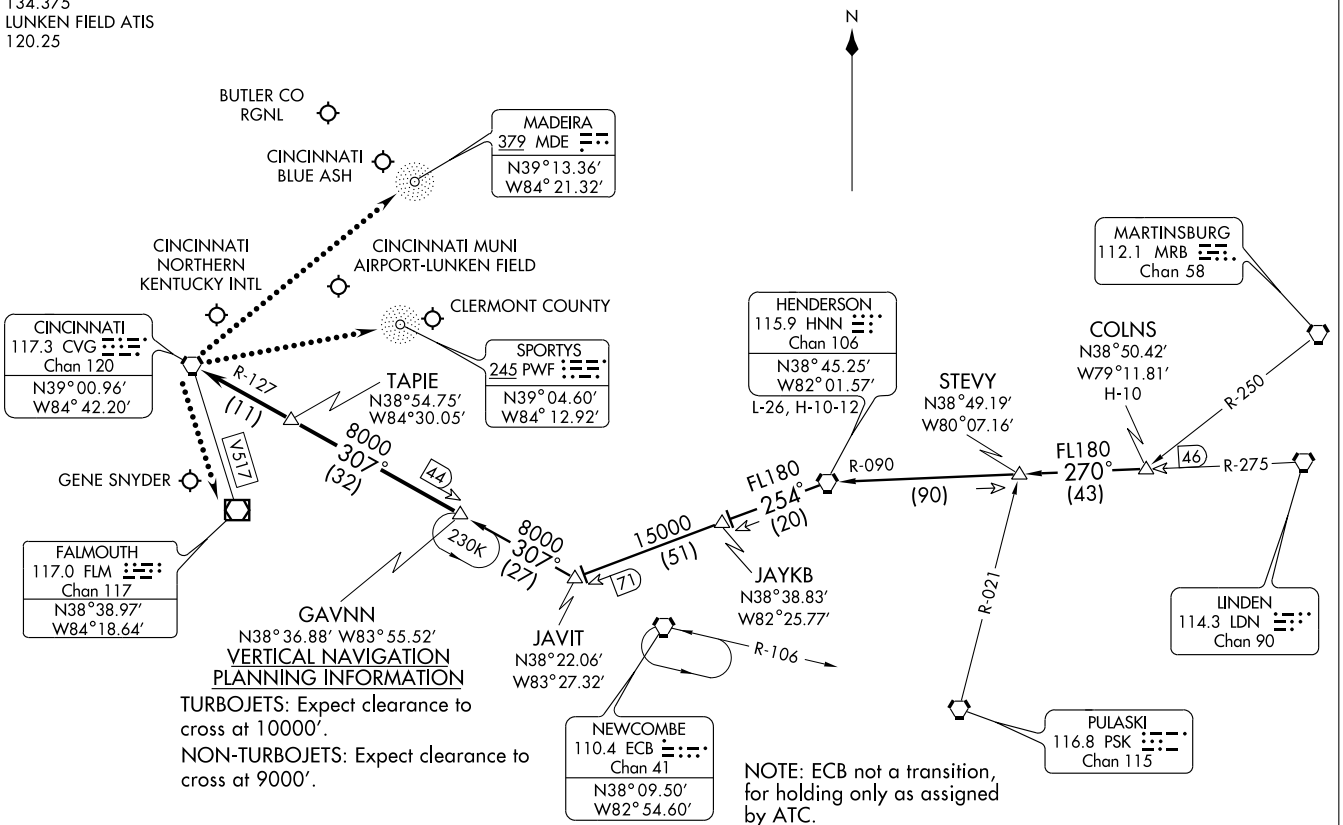
FAF to MAP 7.3 NM					
Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26

EC-2, 14 JAN 2010 to 11 FEB 2010

JAVIT TWO ARRIVAL (GAVNN.JAVIT2)

CINCINNATI APP CON
123.875 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN FIELD ATIS
120.25

NOTE: DME REQUIRED



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10000′.

NON-TURBOJETS: Expect clearance to cross at 9000′.

NOTE: ECB not a transition, for holding only as assigned by ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

JAVIT TWO ARRIVAL (GAVNN.JAVIT2) CINCINNATI, OHIO

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.JAVIT2): From over COLNS INT via HNN R-090 to HNN VORTAC then via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence...

HENDERSON TRANSITION (HNN.JAVIT2): From over HNN VORTAC via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence. . . .

. . . .From over GAVNN INT via CVG R-127 to TAPIE , then via CVG R-127 to CVG VORTAC.
Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

SE-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-LUK	APP CRS	Rwy Idg	6101
110.9	025°	TDZE	482
Chan 46		Apt Elev	483

LOC BC RWY 3R

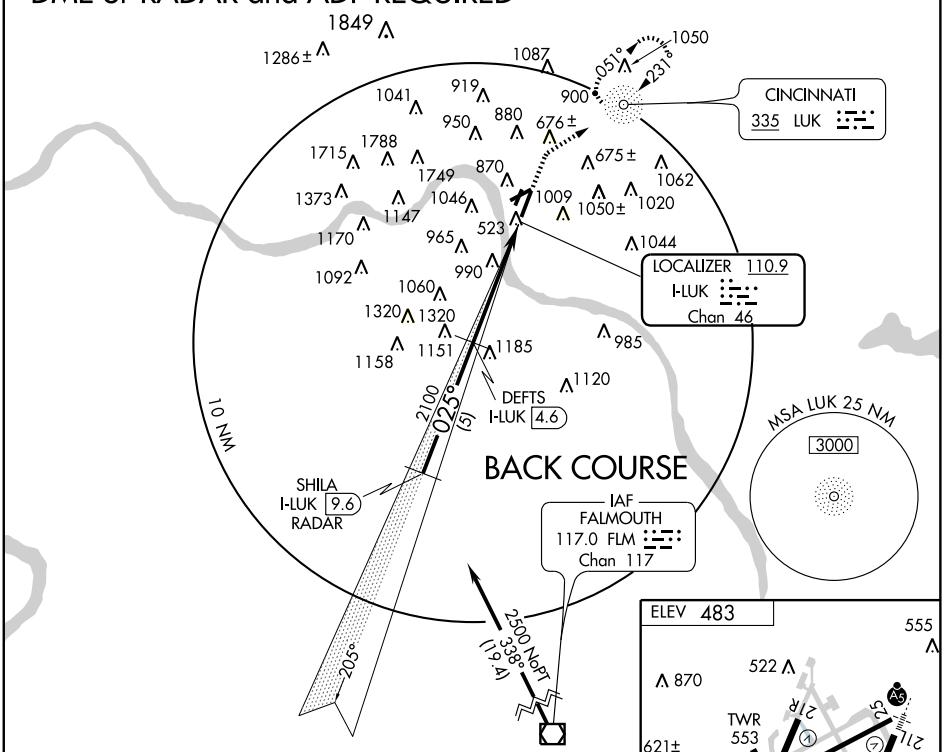
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

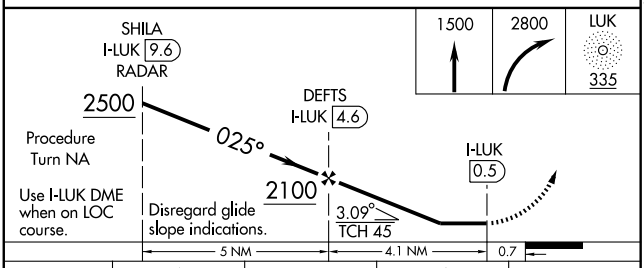
LOC back course unusable beyond 10 NM.
LOC back course unusable 15 degrees left and right of course within 10 NM of threshold.

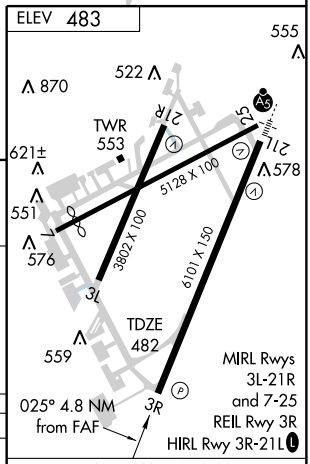
MISSED APPROACH: Climb to 1500 then climbing right turn to 2800 direct LUK NDB and hold.

ATIS	CINCINNATI APP CON	LUNKEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.25	121.0 257.725	118.7 (CTAF) L 257.8	121.9	121.9	122.95

DME or RADAR and ADF REQUIRED







CATEGORY	A	B	C	D
S-3R	1240-1 758 (800-1)	1240-1¼ 758 (800-1¼)	1240-2¼ 758 (800-2¼)	1240-2½ 758 (800-2½)
CIRCLING	1300-1 816 (900-1)	1360-1¼ 876 (900-1¼)	1360-2½ 876 (900-2½)	1360-2¾ 876 (900-2¾)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB MDE	APP CRS	Rwy Idg	6101
379	205°	TDZE	475
		Apt Elev	483

NDB RWY 21L

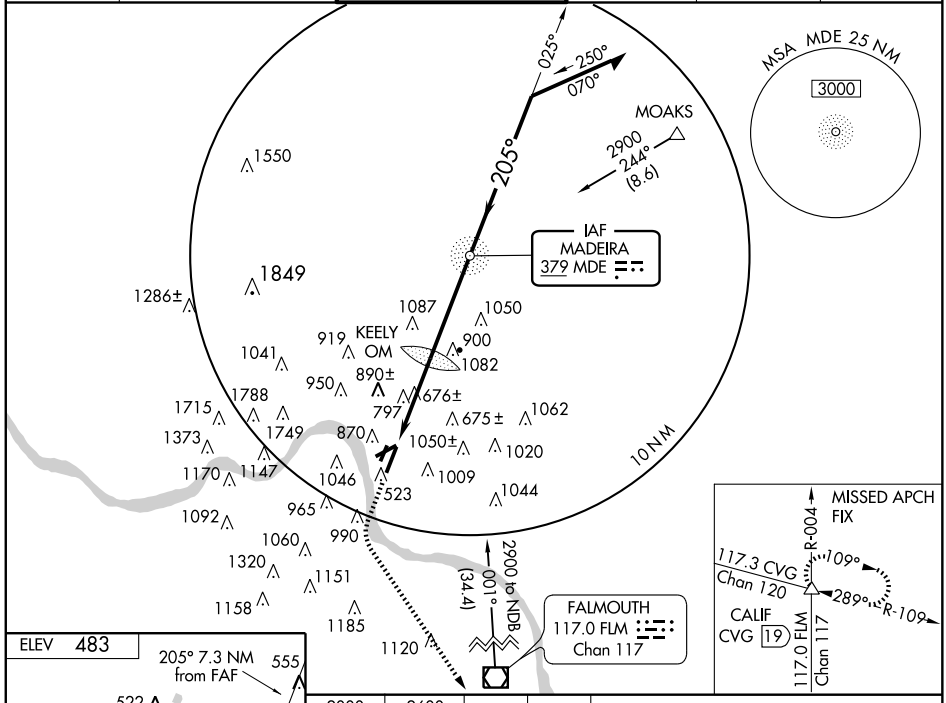
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

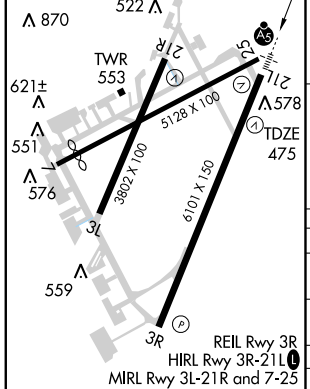
Inoperative table does not apply to S-21L Cat A. KEELY OM Minimums: For inoperative MALSR increase S-21L Cat B visibility to RVR 6000. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 100 feet, increase KEELY OM Minimums S-21L Cats C and D, circling Cats A, B & D visibility ¼ mile, and increase circling Cat C visibility ½ mile.

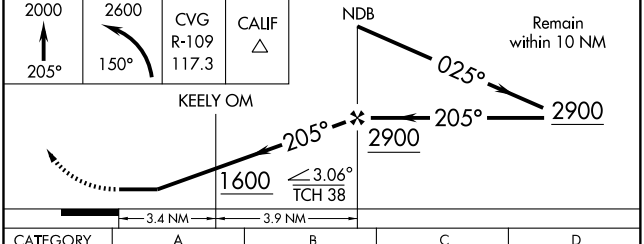
MALSR

MISSED APPROACH: Climb to 2000 via heading 205° then climbing left turn to 2600 via heading 150° and via CVG VORTAC R-109 to CALIF INT and hold.

ATIS	CINCINNATI APP CON	LUNKEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.25	121.0 257.725	118.7 (CTAF) 257.8	121.9	121.9	122.95







FAF to MAP 7.3 NM

Knots	60	90	120	150	180
Min: Sec	7:18	4:52	3:39	2:55	2:26

CATEGORY	A	B	C	D
S-21L	1600/60 1125 (1200-1¼)		1600-2½ 1125 (1200-2½)	1600-2¾ 1125 (1200-2¾)
CIRCLING	1600-1¼ 1117 (1200-1¼)	1600-1½ 1117 (1200-1½)	1600-3 1117 (1200-3)	
KEELY OM MINIMUMS				
S-21L	1240/40 765 (800-¾)		1240-1¾ 765 (800-1¾)	1240-2¼ 765 (800-2¼)
CIRCLING	1300-1 817 (900-1)	1360-1¼ 877 (900-1¼)	1360-2½ 877 (900-2½)	1360-2¾ 877 (900-2¾)

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB LUK 335	APP CRS 232°	Rwy Idg 5128 TDZE 478 Apt Elev 483

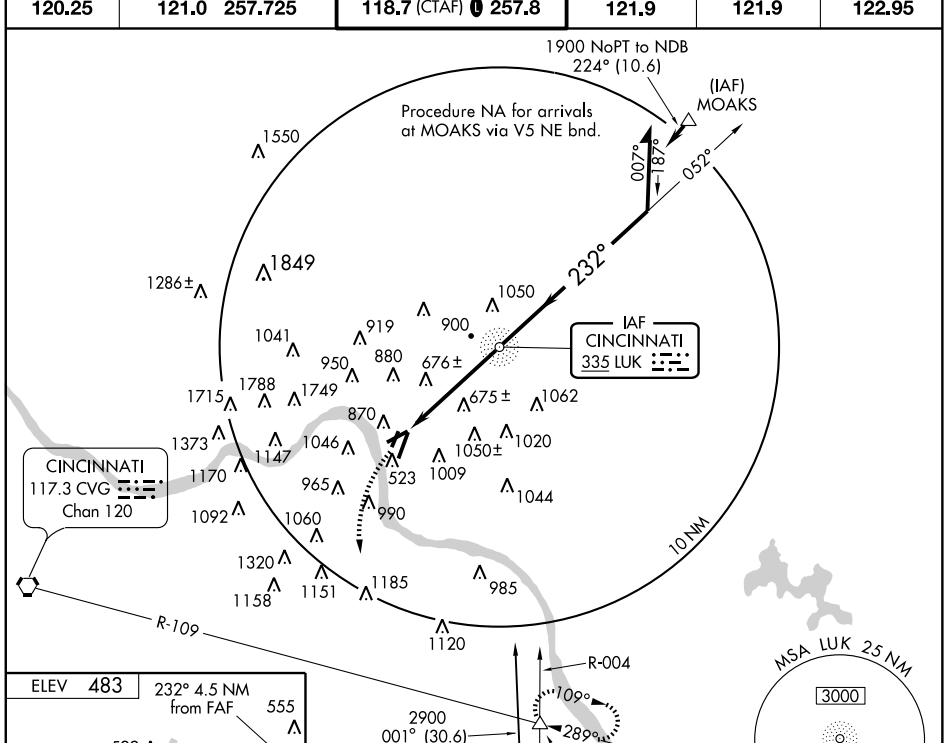
NDB RWY 25

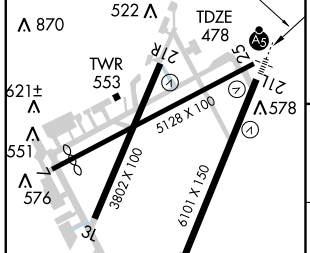
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

If local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

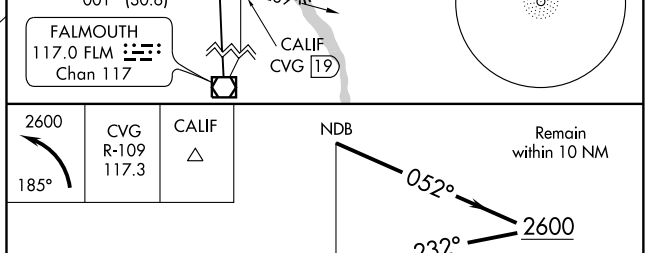
MISSED APPROACH: Climbing left turn to 2600 via heading 185° and CVG VORTAC R-109 to CALIF Int and hold.

ATIS	CINCINNATI APP CON	LUNKEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.25	121.0 257.725	118.7 (CTAF) 257.8	121.9	121.9	122.95





FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-25	1320 - 1 842 (900-1)	1320 - 1¼ 842 (900-1¼)	1320 - 2½ 842 (900-2½)	1320 - 2¾ 842 (900-2¾)
CIRCLING	1320 - 1 837 (900-1)	1360 - 1¼ 877 (900-1¼)	1360 - 2½ 877 (900-2½)	1360 - 2¾ 877 (900-2¾)

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 42511 W21A	APP CRS 205°	Rwy Idg 6101 TDZE 475 Apt Elev 483

RNAV (GPS) RWY 21L

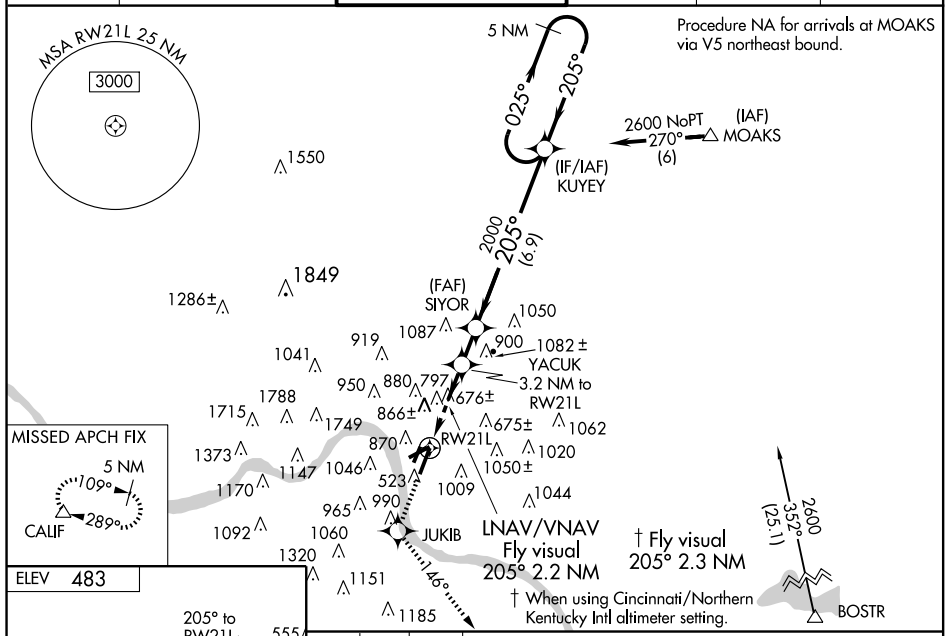
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

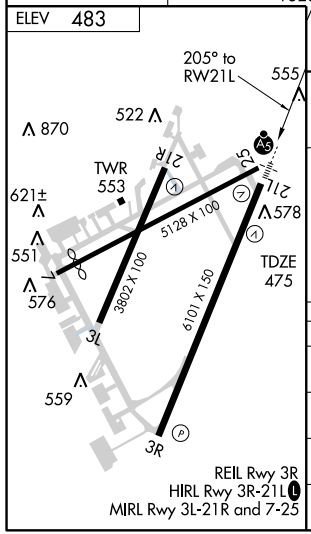
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all DA 86 feet, all MDA 100 feet, and increase LPV all Cats, LNAV/VNAV Cats C and D, LNAV Cat B, and Circling Cats B & D visibility ¼ mile, increase LNAV Cat C and Circling Cat C visibility ½ mile. For inoperative MALSR, increase LPV all Cats visibility ½ mile. Inoperative table does not apply to LNAV/VNAV.

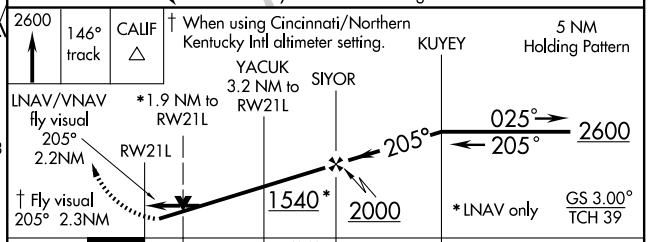
MALSR

MISSED APPROACH: Climb to 2600 direct JUKIB and via 146° track to CALIF and hold.

ATIS	CINCINNATI APP CON	LUNKEN TOWER *	GND CON	CLNC DEL	UNICOM
120.25	121.0 257.725	118.7 (CTAF) 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	834/40		359 (400-¾)	
LNAV/VNAV DA	1230-2 755 (800-2)		1230-2¼ 755 (800-2¼)	1230-2½ 755 (800-2½)
LNAV MDA	1120/40	645 (700-¾)	1120/60 645 (700-1¼)	1120-1½ 645 (700-1½)
CIRCLING	1300-1 817 (900-1)	1360-1¼ 877 (900-1¼)	1360-2½ 877 (900-2½)	1360-2¾ 877 (900-2¾)

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5128
CH 86701	246°	TDZE	478
W25A		Apt Elev	483

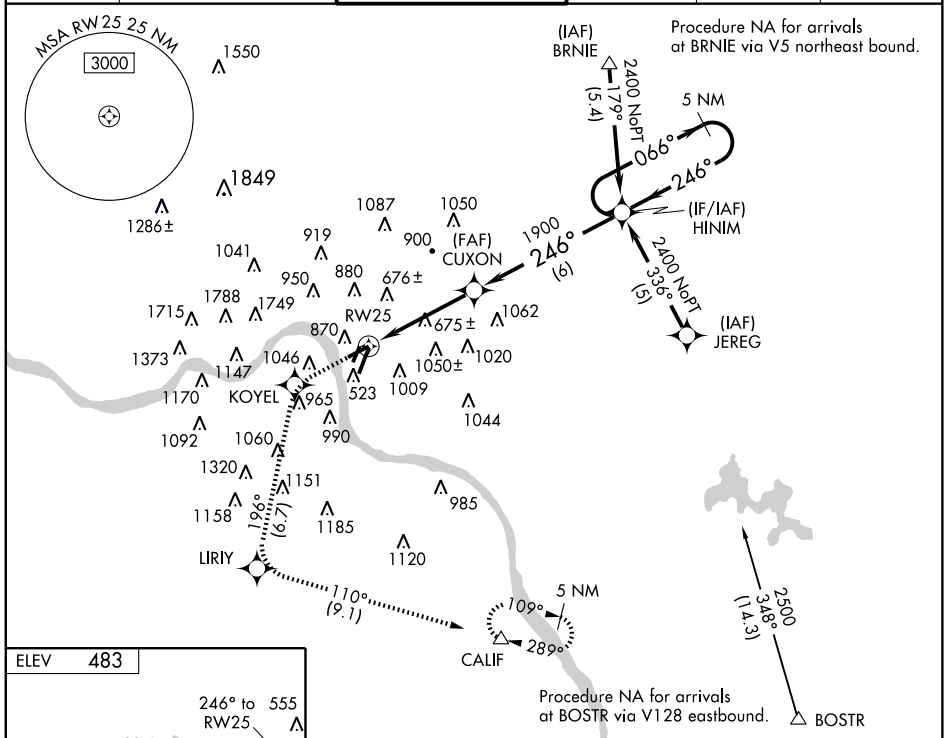
RNAV (GPS) RWY 25

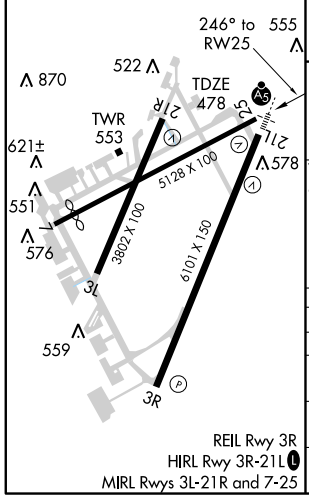
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all DAs/MDAs 100 feet. Visibility reduction by helicopter NA.

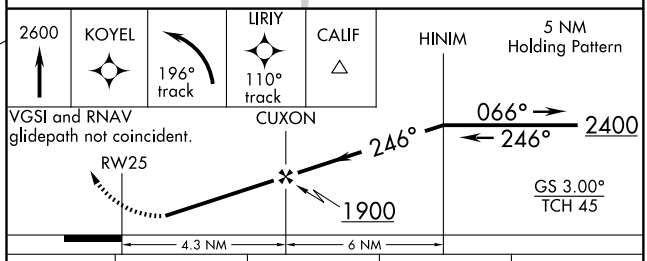
MISSED APPROACH: Climb to 2600 direct KOYEL and left turn via 196° track to LIRIY, and via 110° track to CALIF and hold.

ATIS	CINCINNATI APP CON	LUNKEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.25	121.0 257.725	118.7 (CTAF) 257.8	121.9	121.9	122.95





REIL Rwy 3R
HIRL Rwy 3R-21L (L)
MIRL Rwys 3L-21R and 7-25



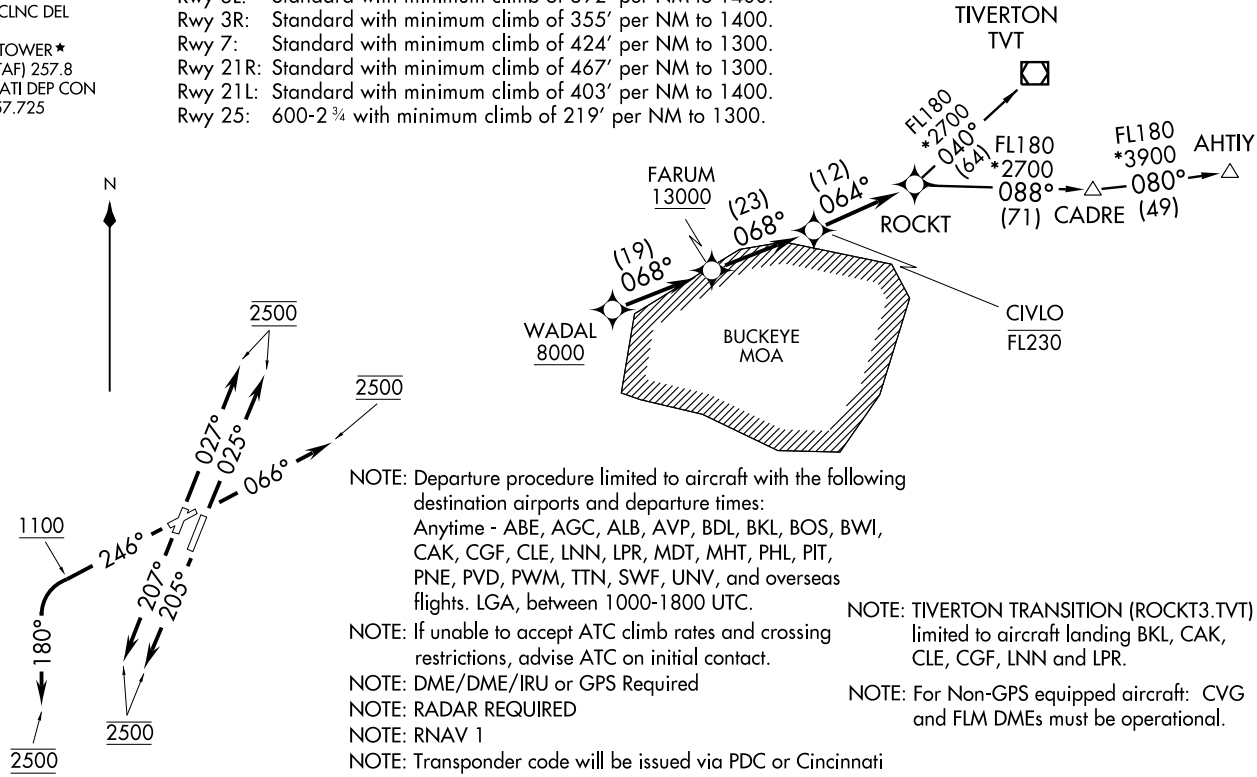
CATEGORY	A	B	C	D
LPV DA	875-1½ 397 (400-1½)			
LNAV/VNAV DA	NA			
LNAV MDA	1160-1 682 (700-1)		1160-2 682 (700-2)	1160-2¼ 682 (700-2¼)
CIRCLING	1300-1 817 (900-1)	1360-1¼ 877 (900-1¼)	1360-2½ 877 (900-2½)	1360-2¾ 877 (900-2¾)

EC-2, 14 JAN 2010 to 11 FEB 2010

ATIS 120.25
LUNKEN GND CON
121.9
LUNKEN CLNC DEL
121.9
LUNKEN TOWER ★
118.7 (CTAF) 257.8
CINCINNATI DEP CON
121.0 257.725

TAKE-OFF MINIMUMS:

Rwy 3L: Standard with minimum climb of 392′ per NM to 1400.
Rwy 3R: Standard with minimum climb of 355′ per NM to 1400.
Rwy 7: Standard with minimum climb of 424′ per NM to 1300.
Rwy 21R: Standard with minimum climb of 467′ per NM to 1300.
Rwy 21L: Standard with minimum climb of 403′ per NM to 1400.
Rwy 25: 600-2 ¾ with minimum climb of 219′ per NM to 1300.



NOTE: Departure procedure limited to aircraft with the following destination airports and departure times:
Anytime - ABE, AGC, ALB, AVP, BDL, BKL, BOS, BWI, CAK, CGF, CLE, LNN, LPR, MDT, MHT, PHL, PIT, PNE, PVD, PWM, TTN, SWF, UNV, and overseas flights. LGA, between 1000-1800 UTC.

NOTE: If unable to accept ATC climb rates and crossing restrictions, advise ATC on initial contact.

NOTE: DME/DME/IRU or GPS Required

NOTE: RADAR REQUIRED

NOTE: RNAV 1

NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: TIVERTON TRANSITION (ROCKT3.TVT) limited to aircraft landing BKL, CAK, CLE, CGF, LNN and LPR.

NOTE: For Non-GPS equipped aircraft: CVG and FLM DMEs must be operational.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ROCKT THREE DEPARTURE (RNAV) (ROCKT3.ROCKT)

09071 SL-83 (FAA)

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

CINCINNATI, OHIO

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3L: Climb heading 027°, expect vectors to WADAL, then via depicted route to ROCKT, thence . . . .
TAKE-OFF RUNWAY 3R: Climb heading 025°, expect vectors to WADAL, then via depicted route to ROCKT, thence . . . .
TAKE-OFF RUNWAY 7: Climb heading 066°, expect vectors to WADAL, then via depicted route to ROCKT, thence . . . .
TAKE-OFF RUNWAY 21R: Climb heading 207°, expect vectors to WADAL, then via depicted route to ROCKT, thence . . . .
TAKE-OFF RUNWAY 21L: Climb heading 205°, expect vectors to WADAL, then via depicted route to ROCKT, thence . . . .
TAKE-OFF RUNWAY 25: Climb heading 246° to 1100, then climbing left turn heading 180°, expect vectors to WADAL, then via depicted route to ROCKT, thence . . . .

. . . . maintain 2500. Expect clearance to filed altitude within 10 minutes after departure.

AHTIY TRANSITION (ROCKT3.AHTIY)
TIVERTON TRANSITION (ROCKT3.TVT)

TAKEOFF OBSTACLE NOTES

Rwy 3L: Bldg and Hangars beginning 306' from DER, 258' left of centerline, up to 41' AGL/521' MSL.
Multiple Trees beginning 958' from DER, 144' right of centerline, up to 67' AGL/556' MSL.
Trees 1.3 NM from DER, 2,271' left of centerline, 97' AGL/866' MSL.
Pole 1.6 NM from DER, 334' left of centerline, 68' AGL/797' MSL.
Rwy 3R: Multiple Trees beginning 1,426' from DER, 196' left of centerline, up to 68' AGL/557' MSL.
Multiple Trees beginning 840' from DER, 130' right of centerline, up to 83' AGL/572' MSL.
Trees 1.4 NM from DER, 2,393' left of centerline, 97' AGL/856' MSL.
Pole 1.6 NM from DER, 2,062' left of centerline, 68' AGL/797' MSL.
Rwy 7: Multiple Trees beginning 447' from DER, 68' left of centerline, up to 87' AGL/576' MSL.
Multiple Trees beginning 664' from DER, 45' left of centerline, up to 86' AGL/575' MSL.
Trees 4,515' from DER, 1,519' right of centerline, 81' AGL/720' MSL.
Trees 1.4 NM from DER, 2,088' right of centerline, 95' AGL/824' MSL.
Rwy 21R: Multiple Trees beginning 1,444' from DER, 204' left of centerline, up to 66' AGL/555' MSL.
Multiple Trees beginning 1,072' from DER, 25' right of centerline, up to 79' AGL/568' MSL.
Trees 1.1 NM from DER, 2,261' right of centerline, 86' AGL/895' MSL.
Tower 2.3 NM from DER, 527' left of centerline, 168' AGL/990' MSL.
Tower 2.4 NM from DER, 694' right of centerline, 106' AGL/943' MSL.
Rwy 21L: Multiple Trees beginning 122' from DER, 104' left of centerline, up to 85' AGL/574' MSL.
Multiple Trees beginning 422' from DER, 313' right of centerline, up to 82' AGL/571' MSL.
Trees 4,521' from DER, 1,659' left of centerline, 117' AGL/716' MSL.
Tower 2.0 NM from DER, 2,027' right of centerline, 168' AGL/990' MSL.
Pole 2.2 NM from DER, 281' right of centerline, 78' AGL/841' MSL.
Rwy 25: Sign, Pole, multiple Hangars and Trees beginning 177' from DER, 13' left of centerline, up to 86' AGL/575' MSL.
Road, Bldg, multiple Poles and Trees beginning 185' from DER, 5' right of centerline, up to 73' AGL/562' MSL.
Trees 4,537' from DER, 837' right of centerline, 82' AGL/831' MSL.
Tank 1.4 NM from DER, 1,755' right of centerline, 210' AGL/1,046' MSL.
Antenna on building 2.3 NM from DER, 2,552' left of centerline, 116' AGL/915' MSL.

VOR XUB	APP CRS	Rwy Idg	4351
112.5	165°	TDZE	685
		Apt Elev	685

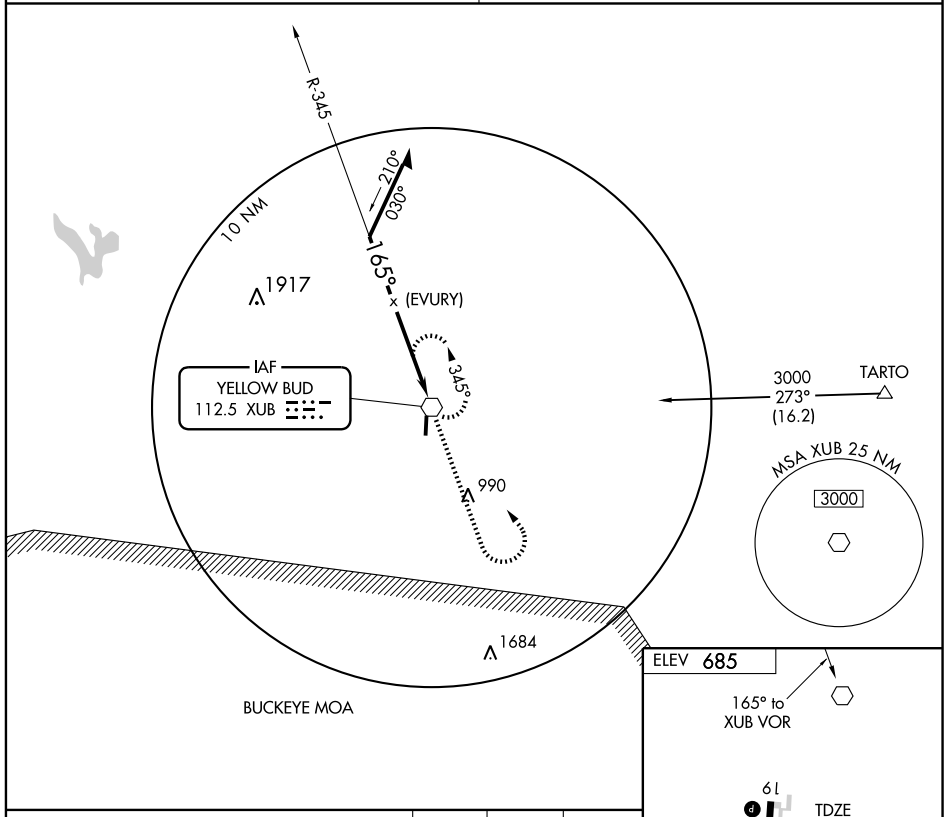
VOR or GPS RWY 19

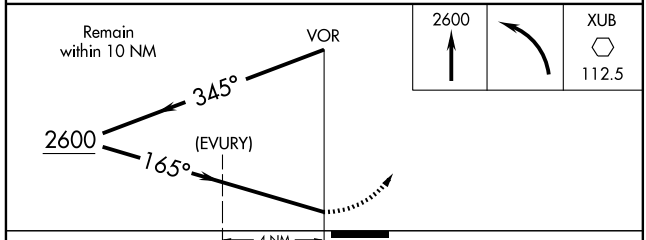
CIRCLEVILLE / PICKAWAY COUNTY MEMORIAL (CYO)

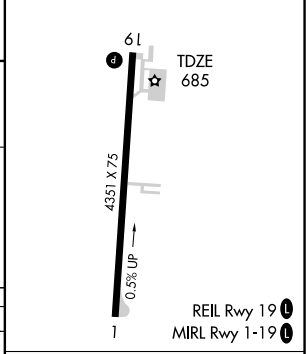
NA Use Columbus Rickenbacker altimeter setting.

MISSED APPROACH: Climb to 2600 then left turn direct XUB VOR and hold.

COLUMBUS APP CON	UNICOM
132.3 279.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-19	1280-1	595 (600-1)	1280-1½ 595 (600-1½)	1280-1¾ 595 (600-1¾)
CIRCLING	1280-1	595 (600-1)	1280-1½ 595 (600-1½)	1300-2 615 (700-2)

Knots	60	90	120	150	180
Min:Sec					

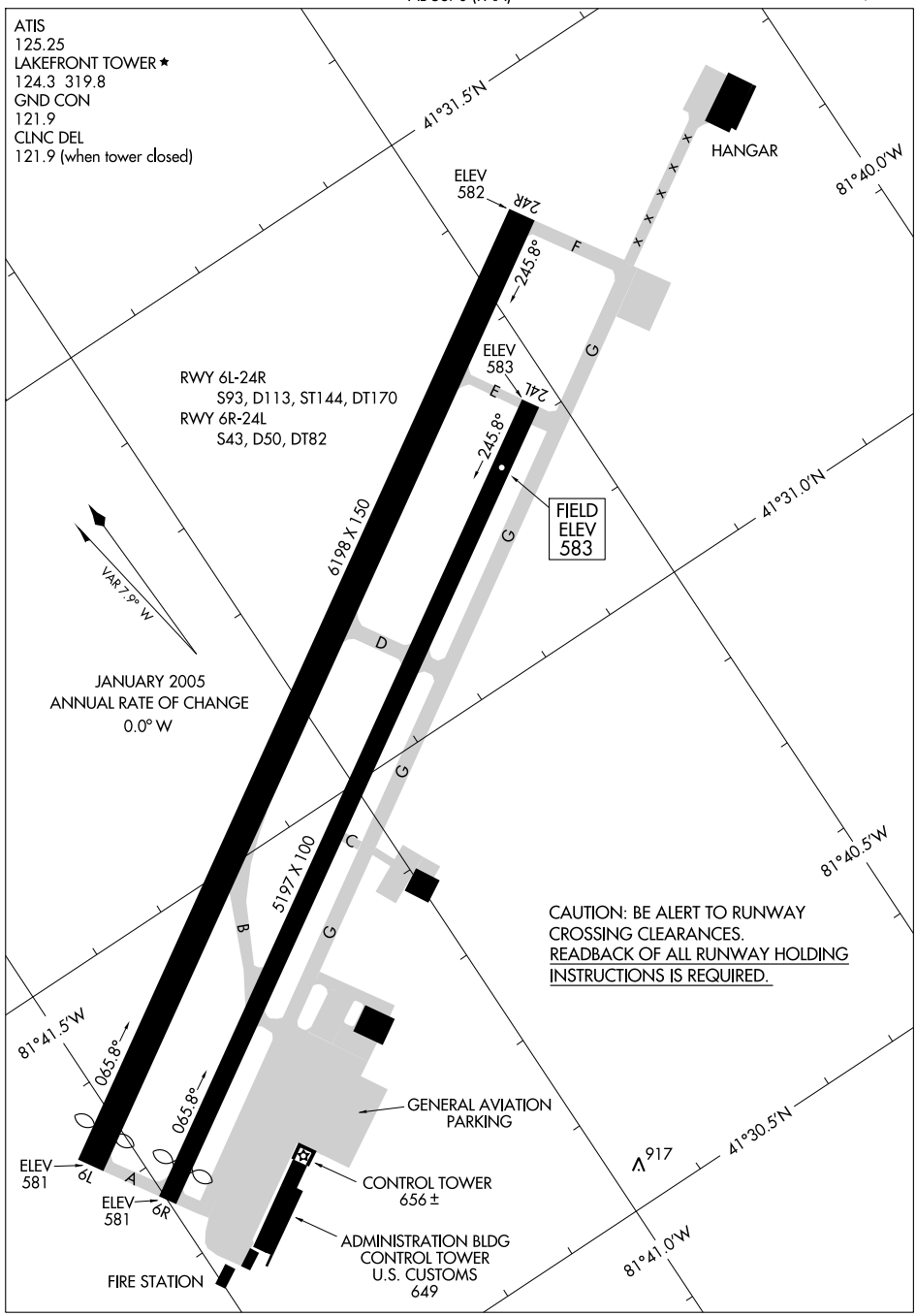
EC-2, 14 JAN 2010 to 11 FEB 2010

09015

AIRPORT DIAGRAM

AL-5370 (FAA)

CLEVELAND/ BURKE LAKEFRONT (BKL)
CLEVELAND, OHIO



EC-2, 14 JAN 2010 to 11 FEB 2010

ATIS
125.25
CLEVELAND DEP CON
125.35 346.32

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L, 6R: Climb via heading 065° to 1800 then via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAYS 24R, 24L: Climbing right turn via CXR VOR/DME R-272 to 1900 then via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

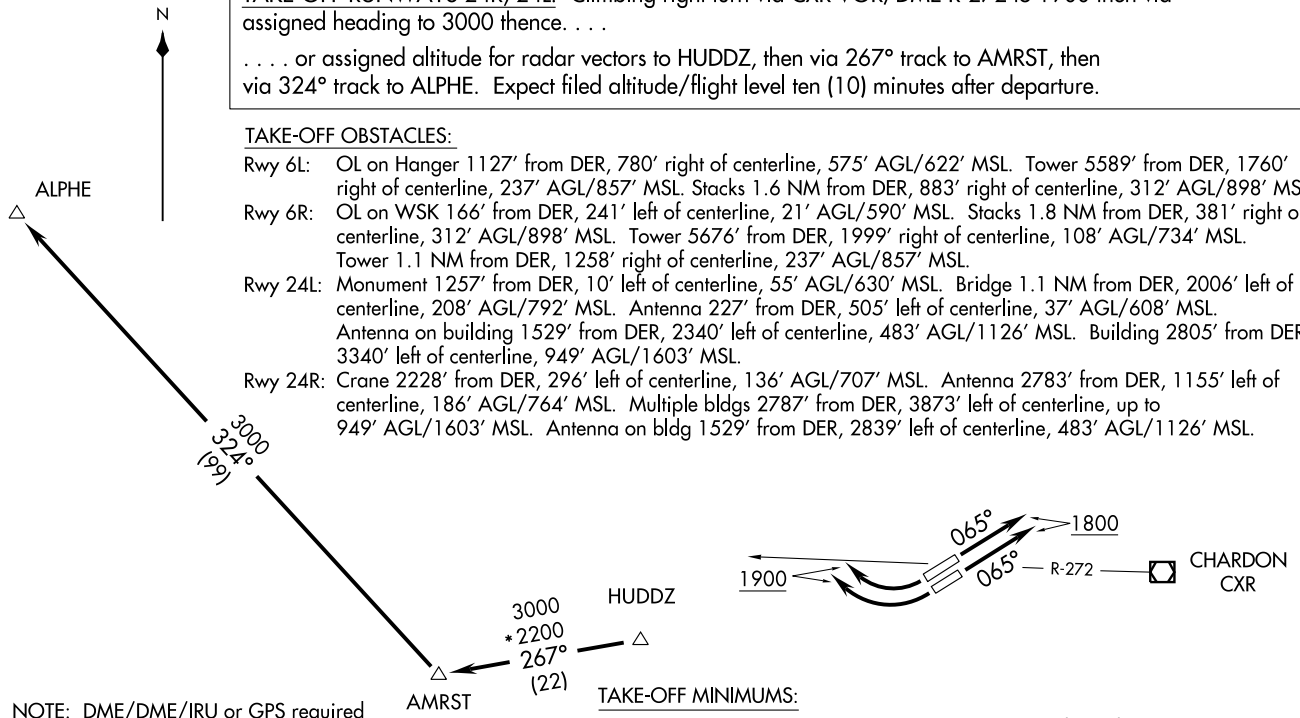
TAKE-OFF OBSTACLES:

Rwy 6L: OL on Hanger 1127′ from DER, 780′ right of centerline, 575′ AGL/622′ MSL. Tower 5589′ from DER, 1760′ right of centerline, 237′ AGL/857′ MSL. Stacks 1.6 NM from DER, 883′ right of centerline, 312′ AGL/898′ MSL.

Rwy 6R: OL on WSK 166′ from DER, 241′ left of centerline, 21′ AGL/590′ MSL. Stacks 1.8 NM from DER, 381′ right of centerline, 312′ AGL/898′ MSL. Tower 5676′ from DER, 1999′ right of centerline, 108′ AGL/734′ MSL. Tower 1.1 NM from DER, 1258′ right of centerline, 237′ AGL/857′ MSL.

Rwy 24L: Monument 1257′ from DER, 10′ left of centerline, 55′ AGL/630′ MSL. Bridge 1.1 NM from DER, 2006′ left of centerline, 208′ AGL/792′ MSL. Antenna 227′ from DER, 505′ left of centerline, 37′ AGL/608′ MSL. Antenna on building 1529′ from DER, 2340′ left of centerline, 483′ AGL/1126′ MSL. Building 2805′ from DER, 3340′ left of centerline, 949′ AGL/1603′ MSL.

Rwy 24R: Crane 2228′ from DER, 296′ left of centerline, 136′ AGL/707′ MSL. Antenna 2783′ from DER, 1155′ left of centerline, 186′ AGL/764′ MSL. Multiple bldgs 2787′ from DER, 3873′ left of centerline, up to 949′ AGL/1603′ MSL. Antenna on bldg 1529′ from DER, 2839′ left of centerline, 483′ AGL/1126′ MSL.



NOTE: DME/DME/IRU or GPS required
NOTE: RNAV 1
NOTE: RADAR REQUIRED

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:

Rwy 6L: 400-2 or STANDARD with minimum climb of 400 feet per NM to 1800′.
Rwy 6R: 400-2 or STANDARD with minimum climb of 360 feet per NM to 1800′.
Rwy 24L: 300-1½ or STANDARD with minimum climb of 527 feet per NM to 1900′.
Rwy 24R: 200-1 or STANDARD with minimum climb of 527 feet per NM to 1900′.

ATIS DEP
125.25
CLEVELAND DEP CON
125.35 346.325

NOTE: RADAR REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L, 6R: Climb via heading 065° to 1800 then via assigned heading to 3000 thence . . .

TAKE-OFF RUNWAYS 24R, 24L: Climbing right turn via CXR VOR/DME R-272 to 1900 then via assigned heading to 3000 thence . . .

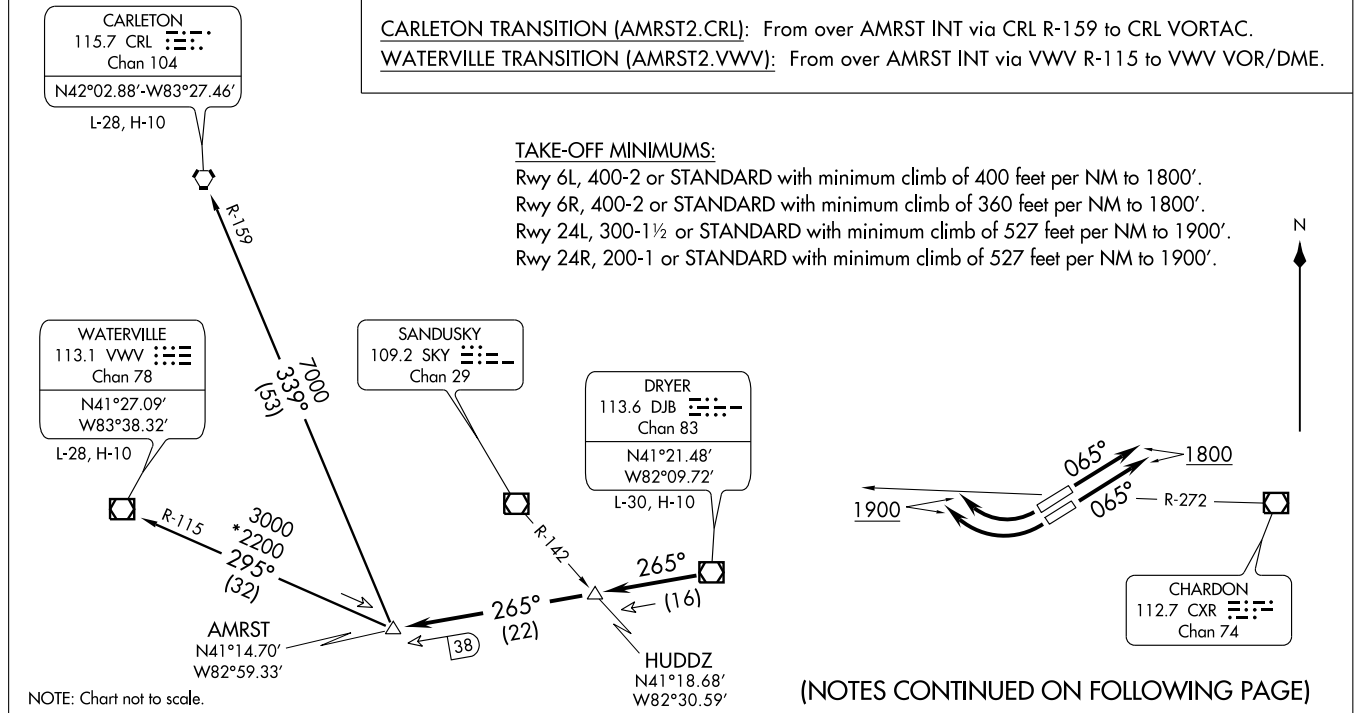
. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.

WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF MINIMUMS:

Rwy 6L, 400-2 or STANDARD with minimum climb of 400 feet per NM to 1800'.
Rwy 6R, 400-2 or STANDARD with minimum climb of 360 feet per NM to 1800'.
Rwy 24L, 300-1½ or STANDARD with minimum climb of 527 feet per NM to 1900'.
Rwy 24R, 200-1 or STANDARD with minimum climb of 527 feet per NM to 1900'.



NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)

AMRST TWO DEPARTURE

TAKE-OFF OBSTACLES:

Rwy 6L: OL on Hanger 1127′ from DER, 780′ right of centerline, 575′ AGL/622′ MSL.
Tower 5589′ from DER, 1760′ right of centerline, 237′ AGL/857′ MSL.
Stacks 1.6 NM from DER, 883′ right of centerline, 312′ AGL/898′ MSL.

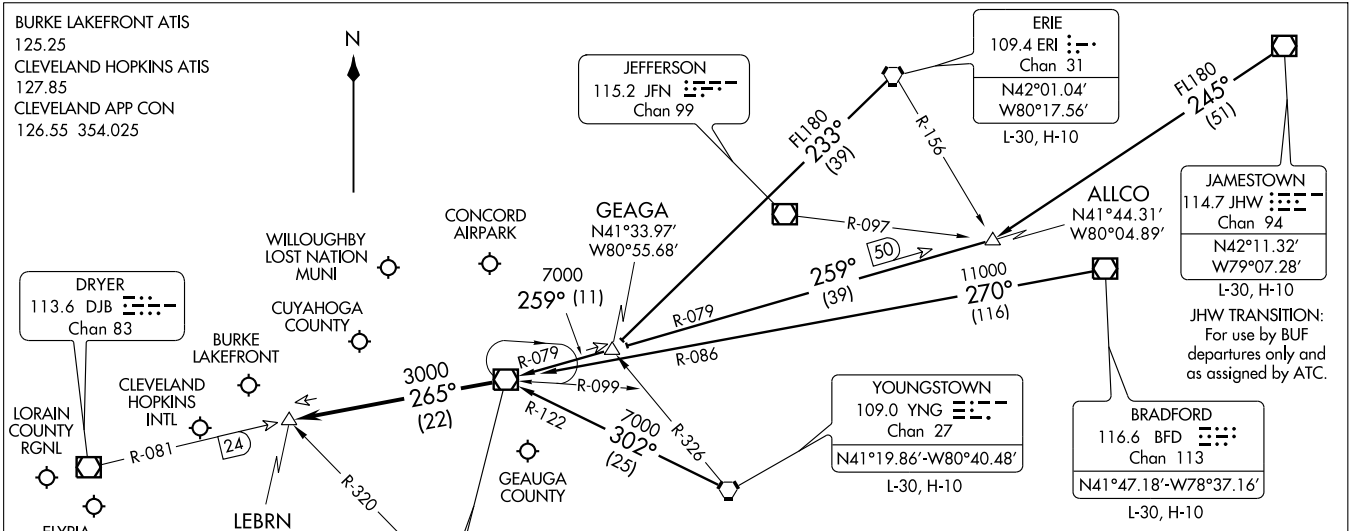
Rwy 6R: OL on WSK 166′ from DER, 241′ left of centerline, 21′ AGL/590′ MSL.
Stacks 1.8 NM from DER, 381′ right of centerline, 312′ AGL/898′ MSL.
Tower 5676′ from DER, 1999′ right of centerline, 108′ AGL/734′ MSL.
Tower 1.1 NM from DER, 1258′ right of centerline, 237′ AGL/857′ MSL.

Rwy 24L: Monument 1257′ from DER, 10′ left of centerline, 55′ AGL/630′ MSL.
Bridge 1.1 NM from DER, 2006′ left of centerline, 208′ AGL/792′ MSL.
Antenna 227′ from DER, 505′ left of centerline, 37′ AGL/608′ MSL.
Antenna on building 1529′ from DER, 2340′ left of centerline, 483′ AGL/1126′ MSL.
Building 2805′ from DER, 3340′ left of centerline, 949′ AGL/1603′ MSL.

Rwy 24R: Crane 2228′ from DER, 296′ left of centerline, 136′ AGL/707′ MSL.
Antenna 2783′ from DER, 1155′ left of centerline, 186′ AGL/764′ MSL.
Multiple bldgs 2787′ from DER, 3873′ left of centerline, up to 949′ AGL/1603′ MSL.
Antenna on bldg 1529′ from DER, 2839′ left of centerline, 483′ AGL/1126′ MSL.

EC-2, 14 JAN 2010 to 11 FEB 2010

CHARDON TWO ARRIVAL



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

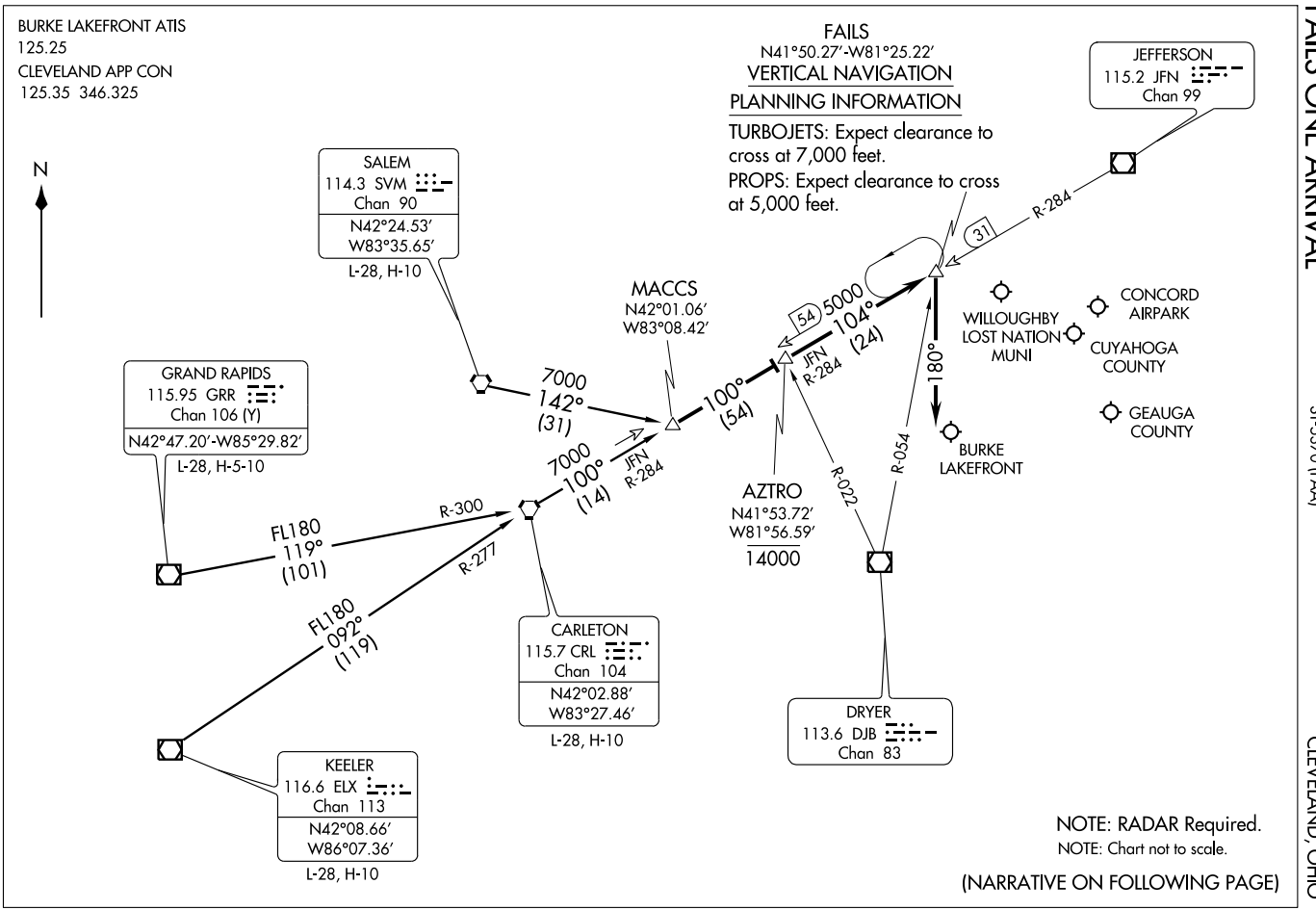
BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.


BURKE LAKEFRONT ATIS
125.25
CLEVELAND APP CON
125.35 346.325
N
FAILS
N41°50.27′-W81°25.22′
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 7,000 feet.
PROPS: Expect clearance to cross at 5,000 feet.
JEFFERSON
115.2 JFN
Chan 99
SALEM
114.3 SVM
Chan 90
N42°24.53′
W83°35.65′
L-28, H-10
MACCS
N42°01.06′
W83°08.42′
GRAND RAPIDS
115.95 GRR
Chan 106 (Y)
N42°47.20′-W85°29.82′
L-28, H-5-10
7000
142°
(31)
7000
100°
(14)
JFN
R-284
100°
(54)
5000
104°
(24)
54
31
R-284
180°
WILLOUGHBY
LOST NATION
MUNI
CONCORD
AIRPARK
CUYAHOGA
COUNTY
GEAUGA
COUNTY
BURKE
LAKEFRONT
AZTRO
N41°53.72′
W81°56.59′
14000
R-022
R-054
R-300
FL180
119°
(101)
R-277
FL180
092°
(119)
CARLETON
115.7 CRL
Chan 104
N42°02.88′
W83°27.46′
L-28, H-10
DRYER
113.6 DJB
Chan 83
KEELER
116.6 ELX
Chan 113
N42°08.66′
W86°07.36′
L-28, H-10
NOTE: RADAR Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.FAILS1): From over CRL VORTAC via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.FAILS1): From over GRR VOR/DME via GRR R-119 and CRL R-300 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

KEELER TRANSITION (ELX.FAILS1): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

SALEM TRANSITION (SVM.FAILS1): From over SVM VORTAC via heading 142° to MACCS INT. Thence. . . .

. . . . From over MACCS INT, via CRL VORTAC R-100 to AZTRO INT, then via JFN VOR/DME R-284 to FAILS INT. From FAILS fly heading 180°.
Expect radar vectors to final approach course.

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-BFT	APP CRS		24R	24L
109.75	245°	Rwy Idg	6198	5197
Chan 34 (Y)		TDZE	583	583
		Apt Elev	583	583

ILS or LOC RWY 24R

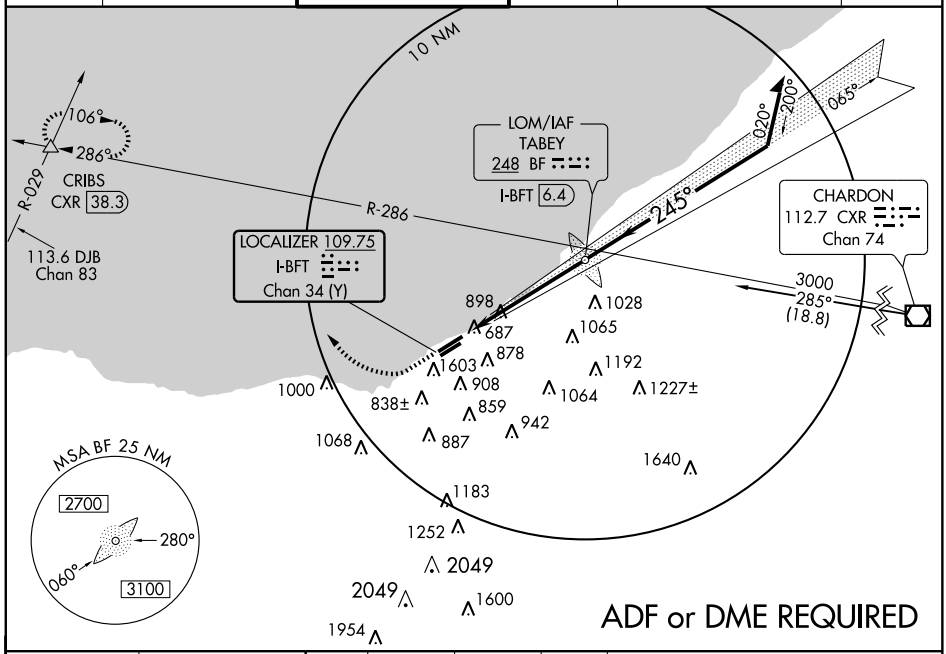
CLEVELAND / BURKE LAKEFRONT (BKL)

Circling not authorized SE of Rwy 6R-24L.
Inoperative table does not apply to S-LOC Cat C.
S-ILS minimums not authorized when control tower closed.

MALSF

MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 heading 350°, intercept CXR R-286 then climb to 3000 via CXR R-286 to CRIBS Int and hold.

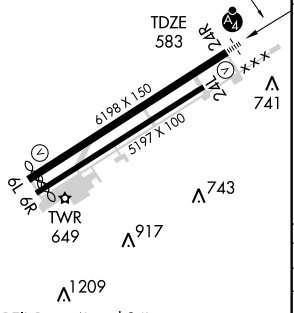
ATIS	CLEVELAND APP CON	LAKEFRONT TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	125.35 354.025	124.3 (CTAF) L 319.8	121.9	121.9 (when tower closed)	122.95



EC-2, 14 JAN 2010 to 11 FEB 2010

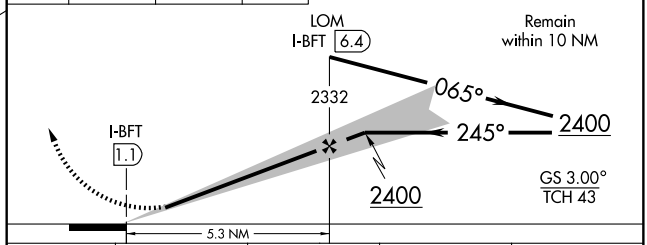
ELEV 583

Rwy 6L ldg 5933′
Rwy 6R ldg 4930′



REIL Rwys 6L and 24L
HIRL Rwys 6L-24R and 6R-24L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

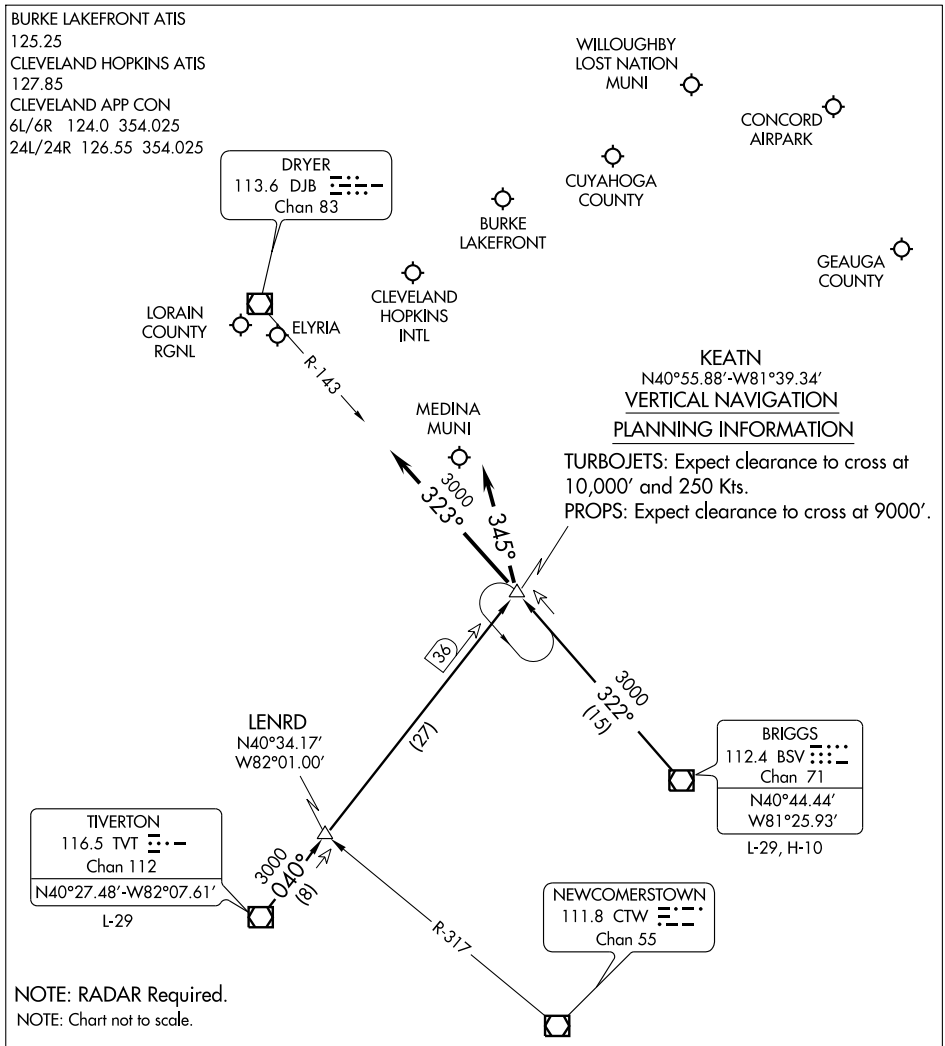


CATEGORY	A	B	C	D
S-ILS 24R	856-1	273 (300-1)		
S-LOC 24R	1160-¾	577 (600-¾)	1160-1½ 577 (600-1½)	1160-1¾ 577 (600-1¾)
SIDESTEP 24L	1160-1	577 (600-1)	1160-1½ 577 (600-1½)	1160-2 577 (600-2)
CIRCLING	1160-1	577 (600-1)	1160-1½ 577 (600-1½)	1160-2 577 (600-2)

KEATN FOUR ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

NDB BKL 416	APP CRS 245°	Rwy Idg 6198 TDZE 583 Apt Elev 584

NDB or GPS RWY 24R

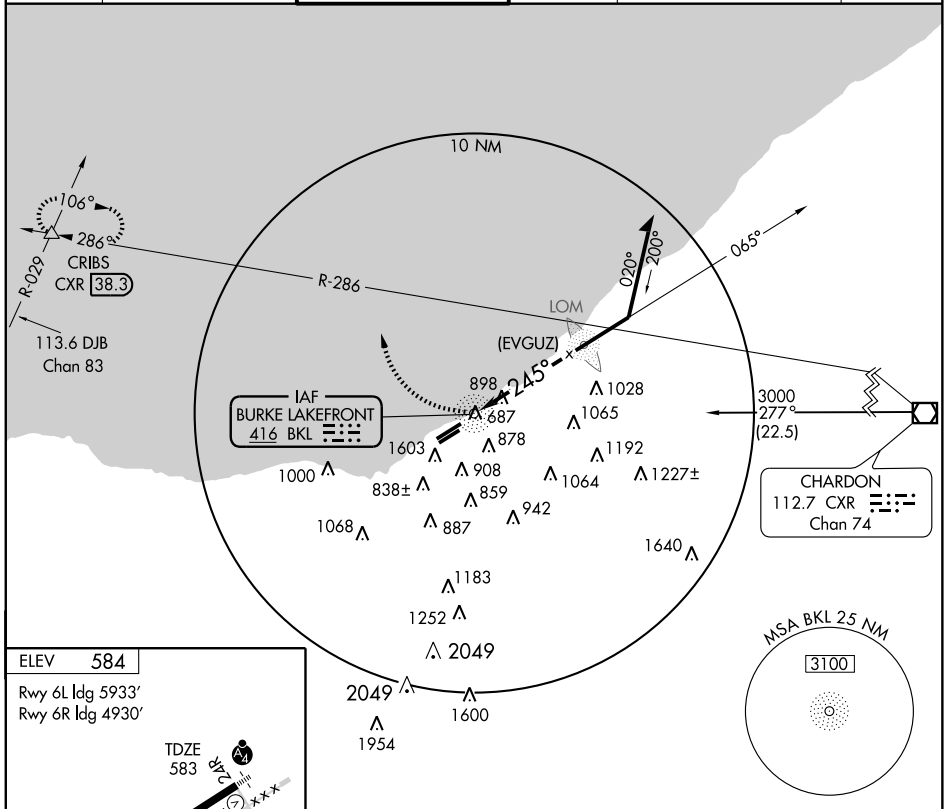
CLEVELAND / BURKE LAKEFRONT (BKL)

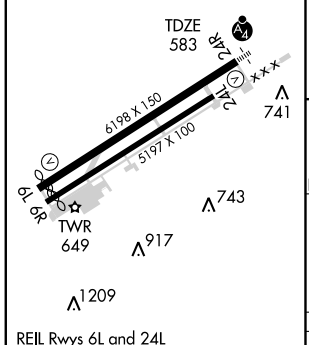
Circling NA southeast of Rwy 6R-24L. Inoperative table does not apply.

MALSF

MISSED APPROACH: Climbing right turn to 2000 heading 350° to CXR R-286 then climb to 3000 via CXR R-286 to CRIBS Int and hold.

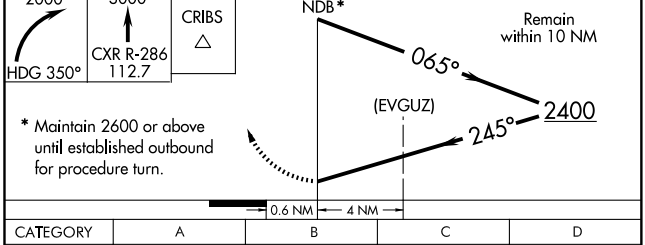
ATIS	CLEVELAND APP CON	LAKEFRONT TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	125.35 354.025	124.3 (CTAF) L 319.8	121.9	121.9 (when tower closed)	122.95





REIL Rwys 6L and 24L
HIRL Rwys 6L-24R and 6R-24L

Knots	60	90	120	150	180
Min:Sec					



* Maintain 2600 or above until established outbound for procedure turn.

CATEGORY	A	B	C	D
S-24R	1400-1 817 (900-1)	1400-1¼ 817 (900-1¼)	1400-2½ 817 (900-2½)	1400-2¾ 817 (900-2¾)
CIRCLING	1400-1 817 (900-1)	1400-1¼ 817 (900-1¼)	1400-2½ 817 (900-2½)	1400-2¾ 817 (900-2¾)

EC-2, 14 JAN 2010 to 11 FEB 2010

ATIS 125.25
CLEVELAND DEP CON
125.35 346.325

TAKE-OFF MINIMUMS:
Rwy 6L, 400-2 or STANDARD with minimum climb of 400 feet per NM to 1800'.
Rwy 6R, 400-2 or STANDARD with minimum climb of 360 feet per NM to 1800'.
Rwy 24L, 300-1½ or STANDARD with minimum climb of 527 feet per NM to 1900'.
Rwy 24R, 200-1 or STANDARD with minimum climb of 527 feet per NM to 1900'.

CHARDON
112.7 CXR
Chan 74

065°
065°
1800
1900
R-272

FORT WAYNE
117.8 FWA
Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10

FINDLAY
108.2 FDY
Chan 19
N40°57.32'
W83°45.36'

OBRLN
N41°06.39'
W82°44.09'

30
(12)
245°
(18)

DRYER
113.6 DJB
Chan 83
N41°21.48'
W82°09.72'
L-30, H-10

BRUNZ
N41°12.60'
W82°30.02'
3500

MUNCIE
114.4 MIE
Chan 91
N40°14.24'
W85°23.64'
L-27

3500
*2400
261°
(47)
R-081

3500
*2300
274°
(65)
R-091

6000
*2700
235°
(77)
R-338

R-014

3500
*2500
243°
(86)
R-063

3500
*2900
244°
(52)
R-059

3500
*2400
217°
(87)
R-037

R-055

N

MANSFIELD
108.8 MFD
Chan 25

ROSEWOOD
117.5 ROD
Chan 122
N40°17.27'
W84°02.59'
L-27, H-10

BRICKYARD
116.3 VHP
Chan 110
N39°48.88'
W86°22.05'
L-27, H-5-10

RICHMOND
110.6 RID
Chan 43
N39°45.30'
W84°50.33'
L-27, H-10

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required
NOTE: Chart not to scale.

(OBRLN2.OBRLN) OBRLN TWO DEPARTURE

09183
SL-5370 (FAA)

CLEVELAND / BURKE LAKEFRONT (BKL)
CLEVELAND, OHIO

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6L: Climb via heading 065° to 1800 then via assigned heading to 3000 thence. . . .
TAKE-OFF RUNWAY 6R: Climb via heading 065° to 1800 then via assigned heading to 3000 thence. . . .
TAKE-OFF RUNWAYS 24R, 24L: Climbing right turn via CXR VOR/DME R-272 to 1900 then via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.
FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.
MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.
RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.
ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 6L: OL on Hanger 1127′ from DER, 780′ right of centerline, 575′ AGL/622′ MSL.
Tower 5589′ from DER, 1760′ right of centerline, 237′ AGL/857′ MSL.
Stacks 1.6 NM from DER, 883′ right of centerline, 312′ AGL/898′ MSL.
Rwy 6R: OL on WSK 166′ from DER, 241′ left of centerline, 21′ AGL/590′ MSL.
Stacks 1.8 NM from DER, 381′ right of centerline, 312′ AGL/898′ MSL.
Tower 5676′ from DER, 1999′ right of centerline, 108′ AGL/734′ MSL.
Tower 1.1 NM from DER, 1258′ right of centerline, 237′ AGL/857′ MSL.
Rwy 24L: Monument 1257′ from DER, 10′ left of centerline, 55′ AGL/630′ MSL.
Bridge 1.1 NM from DER, 2006′ left of centerline, 208′ AGL/792′ MSL.
Antenna 227′ from DER, 505′ left of centerline, 37′ AGL/608′ MSL.
Antenna on building 1529′ from DER, 2340′ left of centerline, 483′ AGL/1126′ MSL.
Building 2805′ from DER, 3340′ left of centerline, 949′ AGL/1603′ MSL.
Rwy 24R: Crane 2228′ from DER, 296′ left of centerline, 136′ AGL/707′ MSL.
Antenna 2783′ from DER, 1155′ left of centerline, 186′ AGL/764′ MSL.
Multiple bldgs 2787′ from DER, 3873′ left of centerline, up to 949′ AGL/1603′ MSL.
Antenna on bldg 1529′ from DER, 2839′ left of centerline, 483′ AGL/1126′ MSL.

EC-2, 14 JAN 2010 to 11 FEB 2010

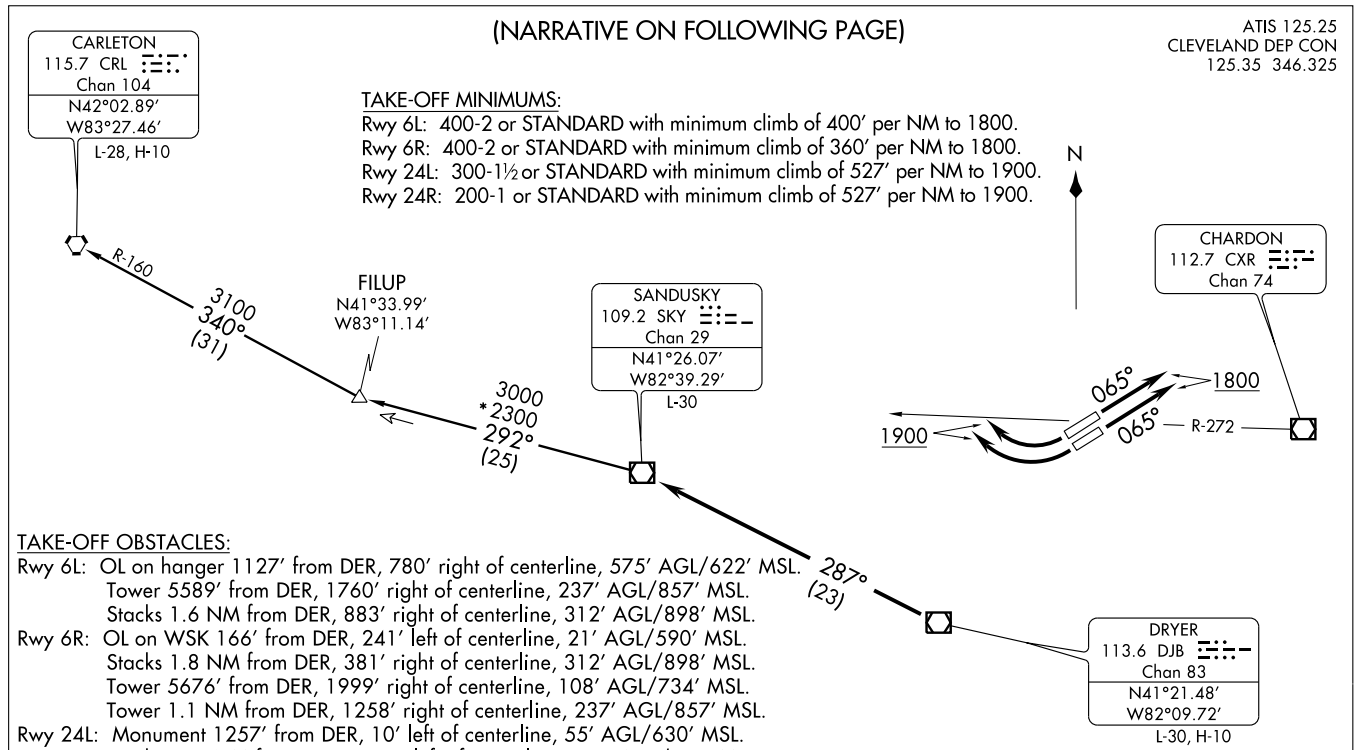
SANDUSKY TWO DEPARTURE

CLEVELAND/BURKE LAKEFRONT (BKL)
CLEVELAND, OHIO

(NARRATIVE ON FOLLOWING PAGE)

ATIS 125.25
CLEVELAND DEP CON
125.35 346.325

TAKE-OFF MINIMUMS:
Rwy 6L: 400-2 or STANDARD with minimum climb of 400′ per NM to 1800.
Rwy 6R: 400-2 or STANDARD with minimum climb of 360′ per NM to 1800.
Rwy 24L: 300-1½ or STANDARD with minimum climb of 527′ per NM to 1900.
Rwy 24R: 200-1 or STANDARD with minimum climb of 527′ per NM to 1900.



TAKE-OFF OBSTACLES:
Rwy 6L: OL on hanger 1127′ from DER, 780′ right of centerline, 575′ AGL/622′ MSL.
Tower 5589′ from DER, 1760′ right of centerline, 237′ AGL/857′ MSL.
Stacks 1.6 NM from DER, 883′ right of centerline, 312′ AGL/898′ MSL.
Rwy 6R: OL on WSK 166′ from DER, 241′ left of centerline, 21′ AGL/590′ MSL.
Stacks 1.8 NM from DER, 381′ right of centerline, 312′ AGL/898′ MSL.
Tower 5676′ from DER, 1999′ right of centerline, 108′ AGL/734′ MSL.
Tower 1.1 NM from DER, 1258′ right of centerline, 237′ AGL/857′ MSL.
Rwy 24L: Monument 1257′ from DER, 10′ left of centerline, 55′ AGL/630′ MSL.
Bridge 1.1 NM from DER, 2006′ left of centerline, 208′ AGL/792′ MSL.
Antenna 227′ from DER, 505′ left of centerline, 37′ AGL/608′ MSL.
Antenna on building 1529′ from DER, 2340′ left of centerline, 483′ AGL/1126′ MSL.
Building 2805′ from DER, 3340′ left of centerline, 949′ AGL/1603′ MSL.
Rwy 24R: Crane 2228′ from DER, 296′ left of centerline, 136′ AGL/707′ MSL.
Antenna 2783′ from DER, 1155′ left of centerline, 186′ AGL/764′ MSL.
Multiple bldgs 2787′ from DER, 3873′ left of centerline, up to 949′ AGL/1603′ MSL.
Antenna on bldg 1529′ from DER, 2839′ left of centerline, 483′ AGL/1126′ MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only
NOTE: Chart not to scale.

SANDUSKY TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

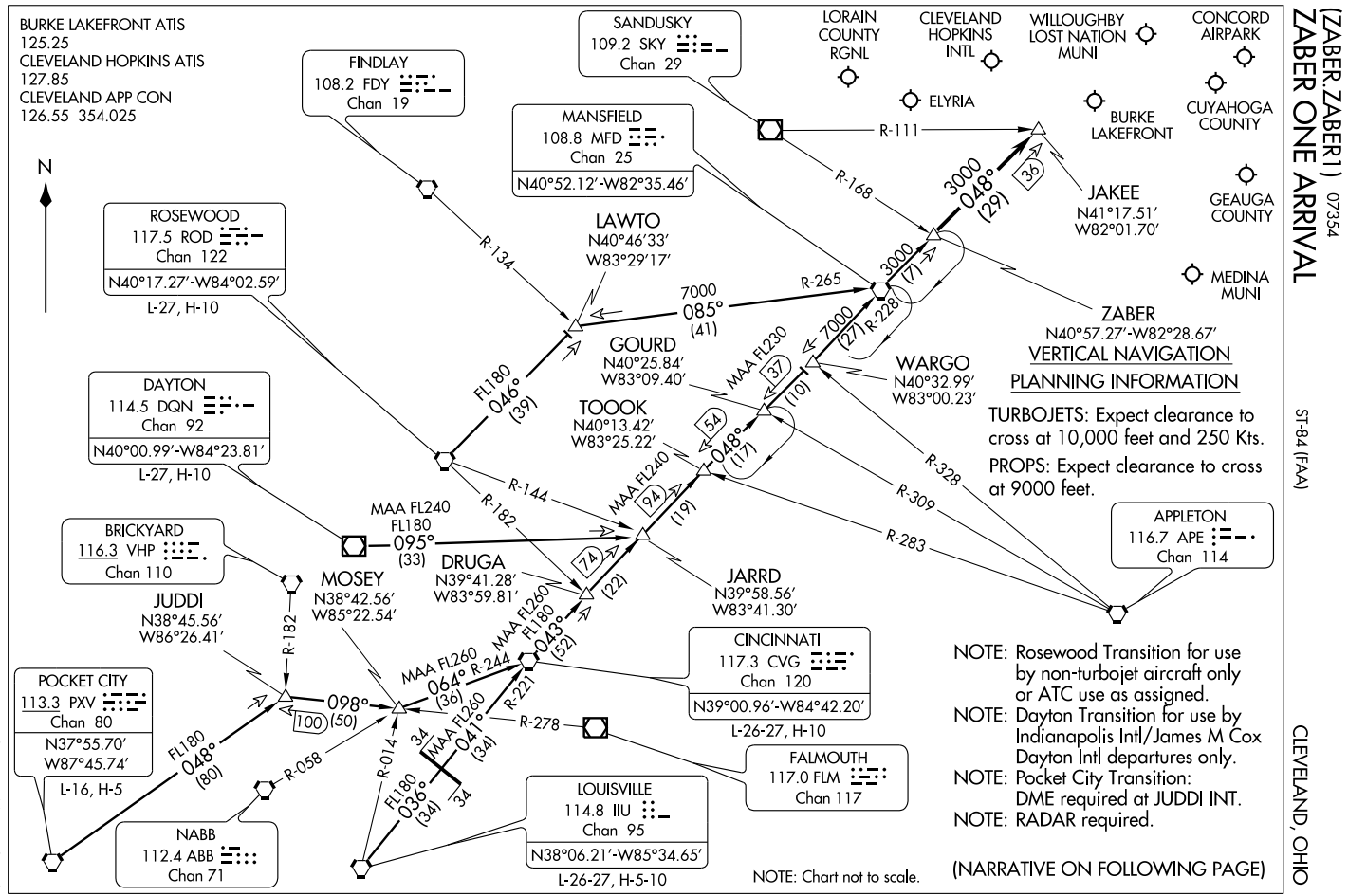
TAKE-OFF RUNWAYS 6L, 6R: Climb via heading 065° to 1800 then via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAYS 24R, 24L: Climbing right turn via CXR VOR/DME R-272 to 1900 then via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.

EC-2, 14 JAN 2010 to 11 FEB 2010



(ZABER.ZABER1) 07354

ZABER ONE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

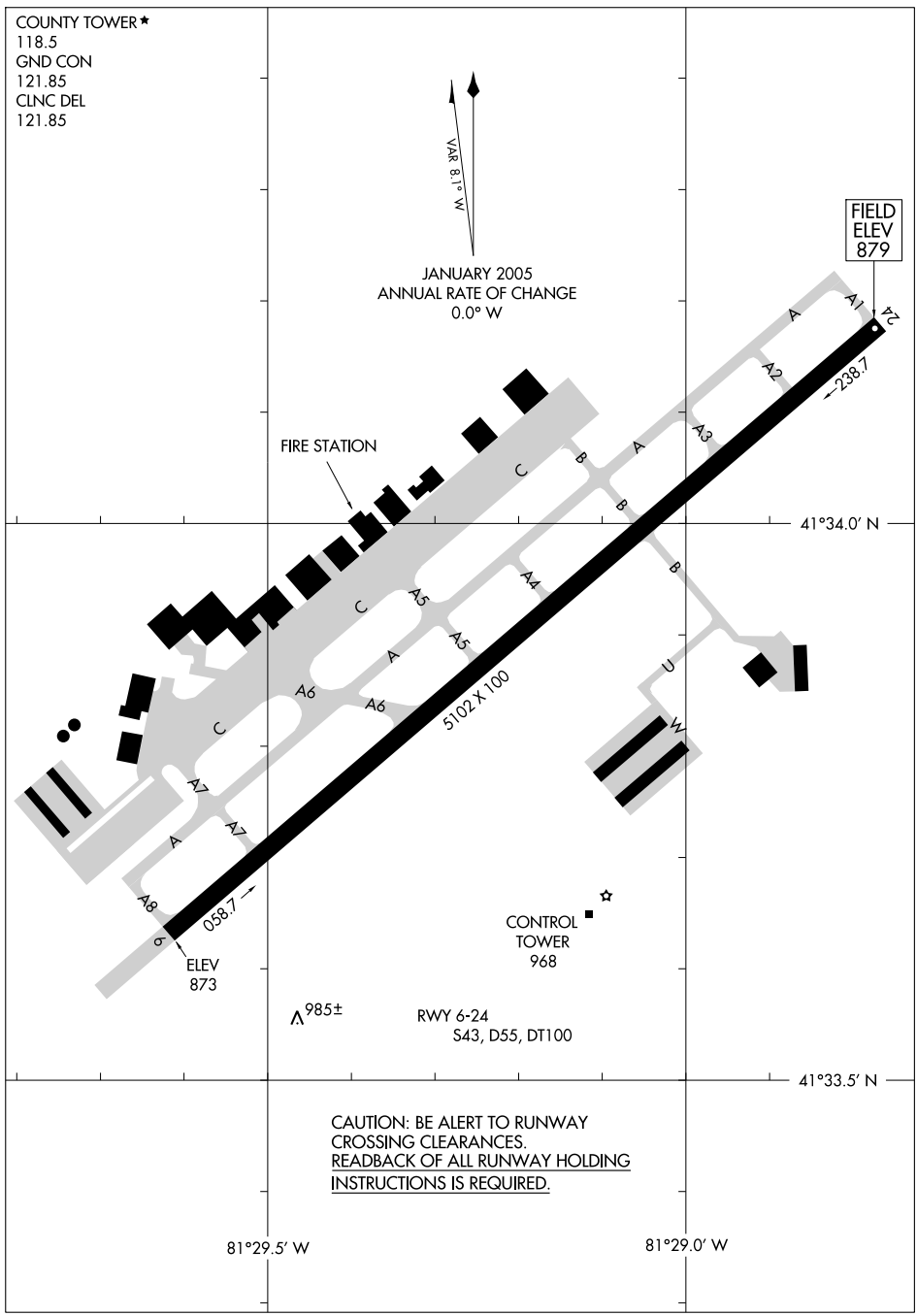
EC-2, 14 JAN 2010 to 11 FEB 2010

08269

AIRPORT DIAGRAM

AL-5027 (FAA)

CLEVELAND / CUYAHOGA COUNTY (CGF)
CLEVELAND, OHIO



EC-2, 14 JAN 2010 to 11 FEB 2010

CLEVELAND DEP CON
125.35 346.325

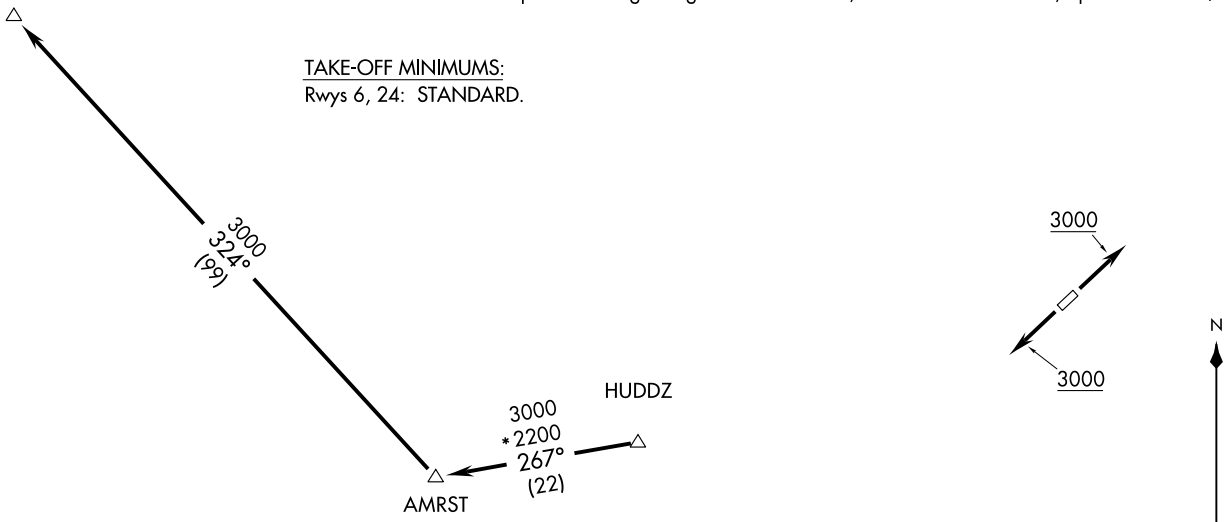
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6, 24: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:
Rwy 6: Trees beginning 2127′ from DER, 975′ right of centerline, up to 109′ AGL/982′ MSL.
Tree 2595′ from DER, 740′ left of centerline, 93′ AGL/947′ MSL.
Rwy 24: Multiple Trees beginning 755′ from DER, 658′ right of centerline, up to 100′ AGL/948′ MSL.
Multiple Trees beginning 1833′ from DER, 681′ left of centerline, up to 100′ AGL/974′ MSL.

TAKE-OFF MINIMUMS:
Rwys 6, 24: STANDARD.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED

NOTE: Chart not to scale.

(ALPHE2.ALPHE) 09295

ALPHE TWO DEPARTURE (RNAV)

SL-5027 (FAA)

CLEVELAND / CUYAHOGA COUNTY (CGF)
CLEVELAND, OHIO

CLEVELAND DEP CON
125.35 346.325

TAKE-OFF MINIMUMS:
Rwys 6, 24: STANDARD.

NOTE: RADAR REQUIRED

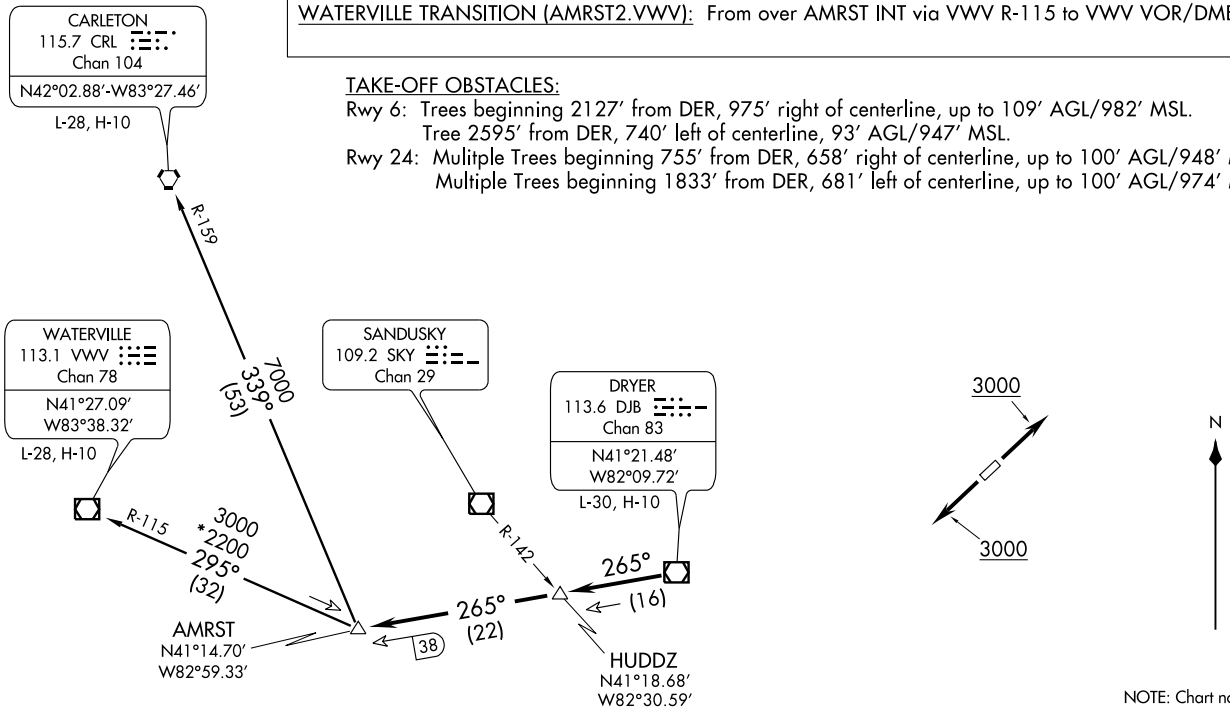
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6, 24: Climb via assigned heading to 3000 thence. . . .

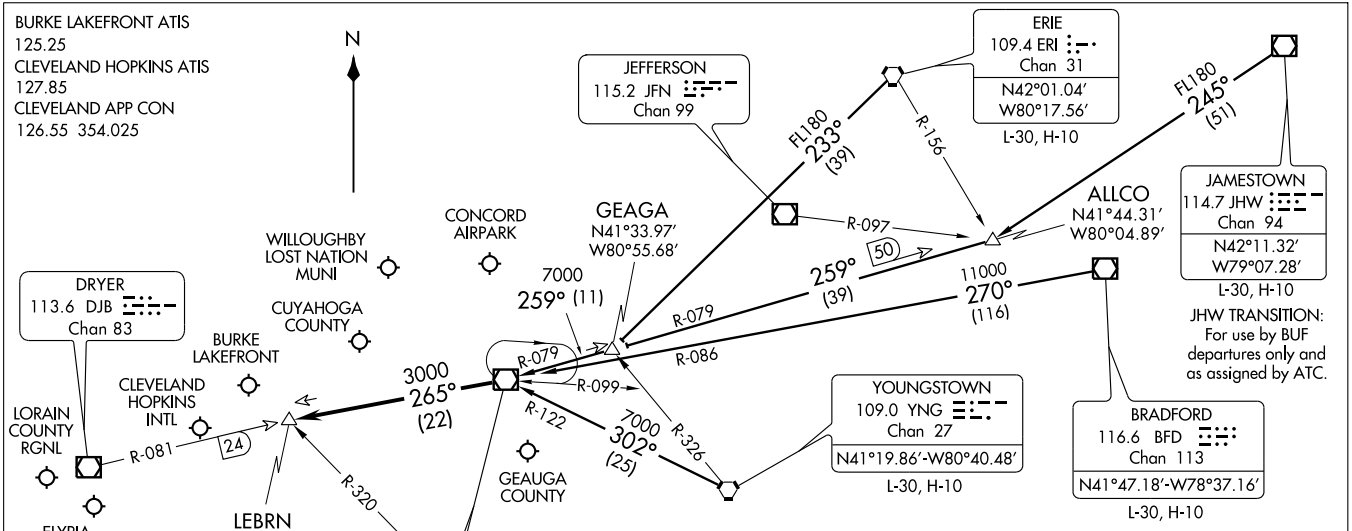
. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 6: Trees beginning 2127′ from DER, 975′ right of centerline, up to 109′ AGL/982′ MSL.
Tree 2595′ from DER, 740′ left of centerline, 93′ AGL/947′ MSL.
Rwy 24: Mulitple Trees beginning 755′ from DER, 658′ right of centerline, up to 100′ AGL/948′ MSL.
Multiple Trees beginning 1833′ from DER, 681′ left of centerline, up to 100′ AGL/974′ MSL.



CHARDON TWO ARRIVAL



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

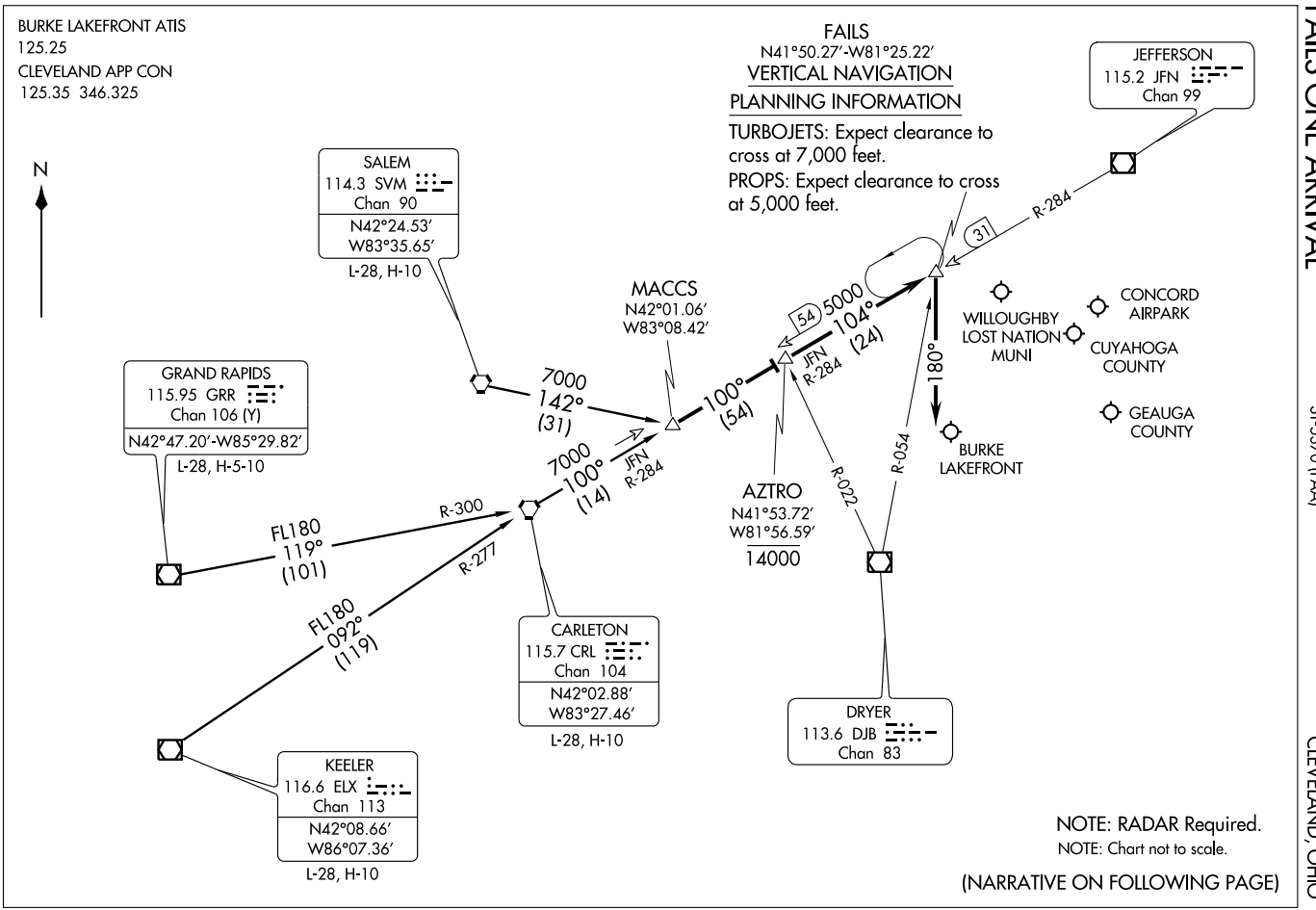
BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.


BURKE LAKEFRONT ATIS
125.25
CLEVELAND APP CON
125.35 346.325
N
FAILS
N41°50.27′-W81°25.22′
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 7,000 feet.
PROPS: Expect clearance to cross at 5,000 feet.
JEFFERSON
115.2 JFN
Chan 99
SALEM
114.3 SVM
Chan 90
N42°24.53′
W83°35.65′
L-28, H-10
MACCS
N42°01.06′
W83°08.42′
GRAND RAPIDS
115.95 GRR
Chan 106 (Y)
N42°47.20′-W85°29.82′
L-28, H-5-10
7000
142°
(31)
7000
100°
(14)
JFN
R-284
100°
(54)
5000
104°
(24)
54
31
R-284
180°
WILLOUGHBY
LOST NATION
MUNI
CONCORD
AIRPARK
CUYAHOGA
COUNTY
GEAUGA
COUNTY
BURKE
LAKEFRONT
AZTRO
N41°53.72′
W81°56.59′
14000
R-022
R-054
R-300
FL180
119°
(101)
R-277
FL180
092°
(119)
CARLETON
115.7 CRL
Chan 104
N42°02.88′
W83°27.46′
L-28, H-10
DRYER
113.6 DJB
Chan 83
KEELER
116.6 ELX
Chan 113
N42°08.66′
W86°07.36′
L-28, H-10
NOTE: RADAR Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.FAILS1): From over CRL VORTAC via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.FAILS1): From over GRR VOR/DME via GRR R-119 and CRL R-300 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

KEELER TRANSITION (ELX.FAILS1): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

SALEM TRANSITION (SVM.FAILS1): From over SVM VORTAC via heading 142° to MACCS INT. Thence. . . .

. . . . From over MACCS INT, via CRL VORTAC R-100 to AZTRO INT, then via JFN VOR/DME R-284 to FAILS INT. From FAILS fly heading 180°.
Expect radar vectors to final approach course.

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-CGF	APP CRS	Rwy Idg	5102
111.1	237°	TDZE	879
Chan 48		Apt Elev	879

ILS or LOC RWY 24

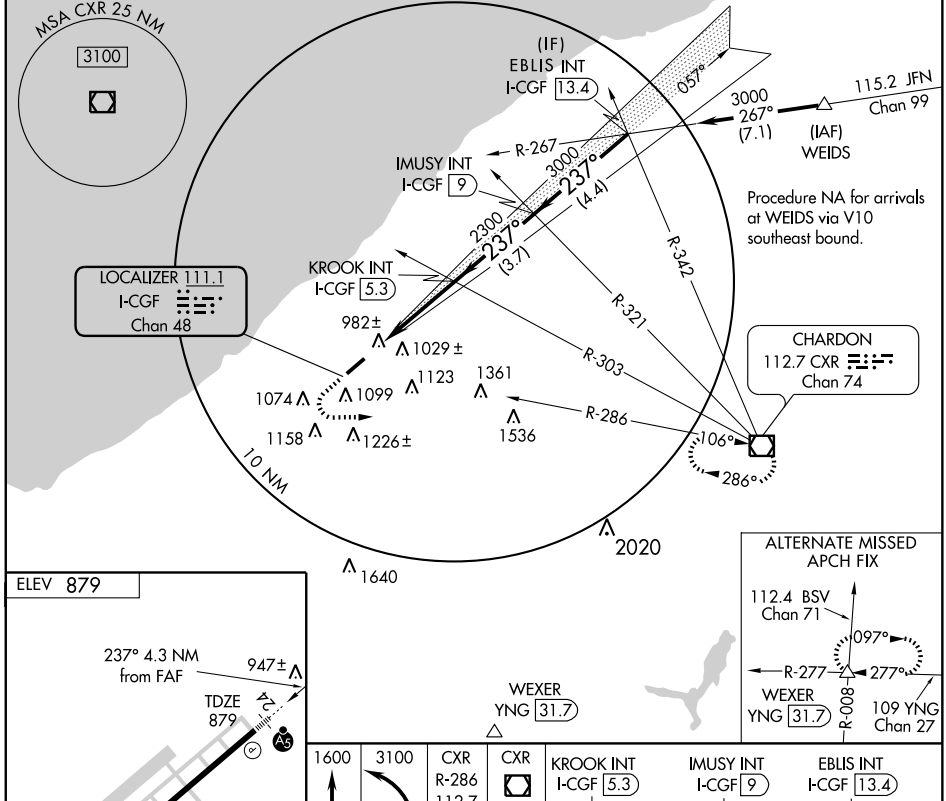
CLEVELAND/CUYAHOGA COUNTY (CGF)

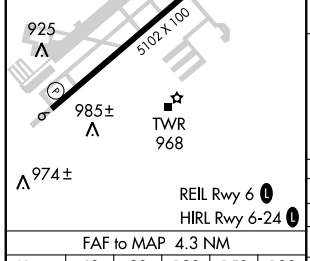
For inoperative MALSR, increase S-LOC 24 Cat A/B/C visibility to 1 mile. Visibility reduction by helicopters NA. For inoperative MALSR, when using Cleveland-Hopkins Intl altimeter setting, increase S-ILS 24 all Cats visibility to 1¼ mile and S-LOC 24 Cat A/B visibility to 1 mile. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase DA 56 feet, and all MDA 60 feet. Increase circling Cat C visibility ¼ mile. VDP NA when using Cleveland-Hopkins Intl altimeter setting.

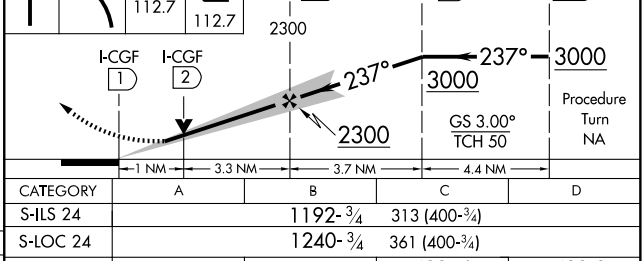
MALSR

MISSED APPROACH: Climb to 1600, then climbing left turn to 3100 via CXR VOR/DME R-286 to CXR VOR/DME and hold.

CLEVELAND APP CON	COUNTY TOWER★	GND CON	CLNC DEL	UNICOM
125.35 354.025	118.5 (CTAF) L	121.85	121.85	122.95







FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

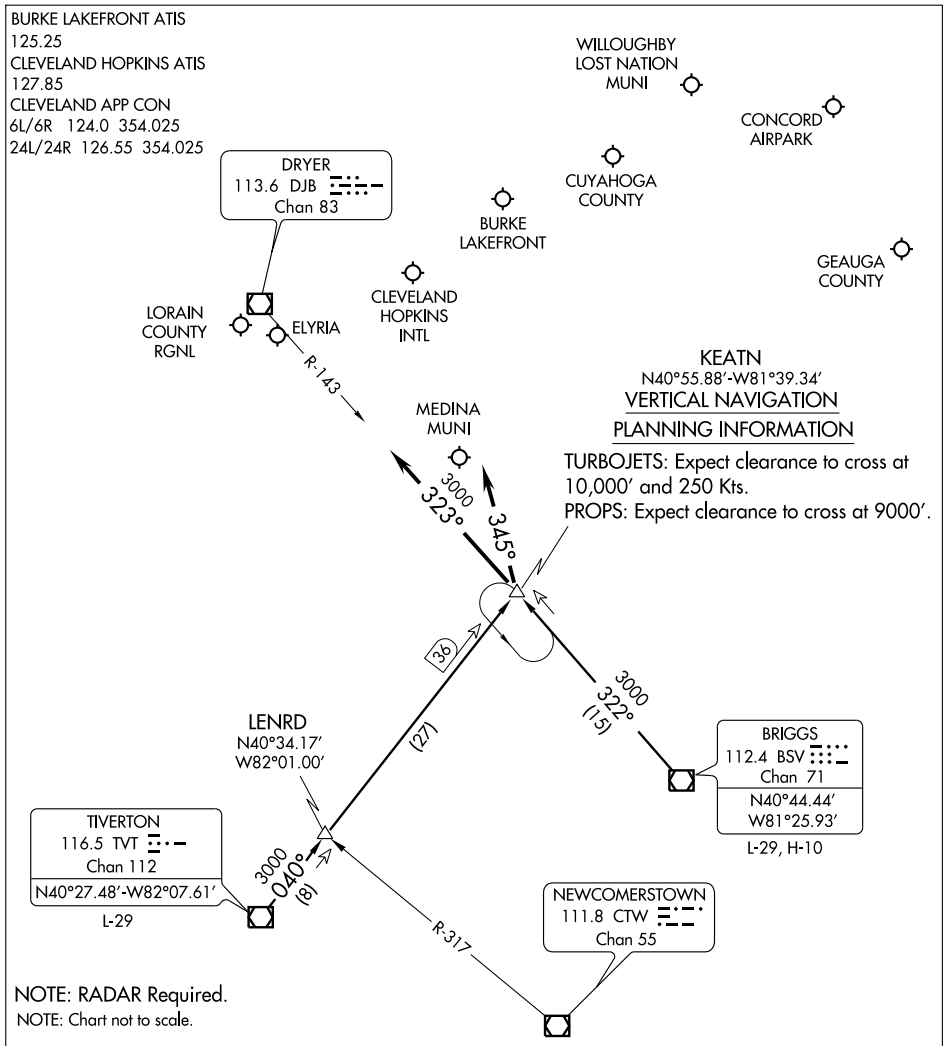
CATEGORY	A	B	C	D
S-ILS 24	1192-¾		313 (400-¾)	
S-LOC 24	1240-¾		361 (400-¾)	
CIRCLING	1400-1 521 (600-1)	1420-1 541 (600-1)	1420-1½ 541 (600-1½)	1480-2 601 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

KEATN FOUR ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

CLEVELAND, OHIO

AL-5027 (FAA)

LOC/DME I-CGF	APP CRS	Rwy Idg	5102
111.1	057°	TDZE	873
Chan 48		Apt Elev	879

LOC/DME BC RWY 6

CLEVELAND/CUYAHOGA COUNTY (CGF)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 60 feet and S-6 Cat D and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3100 direct CXR VOR/DME and hold.

CLEVELAND APP CON	COUNTY TOWER★	GND CON	CLNC DEL	UNICOM
125.35 354.025	118.5 (CTAF) L	121.85	121.85	122.95

RADAR REQUIRED

LOCALIZER 111.1
I-CGF
Chan 48

EPPOP
I-CGF 0.5

LEEDO
I-CGF 1.8

EUKER
I-CGF 3.8

(IF)
ZONIA
I-CGF 9.8
RADAR

1074
1099
1029±
1123
1361
1158
1226±
1536
2200
057°
(6)
237°
2049
2049
2049
1640
BACK COURSE
10 NM

CHARDON
112.7 CXR
Chan 74
R-286
106°
286°
2020

MOROW
ACO 14.8

MSA CXR 25 NM
3100

ALTERNATE MISSED
APCH FIX
114.4 ACO
Chan 91
109 YNG
Chan 27
R-277
167°
MOROW
ACO 14.8
347°
R-347

ELEV 879
947±
925
985±
TDZE
873
974±
TWR
968
5102 X 100

ZONIA
I-CGF 9.8
RADAR
3000
057°
EUKER
I-CGF 3.8
LEEDO
I-CGF 1.8
3.04°
TCH 42
2200
EPPOP
I-CGF 0.5
1540
6 NM
2 NM
1.3 NM
0.7

Disregard GS indications.
3100
CXR
112.7

CATEGORY	A	B	C	D
S-6	1380-1	507 (600-1)	1380-1½	507 (600-1½)
CIRCLING	1400-1 521 (600-1)	1420-1 541 (600-1)	1420-1½ 541 (600-1½)	1480-2 601 (700-2)

REIL Rwy 6 L
HIRL Rwy 6-24 L

EC-2, 14 JAN 2010 to 11 FEB 2010

OBRLN TWO DEPARTURE

CLEVELAND / CUYAHOGA COUNTY (CGF)
CLEVELAND, OHIO

CLEVELAND DEP CON
125.35 346.325

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
Rwys 6, 24 STANDARD

3000
3000

DRYER
113.6 DJB
Chan 83
N41°21.48′
W82°09.72′
L-30, H-10

FORT WAYNE
117.8 FWA
Chan 125
N40°58.74′
W85°11.28′
L-27, H-5-10

FINDLAY
108.2 FDY
Chan 19
N40°57.32′
W83°45.36′

OBRLN
N41°06.39′
W82°44.09′

245° (18)
30
(12)

BRUNZ
N41°12.60′
W82°30.02′
3500

MUNCIE
114.4 MIE
Chan 91
N40°14.24′
W85°23.64′
L-27

R-091
3500 *2300 274° (65)

R-081
3500 *2400 261° (47)

R-338
R-014

6000 *2700 235° (77)

R-063
3500 *2500 243° (86)

R-059
3500 *2900 244° (52)

R-055

3500 *2400 217° (87)

R-037

MANSFIELD
108.8 MFD
Chan 25

ROSEWOOD
117.5 ROD
Chan 122
N40°17.27′
W84°02.59′
L-27, H-10

BRICKYARD
116.3 VHP
Chan 110
N39°48.88′
W86°22.05′
L-27, H-5-10

RICHMOND
110.6 RID
Chan 43
N39°45.30′
W84°50.33′
L-27, H-10

N

NOTE: RADAR required
NOTE: Chart not to scale.

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6, 24: Climb via assigned heading to 3000 thence. . .

. . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.
FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.
MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.
RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.
ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 6: Trees beginning 2127′ from DER, 975′ right of centerline, up to 109′ AGL/982′ MSL.
Tree 2595′ from DER, 740′ left of centerline, 93′ AGL/947′ MSL.
Rwy 24: Mulitple Trees beginning 755′ from DER, 658′ right of centerline, up to 100′ AGL/948′ MSL.
Multiple Trees beginning 1833′ from DER, 681′ left of centerline, up to 100′ AGL/974′ MSL.

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5102
057°	TDZE	873
	Apt Elev	879

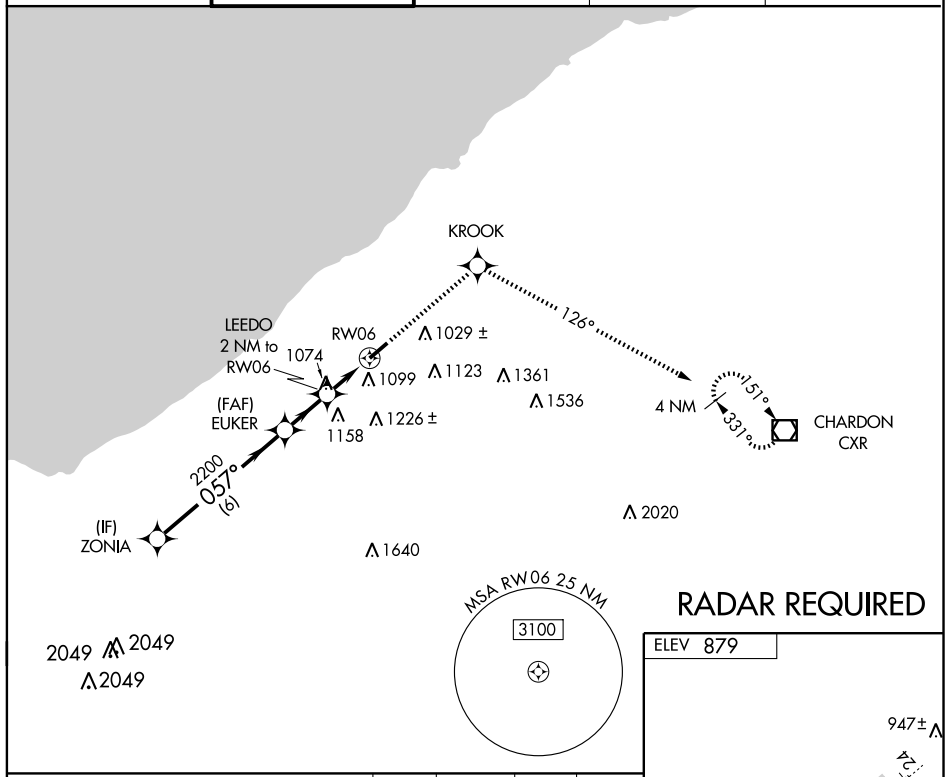
RNAV (GPS) RWY 6

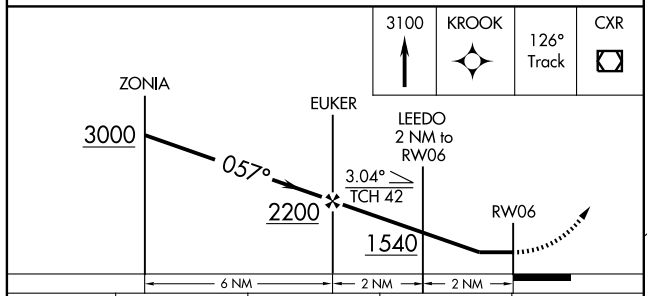
CLEVELAND/CUYAHOGA COUNTY (CGF)

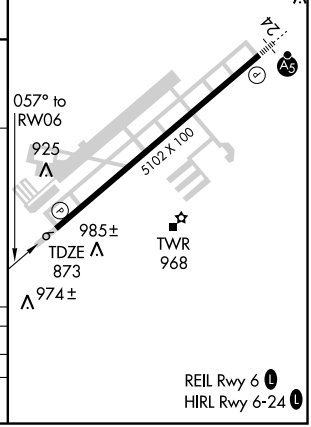
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 60 feet. Increase LNAV Cat D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct KROOK and via 126° Track to CXR VOR/DME and hold.

CLEVELAND APP CON	COUNTY TOWER★	GND CON	CLNC DEL	UNICOM
125.35 354.025	118.5 (CTAF) L	121.85	121.85	122.95







CATEGORY	A	B	C	D
LNAV MDA	1380-1	507 (600-1)	1380-1½	507 (600-1½)
CIRCLING	1400-1 521 (600-1)	1420-1 541 (600-1)	1420-1½ 541 (600-1½)	1480-2 601 (700-2)

REIL Rwy 6 L
HIRL Rwy 6-24 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5102
238°	TDZE	879
	Apt Elev	879

RNAV (GPS) RWY 24

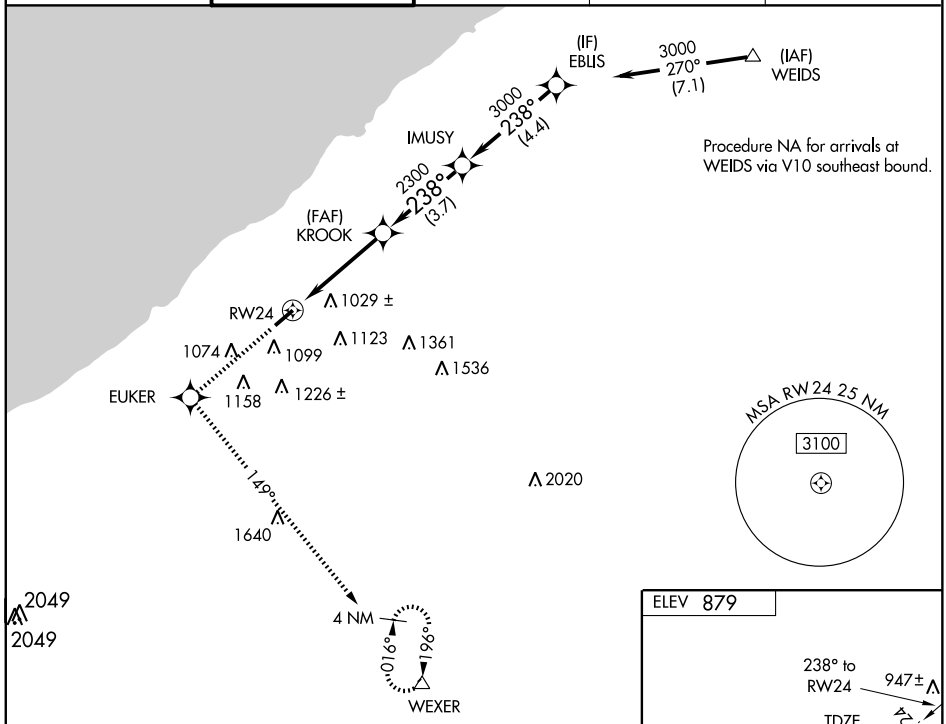
CLEVELAND/CUYAHOGA COUNTY (CGF)

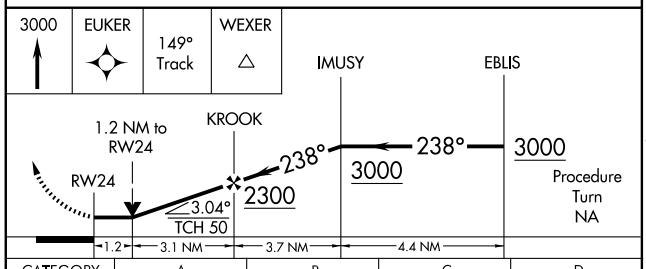
For inoperative MALSR, increase LNAV Cats A/B visibility to 1 mile and Cat D to 1¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicoptors NA. For inoperative MALSR when using Cleveland-Hopkins Intl altimeter setting, increase LNAV Cats A/B visibility to 1mile. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 60 feet and circling Cat C visibility ¼ mile. VDP NA when using Cleveland-Hopkins Intl altimeter setting.

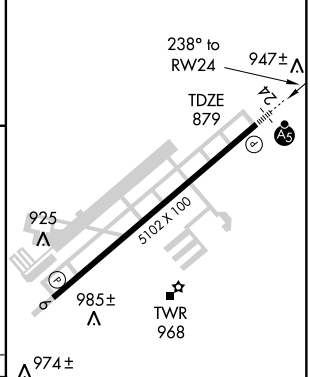
MALSR

MISSED APPROACH: Climb to 3000 direct EUKER and via 149° Track to WEXER and hold.

CLEVELAND APP CON	COUNTY TOWER★	GND CON	CLNC DEL	UNICOM
125.35 354.025	118.5 (CTAF) L	121.85	121.85	122.95







CATEGORY	A	B	C	D
LNAV MDA	1300-¾ 421 (500-¾)			1300-1 421 (500-1)
CIRCLING	1400-1 521 (600-1)	1420-1 541 (600-1)	1420-1½ 541 (600-1½)	1480-2 601 (700-2)

REIL Rwy 6 L
HIRL Rwy 6-24 L

EC-2, 14 JAN 2010 to 11 FEB 2010

SANDUSKY TWO DEPARTURE (SKY2.SKY) 09183

CLEVELAND/CUYAHOGA COUNTY (CGF)
CLEVELAND, OHIO

SL-5027 (FAA)

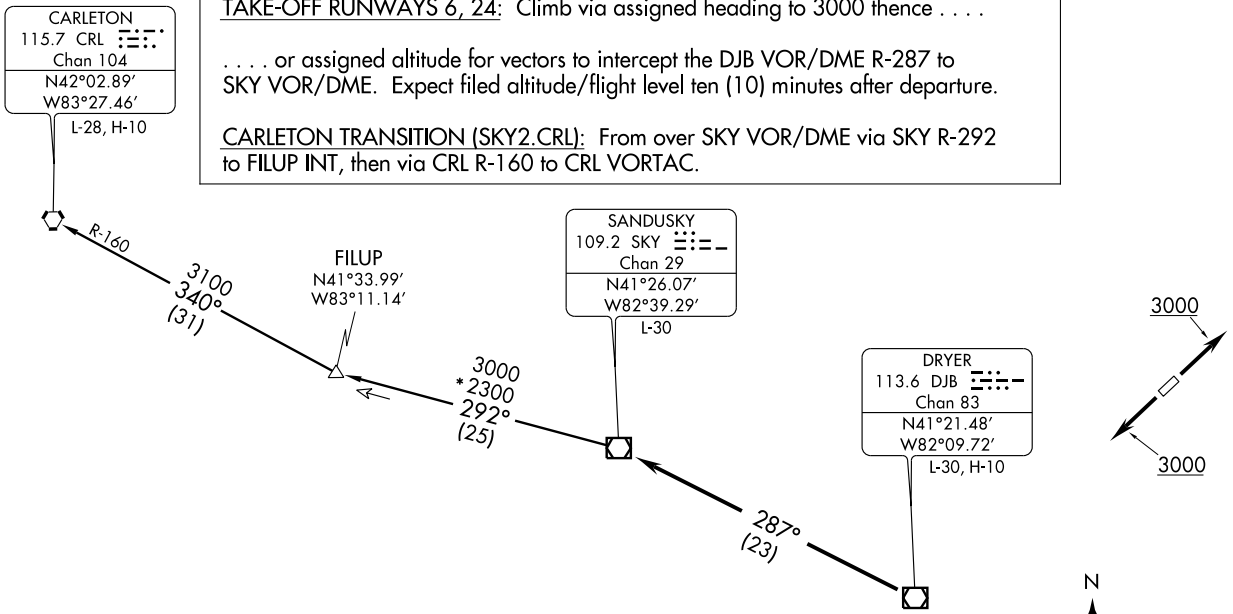
CLEVELAND DEP CON
125.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6, 24: Climb via assigned heading to 3000 thence . . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.

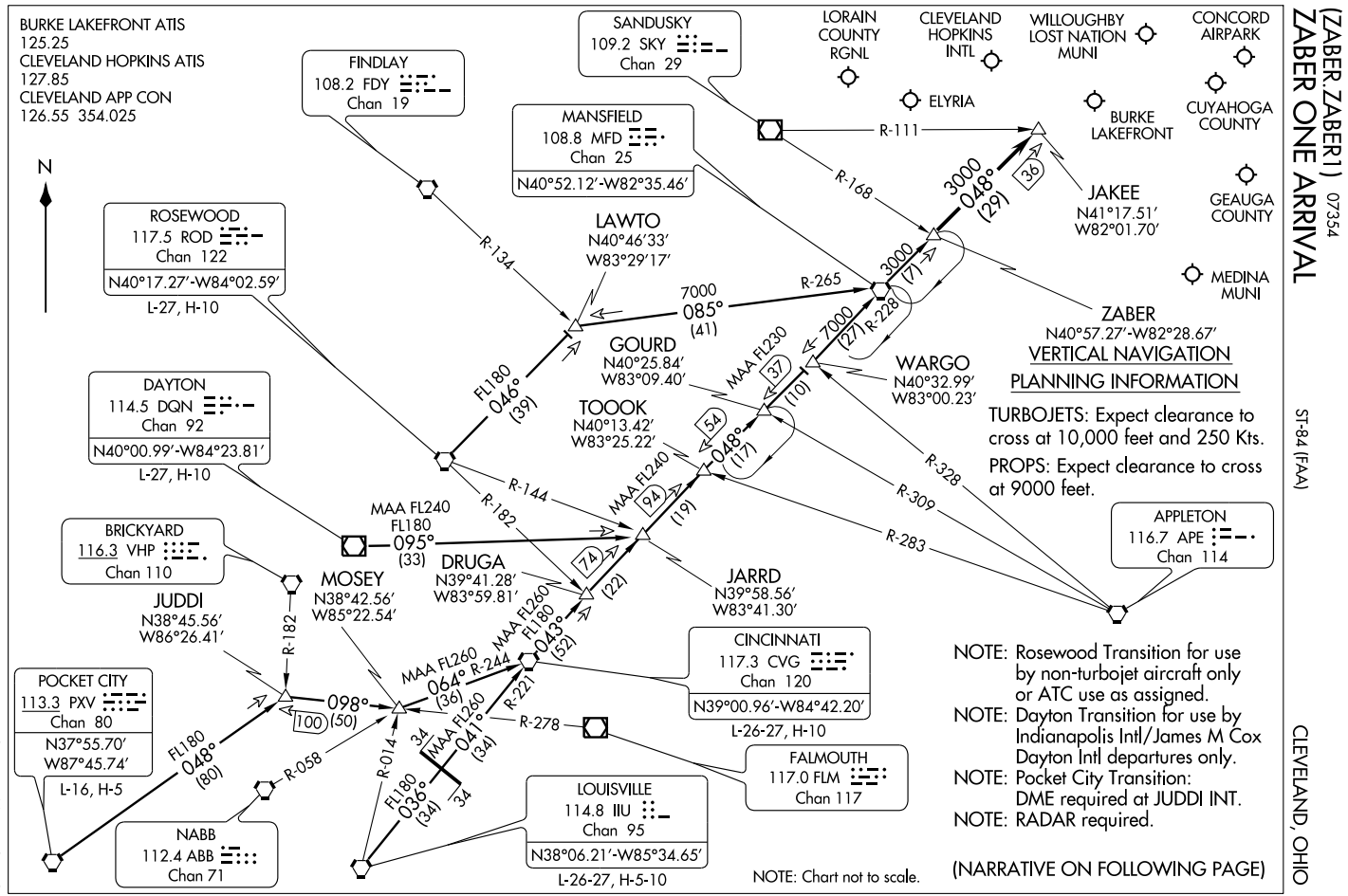


TAKE-OFF MINIMUMS:
Rwy 6, 24 STANDARD.

TAKE-OFF OBSTACLES:
Rwy 6: Trees beginning 2127' from DER, 975' right of centerline, up to 109' AGL/982' MSL.
Tree 2595' from DER, 740' left of centerline, 93' AGL/947' MSL.
Rwy 24: Multiple Trees beginning 755' from DER, 658' right of centerline, up to 100' AGL/948' MSL.
Multiple Trees beginning 1833' from DER, 681' left of centerline, up to 100' AGL/974' MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only

NOTE: Chart not to scale.



(ZABER.ZABER1) 07354

ZABER ONE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

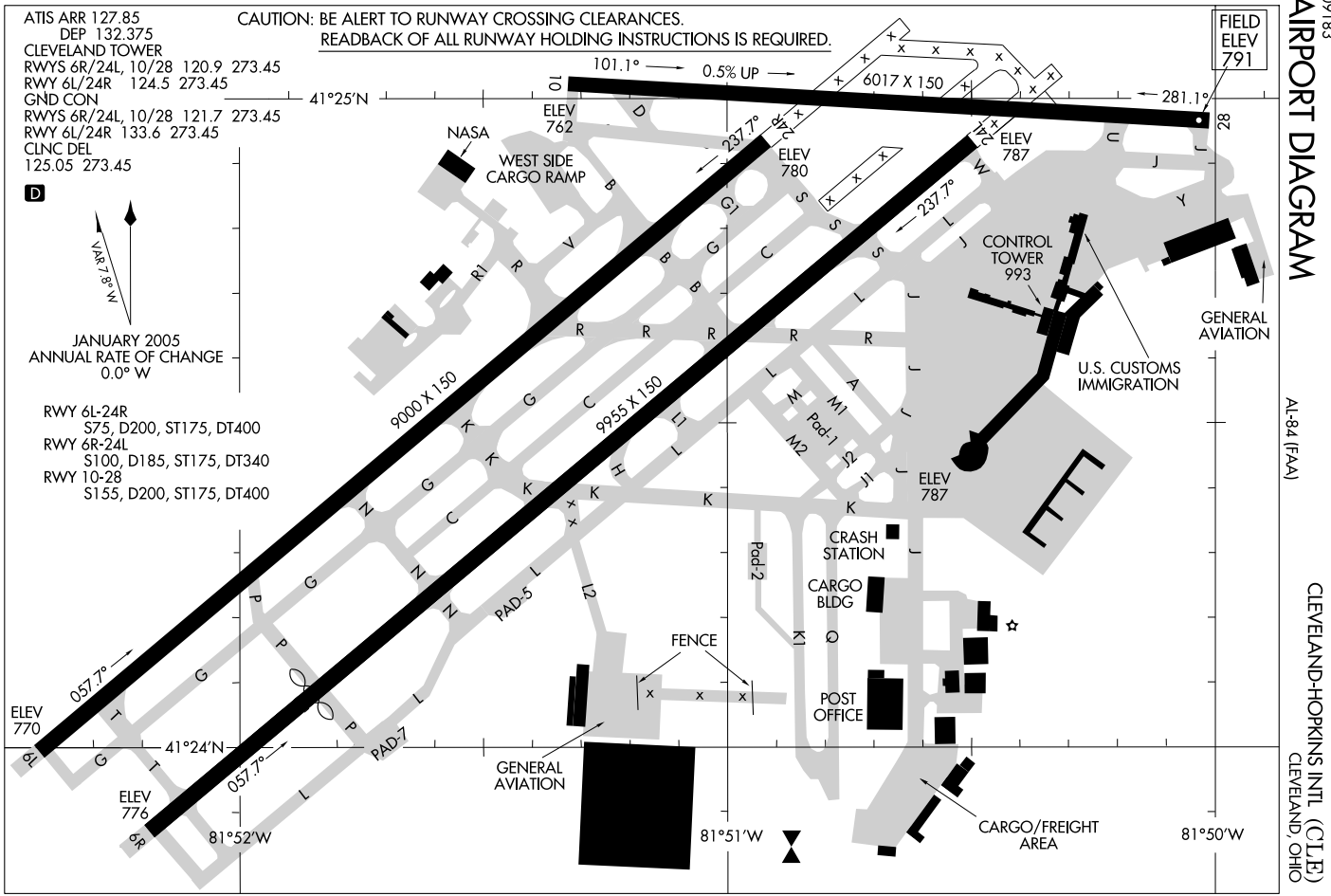
LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 14 JAN 2010 to 11 FEB 2010



EC-2, 14 JAN 2010 to 11 FEB 2010

ATIS DEP
132.375
CLEVELAND DEP CON
128.25 346.32

TAKE-OFF MINIMUMS:
Rwys 6L, 6R, 10, 24R, 24L, 28: STANDARD.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L, 6R, 10, 24R, 24L, 28: Climb via assigned heading to 5000 thence . . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

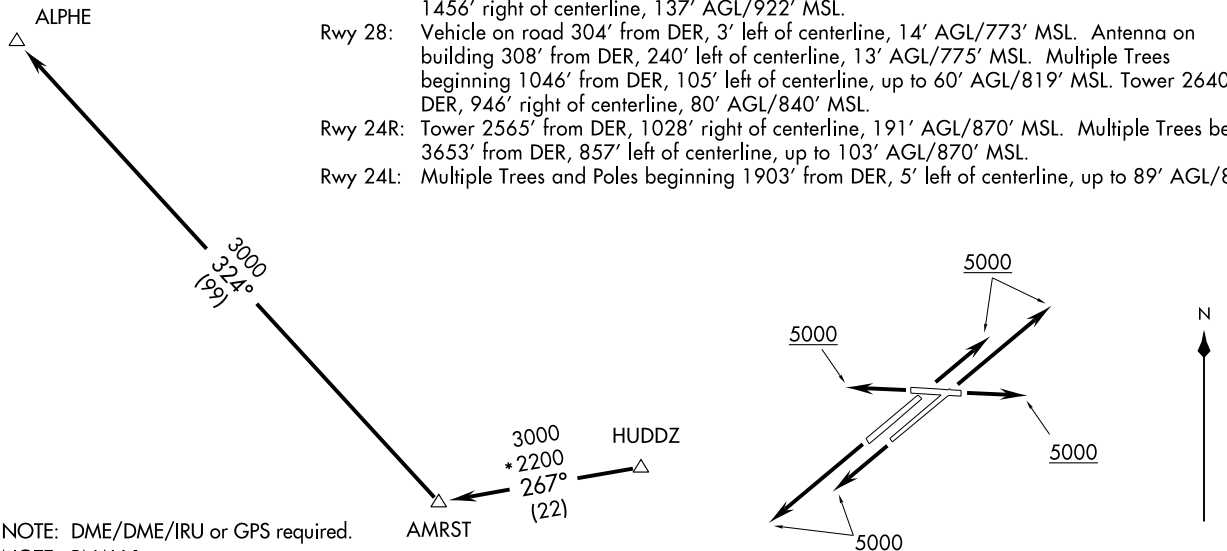
TAKE-OFF OBSTACLES:

Rwy 10: Multiple Signs beginning 1237′ from DER, 717′ left of centerline, up to 68′ AGL/857′ MSL. Light Pole 1746′ from DER, 786′ right of centerline, 53′ AGL/842′ MSL. Tower 4157′ from DER, 1456′ right of centerline, 137′ AGL/922′ MSL.

Rwy 28: Vehicle on road 304′ from DER, 3′ left of centerline, 14′ AGL/773′ MSL. Antenna on building 308′ from DER, 240′ left of centerline, 13′ AGL/775′ MSL. Multiple Trees beginning 1046′ from DER, 105′ left of centerline, up to 60′ AGL/819′ MSL. Tower 2640′ from DER, 946′ right of centerline, 80′ AGL/840′ MSL.

Rwy 24R: Tower 2565′ from DER, 1028′ right of centerline, 191′ AGL/870′ MSL. Multiple Trees beginning 3653′ from DER, 857′ left of centerline, up to 103′ AGL/870′ MSL.

Rwy 24L: Multiple Trees and Poles beginning 1903′ from DER, 5′ left of centerline, up to 89′ AGL/849′ MSL.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED.

NOTE: Chart not to scale.

ATIS DEP
132.375
CLEVELAND DEP CON
128.25 346.325

TAKE-OFF MINIMUMS:
Rwys 6L, 6R, 10, 24R, 24L, 28: STANDARD.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L, 6R, 10, 24R, 24L, 28: Climb via assigned heading to 5000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

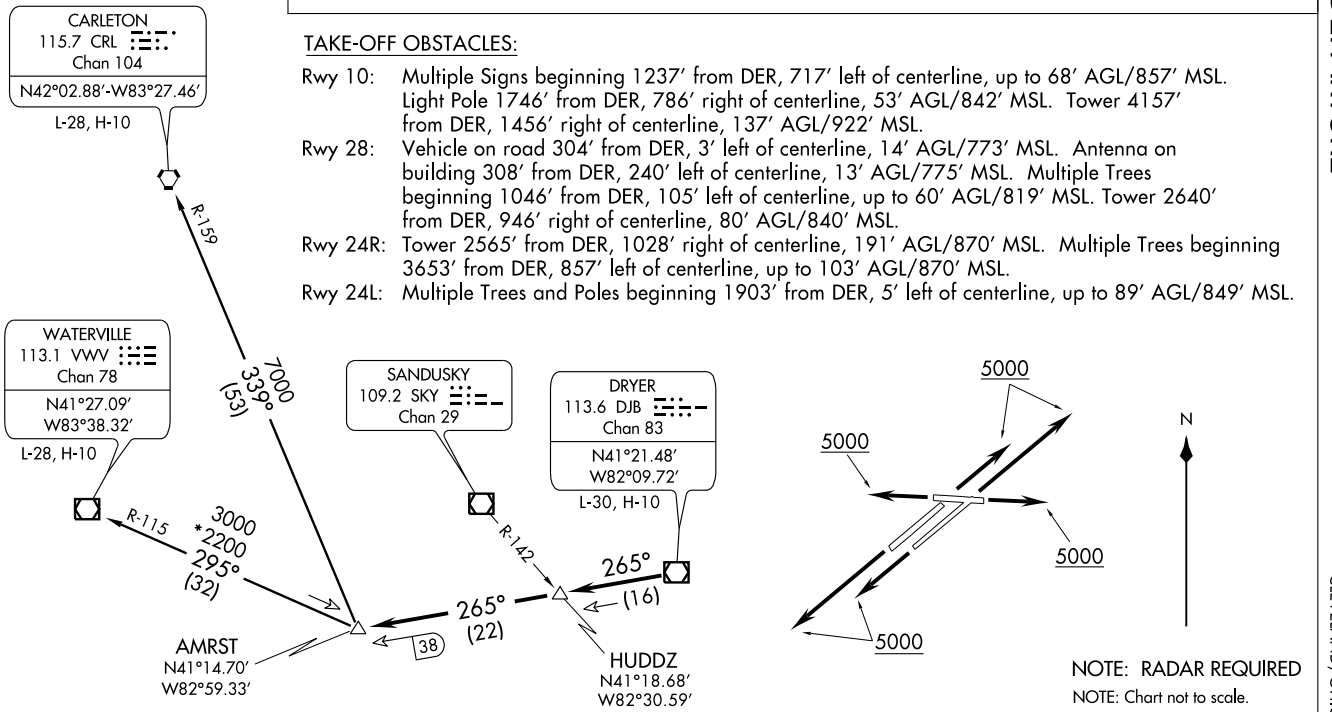
TAKE-OFF OBSTACLES:

Rwy 10: Multiple Signs beginning 1237′ from DER, 717′ left of centerline, up to 68′ AGL/857′ MSL. Light Pole 1746′ from DER, 786′ right of centerline, 53′ AGL/842′ MSL. Tower 4157′ from DER, 1456′ right of centerline, 137′ AGL/922′ MSL.

Rwy 28: Vehicle on road 304′ from DER, 3′ left of centerline, 14′ AGL/773′ MSL. Antenna on building 308′ from DER, 240′ left of centerline, 13′ AGL/775′ MSL. Multiple Trees beginning 1046′ from DER, 105′ left of centerline, up to 60′ AGL/819′ MSL. Tower 2640′ from DER, 946′ right of centerline, 80′ AGL/840′ MSL.

Rwy 24R: Tower 2565′ from DER, 1028′ right of centerline, 191′ AGL/870′ MSL. Multiple Trees beginning 3653′ from DER, 857′ left of centerline, up to 103′ AGL/870′ MSL.

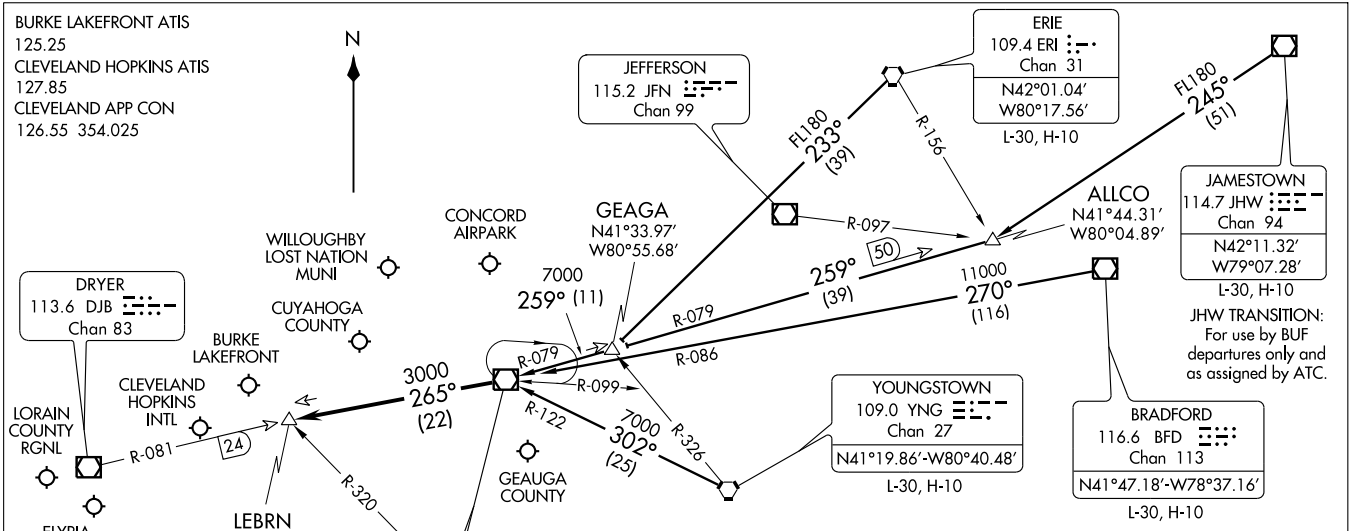
Rwy 24L: Multiple Trees and Poles beginning 1903′ from DER, 5′ left of centerline, up to 89′ AGL/849′ MSL.



NOTE: RADAR REQUIRED

NOTE: Chart not to scale.

CHARDON TWO ARRIVAL



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

CLEVELAND, OHIO

AL-84 (FAA)

LOC/DME I-PVY	APP CRS	Rwy Idg	9000
111.55	237°	TDZE	780
Chan 52(Y)		Apt Elev	791

CONVERGING ILS RWY 24R

CLEVELAND-HOPKINS INTL (CLE)

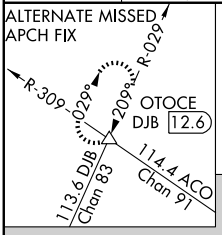
▼ NA — Inoperative table does not apply. Simultaneous converging approach authorized with converging ILS Rwy 28.

ALSF-2

MISSED APPROACH: Climbing right turn to 3000 direct SKY VOR/DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

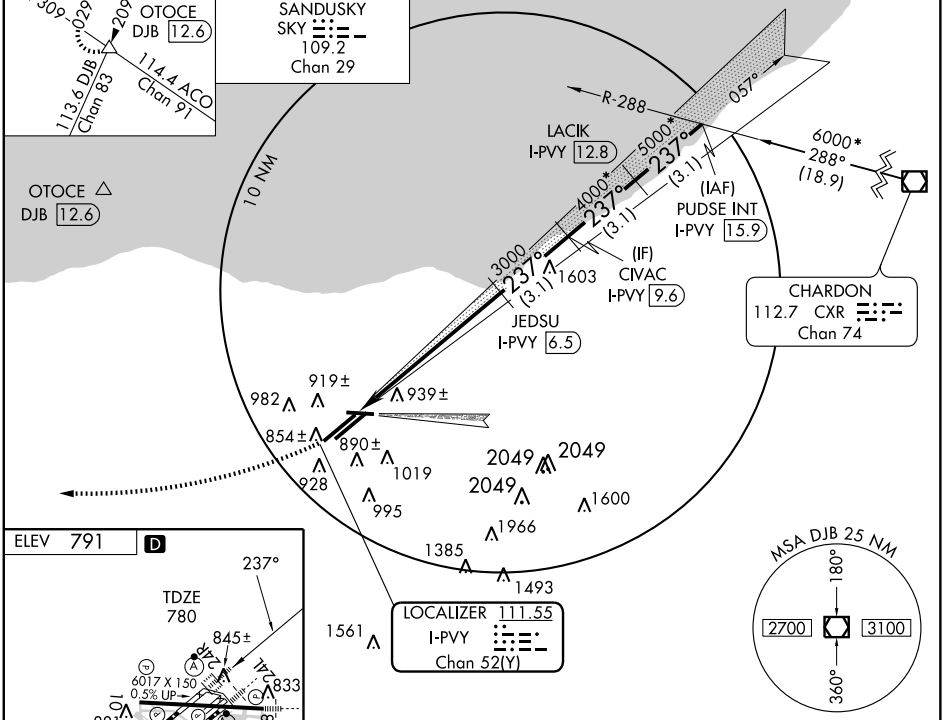
ALTERNATE MISSED APCH FIX

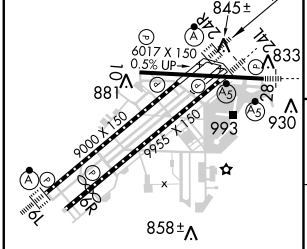


MISSED APCH FIX

RADAR REQUIRED

CLNC DEL 125.05 273.45

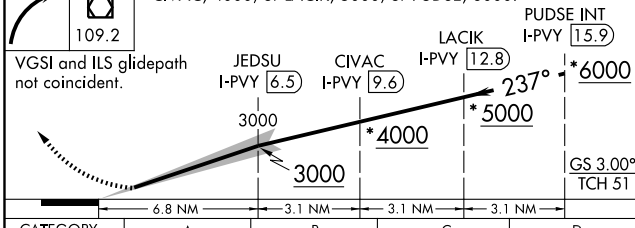




3000 SKY 109.2

*When assigned by ATC, intercept glidepath at CIVAC, 4000; or LACIK, 5000; or PUDSE, 6000.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 24R	2240-2 1460 (1500-2)		2240-3 1460 (1500-3)	

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 14 JAN 2010 to 11 FEB 2010

CLEVELAND, OHIO

AL-84 (FAA)

LOC/DME I-PXP	APP CRS	Rwy Idg	6017
110.7	280°	TDZE	791
Chan 44		Apt Elev	791

CONVERGING ILS RWY 28

CLEVELAND-HOPKINS INTL (CLE)

Inoperative table does not apply.
Simultaneous converging approach authorized with converging ILS Rwy 24R.

MALSR

MISSED APPROACH: Climbing left turn to 3000 via heading 180° and DJB VOR/DME R-143 to SAROW INT/DJB 20 DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX
113.6 DJB R-143 Chan 83
SAROW INT BSV 29.7
142°
108.8 MFD R-069 Chan 25
322°
112.4 BSV R-322 Chan 71

MSA DJB 25 NM
180°
2700
3100
360°

Procedure NA for arrivals at CXR VOR/DME via V486 eastbound.

IAF
CHARDON
112.7 CXR
Chan 74

LOCALIZER 110.7
I-PXP
Chan 44

ZANGI INT
I-PXP 7.7
RADAR

KUYED INT
I-PXP 10.7
RADAR

NISYI INT
I-PXP 13.7
RADAR

(IF)
OPTOO INT
I-PXP 16.6
RADAR

1603
982
919±
939±
854±
928
1019
890±
995
PARMA OM
3000
*4000
*5000
280°
(3)
(2.9)
6000*
250°
(16.3)
R-250
100°
2049
1600
1966
1385
1493
1561
R-314
R-318
R-322
R-327
6000*
327°
(21.9)

MISSED APCH FIX
113.6 DJB R-143 Chan 83
SAROW INT DJB 20
143°
108.8 MFD R-069 Chan 25
323°
112.4 BSV R-322 Chan 71

RADAR REQUIRED
10 NM

Procedure NA for arrivals at ACO VOR/DME on airway radials 293 CW 347.

IAF
AKRON
114.4 ACO
Chan 91

ELEV 791 D

845±
280°
24R
24L
6017 X 150
0.5% UP
833
881
28
930
993
TDZE
791
9000 X 150
9955 X 150
10
28R
28L
858±

3000	DJB	SAROW INT
HDG 180°	R-143 113.6	DJB 20

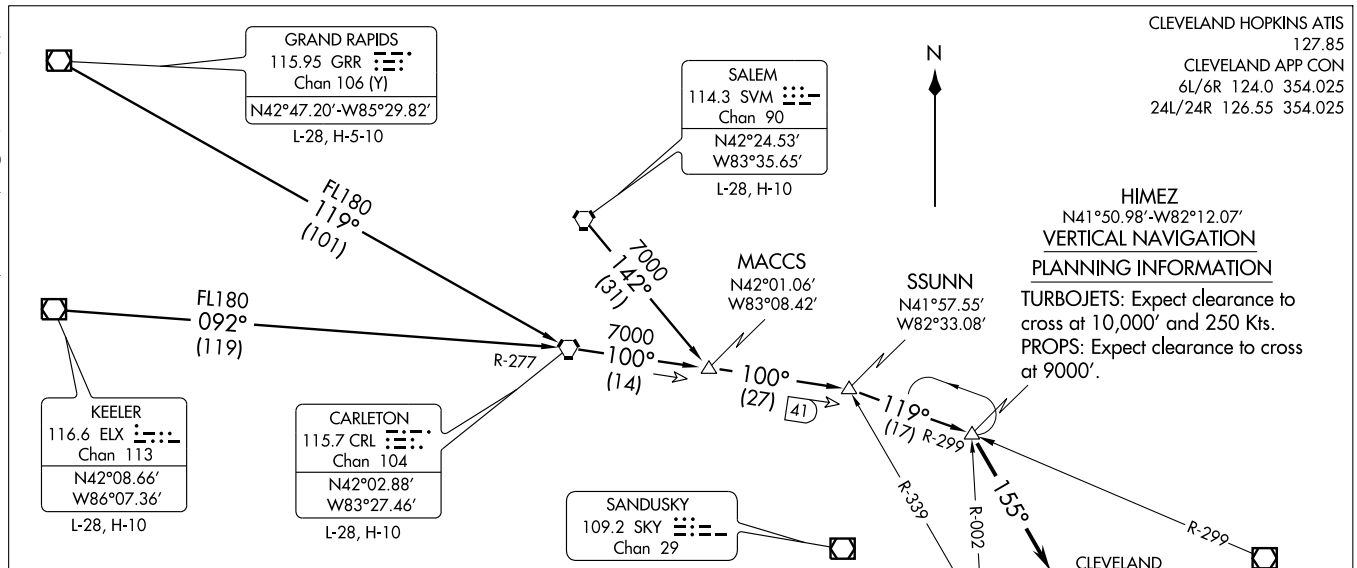
* When assigned by ATC, intercept glidepath at KUYED, 4000; or NISYI, 5000; or OPTOO, 6000.

ZANGI INT I-PXP 7.7 RADAR
KUYED INT I-PXP 10.7 RADAR
NISYI INT I-PXP 13.7 RADAR
OPTOO INT I-PXP 16.6 RADAR
280°
3000
*4000
*5000
*6000
3000
GS 3.00°
TCH 42
6.7 NM
3 NM
3 NM
2.9 NM

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

CATEGORY	A	B	C	D
S-ILS 28	1791-2 1000 (1000-2)		1791-3 1000 (1000-3)	

EC-2, 14 JAN 2010 to 11 FEB 2010



ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.HIMEZ2): From over CRL VORTAC via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.HIMEZ2): From over GRR VOR/DME via GRR R-119 to CRL VORTAC, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

KEELER TRANSITION (ELX.HIMEZ2): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

SALEM TRANSITION (SVM.HIMEZ2): From over SVM VORTAC via SVM R-142 to MACCS INT, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

. . . . From over HIMEZ INT, fly heading 155°. Expect radar vectors to final approach course.

NOTE: RADAR Required.

NOTE: Chart not to scale.

LOC/DME I-PVY	APP CRS		24R	24L
111.55	237°	Rwy Idg	9000	9955
Chan 52 (Y)		TDZE	780	787
		Apt Elev	791	791

ILS or LOC/DME RWY 24R

CLEVELAND-HOPKINS INTL (CLE)

T Inoperative table does not apply to sidestep 24L.

24L MALSR (As) 24R ALSF-2 (A)

MISSED APPROACH: Climb to 1700, then climbing right turn to 3000 direct DJB VOR/DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX

WAMDO SKY (23)

109.2 SKY R-105 Chan 29

105° 285°

MISSED APCH FIX

DRYER DJB 113.6 Chan 83

R-257 077° 257°

(IAF) PUDSE INT I-PVY 15.9

057° 10 NM R-288

057° 5000 237° (3.1)

*6000 288° (18.9)

*4000 237° (3.1)

LACIK I-PVY 12.8

3000 237° (3.1) 1603

(IF) CIVAC I-PVY 9.6

FIDIN I-PVY 2.1

JEDSU I-PVY 6.5

CHARDON 112.7 CXR Chan 74

LOCALIZER 111.55 I-PVY Chan 52(Y)

MSA DJB 25 NM: 180° 2700 3100 360°

DME REQUIRED

ELEV 791 D 237° 6.8 NM from FAF

TDZE 780 845± TDZE 787

6017 X 150 0.5% UP 833 881 993 930

9000 X 150 9955 X 150 858±

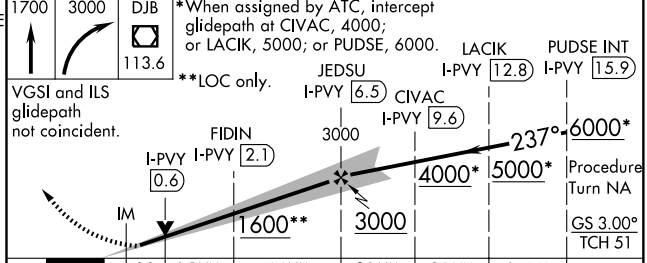
TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

1700	3000	DJB 113.6

VGSI and ILS glidepath not coincident.

*When assigned by ATC, intercept glidepath at CIVAC, 4000; or LACIK, 5000; or PUDSE, 6000.

**LOC only.



CATEGORY	A	B	C	D
S-ILS 24R	980/18 200 (200-½)			
S-LOC 24R	1140/24 360 (400-½)			1140/40 360 (400-¾)
SIDESTEP 24L	1260/60 473 (500-1¼)		1260-1¾ 473 (500-1¾)	1260-2¼ 473 (500-2¼)

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-LIZ	APP CRS		6L	6R
111.55	057°	Rwy Idg	9000	8029
Chan 52 (Y)		TDZE	773	777
		Apt Elev	791	791

ILS or LOC RWY 6L

CLEVELAND-HOPKINS INTL (CLE)

Inoperative table does not apply to Sidestep 6R. Sidestep maneuver not authorized prior to passing HADOS Int.

6L ALSF-2

MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 via heading 350° and DJB R-054 to PASLE Int/20 DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

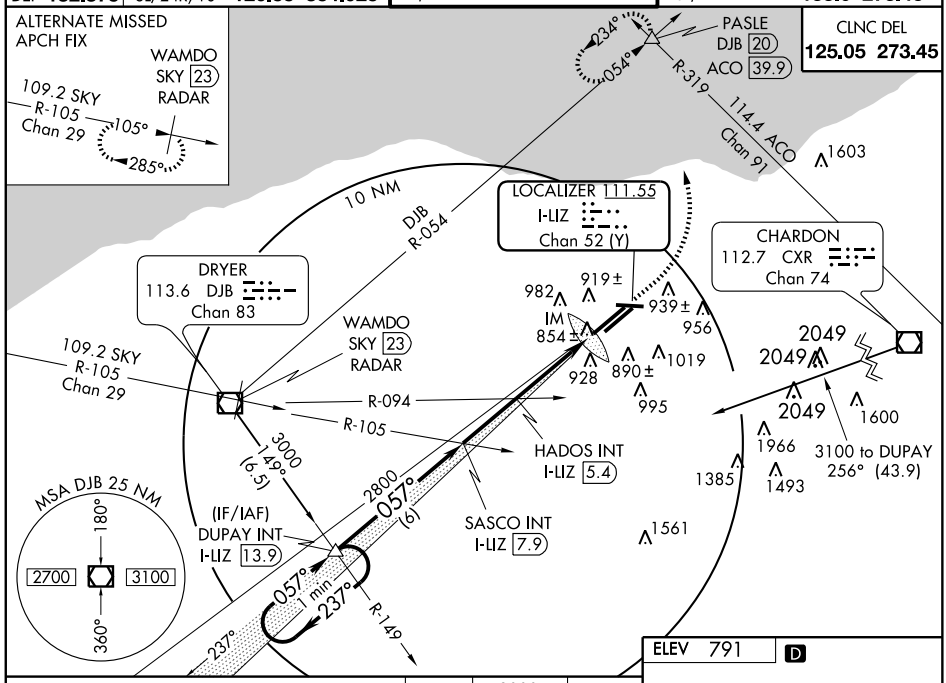
CLNC DEL 125.05 273.45

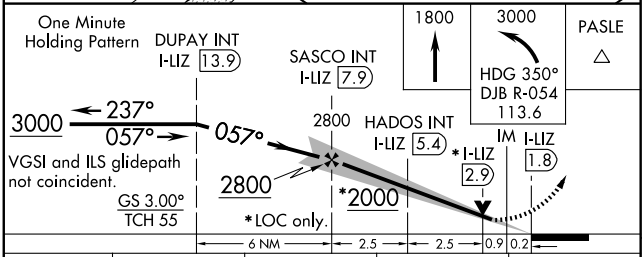
ALTERNATE MISSED APCH FIX

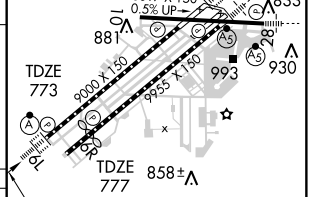
WAMDO SKY 23 RADAR

109.2 SKY R-105 Chan 29

105° 285°







CATEGORY	A	B	C	D
S-ILS 6L	973/18 200 (200-½)			
S-LOC 6L	1140/24 367 (400-½)			1140/40 367 (400-¾)
SIDESTEP 6C	1180-1¼ 402 (400-1¼)		1180-1½ 402 (400-1½)	1180-2 402 (400-2)
SIDESTEP 6R	1180/60 403 (400-1¼)		1180-1½ 403 (400-1½)	1180-2 403 (400-2)
CIRCLING	1300-1 509 (600-1)		1300-1½ 509 (600-1½)	1380-2 589 (600-2)

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-CLE	APP CRS		6R	6L
111.9	057°	Rwy Idg	8029	9000
Chan 56		TDZE	777	773
		Apt Elev	791	791

ILS or LOC RWY 6R

CLEVELAND-HOPKINS INTL (CLE)

Inoperative table does not apply to Sidestep 6L Cats A and B.

6L ALSF-2

MISSED APPROACH: Climbing right turn to 3000 via heading 072° and CXR VOR/DME R-265 to LEBRN INT/CXR 22 DME and hold.

ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX

LEBRN
CXR 22
DJB 24.1

LOCALIZER 111.9
I-CLE
Chan 56

CHARDON
112.7 CXR
Chan 74

DRYER
113.6 DJB
Chan 83

3100 to SERLE
255° (43.5)

MSA DJB 25 NM
180°
2700
3100
360°

(IF/IAF)
SERLE INT
I-CLE 13.7
RADAR

3000 NoPT
146° (6.7)

TUBOE INT
I-CLE 7.7
RADAR

057° (6)

2800

One Minute Holding Pattern

SERLE INT
I-CLE 13.7
RADAR

TUBOE INT
I-CLE 7.7
RADAR

3000
237°
057°

GS 3.00°
TCH 57

VGSI and ILS glidepath not coincident.

I-CLE 2.6

I-CLE 1.6

6 NM | 5.1 NM | 1 NM

3000
HDG 072°
CXR R-265
112.7

LEBRN
CXR 22
DJB 24.1

ELEV 791 D

TDZE 773

TDZE 777

858±

057° 6.1 NM from FAF

CATEGORY	A	B	C	D
S-ILS 6R	977/18 200 (200-½)			
S-LOC 6R	1140/24 363 (400-½)			1140/40 363 (400-¾)
SIDESTEP 6L	1140/60 367 (400-1¼)			1140-1¾ 367 (400-1¾)
CIRCLING	1300-1 509 (600-1)		1300-1½ 509 (600-1½)	1360-2 569 (600-2)

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

LOC/DME I-HPI	APP CRS		24R	24L
109.9	237°	Rwy Idg	9000	9955
Chan 36		TDZE	780	787
		Apt Elev	791	791

ILS or LOC RWY 24L

CLEVELAND-HOPKINS INTL (CLE)

Inoperative table does not apply to Sidestep 24R. DME or RADAR required.

24L MALSR (A5) | 24R ALSF-2 (A)

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 200° and DJB R-143 to SAROW INT/DJB 20 DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

MISSED APCH FIX

113.6 DJB R-143 Chan 83 — SAROW DJB 20 — 143° — 323° — 108.8 MFD R-069 Chan 25 — 112.4 BSV R-322 Chan 71

CAUTION: Burke Lakefront OM may be received in intermediate segment.

(IAF) FUVEN I-HPI 17.3 RADAR

NATON I-HPI 14.4 RADAR

(IF) CAASS I-HPI 11.5 RADAR

SCOTZ I-HPI 8.5 RADAR

BLESU I-HPI 3.8 RADAR

057° — 237° — R-287 — 6000* 287° (19.1)

*5000 — *4000 — 3000 — (2.9) — (3) — (3)

BURKE LAKEFRONT I-BFT OM

LOCALIZER 109.9 I-HPI Chan 36

CHARDON 112.7 CXR Chan 74

Sidestep maneuver not authorized prior to BLESU.

879± 910 919± 874± 982 854± 939± 956 890± 1019 928 995 2049 2049 2049 1600 1966

MSA DJB 25 NM — 180° — 2700 — 3100 — 360° — 10 NM

ALTERNATE MISSED APCH FIX

113.6 DJB R-143 Chan 83 — SAROW BSV 29.7 — 142° — 322° — 108.8 MFD R-069 Chan 25 — 112.4 BSV R-322 Chan 71

ELEV 791 D

237° 6.7 NM from FAF

TDZE 780 — TDZE 787 — 845± — 833 — 881 — 930 — 993 — 858±

6017 X 150 0.5% UP — 9000 X 150 — 9955 X 150

DME or RADAR REQUIRED

1300 — 3000 HDG 200° DJB R-143 113.6 — SAROW DJB 20

* When authorized by ATC, intercept glidepath at 4000; or 5000; or 6000.

LOC only

VGSI and ILS glidepath not coincident.

SCOTZ I-HPI 8.5 RADAR — CAASS I-HPI 11.5 RADAR — NATON I-HPI 14.4 RADAR — FUVEN I-HPI 17.3 RADAR

I-HPI 1.8 — I-HPI 2.7 — BLESU I-HPI 3.8 RADAR — 3000 — 237° — *6000 — *5000 — *4000 — 3000 — #1460 — GS 3.00° — TCH 51

0.9 — 1.1 NM — 4.7 NM — 3 NM — 3 NM — 2.9 NM

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

CATEGORY	A	B	C	D
S-ILS 24L	987/18 200 (200-½)			
S-LOC 24L	1140/24 353 (400-½)			1140/40 353 (400-¾)
SIDESTEP 24R	1140/60 360 (400-1¼)		1140-1½ 360 (400-1½)	1140-2 360 (400-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

CLEVELAND, OHIO

AL-84 (FAA)

ILS or LOC RWY 28

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-PXP	APP CRS	Rwy Idg	6017
110.7	280°	TDZE	791
Chan 44		Apt Elev	791

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct DJB VOR/DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX
094°
274° R-094
SANDUSKY
109.2 SKY
Chan 29

Procedure NA for arrivals at CXR VOR/DME via V486 eastbound.

IAF
CHARDON
112.7 CXR
Chan 74

10 NM

LOCALIZER 110.7
I-PXP
Chan 44

ZANGI INT
I-PXP 7.7
RADAR

NISYI INT
I-PXP 13.7
RADAR

(IF)
OPTOO INT
I-PXP 16.6
RADAR

PARMA OM

KUYED INT
I-PXP 10.7
RADAR

MISSED APCH FIX
DRYER
DJB
113.6
Chan 83
R-257 077° 257°

MSA DJB 25 NM
180°
2700
3100
360°

IAF
AKRON
114.4 ACO
Chan 91

Procedure NA for arrivals at ACO VOR/DME on airway radials 293 CW 347.

ELEV 791 D

280° 6.7 NM from FAF

6017 X 150
0.5% UP

9000 X 150

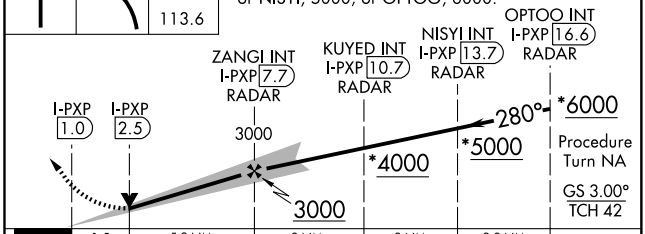
9955 X 150

TDZE
791

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

1400	3000	DJB
		113.6

*When assigned by ATC, intercept glidepath at KUYED, 4000; or NISYI, 5000; or OPTOO, 6000.



CATEGORY	A	B	C	D
S-ILS 28	991/24 200 (200-½)			
S-LOC 28	1300/24 509 (600-½)		1300/50 509 (600-1)	

FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

EC-2, 14 JAN 2010 to 11 FEB 2010

CLEVELAND, OHIO

AL-84 (FAA)

ILS PRM RWY 6L
(SIMULTANEOUS CLOSE PARALLEL)

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-LIZ	APP CRS	Rwy Idg	9000
111.55	057°	TDZE	773
Chan 52 (Y)		Apt Elev	791

Procedure NA when glideslope not available.
Simultaneous approach authorized with LDA Rwy 6R.
Dual VHF Comm required. See additional requirements on PRM information page. Runway 6L and 6R separated by 1241 feet centerline to centerline.

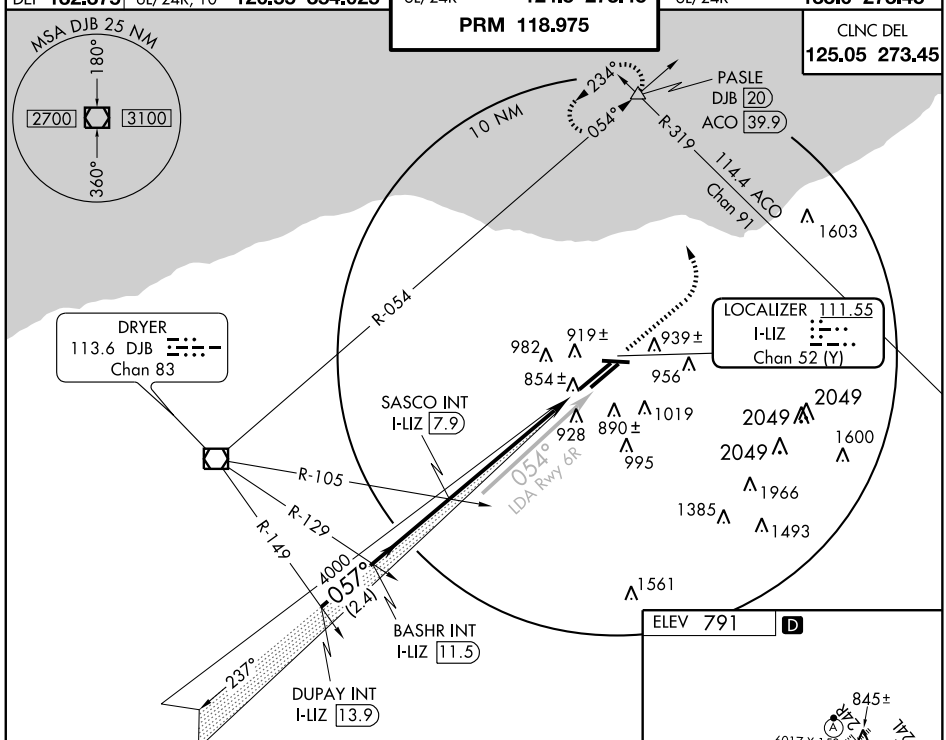
NA

ALSF-2

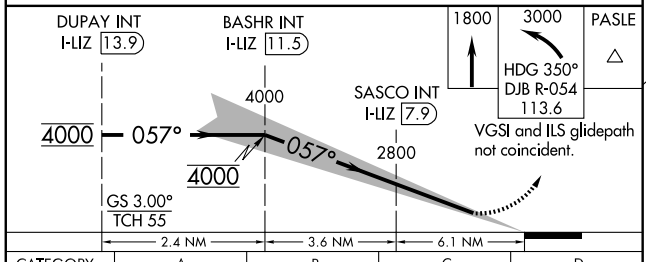
MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 via heading 350° and DJB R-054 to PASLE Int/20 DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45
			PRM 118.975			

CLNC DEL 125.05 273.45

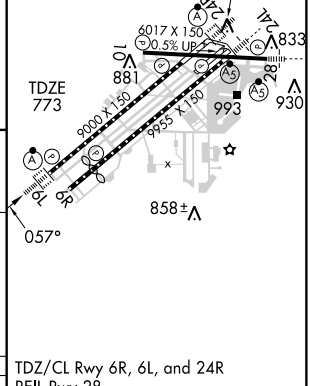


RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 6L	973/18 200 (200-½)			

ELEV 791 D



TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 14 JAN 2010 to 11 FEB 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to CLE as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from CLE.

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 6L approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1,200 feet (ceiling), and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,700 feet at CLE.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **LDA TRAFFIC:** While conducting this ILS/PRM approach to Runway 6L, other aircraft may be conducting the Offset LDA/PRM approach to Runway 6R. These aircraft will approach from the right-rear and will re-align with 6R after making visual contact with the ILS traffic.

EC-2, 14 JAN 2010 to 11 FEB 2010

CLEVELAND, OHIO

AL-84 (FAA)

ILS PRM RWY 24R (SIMULTANEOUS CLOSE PARALLEL)

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-PVY	APP CRS	Rwy Idg	9000
111.55	237°	TDZE	780
Chan 52 (Y)		Apt Elev	791

NA — Procedure NA when glideslope not available. Simultaneous close parallel approach authorized with LDA PRM Rwy 24L. Dual VHF comm required. Runways 24R and 24L separated by 1241 feet centerline to centerline. See additional requirements on adjacent information page.

ALSF-2

MISSED APPROACH: Climb to 1700, then climbing right turn to 3000 direct DJB VOR/DME and hold.

ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45
		PRM 118.975	

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX

WAMDO
SKY 23
RADAR
109.2 SKY
R-105
Chan 29
105°
285°

(IAF)
LACIK
I-PVY 12.8
057°
4000
237°
(3.1)

CIVAC
I-PVY 9.6

JEDSU
I-PVY 6.5
1603

10 NM

LOCALIZER 111.55
I-PVY
Chan 52(Y)

FIDIN
I-PVY 2.1

DRYER
113.6 DJB
Chan 83

R-257
077°
257°

919±
982
854±
939±
956
IM
928
890±
1019
995
2049
2049
2049
1600
1966
1385
1493
1561

MSA DJB 25 NM
180°
2700
3100
360°

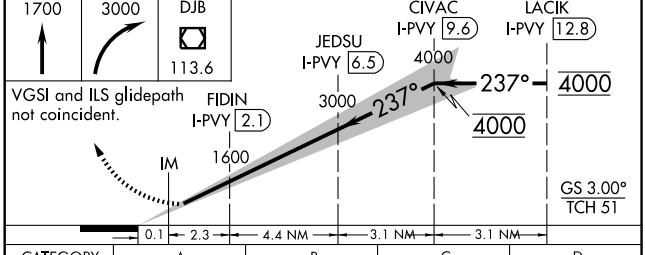
RADAR and DME REQUIRED

ELEV 791 D

237°
TDZE
780
845±
24R
24L
6017 X 150
0.5% UP
833
881
993
930
9000 X 150
9955 X 150
28
10
18
36
858±

1700	3000	DJB
		113.6

VGSI and ILS glidepath not coincident.



TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

CATEGORY	A	B	C	D
S-ILS 24R	980/18 200 (200-½)			

EC-2, 14 JAN 2010 to 11 FEB 2010

ILS PRM RWY 24R (SIMULTANEOUS CLOSE PARALLEL)

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

- **When instructed, immediately switch to the tower frequency and select the monitor frequency audio.**

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 24R and LDA/PRM 24L approaches are in progress, pilots should brief to fly the ILS/PRM 24R approach. If later advised to expect an ILS 24R approach, the ILS PRM 24R chart may be used after completing the following briefing items:

   a. Minimums and missed approach procedures are unchanged.
   b. Monitor frequency no longer required.
   c. A lower glideslope intercept altitude may be assigned when advised to expect ILS 24R approach.

   Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1,200 feet (ceiling), and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The applicable MVA is 2,600 feet at CLE.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **LDA Traffic:** While conducting this ILS/PRM 24R approach, other aircraft may be conducting the Offset LDA/PRM 24L approach. These aircraft will approach from the left-rear and will re-align with 24L after making visual contact with the ILS traffic.

5. **Glide Slope Navigation:** Descent on the glide slope meets any published crossing restriction.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to CLE as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from CLE.

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-LIZ	APP CRS	Rwy Idg	9000
111.55	057°	TDZE	773
Chan 52 (Y)		Apt Elev	791

ILS RWY 6L (CAT II)
CLEVELAND-HOPKINS INTL (CLE)

ALSF-2

MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 via heading 350° and DJB R-054 to PASLE Int/20 DME and hold

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

ALTERNATE MISSED APCH FIX
WAMDO
SKY 23
RADAR
109.2 SKY
R-105
Chan 29
105°
285°

CLNC DEL 125.05 273.45

034°
054°
PASLE
DJB 20
ACO 39.9
R-319
114.4 ACO
Chan 91
1603

10 NM
DJB R-054

LOCALIZER 111.55
I-LIZ
Chan 52 (Y)

CHARDON
112.7 CXR
Chan 74

DRYER
113.6 DJB
Chan 83

WAMDO
SKY 23
RADAR

109.2 SKY
R-105
Chan 29

R-094
R-105

3000
(6.5)
149°

2800
057°
(6)

HADOS INT
I-LIZ 5.4

SASCO INT
I-LIZ 7.9

DUPAY INT
I-LIZ 13.9
(IF/IAF)

MSA DJB 25 NM
180°
2700
3100
360°

057°
1 min
237°
R-149

237°

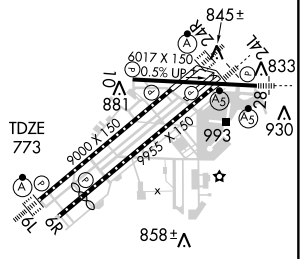
982
919±
IM
854±
939±
956
928
890±
1019
995
2049
2049
2049
1600
1966
1385
1493
3100 to DUPAY
256° (43.9)
1561

ELEV 791 D

DUPAY INT
I-LIZ 13.9
VGSI and ILS glidepath not coincident.
One Minute Holding Pattern
SASCO INT
I-LIZ 7.9
HADOS INT
I-LIZ 5.4
1800
3000
HDG 350°
DJB R-054
113.6
PASLE
3000
237°
057°
2800
057°
2000
DH
RA 111
IM
773
MSL
GS 3.00°
TCH 55
2800
6 NM
2.5 NM
3.4 NM
897′
1036′

CATEGORY	A	B	C	D
S-ILS 6L	RA 111/12 100 DA 873			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-LIZ	APP CRS	Rwy Idg	9000
111.55	057°	TDZE	773
Chan 52 (Y)		Apt Elev	791

ILS RWY 6L (CAT III)

CLEVELAND-HOPKINS INTL (CLE)

ALSF-2

MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 via heading 350° and DJB R-054 to PASLE Int/20 DME and hold

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX

WAMDO
SKY 23
RADAR

109.2 SKY
R-105
Chan 29

105°
285°

034°
054°
PASLE
DJB 20
ACO 39.9
R-319
114.4 ACO
Chan 91
1603

10 NM
DJB
R-054

LOCALIZER 111.55
I-LIZ
Chan 52 (Y)

CHARDON
112.7 CXR
Chan 74

DRYER
113.6 DJB
Chan 83

982
919±
939±
956
IM
854±
928
890±
1019
995

2049
2049
2049
1600
1966
1385
1493
3100 to DUPAY
256° (43.9)

WAMDO
SKY 23
RADAR

109.2 SKY
R-105
Chan 29

R-094
R-105

3000
(6.5)
149°

HADOS INT
I-LIZ 5.4

2800
057°
(6)

SASCO INT
I-LIZ 7.9

1561

MSA DJB 25 NM
180°
2700
3100
360°

(IF/IAF)
DUPAY INT
I-LIZ 13.9

057°
1 min
237°
R-149

237°

ELEV 791 D

DUPAY INT
I-LIZ 13.9

One Minute
Holding Pattern

VGSI and ILS glidepath not coincident.

SASCO INT
I-LIZ 7.9

HADOS INT
I-LIZ 5.4

1800

3000
HDG 350°
DJB R-054
113.6

PASLE

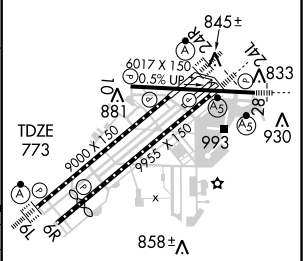
3000
237°
057°
2800
057°
2000
IM
872
773
MSL

GS 3.00°
TCH 55
2800

6 NM | 2.5 NM | 3.4 NM | 879' | 1036'

CATEGORY	A	B	C	D
S-ILS 6L	CAT IIIa RVR 07			
S-ILS 6L	CAT IIIb RVR 06			
S-ILS 6L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

CLEVELAND, OHIO

AL-84 (FAA)

LOC/DME I-PVY	APP CRS	Rwy Idg	9000
111.55	237°	TDZE	780
Chan 52(Y)		Apt Elev	791

ILS RWY 24R (CAT II)

CLEVELAND-HOPKINS INTL (CLE)

ALSF-2

MISSED APPROACH: Climb to 1700, then climbing right turn to 3000 direct DJB VOR/DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX

WAMDO SKY 23

109.2 SKY R-105 Chan 29 105° 285°

10 NM

(IAF) PUDSE INT I-PVY 15.9

057° R-288 057° *5000 237° (3.1) *4000 237° (3.1) 3000 237° (3.1) 1603

*6000 288° (18.9)

LACIK I-PVY 12.8

(IF) CIVAC I-PVY 9.6

LOCALIZER 111.55 I-PVY Chan 52(Y)

FIDIN I-PVY 2.1

JEDSU I-PVY 6.5

MISSED APCH FIX

DRYER DJB 113.6 Chan 83

R-257 077° 257°

CHARDON 112.7 CXR Chan 74

879± 910 919± 939± 956 982 854± IM 1019 928 890± 995 2049 2049 2049 1600 1966 1385 1493 1561

MSA DJB 25 NM

180° 2700 3100 360°

DME REQUIRED

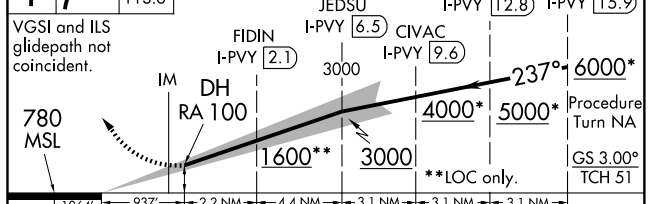
ELEV 791 D

TDZE 780 845± 24R 24L 6017 X 150 0.5% UP 833 10 881 28 993 930 9000 X 150 9955 X 150 19 858±

1700 3000 DJB 113.6

*When assigned by ATC, intercept glidepath at CIVAC, 4000; or LACIK, 5000; or PUDSE, 6000.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 24R	RA 100/12 100 DA 880			

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-2, 14 JAN 2010 to 11 FEB 2010

CLEVELAND, OHIO

AL-84 (FAA)

LOC/DME I-PVY	APP CRS	Rwy Idg	9000
111.55	237°	TDZE	780
Chan 52(Y)		Apt Elev	791

ILS RWY 24R (CAT III)

CLEVELAND-HOPKINS INTL (CLE)

ALSF-2

MISSED APPROACH: Climb to 1700, then climbing right turn to 3000 direct DJB VOR/DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX

WAMDO SKY 23

109.2 SKY R-105 Chan 29

105° 285°

10 NM

R-288

(IAF) PUDSE INT I-PVY 15.9

057° 237° (3.1)

*6000 288° (18.9)

*5000

*4000

3000

LACIK I-PVY 12.8

(IF) CIVAC I-PVY 9.6

1603

LOCALIZER 111.55 I-PVY Chan 52(Y)

MISSED APCH FIX

DRYER DJB 113.6 Chan 83

R-257 077° 257°

FIDIN I-PVY 2.1

JEDSU I-PVY 6.5

CHARDON 112.7 CXR Chan 74

879± 910 919± 939± 956 982 854± IM 1019 928 890± 995 2049 1600 1966 1385 1493

MSA DJB 25 NM

180° 2700 3100 360°

ELEV 791 D

TDZE 780 845± 24 24L 24R 6017 X 150 0.5% UP 833 10L 10 881 28 28L 28R 993 930 9000 X 150 9955 X 150 10R 858±

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

DME REQUIRED

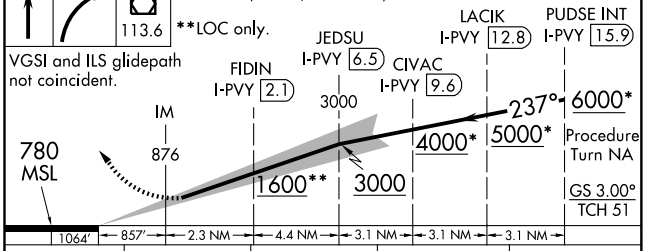
1561

1700 | 3000 | DJB 113.6

VGSI and ILS glidepath not coincident.

*When assigned by ATC, intercept glidepath at CIVAC, 4000; or LACIK, 5000; or PUDSE, 6000.

**LOC only.



CATEGORY	A	B	C	D
S-ILS 24R	CAT IIIa RVR 07			
S-ILS 24R	CAT IIIb RVR 06			
S-ILS 24R	CAT IIIc NA			

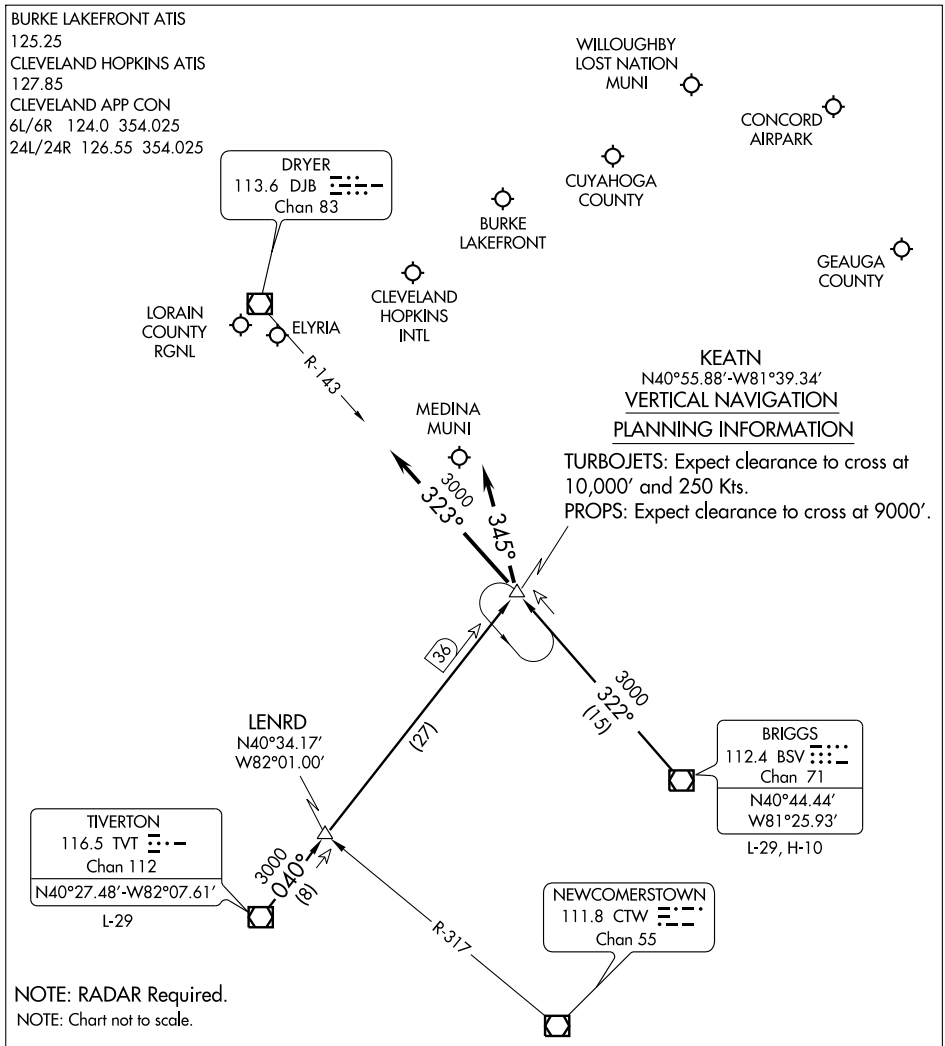
CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-2, 14 JAN 2010 to 11 FEB 2010

KEATN FOUR ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

LOC/DME I-EYU	APP CRS	Rwy Idg	8029
111.35	054°	TDZE	777
Chan 50 (Y)		Apt Elev	791

LDA/DME RWY 6R
CLEVELAND-HOPKINS INTL (CLE)

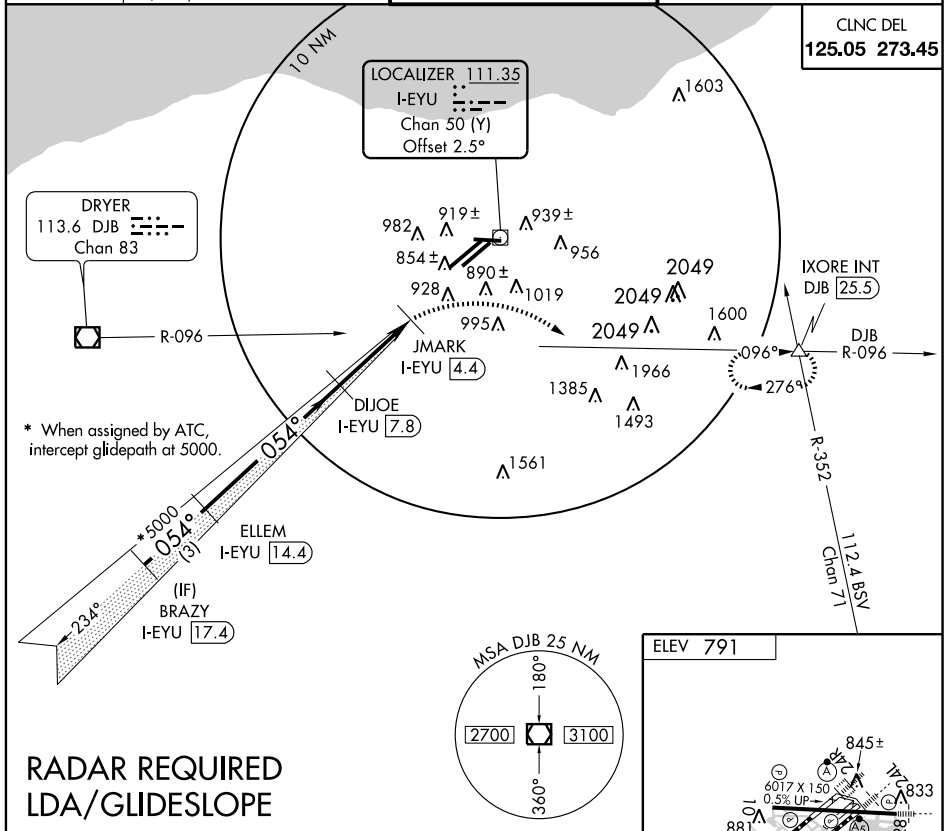
NA

Runway 6L and 6R separated by 1241 feet centerline to centerline. Inoperative table does not apply. Procedure NA when glideslope not available. Visibility reduction by helicopters NA.

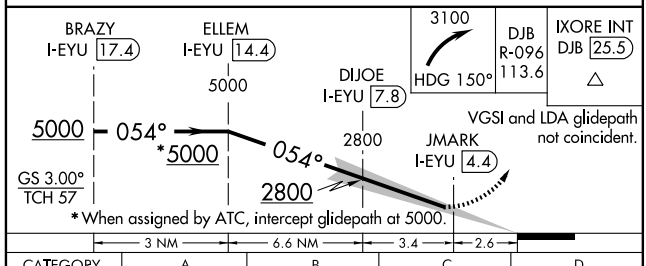
MISSED APPROACH: Climbing right turn to 3100 via heading 150° and DJB VOR/DME R-096 to IXORE INT/DJB 25.5 DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

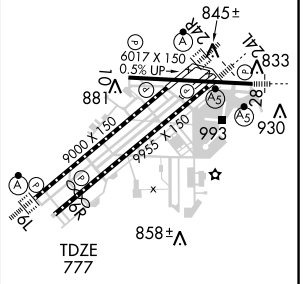
CLNC DEL 125.05 273.45



RADAR REQUIRED
LDA/GLIDESLOPE



CATEGORY	A	B	C	D
S-LDA/GS 6R	1691-3 914 (900-3)			NA



TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

CLEVELAND, OHIO

AL-84 (FAA)

LOC/DME I-FVZ	APP CRS	Rwy Idg	9955
111.35	239°	TDZE	786
Chan 50 (Y)		Apt Elev	791

LDA/DME RWY 24L

CLEVELAND-HOPKINS INTL (CLE)

Inoperative table does not apply.
Runway 24L and 24R separated by 1241 feet centerline to centerline.
Procedure NA when glideslope not available.

MALSR

MISSED APPROACH: Climbing left turn to 3100 via heading 170° and DJB VOR/DME R-114 to WOMGO INT/DJB 22.1 DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

MSA DJB 25 NM
180°
2700
3100
360°

RADAR REQUIRED
LDA/GLIDESLOPE

10 NM

059°
*5000
239°
(IF)
KIVLE
I-FVZ 15.1
(2.9)
*4000
239°
LEFEW
(3)
I-FVZ 12.2
3000
239° (3)
1603
JCALL
I-FVZ 9.3
FRNCO
I-FVZ 2.3
ALLAM
I-FVZ 6.3

DRYER
113.6 DJB
Chan 83

LOCALIZER 111.35
I-FVZ
Chan 50 (Y)
LOC offset 2.51°

982
919±
939±
956
854±
928
890±
1019
995
2049
2049
2049
1600
1966
1385
1493
1561

R-114
R-342
WOMGO
DJB 22.1
114°
294°
R-293
114.4 ACO
Chan 91
112.4 BSV
Chan 71

ELEV 791 D

845±
248°
241°
6017 X 150
0.5% UP
833
881
10
28
930
993
9000 X 150
9955 X 150
TDZE
786
858±

3100	DJB	WOMGO
170°	R-114	△
	113.6	

*When assigned by ATC, intercept glidepath at JCALL, 4000; or LEFEW 5000.

KIVLE I-FVZ 15.1
LEFEW I-FVZ 12.2
JCALL I-FVZ 9.3
ALLAM I-FVZ 6.3
FRNCO I-FVZ 2.3
239° 6000
*5000
*4000
3000
3000
GS 3.00°
TCH 51

2.7 | 4 NM | 3 NM | 3 NM | 2.9 NM

CATEGORY	A	B	C	D
S-LDA/GS 24L	1700-3 914 (1000-3)			NA

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 14 JAN 2010 to 11 FEB 2010

CLEVELAND, OHIO

AL-84 (FAA)

LDA PRM RWY 6R (SIMULTANEOUS CLOSE PARALLEL)

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-EYU	APP CRS	Rwy Idg	8029
111.35	054°	TDZE	777
Chan 50 (Y)		Apt Elev	791

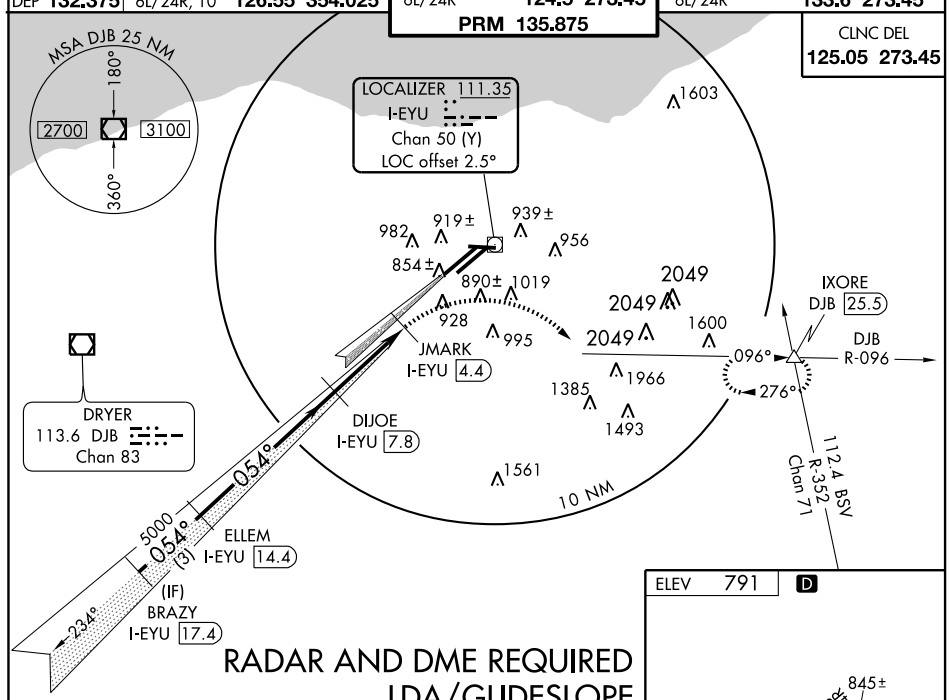
NA

Procedure NA when glideslope not available. Simultaneous close parallel approach authorized with ILS PRM Rwy 6L. Dual VHF Comm required. See additional requirements on AAUP. Inoperative table does not apply. Runway 6R and 6L separated by 1241 feet centerline to centerline.

MISSED APPROACH: Climbing right turn to 3100 via heading 150° and DJB VOR/DME R-096 to IXORE INT/DJB 25.5 DME and hold.

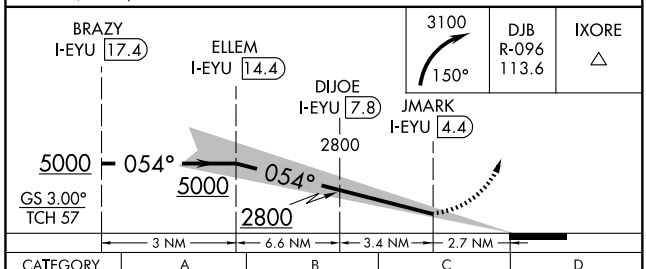
ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45
			PRM 135.875			

CLNC DEL 125.05 273.45

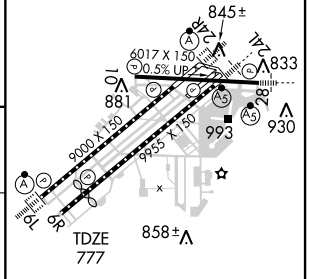


RADAR AND DME REQUIRED
LDA/GLIDESLOPE

If go around executed after crossing JMARK, obstacles in missed approach area requires a rate of climb of at least 404 FPM/100K, 605 FPM/150K, 807 FPM/200K, to 2500 no wind conditions.



CATEGORY	A	B	C	D
S-LDA/GS 6R	1691-3	914 (1000-3)		NA



TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 14 JAN 2010 to 11 FEB 2010

ATTENTION ALL USERS OF LDA PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to CLE as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from CLE.

Condensed Briefing Points:

-- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
-- Report the ILS traffic in sight as soon as practical and prior to JMARK. DO NOT PASS.
-- Remain on the LDA until passing the LDA MAP so as not to penetrate the NTZ.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM and LDA PRM approaches are in progress, pilots should brief to fly the LDA PRM approach. If later advised to expect an LDA DME approach, the LDA/PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) Lower LDA intercept altitudes may be assigned when advised to expect LDA DME 6R approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1,200 feet (ceiling), and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked. If executing a missed approach at JMARK, begin the turn as soon as practical.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The applicable MVA is 2,700 feet at CLE.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **CLE LDA Visual Segment.** If advised that there is traffic on the 6L ILS, pilots may continue past the LDA MAP if:

a) the ILS traffic is in sight and is expected to remain in sight.
b) ATC has been advised that "traffic is in sight." (ATC is not required to acknowledge this transmission)
c) the runway environment is in sight.

Otherwise, execute a missed approach at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from the traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC.

EC-2, 14 JAN 2010 to 11 FEB 2010

CLEVELAND, OHIO

AL-84 (FAA)

LDA PRM RWY 24L (SIMULTANEOUS CLOSE PARALLEL)

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-FVZ	APP CRS	Rwy Idg	9955
111.35	239°	TDZE	786
Chan 50 (Y)		Apt Elev	791

Simultaneous (Close Parallel) approach authorized with ILS PRM Rwy 24R. Dual VHF comm required. Inoperative table does not apply. See additional requirements on adjacent information page. Runways 24L and 24R separated by 1241 feet centerline to centerline. Procedure NA when glideslope not available.

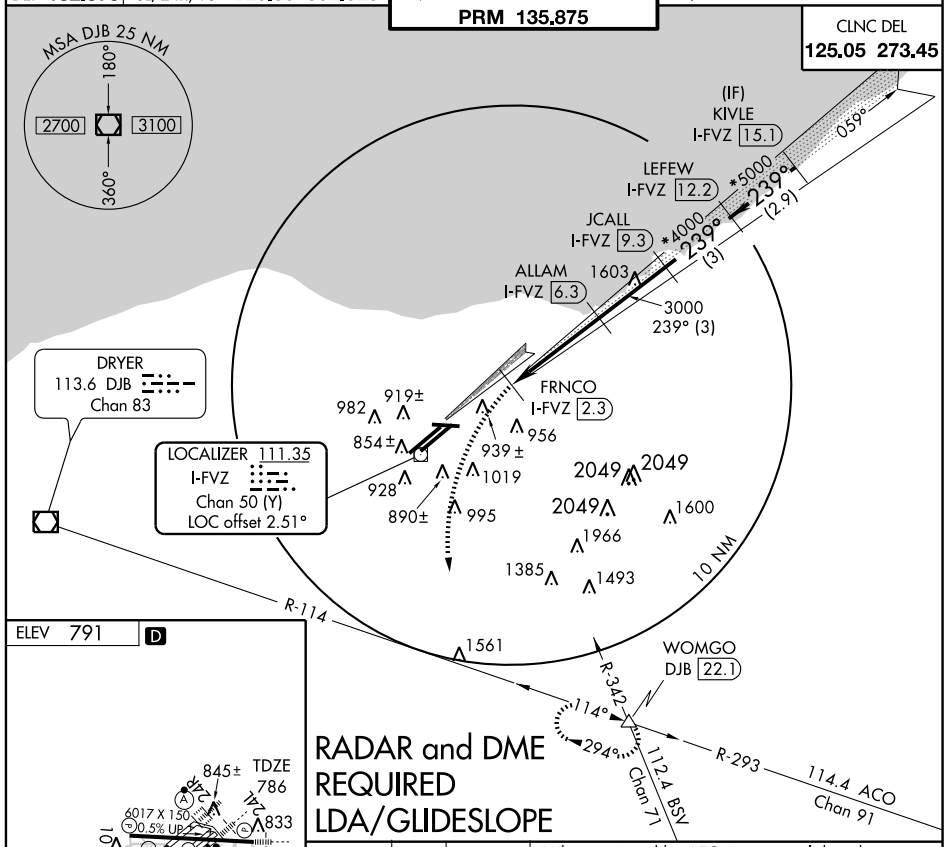
NA

MALSR

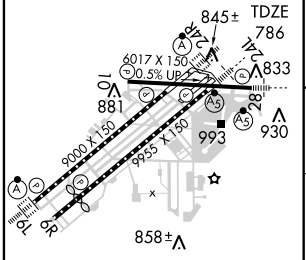
MISSED APPROACH: Climbing left turn to 3100 via heading 170° and DJB VOR/DME R-114 to WOMGO INT/DJB 22.1 DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45
			PRM 135.875			

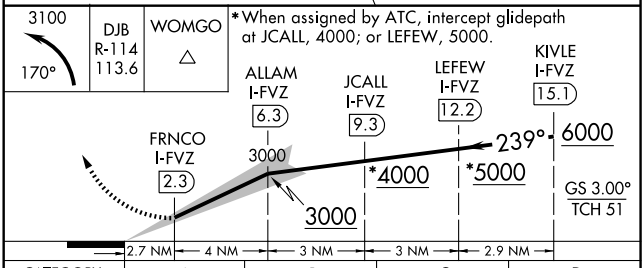
CLNC DEL 125.05 273.45



RADAR and DME REQUIRED LDA/GLIDESLOPE



TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R



CATEGORY	A	B	C	D
S-LDA/GS	1700-3	914 (1000-3)		NA

EC-2, 14 JAN 2010 to 11 FEB 2010

LDA PRM RWY 24L (SIMULTANEOUS CLOSE PARALLEL)

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Points:

- **When instructed, immediately switch to tower frequency and select the monitor frequency audio.**
- **Report the ILS traffic in sight as soon as practical and prior to FRNCO. DO NOT PASS.**
- **Remain on the LDA until passing the LDA MAP so as not to penetrate the NTZ.**

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM and LDA PRM approaches are in progress, pilots should brief to fly the LDA PRM approach. If later advised to expect an LDA DME approach, the LDA/PRM chart may be used after completing the following briefing items:

   a. **Minimums and missed approach procedures are unchanged.**
   b. **Monitor frequency no longer required.**
   c. **Lower LDA intercept altitudes may be assigned when advised to expect LDA DME 24L approach.**

   Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1,200 feet (ceiling), and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked. If executing a missed approach at FRNCO, begin the turn as soon as practical.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,700 feet at CLE.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

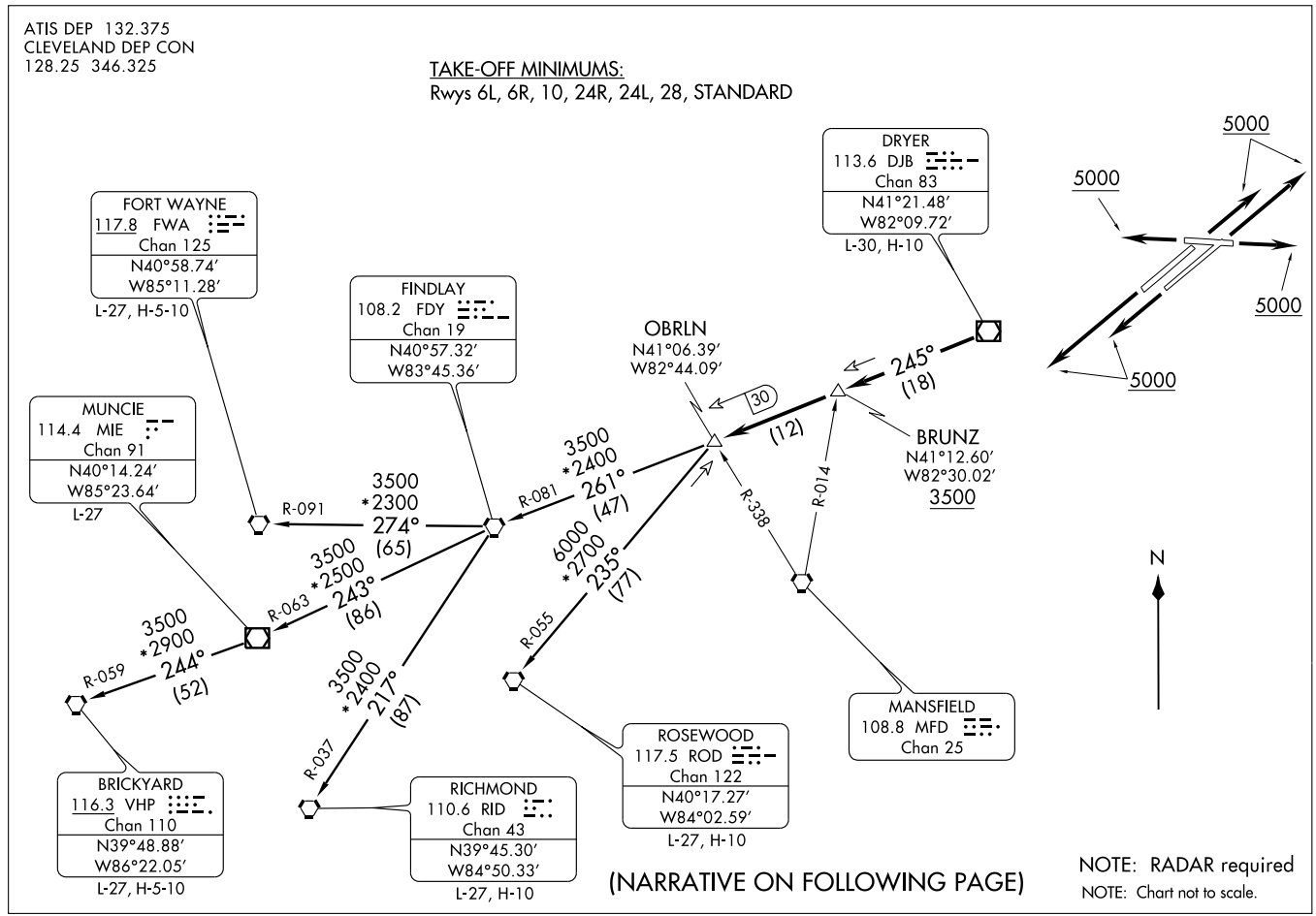
4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **CLE LDA Visual Segment:** If advised that there is traffic on the 24R ILS, pilots may continue past the LDA MAP if:
   a) the ILS traffic is in sight and is expected to remain in sight,
   b) ATC has been advised that "traffic is in sight." (ATC is not required to acknowledge this transmission)
   c) the runway environment is in sight.

Otherwise, execute a missed approach at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from the traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to CLE as an alternate, or trained pilots that are unexpectedly unable to particpate due to inflight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from CLE.

EC-2, 14 JAN 2010 to 11 FEB 2010



(OBRLN2.OBRLN) OBRLN TWO DEPARTURE

09183
SL-84 (FAA)

CLEVELAND-HOPKINS INTL (CLE)
CLEVELAND, OHIO

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6L, 6R, 10, 24R, 24L, 28: Climb via assigned heading to 5000 thence. . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 10: Multiple Signs beginning 1237′ from DER, 717′ left of centerline, up to 68′ AGL/857′ MSL.
Light Pole 1746′ from DER, 786′ right of centerline, 53′ AGL/842′ MSL.
Tower 4157′ from DER, 1456′ right of centerline, 137′ AGL/922′ MSL.

Rwy 28: Vehicle on road 304′ from DER, 3′ left of centerline, 14′ AGL/773′ MSL.
Antenna on building 308′ from DER, 240′ left of centerline, 13′ AGL/775′ MSL.
Multiple Trees beginning 1046′ from DER, 105′ left of centerline, up to 60′ AGL/819′ MSL. Tower 2640′ from DER, 946′ right of centerline, 80′ AGL/840′ MSL.

Rwy 24R: Tower 2565′ from DER, 1028′ right of centerline, 191′ AGL/870′ MSL.
Multiple Trees beginning 3653′ from DER, 857′ left of centerline, up to 103′ AGL/870′ MSL.

Rwy 24L: Multiple Trees and Poles beginning 1903′ from DER, 5′ left of centerline, up to 89′ AGL/849′ MSL.

WAAS	APP CRS	Rwy Idg	9000
CH 56204	057°	TDZE	773
W06A		Apt Elev	791

RNAV (GPS) RWY 6L
CLEVELAND-HOPKINS INTL (CLE)

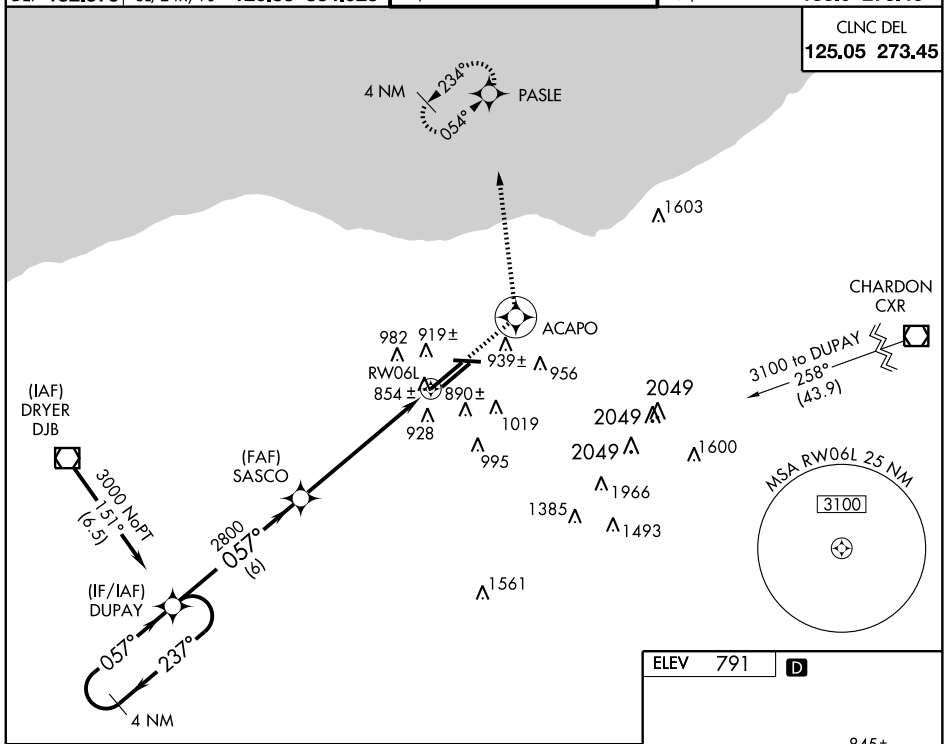
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F)

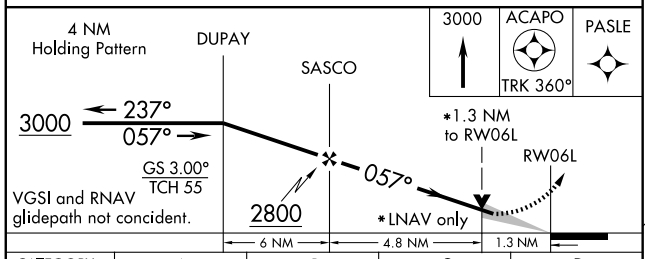
ALSF-2

MISSED APPROACH: Climb to 3000 direct ACAPO, then via 360° track to PASLE and hold.

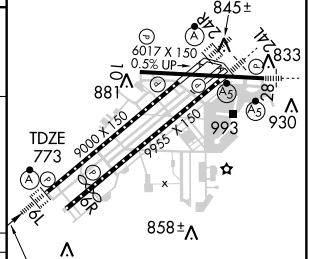
ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45





CATEGORY	A	B	C	D
LPV DA	1110/40 337 (400-¾)			
LNAV/VNAV DA	1220/50 447 (500-1)			
LNAV MDA	1240/24 467 (500-½)		1240/40 467 (500-¾)	1240/50 467 (500-1)
CIRCLING	1300-1½ 509 (600-1½)			1380-2 589 (600-2)



TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

WAAS	APP CRS	Rwy Idg	8029
CH 81806	057°	TDZE	777
W06B		Apt Elev	791

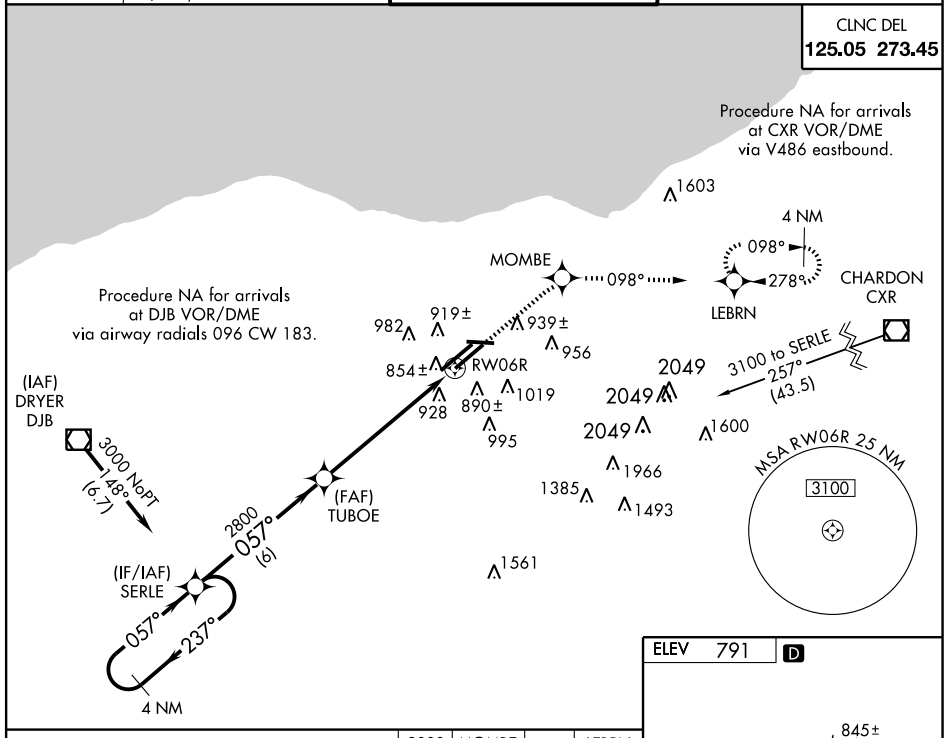
RNAV (GPS) RWY 6R
CLEVELAND-HOPKINS INTL (CLE)

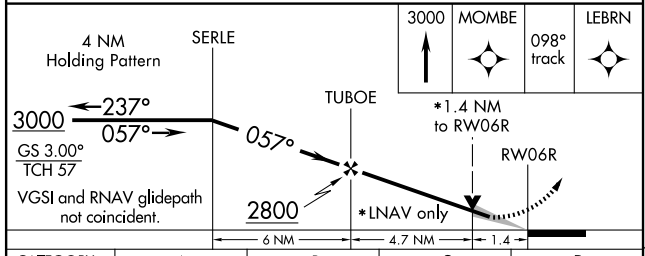
For inoperative MALSR, increase LPV all Cats visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

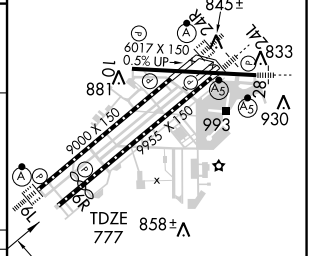
MISSED APPROACH:
Climb to 3000 direct MOMBE and via 098° track to LEBRN and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45







CATEGORY	A	B	C	D
LPV DA	1104/40		327 (400-¾)	
LNAV/VNAV DA	1215/50		438 (500-1)	
LNAV MDA	1260/24	483 (500-½)	1260/40 483 (500-¾)	1260/50 483 (500-1)
CIRCLING	1300-1	509 (600-1)	1300-1½ 509 (600-1½)	1360-2 569 (600-2)

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6017
CH 69209	100°	TDZE	782
W10A		Apt Elev	791

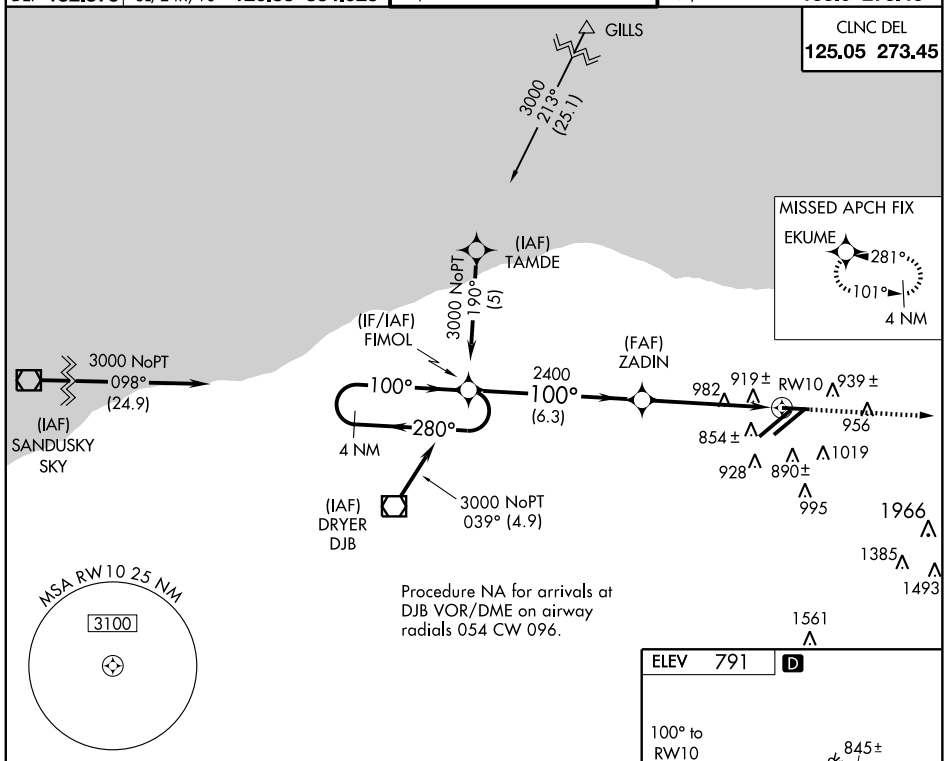
RNAV (GPS) RWY 10
CLEVELAND-HOPKINS INTL (CLE)

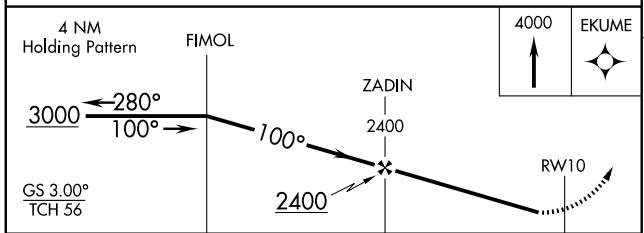
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

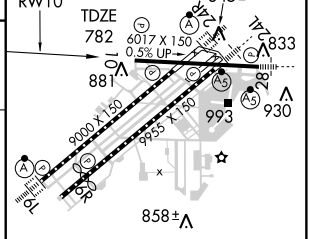
MISSED APPROACH: Climb to 4000 direct EKUME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45







CATEGORY	A	B	C	D
LPV DA	1174 - 1½ 392 (400-1½)			
LNAV/VNAV DA	1230 - 1½ 448 (500-1½)			
LNAV MDA	1420 - 1 638 (700-1)		1420 - 1¾ 638 (700-1¾)	1420 - 2 638 (700-2)

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	9955
CH 77506	237°	TDZE	787
W24B		Apt Elev	791

RNAV (GPS) RWY 24L

CLEVELAND-HOPKINS INTL (CLE)

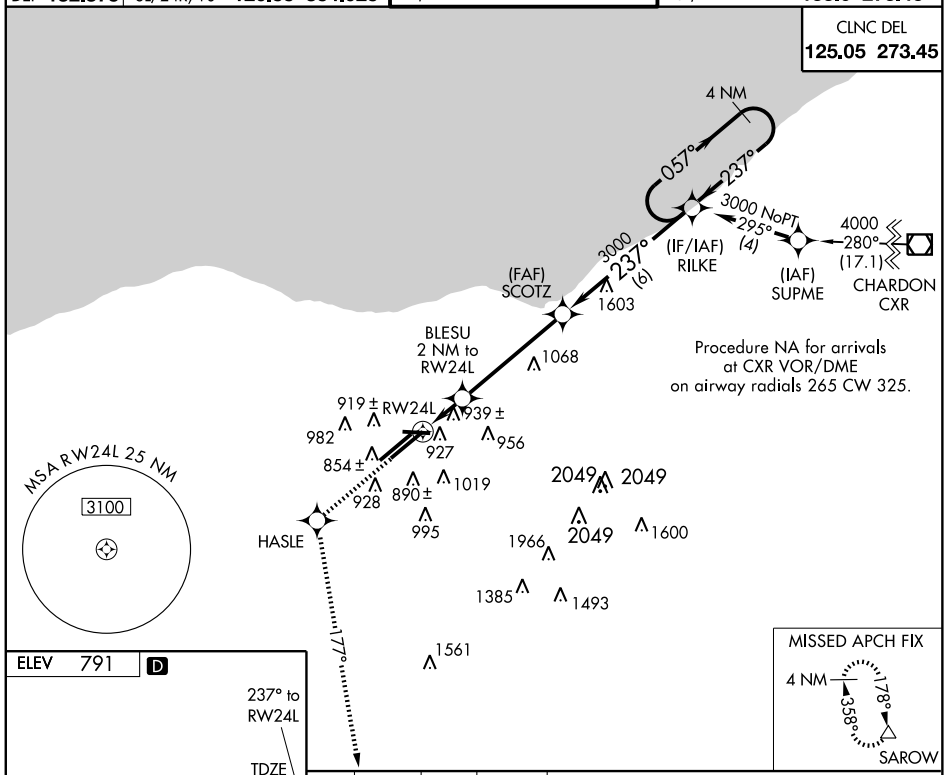
For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

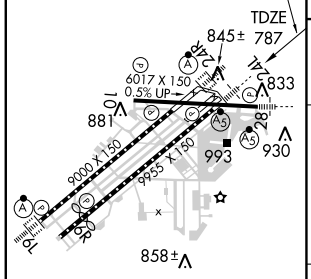
MALSR

MISSED APPROACH: Climb to 3000 direct HASLE and via 177° track to SAROW and hold.

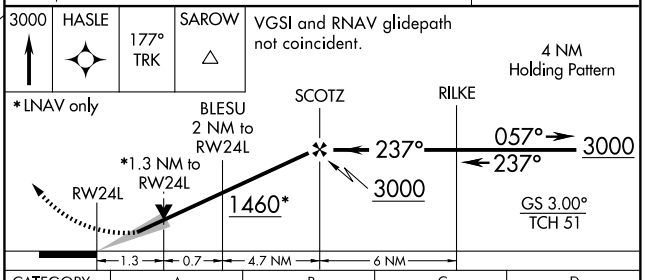
ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45





TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R



CATEGORY	A	B	C	D
LPV DA	1098/24		311 (400-½)	
LNAV/VNAV DA	1280/60		493 (500-1¼)	
LNAV MDA	1260/24	473 (500-½)	1260/40 473 (500-¾)	1260/50 473 (500-1)

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	9000
CH 60904	237°	TDZE	780
W24A		Apt Elev	791

RNAV (GPS) RWY 24R

CLEVELAND-HOPKINS INTL (CLE)

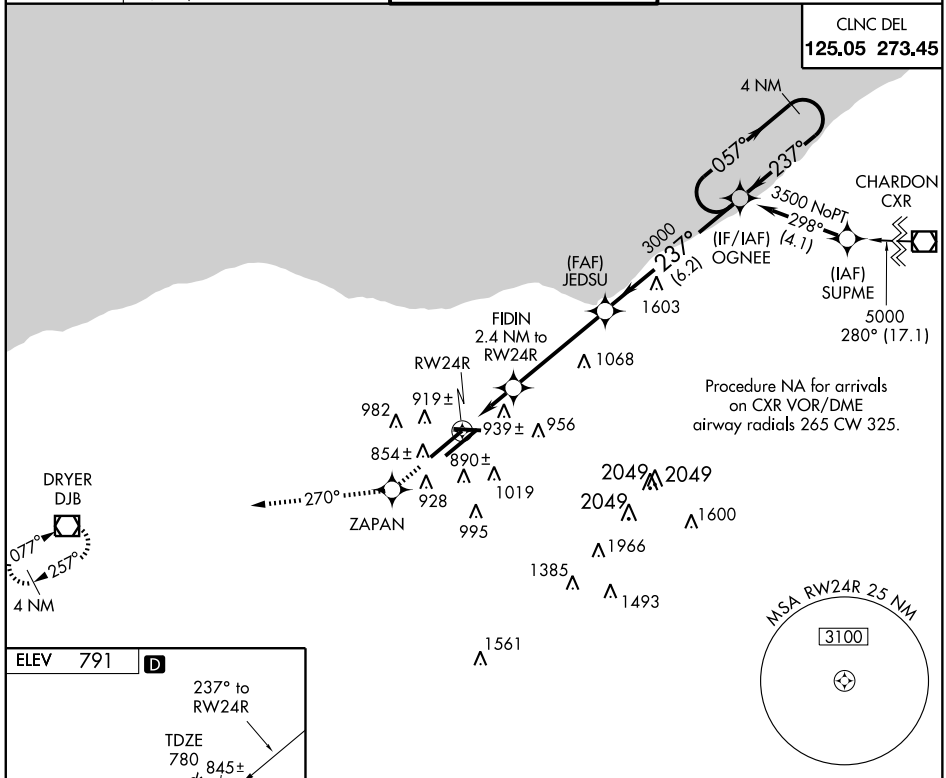
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F) DME/DME RNP-0.3 NA.

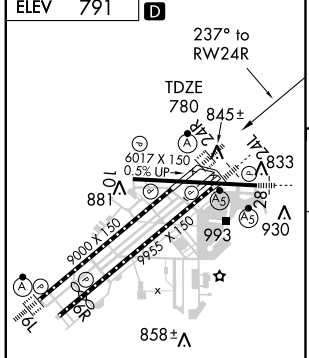
ALSF-2

MISSED APPROACH: Climb to 3000 direct ZAPAN and via 270° track to DJB VOR/DME and hold.

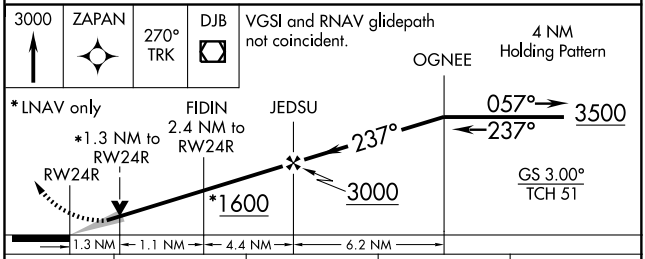
ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45





TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R



CATEGORY	A	B	C	D
LPV DA	1030/24 250 (300-½)			
LNAV/VNAV DA	1243/50 463 (500-1)			
LNAV MDA	1260/24 480 (500-½)		1260/40 480 (500-¾)	1260/50 480 (500-1)

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6017
CH 40109	280°	TDZE	791
W28A		Apt Elev	791

RNAV (GPS) RWY 28
CLEVELAND-HOPKINS INTL (CLE)

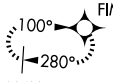
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct FIMOL and hold.

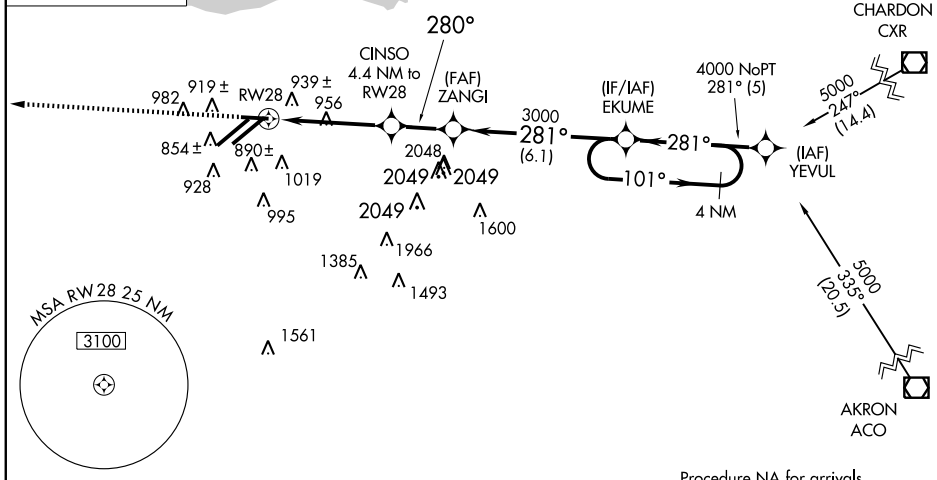
ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

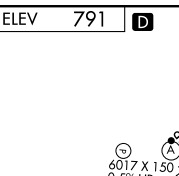
MISSED APCH FIX



CLNC DEL
125.05 273.45

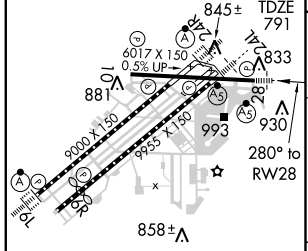
Procedure NA for arrivals at CXR VOR/DME via V486 eastbound

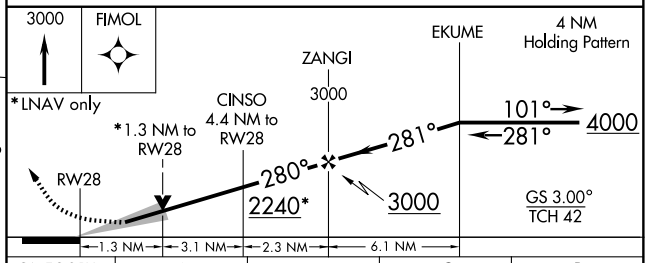




Procedure NA for arrivals at ACO VOR/DME on airway radials 293 CW 347.

ELEV 791 D





CATEGORY	A	B	C	D
LPV DA		1068/24	277 (300-½)	
LNAV/VNAV DA		1247/50	456 (500-1)	
LNAV MDA	1260/24	469 (500-½)	1260/40 469 (500-¾)	1260/50 469 (500-1)

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 14 JAN 2010 to 11 FEB 2010

SANDUSKY TWO DEPARTURE

(SKY2.SKY) 09183

SL-84 (FAA)

CLEVELAND-HOPKINS INTL (CLE)

CLEVELAND, OHIO

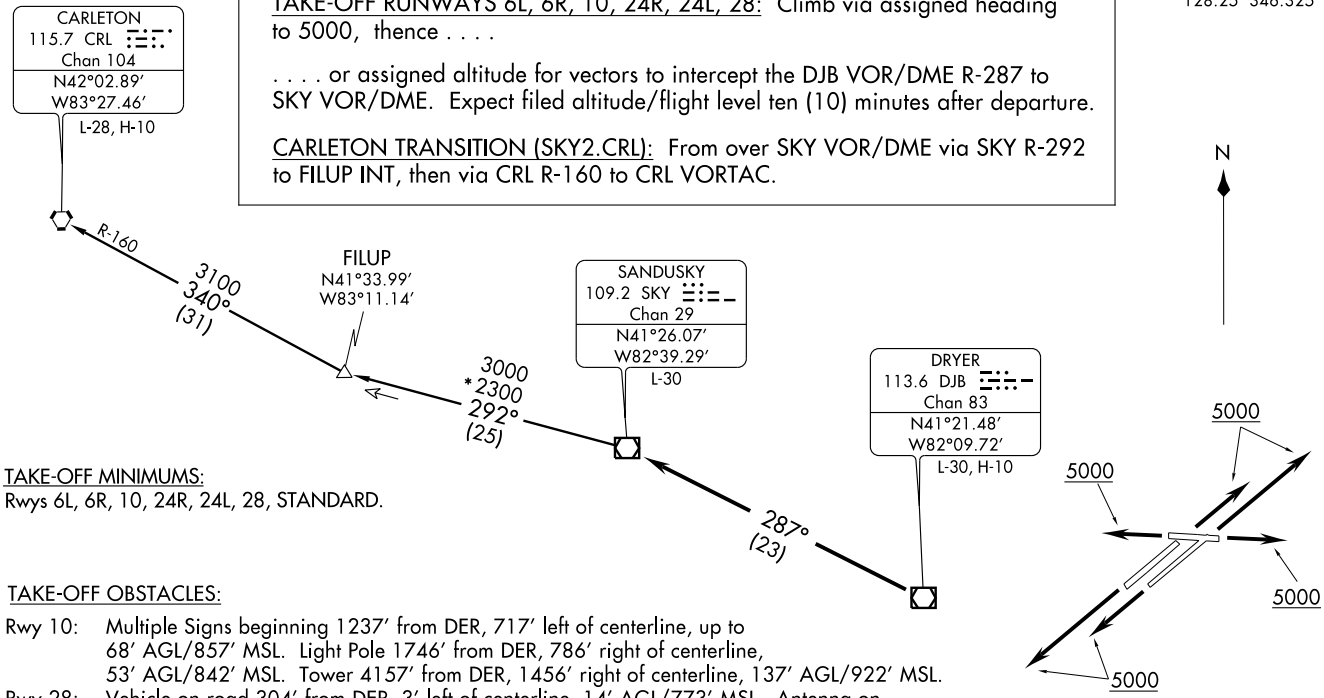
ATIS DEP 132.375
CLEVELAND DEP CON
128.25 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L, 6R, 10, 24R, 24L, 28: Climb via assigned heading to 5000, thence . . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.



TAKE-OFF MINIMUMS:
Rwys 6L, 6R, 10, 24R, 24L, 28, STANDARD.

TAKE-OFF OBSTACLES:

Rwy 10: Multiple Signs beginning 1237′ from DER, 717′ left of centerline, up to 68′ AGL/857′ MSL. Light Pole 1746′ from DER, 786′ right of centerline, 53′ AGL/842′ MSL. Tower 4157′ from DER, 1456′ right of centerline, 137′ AGL/922′ MSL.

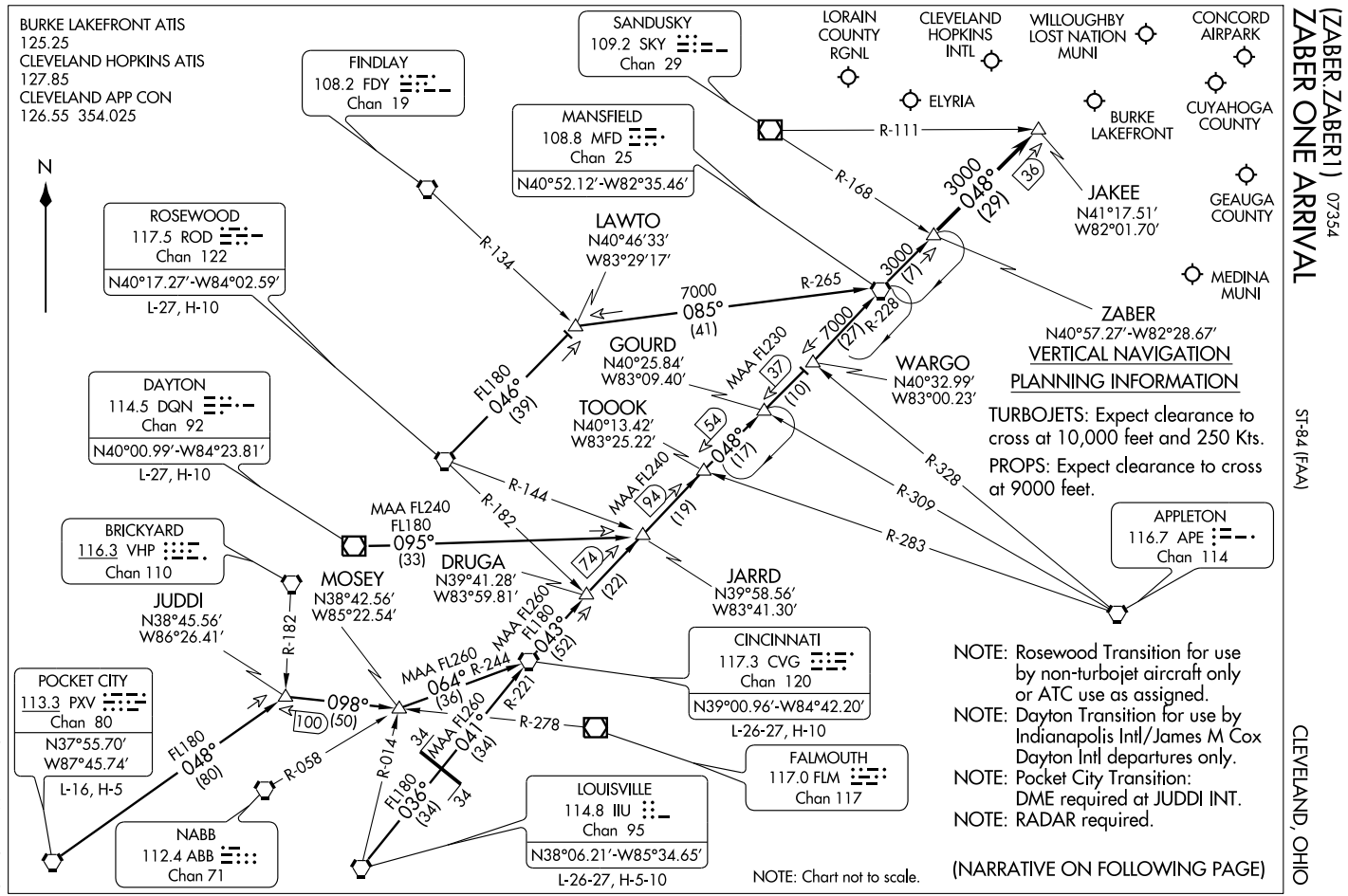
Rwy 28: Vehicle on road 304′ from DER, 3′ left of centerline, 14′ AGL/773′ MSL. Antenna on building 308′ from DER, 240′ left of centerline, 13′ AGL/775′ MSL. Multiple Trees beginning 1046′ from DER, 105′ left of centerline, up to 60′ AGL/819′ MSL. Tower 2640′ from DER, 946′ right of centerline, 80′ AGL/840′ MSL.

Rwy 24R: Tower 2565′ from DER, 1028′ right of centerline, 191′ AGL/870′ MSL. Multiple Trees beginning 3653′ from DER, 857′ left of centerline, up to 103′ AGL/870′ MSL.

Rwy 24L: Multiple Trees and Poles beginning 1903′ from DER, 5′ left of centerline, up to 89′ AGL/849′ MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only

NOTE: Chart not to scale.



(ZABER.ZABER1) 07354

ZABER ONE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

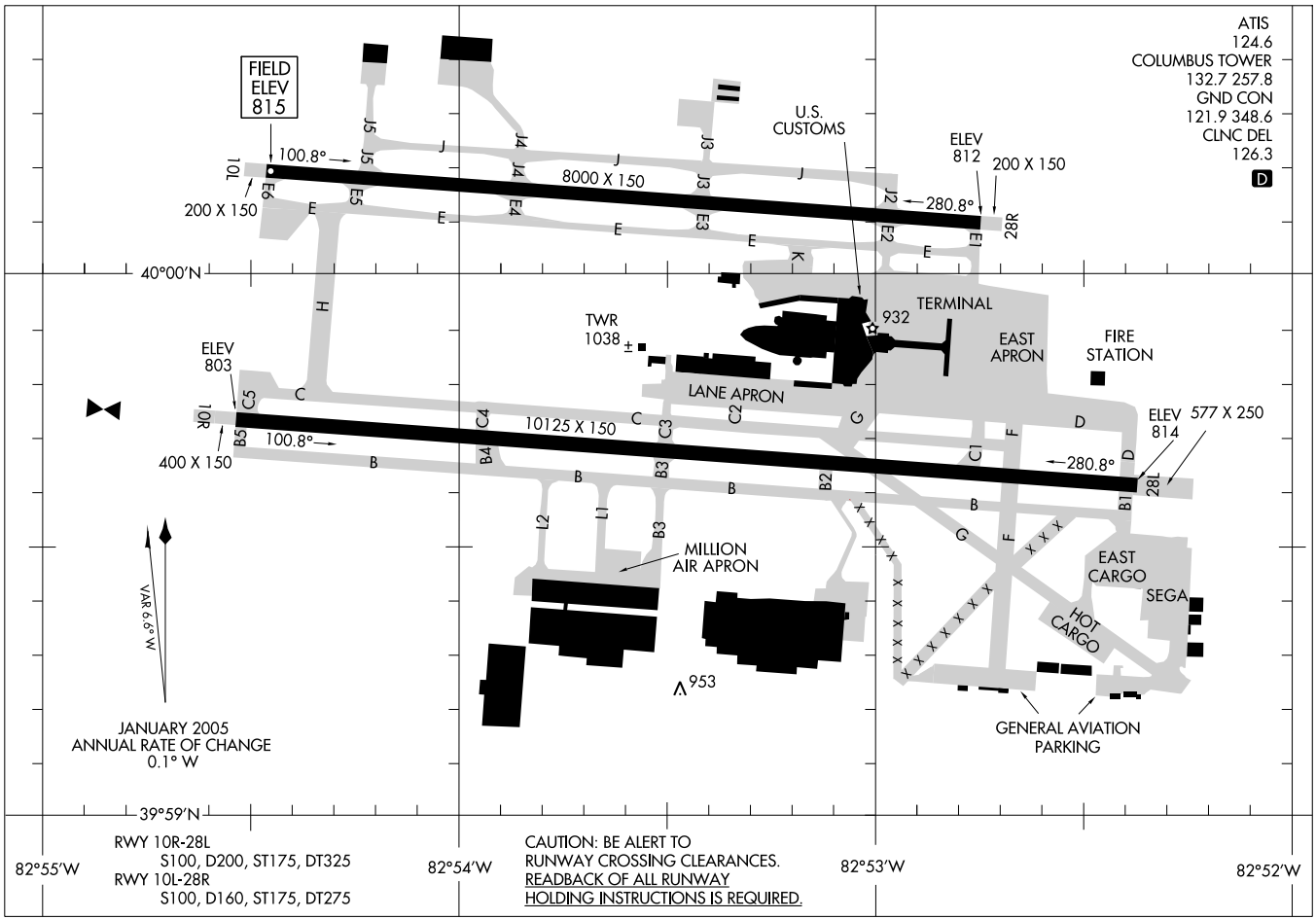
LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

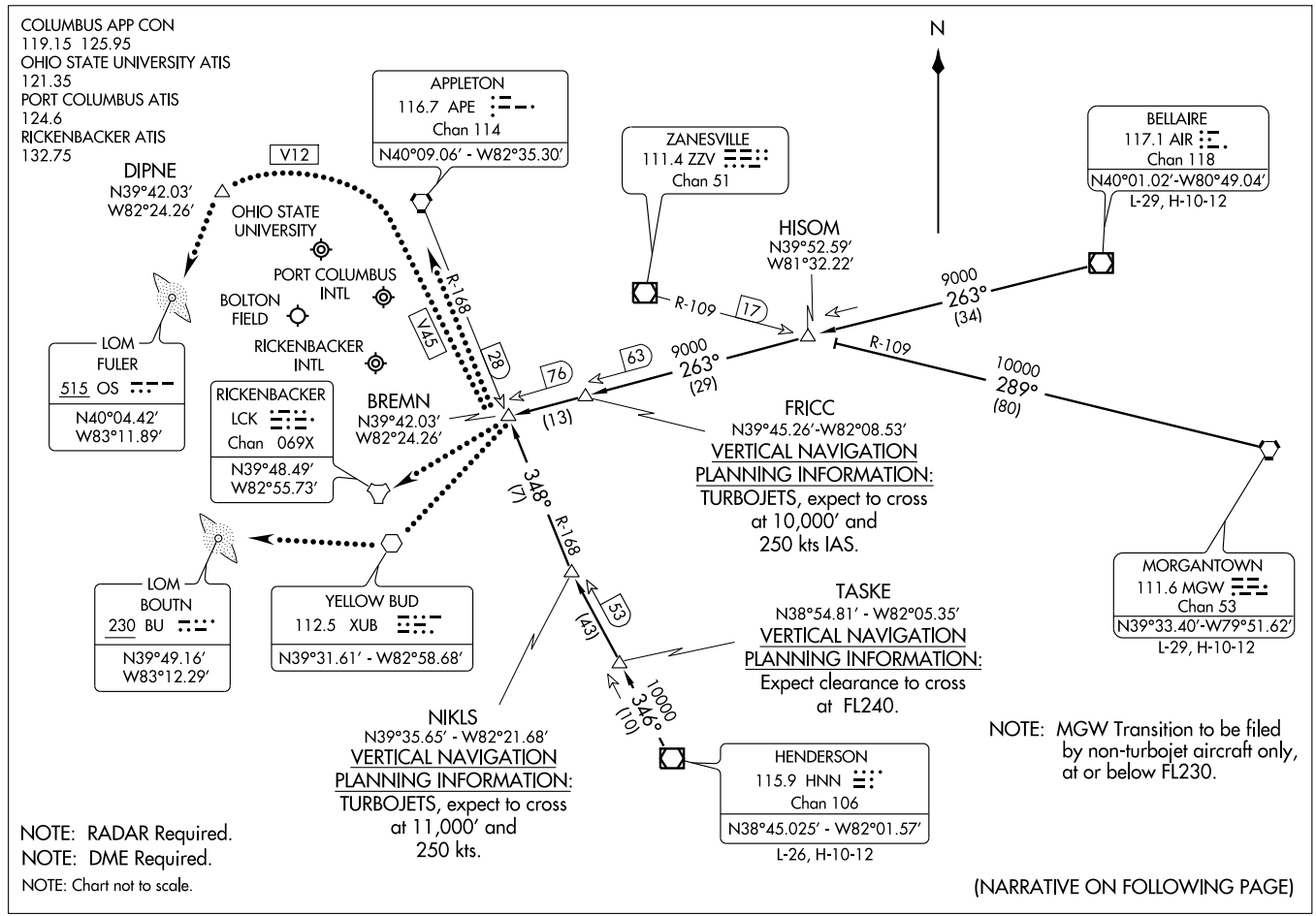
POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 14 JAN 2010 to 11 FEB 2010


ATIS
124.6
COLUMBUS TOWER
132.7 257.8
GND CON
121.9 348.6
CLNC DEL
126.3
D
FIELD
ELEV
815
100.8°
10L
28R
8000 X 150
200 X 150
200 X 150
ELEV
812
280.8°
U.S.
CUSTOMS
40°00'N
TERMINAL
932
TWR
1038 ±
EAST
APRON
FIRE
STATION
LANE APRON
ELEV
803
10R
28L
10125 X 150
100.8°
400 X 150
280.8°
ELEV
814
577 X 250
MILLION
AIR APRON
953
EAST
CARGO
SEGA
HOT
CARGO
GENERAL AVIATION
PARKING
VAR 6.8°W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W
39°59'N
82°55'W
82°54'W
82°53'W
82°52'W
RWY 10R-28L
S100, D200, ST175, DT325
RWY 10L-28R
S100, D160, ST175, DT275
CAUTION: BE ALERT TO
RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY
HOLDING INSTRUCTIONS IS REQUIRED.



(BREMN.BREMN3) 08269

BREMN THREE ARRIVAL

ST-94 (FAA)

COLUMBUS, OHIO

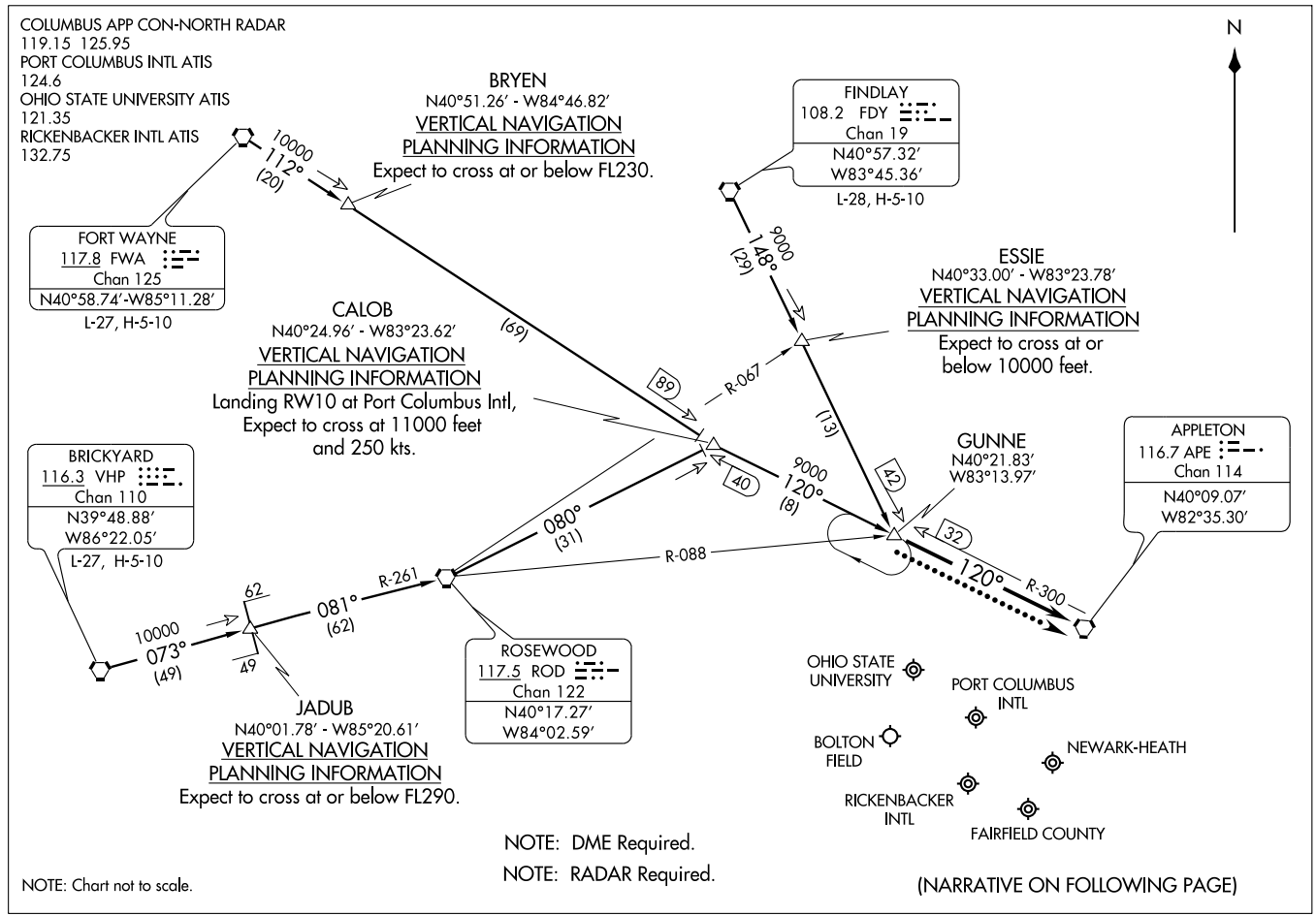
ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.BREMN3): From over AIR VOR/DME via AIR R-263 to BREMN INT. Thence. . . .
HENDERSON TRANSITION (HNN.BREMN3): From over HNN VOR/DME via HNN R-346 to NIKLS INT, then via APE R-168 to BREMN INT. Thence. . . .
MORGANTOWN TRANSITION (MGW.BREMN3): From over MGW VORTAC via MGW R-289 and ZZV R-109 to HISOM, then via AIR R-263 to BREMN. Thence. . . .

. . . . From over BREMN DME expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:
LANDING PORT COLUMBUS INTL: From BREMN INT direct APE VORTAC, maintain 3000 until APE VORTAC.
LANDING OHIO STATE UNIVERSITY: From BREMN INT via V45 to APE VORTAC then via V12 to DIPNE INT then direct FULER (OS) LOM, maintain 3000 until FULER (OS) LOM.
LANDING RICKENBACKER INTL: From BREMN INT direct LCK TACAN, maintain 3000 until LCK TACAN.
LANDING BOLTON FIELD: From BREMN INT to XUB VOR direct BOUTN (BU) LOM, Maintain 3000 until BOUTN (BU) LOM.

EC-2, 14 JAN 2010 to 11 FEB 2010



(GUNNE.GUNNE1) 09239

GUNNE ONE ARRIVAL

ST-94 (FAA)

COLUMBUS, OHIO

ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-CBP	APP CRS	Rwy Idg	8000
109.1	099°	TDZE	815
Chan 28		Apt Elev	815

ILS or LOC RWY 10L

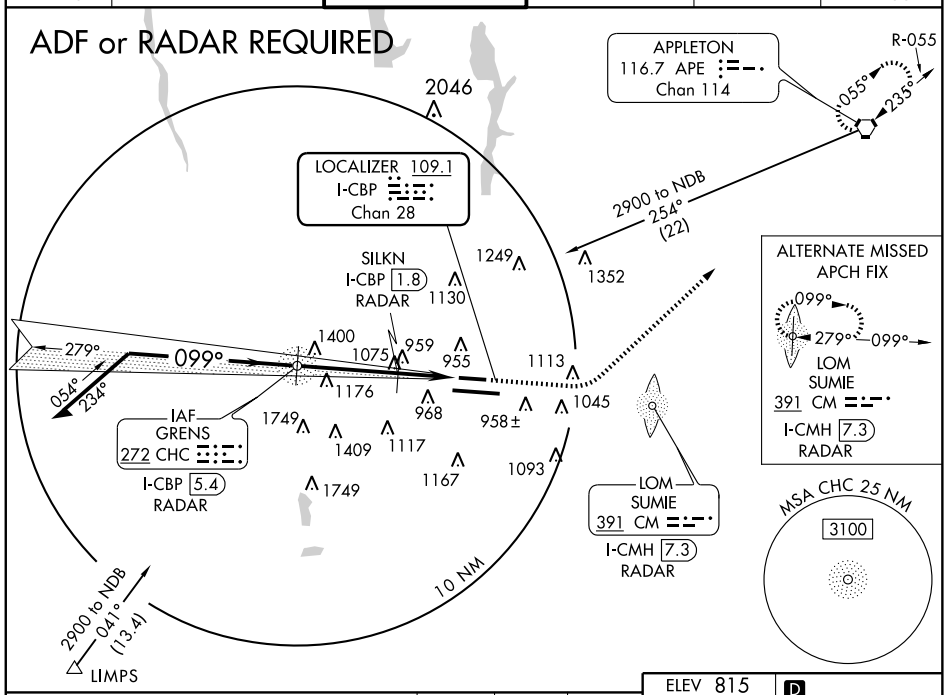
COLUMBUS / PORT COLUMBUS INTL (CMH)

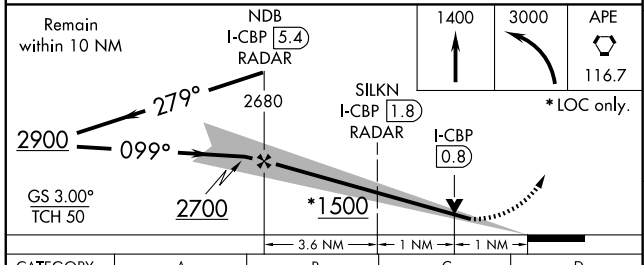
ADF or RADAR REQUIRED
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

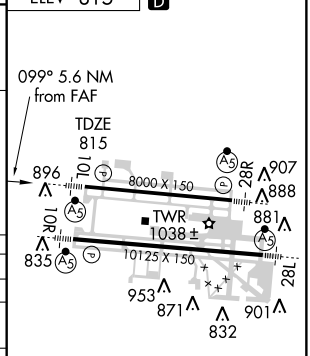
MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct APE VORTAC and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL	UNICOM
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3	122.95





CATEGORY	A	B	C	D
S-ILS 10L		**1015/24 200 (200-½)		
S-LOC 10L	1500/24 685 (700-½)		1500-1½ 685 (700-1½)	1500-1¾ 685 (700-1¾)
CIRCLING	1500-1 685 (700-1)		1500-2 685 (700-2)	1500-2¼ 685 (700-2¼)
SILKN FIX MINIMUMS				
S-LOC 10L	1180/24 365 (400-½)			1180/40 365 (400-¾)
CIRCLING	1340-1 525 (600-1)		1340-1½ 525 (600-1½)	1380-2 565 (600-2)



HIRL Rwys 10R-28L and 10L-28R

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

EC-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-AQI	APP CRS	Rwy Idg	10125
108.7	099°	TDZE	810
Chan 24		Apt Elev	815

ILS or LOC RWY 10R

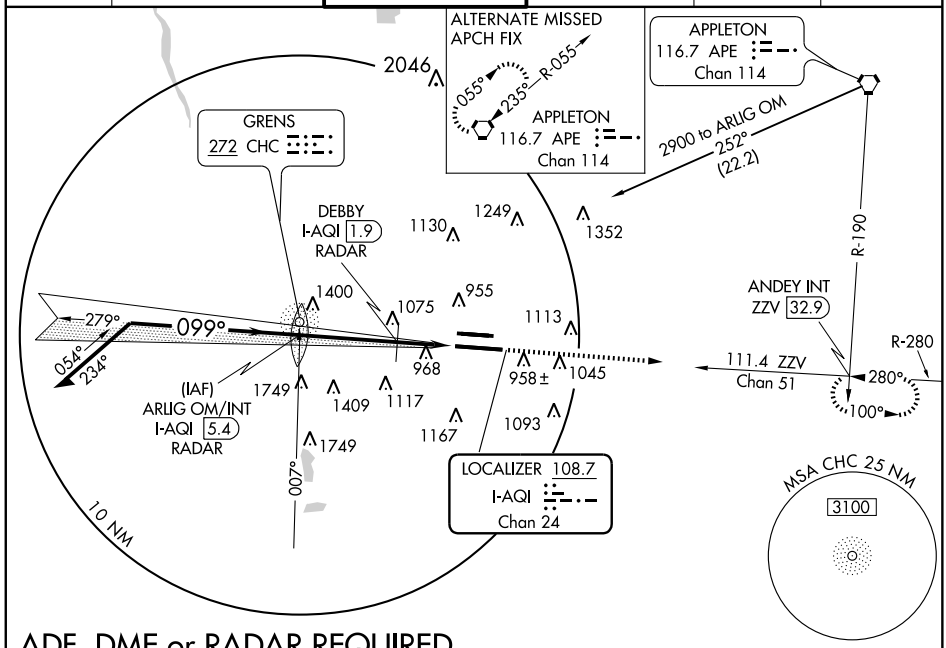
COLUMBUS / PORT COLUMBUS INTL (CMH)

If local altimeter not received, use Rickenbacker Intl altimeter setting and increase all DAs and MDAs 40 feet.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

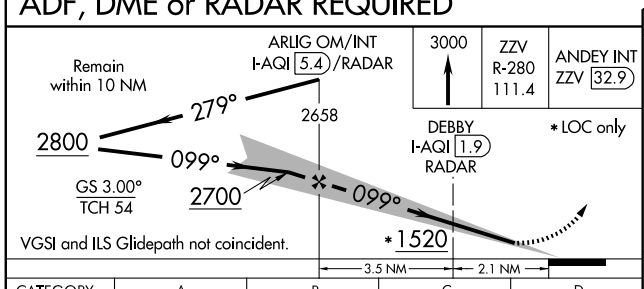
MALSR

MISSED APPROACH: Climb to 3000 via ZZV R-280 to ANDEY Int/ZZV 32.9 DME and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL	UNICOM
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3	122.95

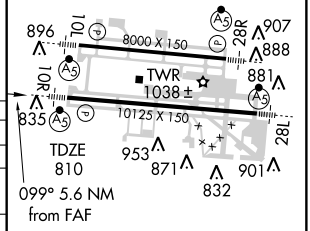


ADF, DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 10R	**1010/24 200 (200-½)			
S-LOC 10R	1520/24 710 (800-½)		1520-1½ 710 (800-1½)	1520-1¾ 710 (800-1¾)
CIRCLING	1520-1 705 (800-1)		1520-2 705 (800-2)	1520-2¼ 705 (800-2¼)
DEBBY FIX MINIMUMS				
S-LOC 10R	1220/24 410 (500-½)		1220/40	410 (500-¾)
CIRCLING	1340-1 525 (600-1)		1340-1½ 525 (600-1½)	1380-2 565 (600-2)

ELEV 815 D



HIRL Rwys 10R-28L and 10L-28R

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

EC-2. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-CMH	APP CRS	Rwy Idg 10125
108.7	279°	TDZE 813
Chan 24		Apt Elev 815

ILS or LOC RWY 28L

COLUMBUS / PORT COLUMBUS INTL (CMH)

**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via heading 210° and APE R-242 to LIMPS Int/34.2 DME and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL	UNICOM
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3	122.95

ALTERNATE MISSED APCH FIX
GRENS
272 CHC
GRENS INT
RADAR
099°
279°

APPLETON
116.7 APE
Chan 114

LOCALIZER 108.7
I-CMH
Chan 24

GRENS
272 CHC
GRENS INT
RADAR

LOM/IAF
SUMIE
391 CM
I-CMH 7.3
RADAR

LIMPS
APE 34.2

R-242
062°
242°

2900
071°
(22.6)

2900
224°
(12.5)

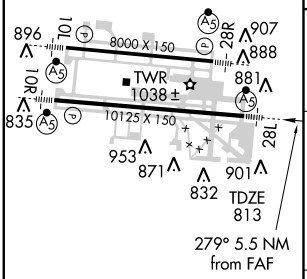
054°
234°
099°
279°

10 NM

MSA CM 25 NM
180°
3100
2800
360°

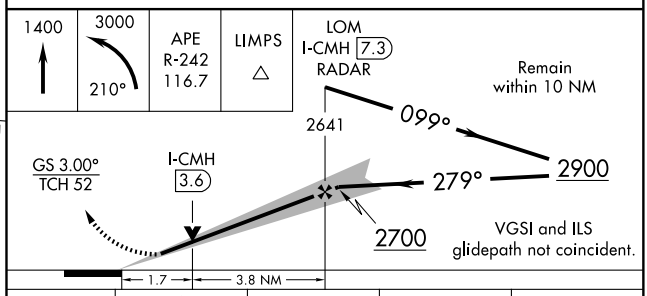
ADF or DME REQUIRED
RADAR REQUIRED

ELEV 815 D



HIRL Rwys 10R-28L and 10L-28R

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 28L	**1013/24 200 (200-½)			
S-LOC 28L	1420/24 607 (700-½)		1420/60 607 (700-1¼)	1420-1½ 607 (700-1½)
CIRCLING	1420-1 605 (700-1)		1420-1¾ 605 (700-1¾)	1420-2 605 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-ONB	APP CRS	Rwy Idg 8000
109.1	279°	TDZE 813
Chan 28		Apt Elev 815

ILS or LOC RWY 28R

COLUMBUS / PORT COLUMBUS INTL (CMH)

MALSR

MISSED APPROACH: Climb to 2800 direct GRENS NDB and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL	UNICOM
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3	122.95

ADF REQUIRED

APPLETON 116.7 APE Chan 114

ALTERNATE MISSED APCH FIX

055° 235° R-055

APPLETON 116.7 APE Chan 114

LOCALIZER 109.1 I-ONB Chan 28

GRENS 272 CHC

2046 1400 1130 1352 1249 (IAF) GOTSL INT I-ONB 6.6 RADAR 2900 228° (12.5) R-228 1075 955 1113 999± 1169± 968 958± 1045 1117 1167 UNOIT I-ONB 3.2 RADAR 1093 1749 1409 1749 099° 279° 054° 234° 099° 279° LOM SUMIE 391 CM 10 NM

MSA CM 25 NM 180° 3100 2800 360°

ELEV 815 D

279° 5.1 NM from FAF

TDZE 813

10L 10R 28R 28L 896 907 888 881 835 953 871 901 832 8000 X 150 10125 X 150 TWR 1038±

HIRL Rwys 10R-28L and 10L-28R

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

2800 CHC 272

* LOC only.

GOTSL INT I-ONB 6.6 RADAR

Remain within 10 NM

UNOIT I-ONB 3.2 RADAR

I-ONB 1.5

2500 099° 2800 279° 2500 1400* GS 3.00° TCH 50

1.7 NM 3.4 NM

CATEGORY	A	B	C	D
S-ILS 28R	1013-½ 200 (200-½)			
S-LOC 28R	1400-½ 587 (600-½)		1400-1 587 (600-1)	1400-1¼ 587 (600-1¼)
CIRCLING	1400-1 585 (600-1)		1400-1½ 585 (600-1½)	1400-2 585 (600-2)
UNOIT FIX MINIMUMS				
S-LOC 28R	1260-½ 447 (500-½)		1260-¾ 447 (500-¾)	1260-1 447 (500-1)
CIRCLING	1340-1 525 (600-1)		1340-1½ 525 (600-1½)	1380-2 565 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8000
CH 40299	099°	TDZE	815
W10B		Apt Elev	815

RNAV (GPS) RWY 10L

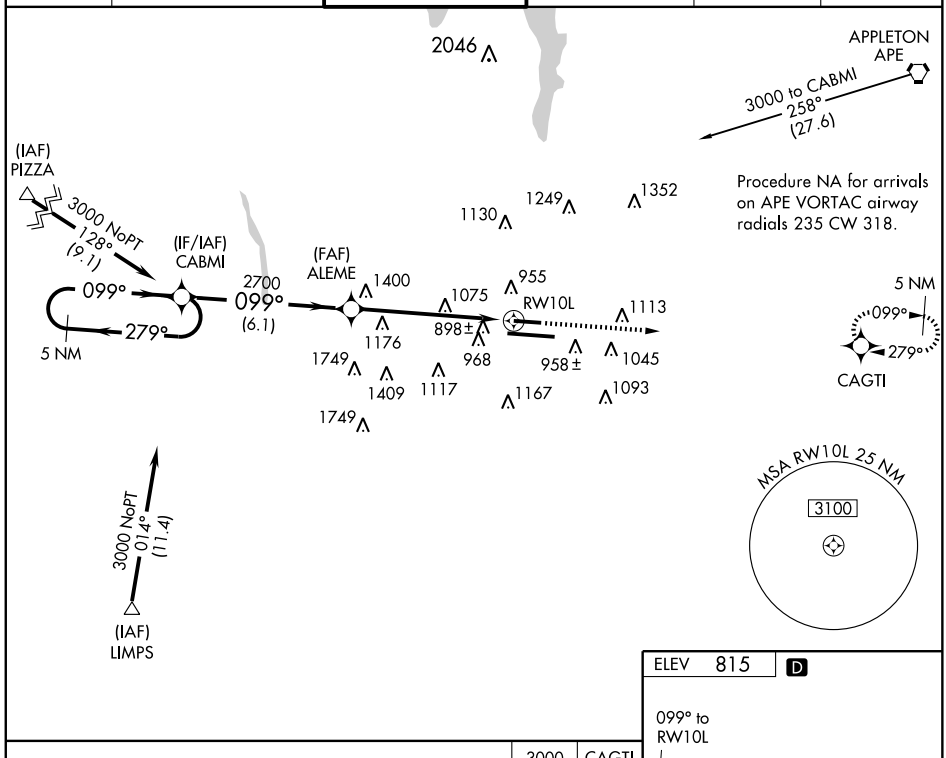
COLUMBUS / PORT COLUMBUS INTL (CMH)

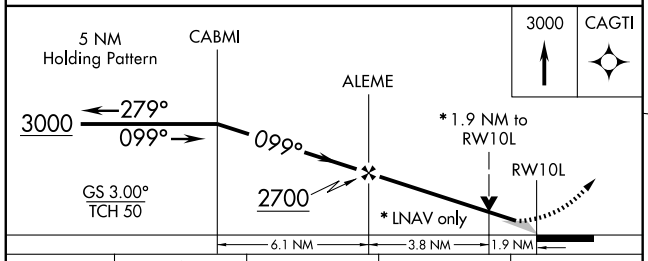
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats.

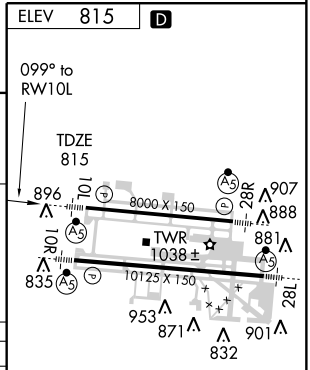
MALSR

MISSED APPROACH: Climb to 3000 direct CAGTI and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL	UNICOM
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3	122.95







CATEGORY	A	B	C	D
LPV DA	1097/24 282 (300-½)			
LNAV/ VNAV DA	1264/50 449 (500-1)			
LNAV MDA	1480/24 665 (700-½)		1480/60 665 (700-1¼)	1480-1½ 665 (700-1½)
CIRCLING	1480-1 665 (700-1)		1480-1¾ 665 (700-1¾)	1480-2 665 (700-2)

HIRL Rwys 10R-28L and 10L-28R

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS		
CH 99603	099°	Rwy Idg	10125
W10A		TDZE	810
		Apt Elev	815

RNAV (GPS) RWY 10R

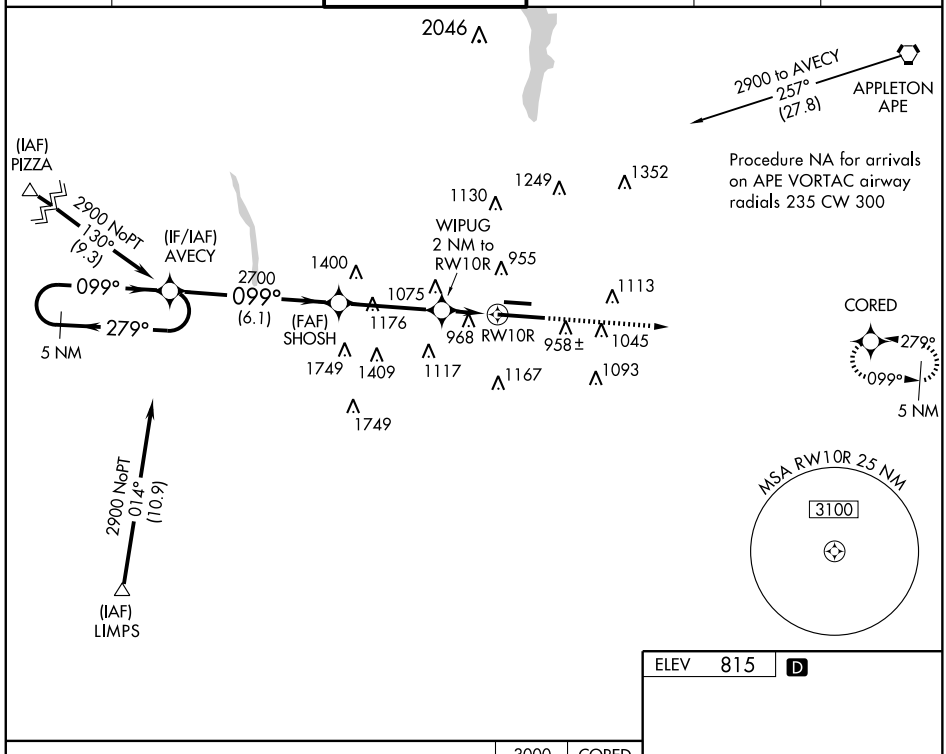
COLUMBUS / PORT COLUMBUS INTL (CMH)

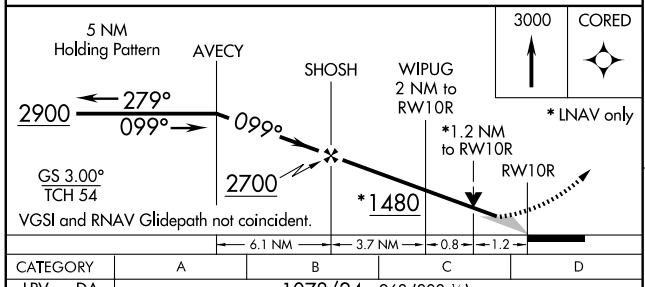
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV visibility to 1 all Cats.

MALSR

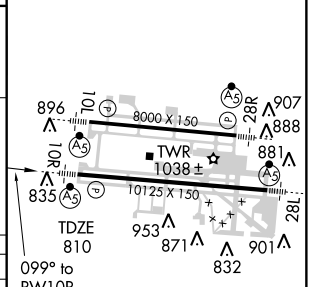
MISSED APPROACH: Climb to 3000 direct CORED and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL	UNICOM
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3	122.95





CATEGORY	A	B	C	D
LPV DA	1078/24 268 (300-½)			
LNAV/VNAV DA	1268/50 458 (500-1)			
LNAV MDA	1240/24 430 (500-½)		1240/40 430 (500-¾)	1240/50 430 (500-1)
CIRCLING	1340-1 525 (600-1)		1340-1½ 525 (600-1½)	1380-2 565 (600-2)



WAAS	APP CRS	Rwy Idg	10125
CH 48999	279°	TDZE	813
W28A		Apt Elev	815

RNAV (GPS) RWY 28L

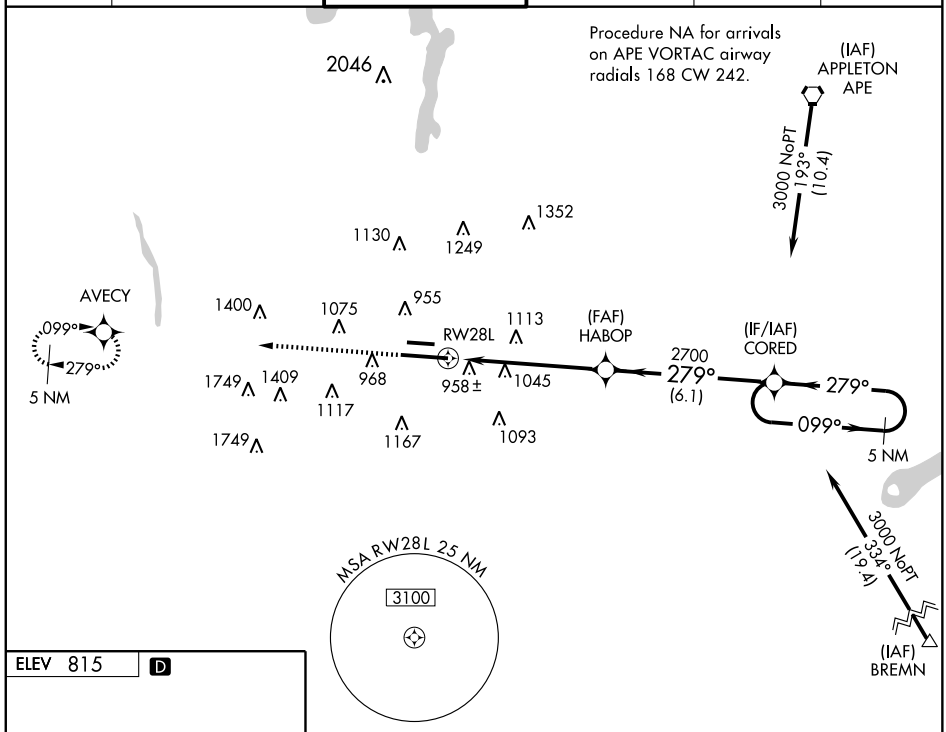
COLUMBUS / PORT COLUMBUS INTL (CMH)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

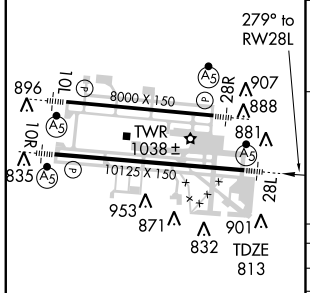
MALSR

MISSED APPROACH: Climb to 2900 direct AVECY and hold.

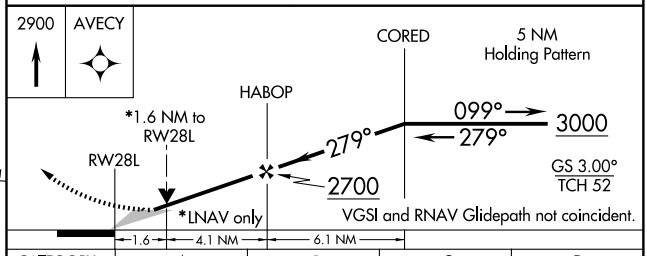
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL	UNICOM
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3	122.95



ELEV 815 D



HIRL Rwys 10R-28L and 10L-28R



CATEGORY	A	B	C	D
LPV DA	1063/24 250 (300-½)			
LNAV/VNAV DA	1341/60 528 (600-1¼)			
LNAV MDA	1380/24 567 (600-½)		1380/50 567 (600-1)	1380/60 567 (600-1¼)
CIRCLING	1380-1 565 (600-1)		1380-1½ 565 (600-1½)	1380-2 565 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

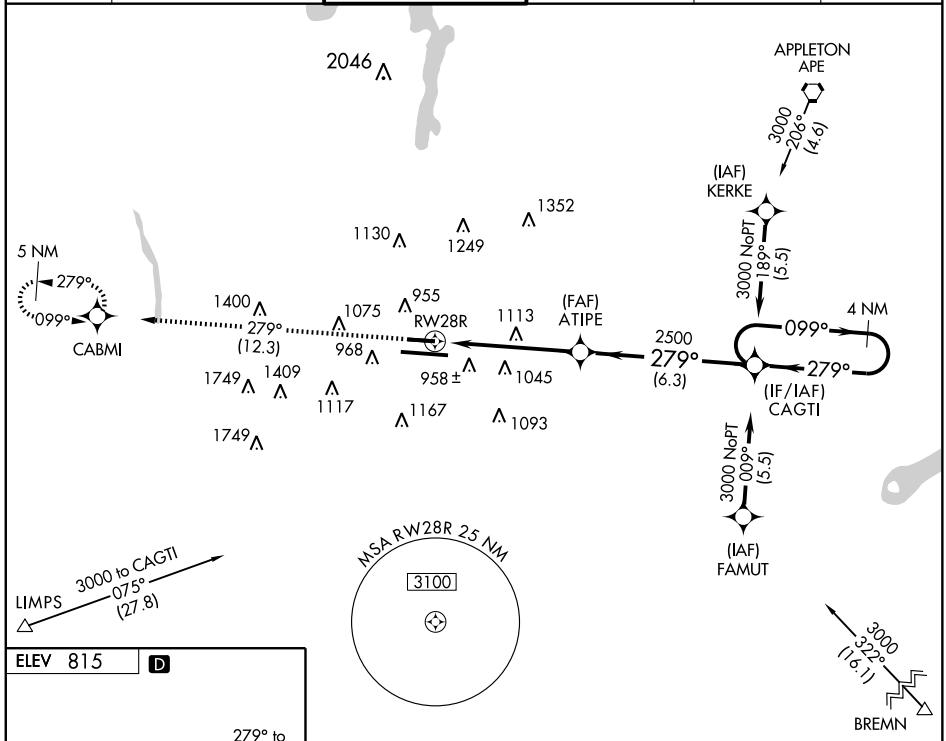
APP CRS	Rwy Idg	8000
279°	TDZE	813
	Apt Elev	815

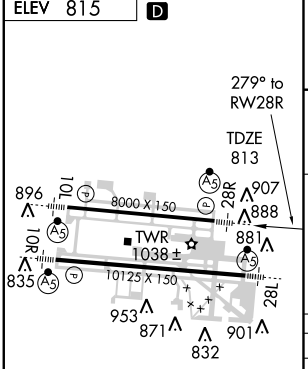
RNAV (GPS) RWY 28R

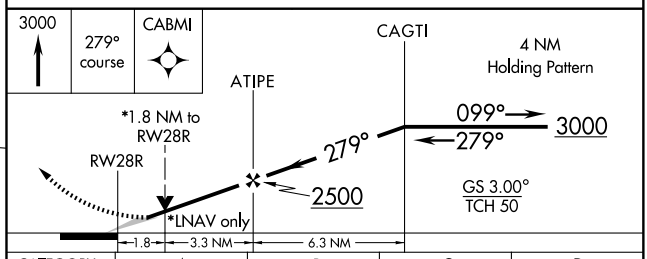
COLUMBUS / PORT COLUMBUS INTL (CMH)

▼ Baro-VNAV NA below -17°C (2°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. ⚠ NA	MALSR	MISSED APPROACH: Climb to 3000 via course 279° to CABMI WP and hold.	

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL	UNICOM
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1160-¾ 347 (400-¾)			
LNAV MDA	1420-¾ 607 (700-¾)		1420-1¼ 607 (700-1¼)	1420-1½ 607 (700-1½)
CIRCLING	1420-1¼ 605 (700-1¼)		1420-1¾ 605 (700-1¾)	1420-2 605 (700-2)

HIRL Rwys 10R-28L and 10L-28R

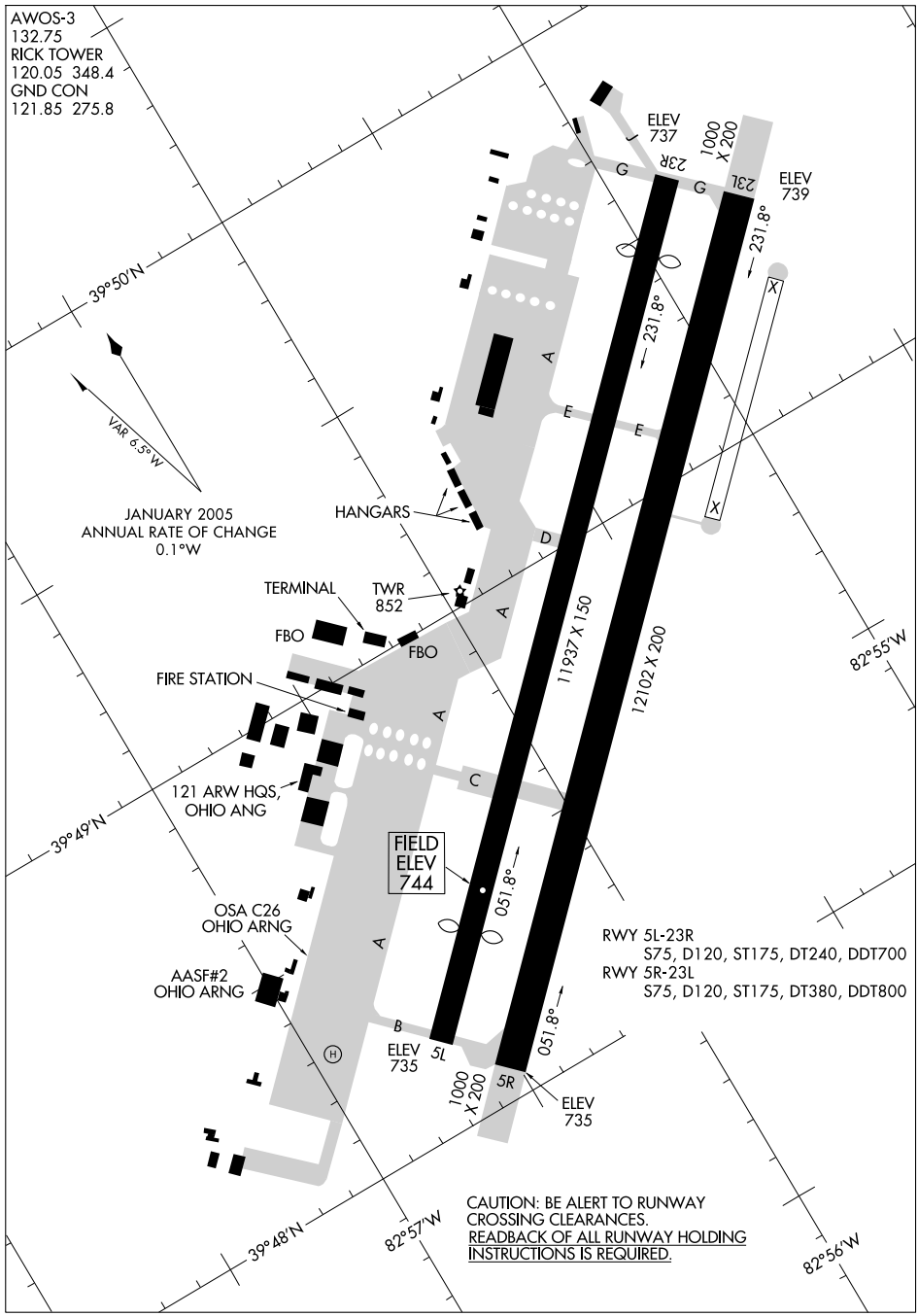
EC-2, 14 JAN 2010 to 11 FEB 2010

09295

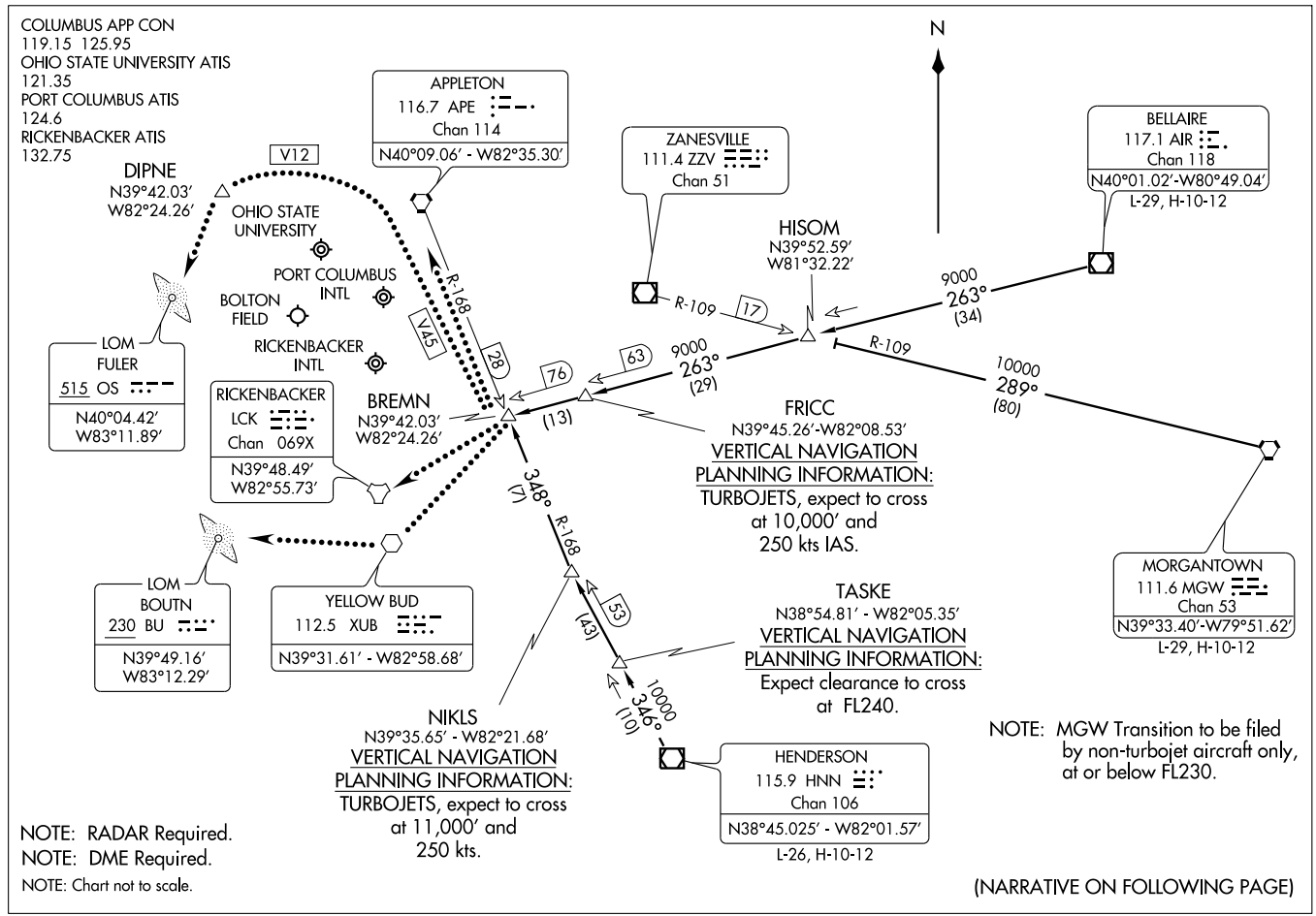
AIRPORT DIAGRAM

AL-6846 (FAA)

COLUMBUS/ RICKENBACKER INTL (LCK)
COLUMBUS, OHIO



EC-2, 14 JAN 2010 to 11 FEB 2010



(BREMN.BREMN3) 08269

BREMN THREE ARRIVAL

ST-94 (FAA)

COLUMBUS, OHIO

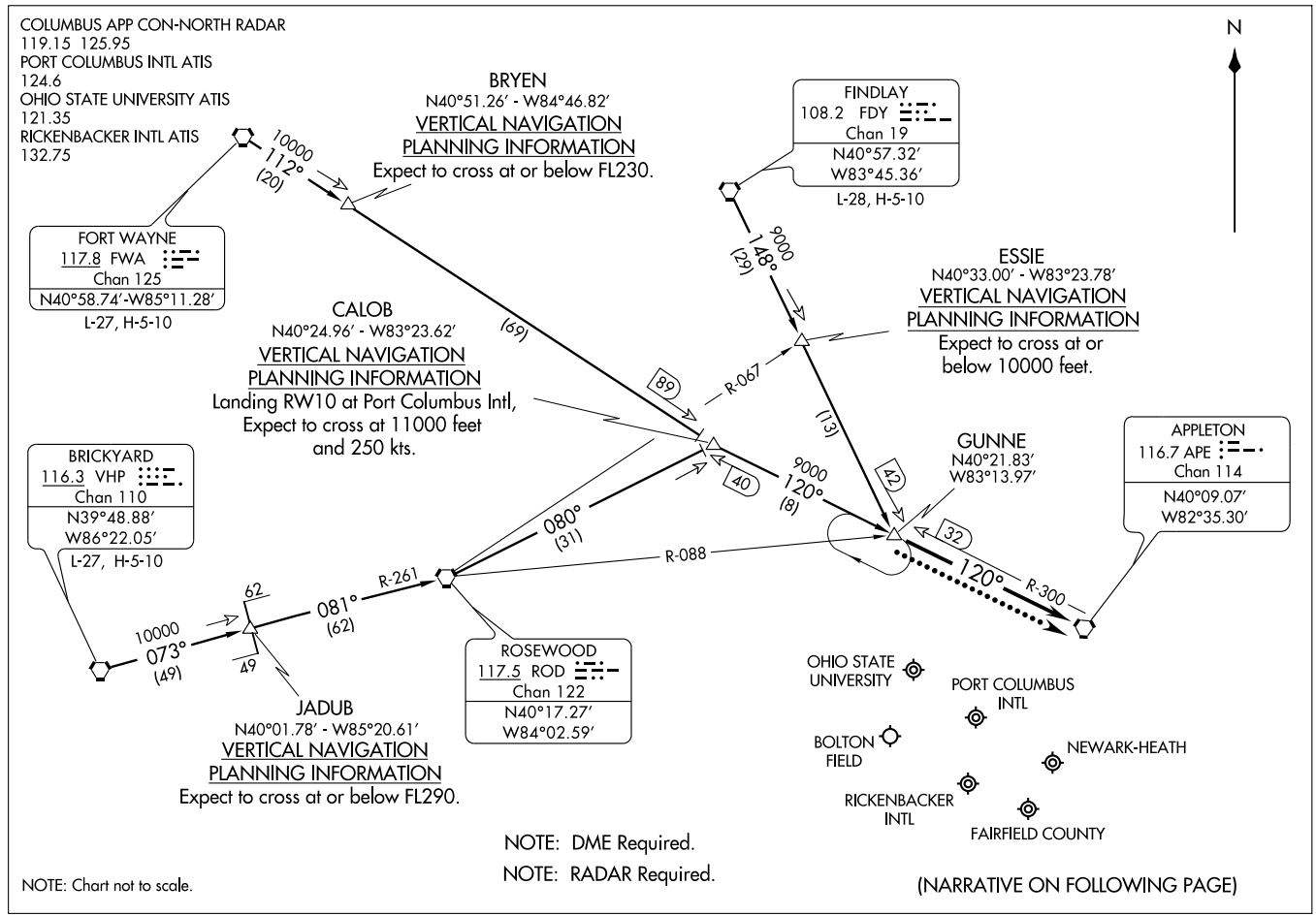
ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.BREMN3): From over AIR VOR/DME via AIR R-263 to BREMN INT. Thence. . . .
HENDERSON TRANSITION (HNN.BREMN3): From over HNN VOR/DME via HNN R-346 to NIKLS INT, then via APE R-168 to BREMN INT. Thence. . . .
MORGANTOWN TRANSITION (MGW.BREMN3): From over MGW VORTAC via MGW R-289 and ZZV R-109 to HISOM, then via AIR R-263 to BREMN. Thence. . . .

. . . . From over BREMN DME expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:
LANDING PORT COLUMBUS INTL: From BREMN INT direct APE VORTAC, maintain 3000 until APE VORTAC.
LANDING OHIO STATE UNIVERSITY: From BREMN INT via V45 to APE VORTAC then via V12 to DIPNE INT then direct FULER (OS) LOM, maintain 3000 until FULER (OS) LOM.
LANDING RICKENBACKER INTL: From BREMN INT direct LCK TACAN, maintain 3000 until LCK TACAN.
LANDING BOLTON FIELD: From BREMN INT to XUB VOR direct BOUTN (BU) LOM, Maintain 3000 until BOUTN (BU) LOM.

EC-2, 14 JAN 2010 to 11 FEB 2010



(GUNNE.GUNNE1) 09239

GUNNE ONE ARRIVAL

ST-94 (FAA)

COLUMBUS, OHIO

ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

EC-2, 14 JAN 2010 to 11 FEB 2010

HI-ILS or LOC/DME RWY 5R

LOC I-DDV	APCH CRS	Rwy ldg 12,102
110.1	050°	TDZE 736
Chan 38		Arpt Elev 744

JAL-6846 [USAF] COLUMBUS/RICKENBACKER INTL (KLCK)

* When ALS inop, increase CAT CDE RVR to 4000,
** When ALS inop, increase CAT C RVR to 5000, CAT DE RVR to 6000.
*** Circling NA NW of Rwy 5L/23R.

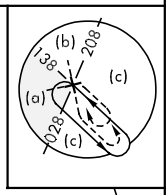
ALSF-2

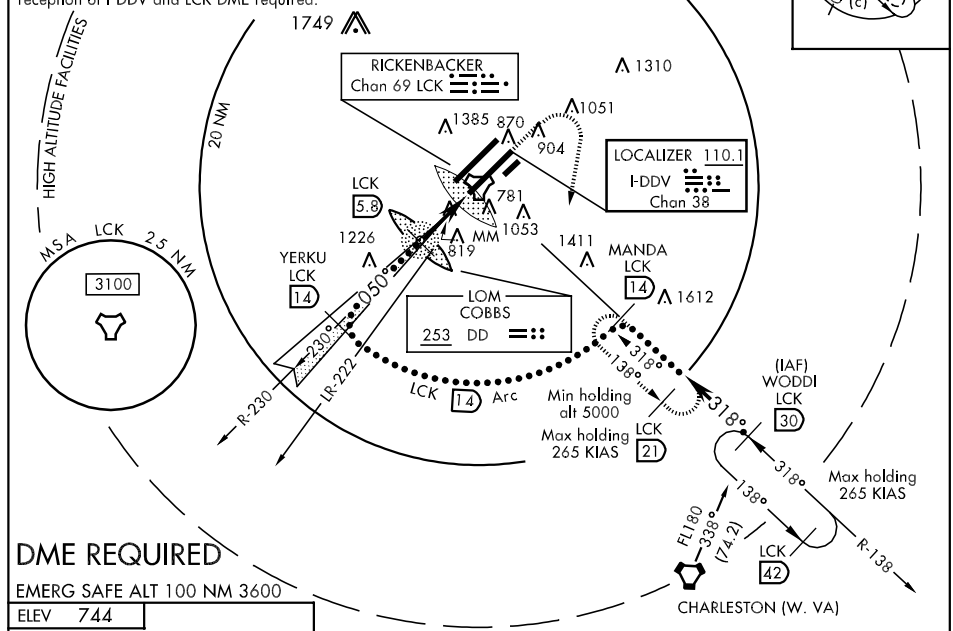
MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 via heading 190° and LCK R-138 to MANDA/LCK 14.0 DME and hold.

COLUMBUS APP CON	RICK TOWER	GND CON	AWOS-3
119.15 279.6	120.05 348.4	121.85 275.8	132.75

When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DA to 972 ft and all MDA 40 ft, increase S-ILS CAT C,D,E vis to RVR 2400, and Circling CAT E vis to 2½.

DME from LCK TACAN. Simultaneous reception of I-DDV and LCK DME required.



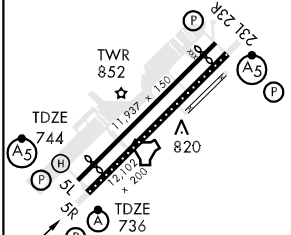


DME REQUIRED

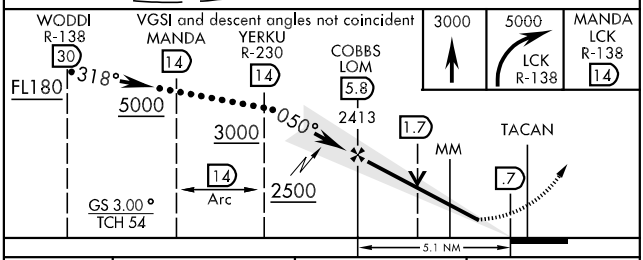
EMERG SAFE ALT 100 NM 3600

ELEV 744

Rwy 5L ldg 11,018
Rwy 23R ldg 10,934



FAF to MAP 5.1 NM					
Knots	120	140	160	180	200
Min:Sec	2:33	2:11	1:55	1:42	1:32



CATEGORY	C	D	E
S-ILS 5R *	936/18 200 (200-¼)		936/24 200 (200-½)
S-LOC 5R **	1080/24 344 (400-½)	1080/40 344 (400-¾)	
SIDESTEP RWY 5L	1180-1½ 444 (500-1½)	1180- 2 444 (500-2)	
CIRCLING ***	1200-1½ 456 (500-1½)	1300-2 556 (600-2)	1380-2¼ 636 (700-2¼)

EC-2, 14 JAN 2010 to 11 FEB 2010

HI-ILS or LOC RWY 23L

LOC I-LCK	APCH CRS	Rwy ldg 12,102 TDZE 739 Arpt Elev 744
110.1	230°	

JAL-6846 [USAF] COLUMBUS/RICKENBACKER INTL (KLCK)

*When ALS inop, increase CAT CDE RVR to 4000, increase S-LOC CAT C RVR to 6000, CAT DE vis to 1½.
**Circling NA NW of Rwy 5L-23R.

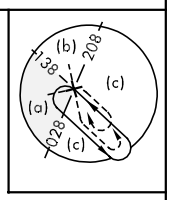
MALSR

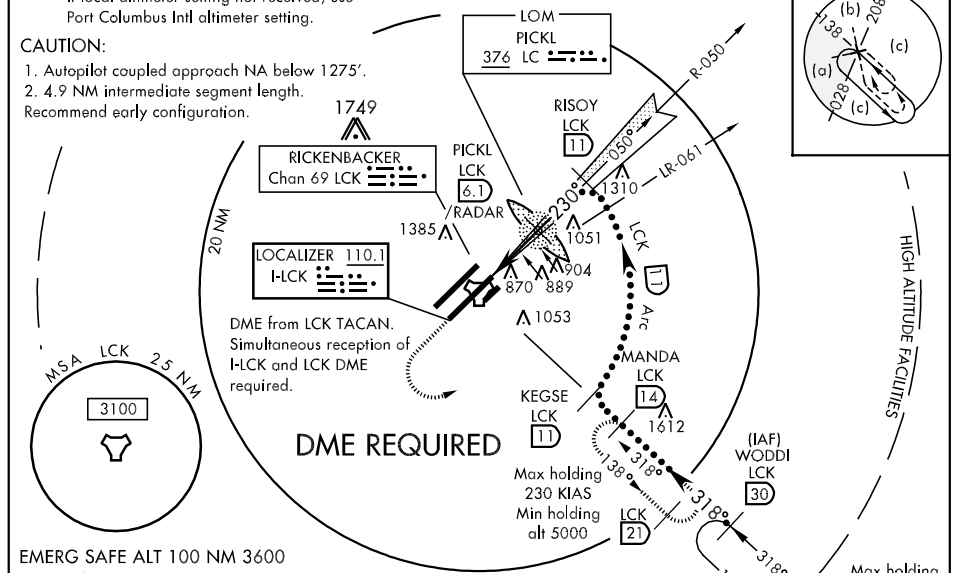
MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 via heading 080° and LCK R-138 to MANDA/ LCK 14 DME and hold (RADAR or DME REQUIRED).

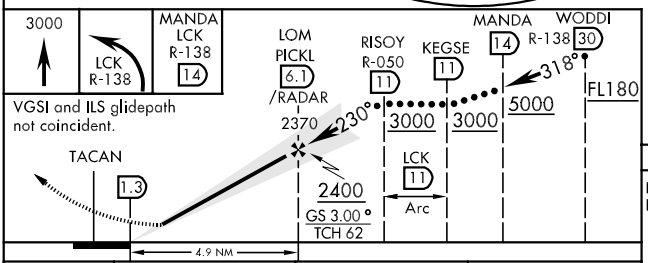
COLUMBUS APP CON	RICK TOWER	GND CON	AWOS-3
119.15 279.6	120.05 348.4	121.85 275.8	132.75

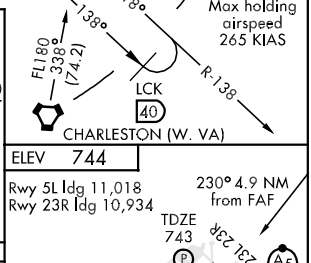
*** If local altimeter setting not received, use Port Columbus Intl altimeter setting.

CAUTION:
1. Autopilot coupled approach NA below 1275'.
2. 4.9 NM intermediate segment length. Recommend early configuration.



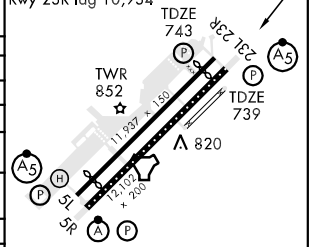






CATEGORY	C	D	E
S-ILS 23L *	939/24 200 (200-½)		
S-LOC 23L	1180/40 441 (500-¾)	1180/50 441 (500-1)	
SIDESTEP RWY 23R	1220-1½ 477 (500-1½)	1220-2 477 (500-2)	
CIRCLING**	1220-1½ 476 (500-1½)	1300-2 556 (600-2)	1380-2¼ 636 (700-2¼)
*** PORT COLUMBUS INTL ALTIMETER SETTING MINIMUMS			
S-ILS 23L *	975/24 236 (300-½)		
S-LOC 23L	1220/40 481 (500-¾)	1220/50 481(500-1)	1220/60 481(500-1¼)
SIDESTEP RWY 23R	1260-1½ 517 (600-1½)	1260-2 517 (600-2)	
CIRCLING**	1260-1½ 516 (600-1½)	1340-2 596 (600-2)	1420-2¼ 676 (700-2¼)

ELEV 744
Rwy 5L ldg 11,018
Rwy 23R ldg 10,934
230° 4.9 NM from FAF



REIL Rwy 23R
HIRL all Rwys
TDZL/CL Rwy 5R

FAF to MAP 4.9 NM					
Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

COLUMBUS, OHIO

AL-6846 (FAA)

LOC/DME I-FQS	APP CRS	Rwy Idg	11018
110.55	050°	TDZE	744
Chan 42 (Y)		Apt Elev	744

ILS or LOC RWY 5L

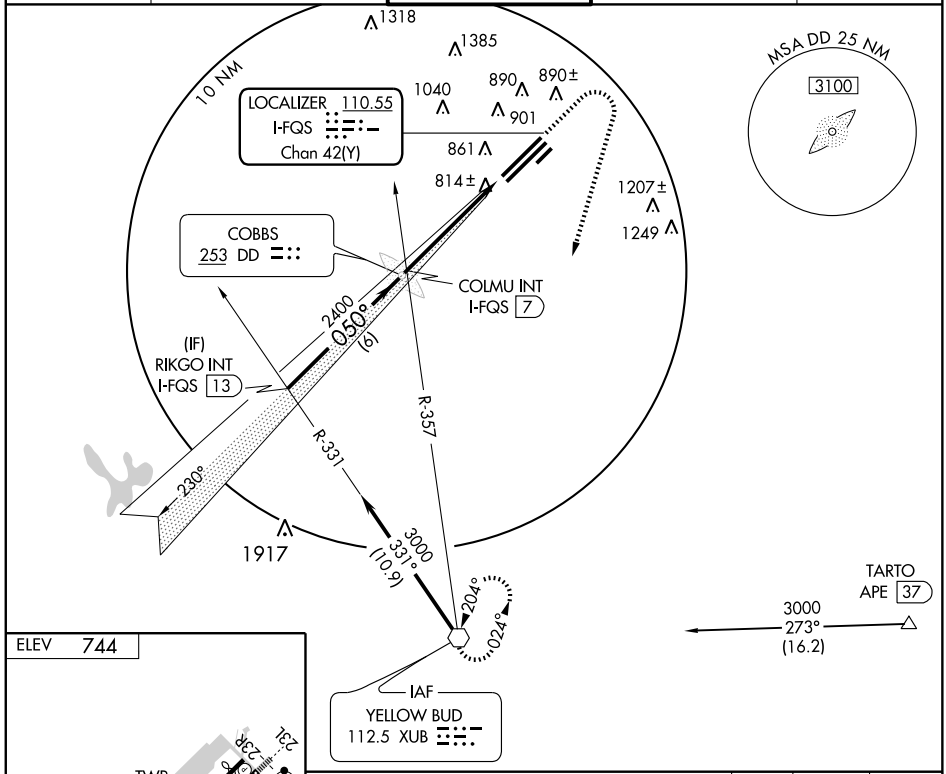
COLUMBUS / RICKENBACKER INTL (LCK)

If local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DAs to 980 feet and increase all MDAs 40 feet. Circling not authorized NW of Rwy 5L-23R.
For inoperative MALSR increase S-LOC Cat D visibility to 1 mile.

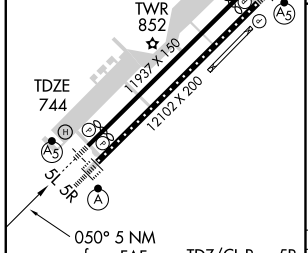
MALSR

MISSED APPROACH: Climb to 3000, then right turn direct XUB VOR and hold.

AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95

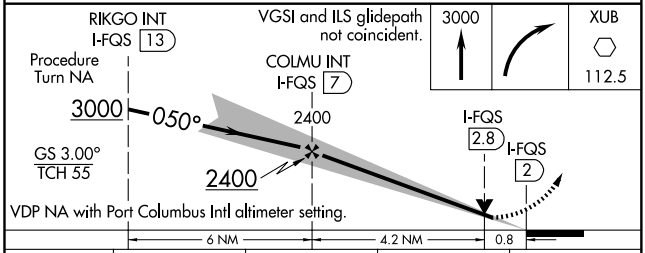


ELEV 744



TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 5L	944-½		200 (200-½)	
S-LOC 5L	1080-½	336 (400-½)		1080-¾ 336 (400-¾)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

COLUMBUS, OHIO AL-6846 (FAA)

LOC/DME I-DDV	APP CRS		5R	5L
110.1	050°	Rwy Idg	12102	11018
Chan 38		TDZE	736	744
		Apt Elev	744	744

ILS or LOC RWY 5R

COLUMBUS / RICKENBACKER INTL (LCK)

When local altimeter setting not received, use Port Columbus altimeter setting and increase all DA to 975 feet, and all MDA 40 feet; increase S-ILS 5R visibility to RVR 2400 all Cats. Circling not authorized NW of Rwy 5L-23R.

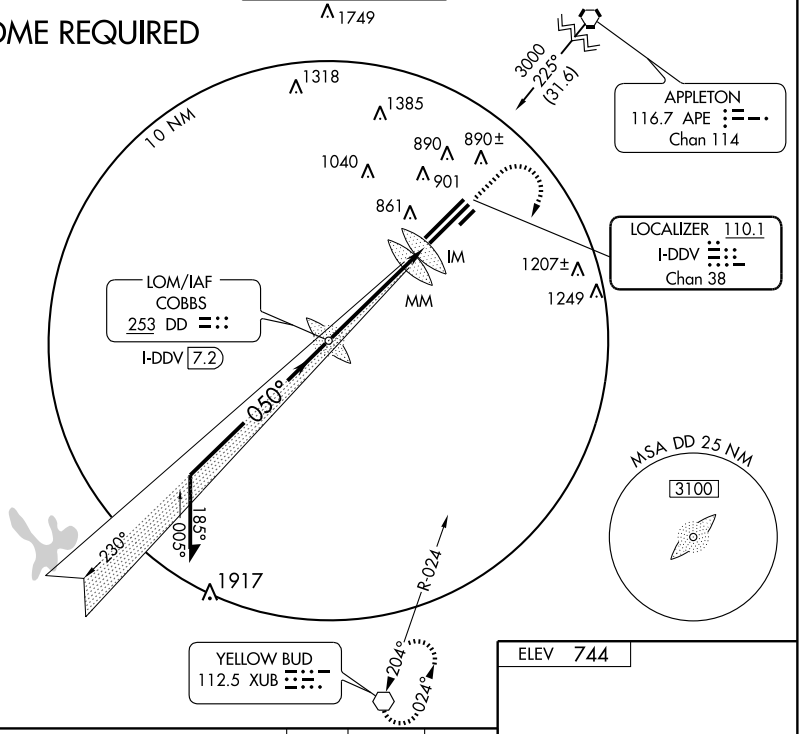
5R ALSF-2 (A)

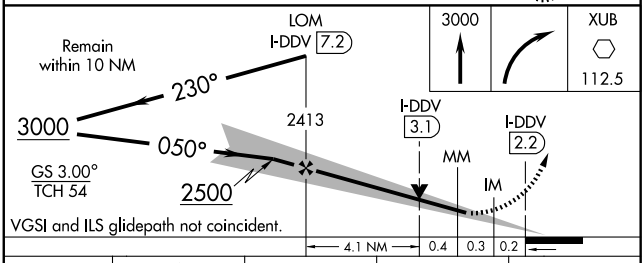
5L MALSR (A5)

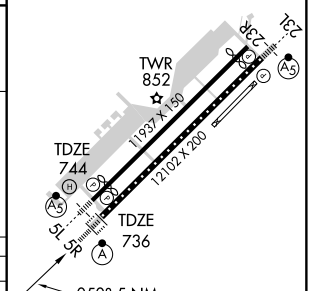
MISSED APPROACH: Climb to 3000, then right turn direct XUB VOR and hold.

AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95

ADF or DME REQUIRED







CATEGORY	A	B	C	D
S-ILS 5R	936/18 200 (200-½)			
S-LOC 5R	1080/24 344 (400-½)			1080/40 344 (400-¾)
SIDESTEP RWY 5L	1180-1 436 (500-1)		1180-1½ 436 (500-1½)	1180-2 436 (500-2)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2. 14 JAN 2010 to 11 FEB 2010

LOC I-LCK	APP CRS		23L	23R
110.1	230°	Rwy Idg	12102	10934
		TDZE	739	743
		Apt Elev	744	744

ILS or LOC RWY 23L

COLUMBUS / RICKENBACKER INTL (LCK)

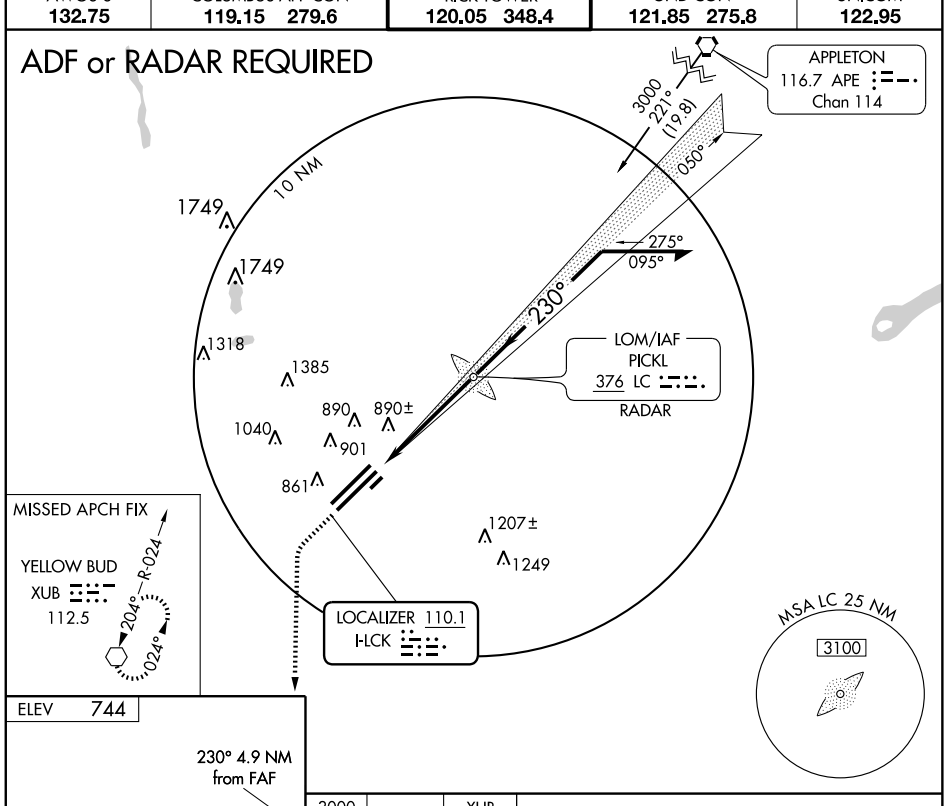
⚠ When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DA to 975 feet and all MDA 40 feet. Circling not authorized NW of Rwy 5L-23R.

MALSR

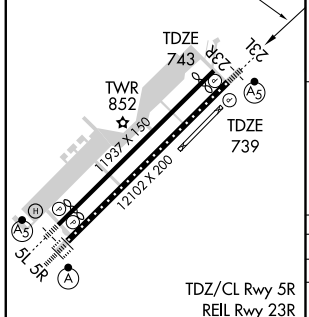
MISSED APPROACH: Climb to 3000, then left turn direct XUB VOR and hold.

AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95

ADF or RADAR REQUIRED

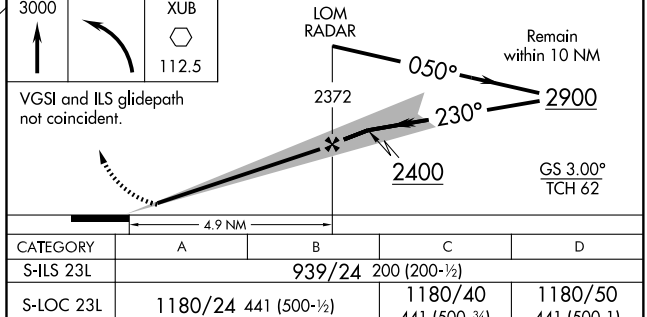


ELEV 744



TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 23L	939/24 200 (200-½)			
S-LOC 23L	1180/24 441 (500-½)		1180/40 441 (500-¾)	1180/50 441 (500-1)
SIDESTEP RWY 23R	1220-1 477 (500-1)		1220-1½ 477 (500-1½)	1220-2 477 (500-2)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

COLUMBUS, OHIO

AL-6846 (FAA)

LOC/DME I-DDV	APP CRS	Rwy Idg	12102
110.1	050°	TDZE	736
Chan 38		Apt Elev	744

ILS RWY 5R (CAT II)

COLUMBUS / RICKENBACKER INTL (LCK)

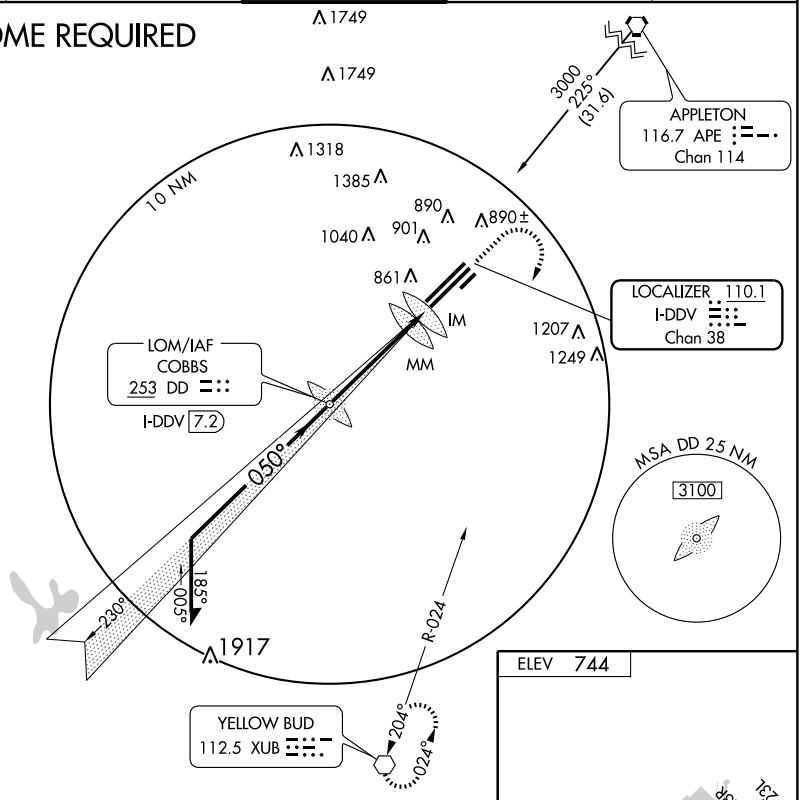
⚠ Cat II NA when using Port Columbus altimeter setting.

ALSF2

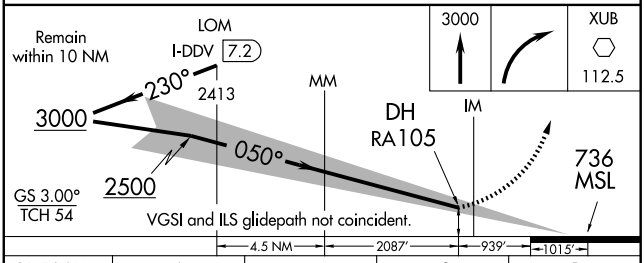
MISSED APPROACH: Climb to 3000, then turn right direct XUB VOR and hold.

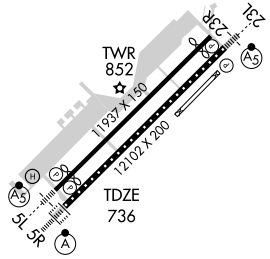
AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95

ADF or DME REQUIRED



ELEV 744





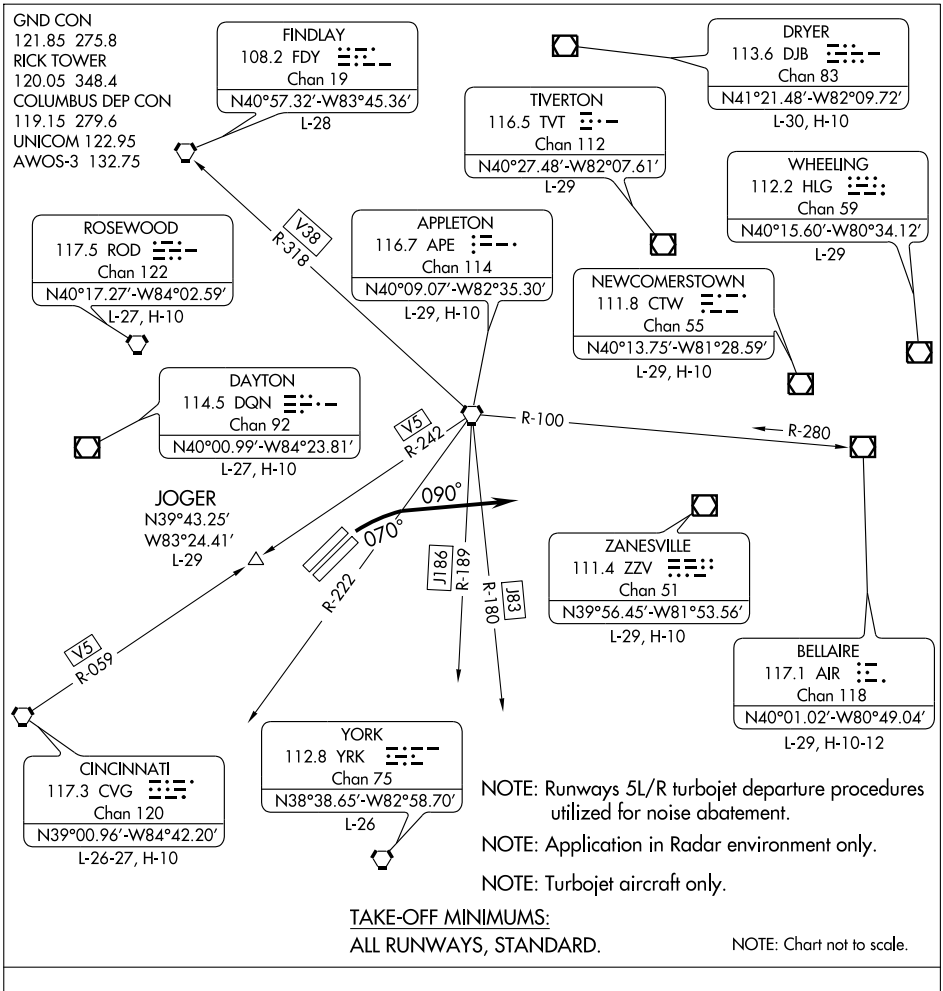
CATEGORY	A	B	C	D
S-ILS 5R	RA 105/12 103 DA 839			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

EC-2, 14 JAN 2010 to 11 FEB 2010

LOCKBOURNE TWO DEPARTURE



NOTE: Runways 5L/R turbojet departure procedures utilized for noise abatement.

NOTE: Application in Radar environment only.

NOTE: Turbojet aircraft only.

TAKE-OFF MINIMUMS:
ALL RUNWAYS, STANDARD.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 5L or 5R: Climbing right turn to 3000' via heading 070° until crossing APE R-222, then right turn heading 090°. Expect vectors to assigned route and clearance to filed altitude 10 minutes after departure.

LOM DD	APP CRS	Rwy Idg	12102
253	051°	TDZE	736
		Apt Elev	744

NDB RWY 5R

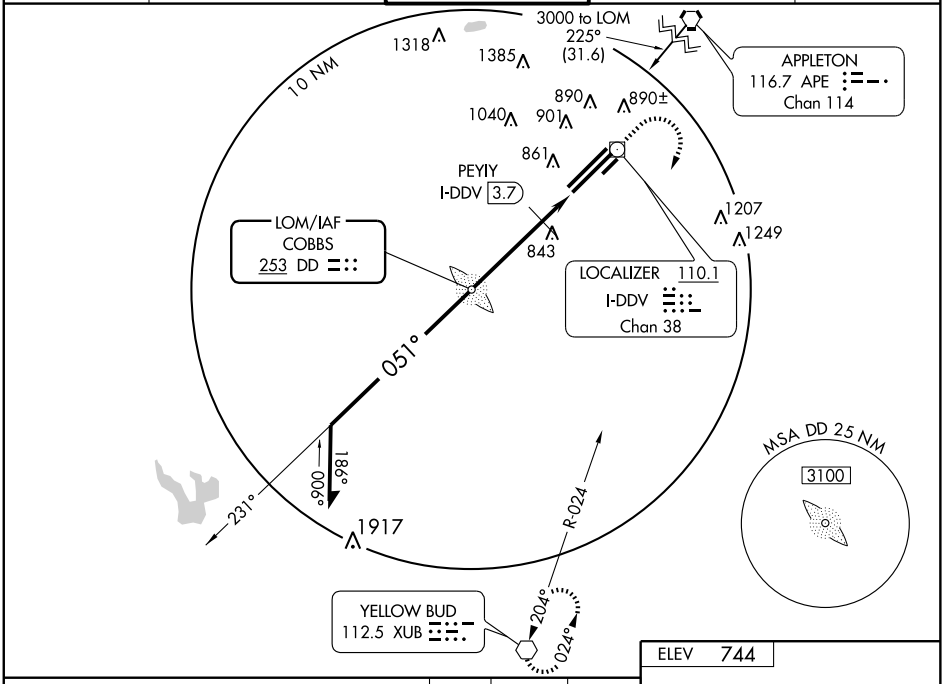
COLUMBUS / RICKENBACKER INTL (LCK)

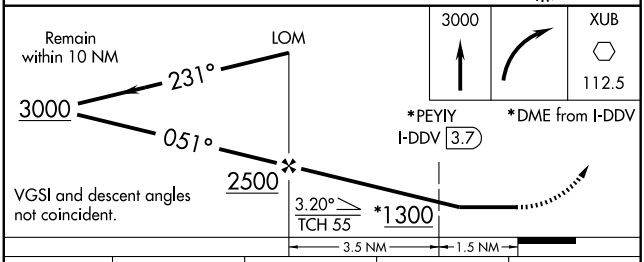
⚠ Circling NA NW of Rwy 5L-23R. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all MDA 40 feet, increase S-5R Cat C visibility to RVR 6000, Cat D visibility to 1¾ mile and PEYIY fix minimums Cat D visibility to RVR 6000.

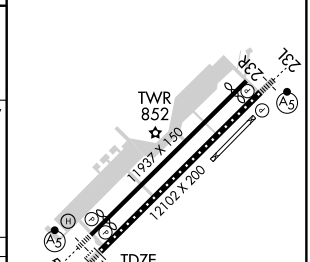
ALSF2

MISSED APPROACH: Climb to 3000 then right turn direct XUB VOR and hold.

AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95







CATEGORY	A	B	C	D
S-5R	1300/40 564 (600-¾)		1300/50 564 (600-1)	1300-1½ 564 (600-1½)
CIRCLING	1300-1 556 (600-1)		1300-1½ 556 (600-1½)	1300-2 556 (600-2)
*PEYIY FIX MINIMUMS				
S-5R	1160/40 424 (500-¾)			1160/50 424 (500-1)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)

TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2. 14 JAN 2010 to 11 FEB 2010

LOM LC	APP CRS	Rwy Idg	12102
376	231°	TDZE	739
		Apt Elev	744

NDB RWY 23L

COLUMBUS / RICKENBACKER INTL (LCK)

⚠ Circling NA NW of Rwy 5L-23R. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all MDA 40 feet.

MALSR

MISSED APPROACH: Climb to 3000 then left turn direct XUB VOR and hold.

AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95

APPLETON
116.7 APE
Chan 114

3000
221°
(19.8)

051°

LOM/IAF
PICKL
376 LC

276°
096°

231°

1749
1749
1318
1385
890
890±
1040
901
861
1207
1249

10 NM

MSA LC 25 NM
3100

ELEV 744

231° 4.9 NM from FAF

TWR
852

TDZE
739

11937 X 150
12102 X 200

TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

MISSED APCH FIX
YELLOW BUD
XUB
112.5
204°
R-024
024°

3000
XUB
112.5

LOM
051°
3000
231°
2400
3.11°
TCH 55
Remain within 10 NM
VGSI and descent angles not coincident.

4.9 NM

CATEGORY	A	B	C	D
S-23L	1280/40	541 (600-¾)	1280/50 541 (600-1)	1280-1½ 541 (600-1½)
CIRCLING	1280-1	536 (600-1)	1280-1½ 536 (600-1½)	1300-2 556 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	12102
CH 78410	050°	TDZE	736
W05A		Apt Elev	744

RNAV (GPS) RWY 5R

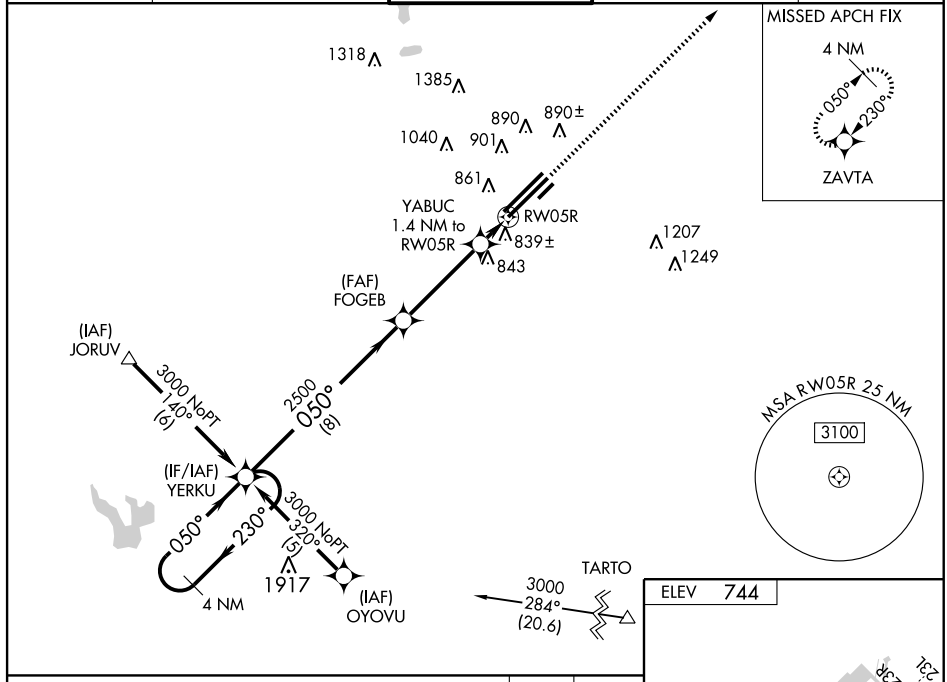
COLUMBUS / RICKENBACKER INTL (LCK)

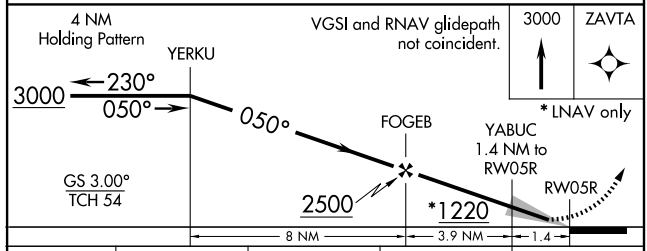
For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. Circling NA NW of Rwy 5L-23R. Baro-VNAV NA when using Port Columbus Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DA 36 feet, increase all MDA 40 feet and LNAV Cat C visibility to RVR 4000.

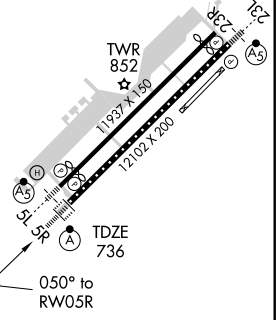
ALSF2

MISSED APPROACH: Climb to 3000 direct ZAVTA and hold.

AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95







CATEGORY	A	B	C	D
LPV DA	936/24 200 (200-½)			
LNAV/VNAV DA	1138/50 402 (400-1)			
LNAV MDA	1120/24 384 (400-½)			1120/50 384 (400-1)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)

TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	12102
CH 62811	230°	TDZE	739
W23A		Apt Elev	744

RNAV (GPS) RWY 23L

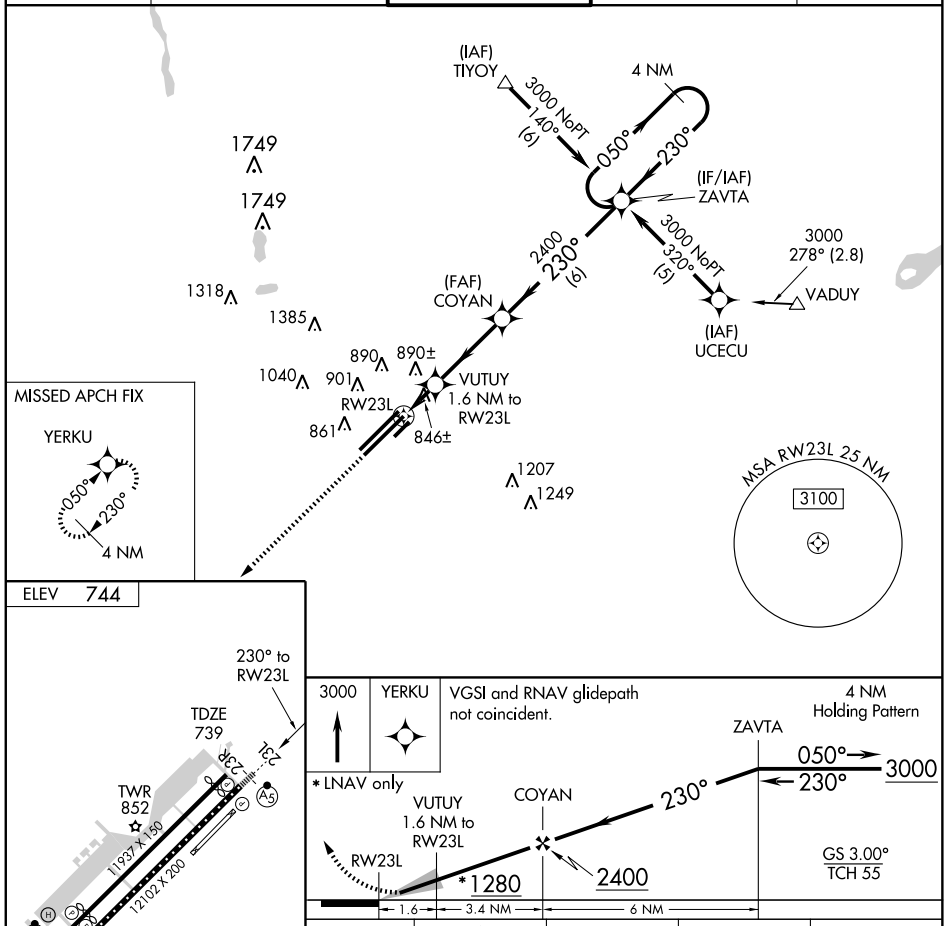
COLUMBUS / RICKENBACKER INTL (LCK)

Circling NA NW of Rwy 5L-23R. Baro-VNAV NA when using Port Columbus Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DA 36 feet and LNAV/VNAV all Cats visibility to RVR 5000, increase all MDA 40 feet.

MALSR

MISSED APPROACH: Climb to 3000 direct YERKU and hold.

AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95



CATEGORY	A	B	C	D
LPV DA	939/24		200 (200-½)	
LNAV/VNAV DA	1121/40		382 (400-¾)	
LNAV MDA	1180/24 441 (500-½)		1180/40 441 (500-¾)	1180/50 441 (500-1)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)

TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

EC-2, 14 JAN 2010 to 11 FEB 2010

TACAN RWY 5L

LCK TACAN Chan 69	APCH CRS 062°	Rwy ldg 11,018 TDZE 744 Arpt Elev 744

AL-6846 [USAF] COLUMBUS/ RICKENBACKER INTL (KLCK)

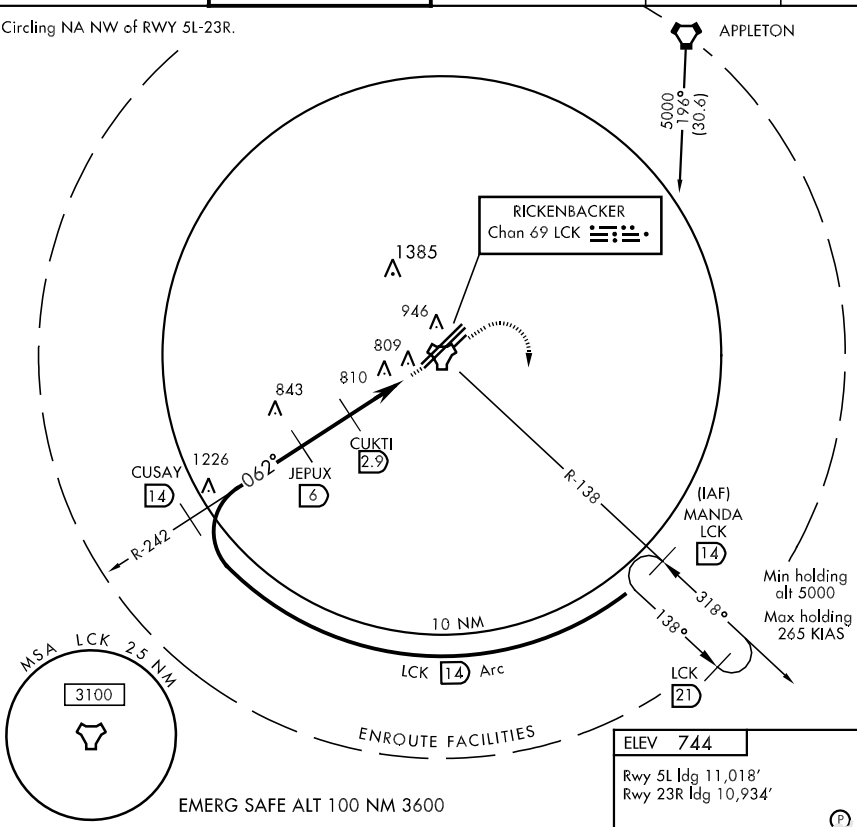
When local altimeter setting not received, use Port Columbus Intl altimeter setting, and increase all MDA 40 ft, increase CAT E vis to 1½ miles, and Circling CAT E vis to 2½ miles.

MALSR A5

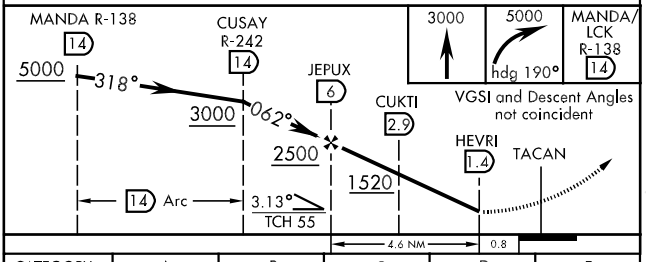
MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 via heading 190° and via LCK TACAN R-138 to MANDA/LCK 14.0 DME and hold.

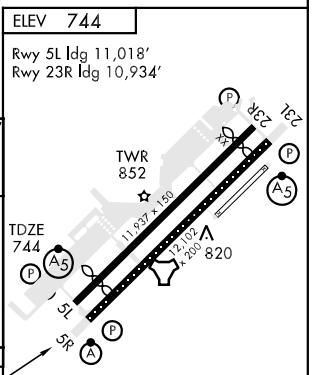
COLUMBUS APP CON	RICK TOWER	GND CON	AWOS-3	UNICOM
119.15 279.6	120.05 348.4	121.85 275.8	132.75	122.95

* Circling NA NW of RWY 5L-23R.



EMERG SAFE ALT 100 NM 3600





CATEGORY	A	B	C	D	E
S-5L	1100-1 356 (400-1)			1100-1¼ 356 (400-1¼)	
CIRCLING *	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)	1380-2¼ 636 (700-2¼)

TACAN RWY 5R

LCK TACAN Chan 69	APCH CRS 056°	Rwy ldg 12,102 TDZE 736 Arpt Elev 744

AL-6846 [USAF] COLUMBUS/ RICKENBACKER INTL (KLCK)

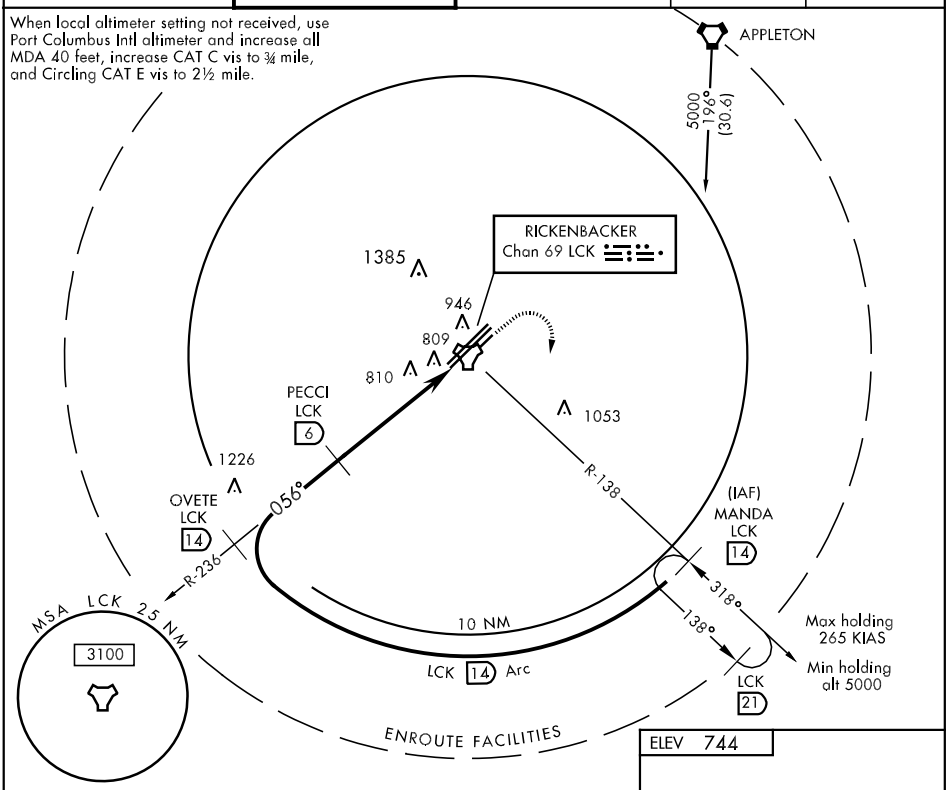
▼* When ALS inop, increase CAT A/B RVR to 5000, CAT C RVR to 6000, CAT D vis to 1½ mile and CAT E vis to 1¾ mile.
* *Circling not authorized NW of Rwy 5L-23R.

ALSF-2

MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 via hdg 190° and via LCK R-138 to MANDA/ LCK 14.0 DME and hold, continue climb-in-hold to 5000.

COLUMBUS APP CON	RICK TOWER	GND CON	AWOS-3	UNICOM
119.15 279.6	120.05 348.4	121.85 275.8	132.75	122.95

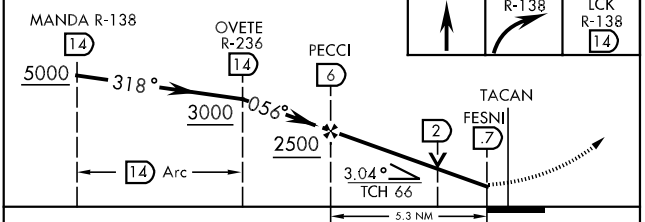
When local altimeter setting not received, use Port Columbus Intl altimeter and increase all MDA 40 feet, increase CAT C vis to ¾ mile, and Circling CAT E vis to 2½ mile.

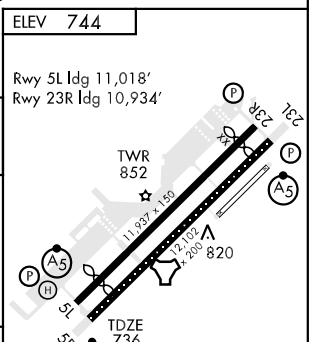


EMERG SAFE ALT 100 NM 3600

VDP NA when using Port Columbus Intl altimeter setting.

3000	5000 R-138	MANDA LCK R-138 14





CATEGORY	A	B	C	D	E
S-5R *	1200/24 464 (500-½)		1200/40 464 (500-¾)	1200/50 464 (500-1)	1200/60 464 (500-1¼)
CIRCLING* *	1200-1 456 (500-1)		1200-1½ 456 (500-1½)	1300-2 556 (600-2)	1380-2¼ 636 (700-2¼)

056° to TACAN

TDZL/CL Rwy 5R
REIL Rwy 23R
HIRL all Rwys

TACAN RWY 23L

LCK TACAN	APCH CRS	Rwy ldg 12,102 TDZE 740 Arpt Elev 744
Chan 69	226°	

AL-6846 [USAF] COLUMBUS/ RICKENBACKER INTL (KLCK)

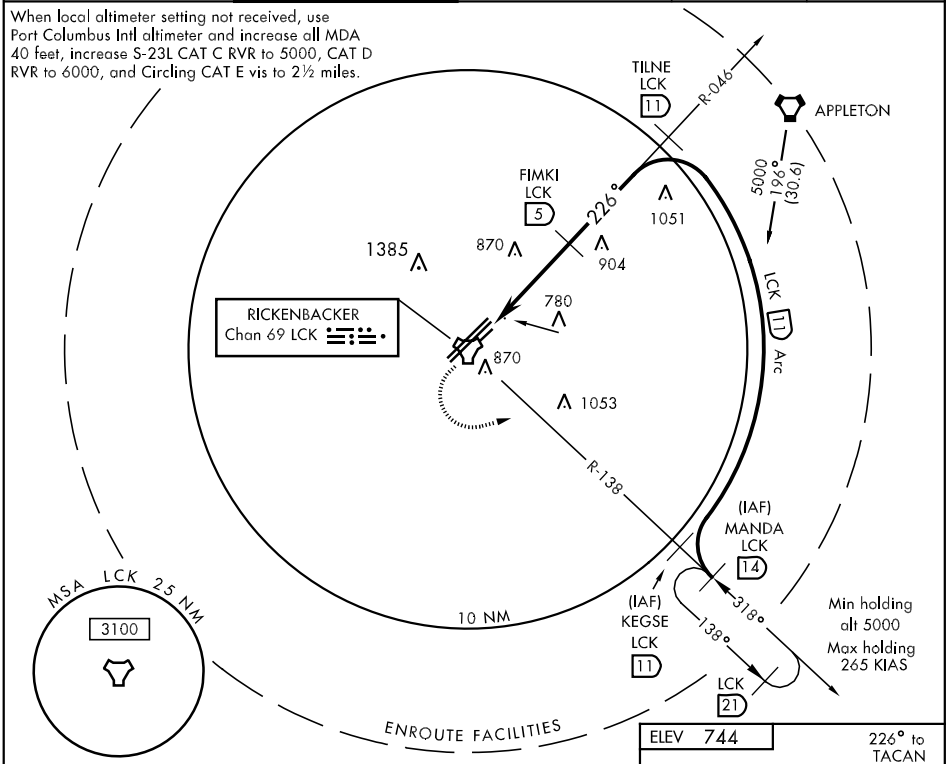
* When ALS inop, increase CAT A/B RVR to 5000, CAT C RVR to 6000, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
* * Circling NA NW of Rwy 5L-23R.

MALSR

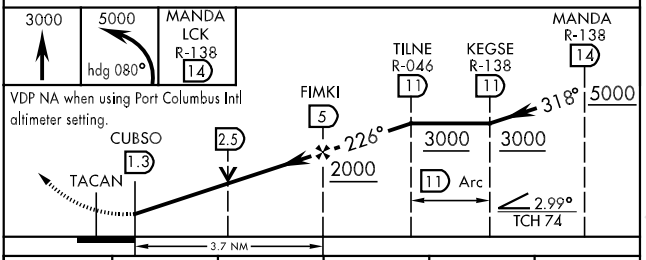
MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 via heading 080° and via LCK TACAN R-138 to MANDA/LCK 14.0 DME and hold.

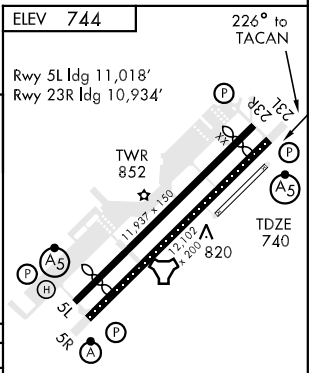
COLUMBUS APP CON	RICK TOWER	GND CON	AWOS-3	UNICOM
119.15 279.6	120.05 348.4	121.85 275.8	132.75	122.95

When local altimeter setting not received, use Port Columbus Intl altimeter and increase all MDA 40 feet, increase S-23L CAT C RVR to 5000, CAT D RVR to 6000, and Circling CAT E vis to 2½ miles.



EMERG SAFE ALT 100 NM 3600





CATEGORY	A	B	C	D	E
S-23L*	1220/24 481 (500-½)		1220/40 481 (500-¾)	1220/50 481 (500-1)	1220/60 481 (500-1¼)
CIRCLING**	1220-1 476 (500-1)		1220-1½ 476 (500-1½)	1300-2 556 (600-2)	1380-2¼ 636 (700-2¼)

TDZL/CL Rwy 5R
REIL Rwy 23R
HIRL all Rwys

EC-2, 14 JAN 2010 to 11 FEB 2010

TACAN RWY 23R

LCK TACAN Chan 69	APCH CRS 220°	Rwy ldg 10,934 TDZE 743 Arpt Elev 744

AL-6846 [USAF] COLUMBUS/ RICKENBACKER INTL (KLCK)

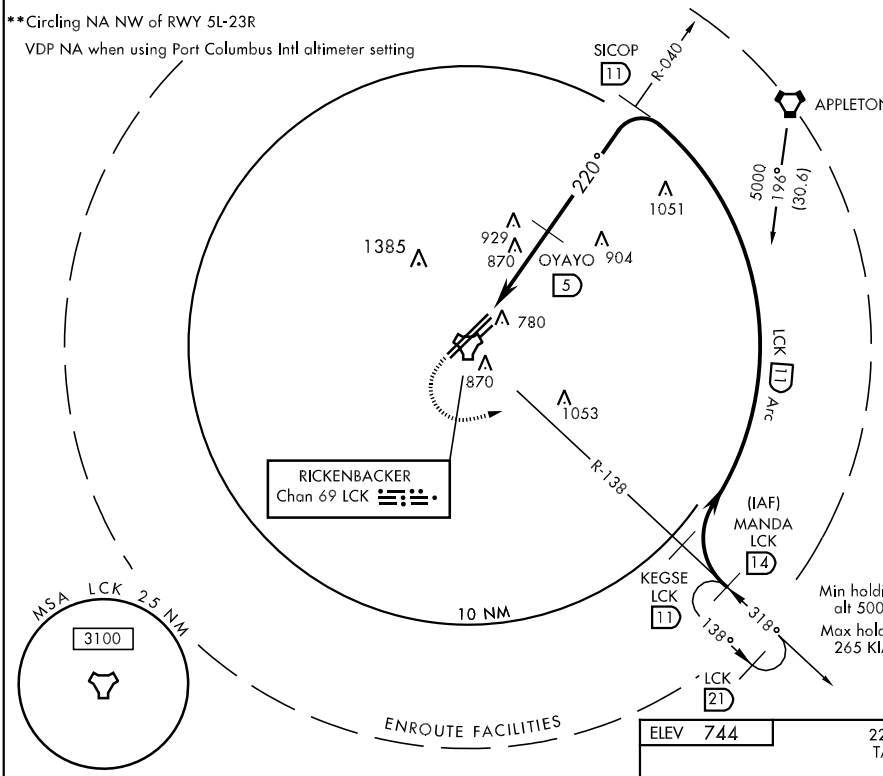
* When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all MDA 40 feet, increase CAT E vis to 1¾ mile.

MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 via heading 080° and via LCK TACAN R-138 to MANDA/LCK 14.0 DME and hold.

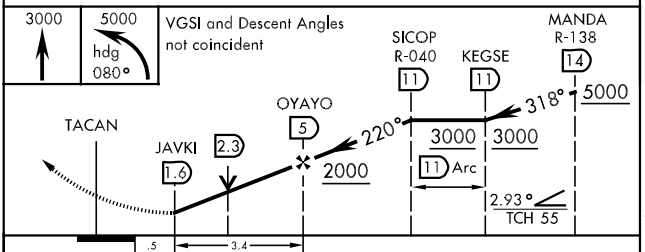
COLUMBUS APP CON	RICK TOWER	GND CON	AWOS-3	UNICOM
119.15 279.6	120.05 348.4	121.85 275.8	132.75	122.95

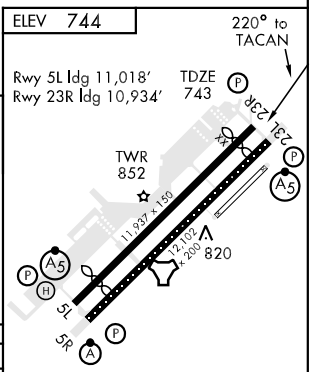
**Circling NA NW of RWY 5L-23R

VDP NA when using Port Columbus Intl altimeter setting



EMERG SAFE ALT 100 NM 3600





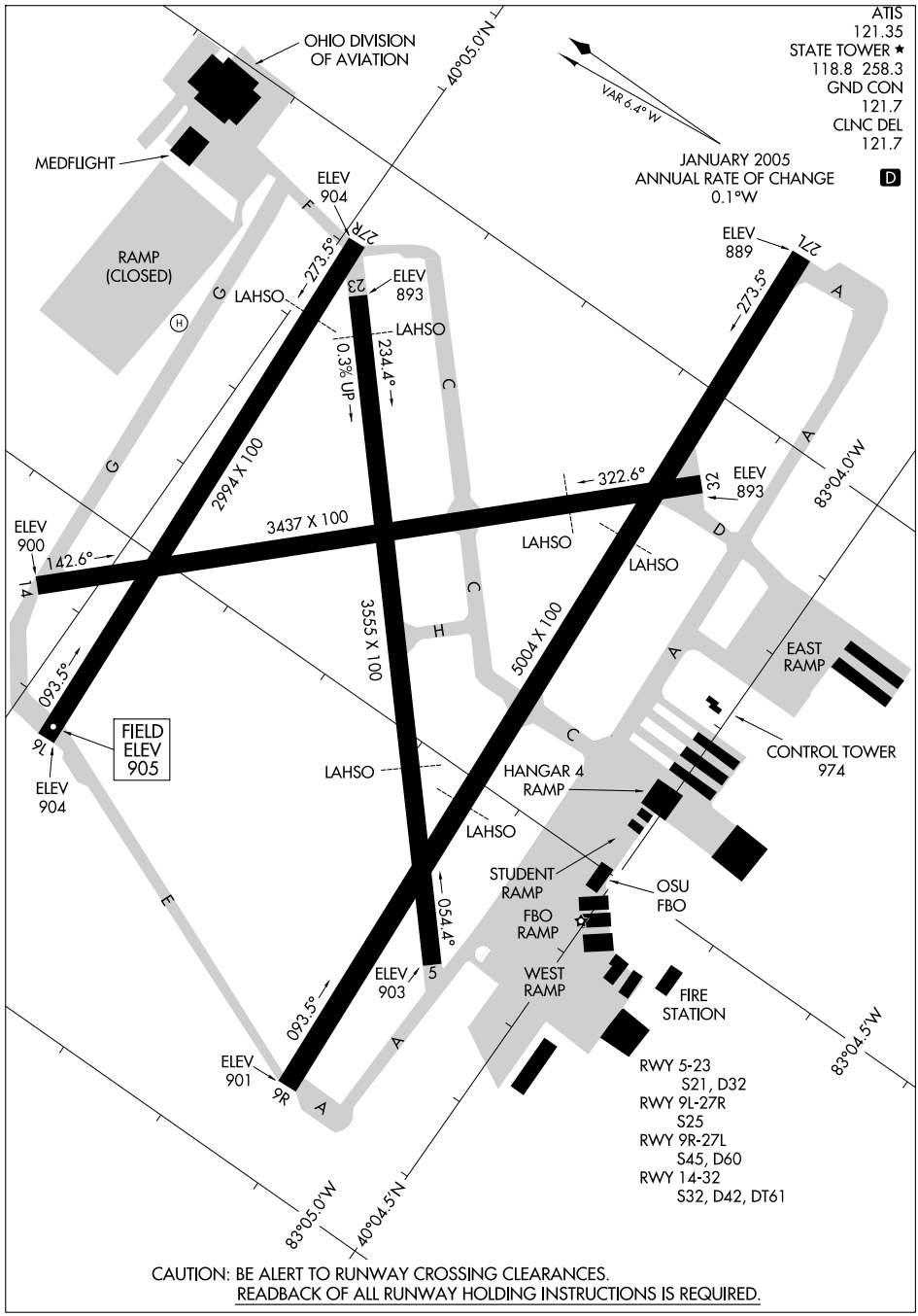
CATEGORY	A	B	C	D	E
S-23R *	1180-1 437 (500-1)		1180-1¼ 437 (500-1¼)	1180-1½ 437 (500-1½)	
CIRCLING **	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)	1380-2¼ 636 (700-2¼)

09351

AIRPORT DIAGRAM

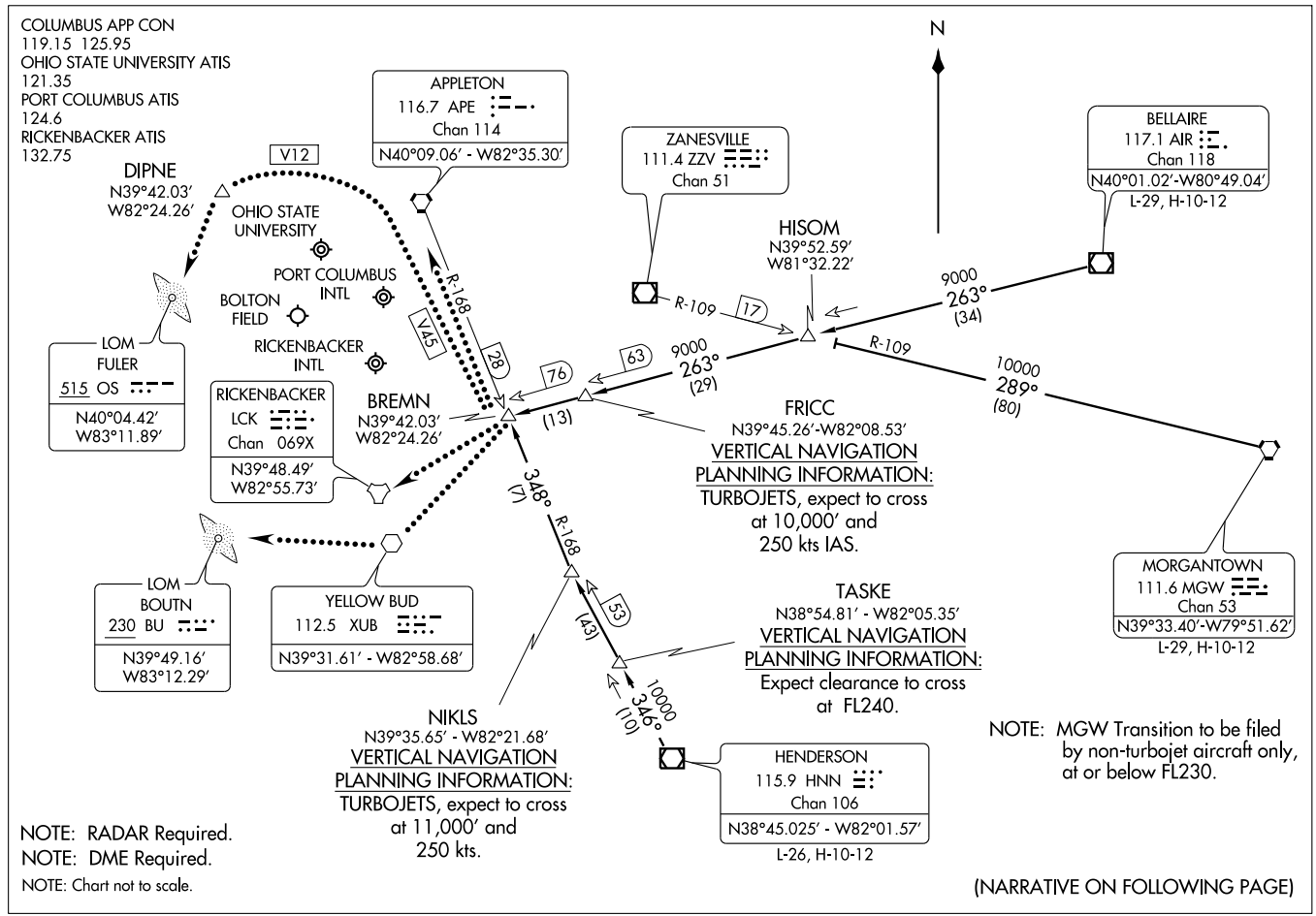
AL-5387 (FAA)

COLUMBUS/OHIO STATE UNIVERSITY (OSU)
COLUMBUS, OHIO



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-2, 14 JAN 2010 to 11 FEB 2010



(BREMN.BREMN3) 08269

BREMN THREE ARRIVAL

ST-94 (FAA)

COLUMBUS, OHIO

ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.BREMN3): From over AIR VOR/DME via AIR R-263 to BREMN INT. Thence. . . .
HENDERSON TRANSITION (HNN.BREMN3): From over HNN VOR/DME via HNN R-346 to NIKLS INT, then via APE R-168 to BREMN INT. Thence. . . .
MORGANTOWN TRANSITION (MGW.BREMN3): From over MGW VORTAC via MGW R-289 and ZZV R-109 to HISOM, then via AIR R-263 to BREMN. Thence. . . .

. . . . From over BREMN DME expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:
LANDING PORT COLUMBUS INTL: From BREMN INT direct APE VORTAC, maintain 3000 until APE VORTAC.
LANDING OHIO STATE UNIVERSITY: From BREMN INT via V45 to APE VORTAC then via V12 to DIPNE INT then direct FULER (OS) LOM, maintain 3000 until FULER (OS) LOM.
LANDING RICKENBACKER INTL: From BREMN INT direct LCK TACAN, maintain 3000 until LCK TACAN.
LANDING BOLTON FIELD: From BREMN INT to XUB VOR direct BOUTN (BU) LOM, Maintain 3000 until BOUTN (BU) LOM.

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5004
272°	TDZE	903
	Apt Elev	905

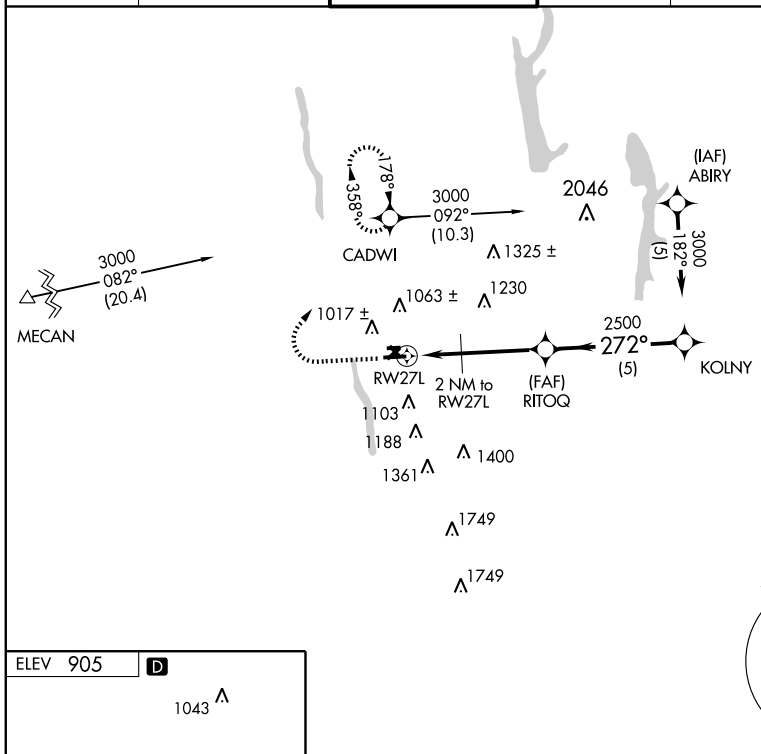
GPS RWY 27L

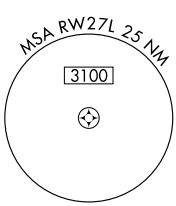
COLUMBUS/OHIO STATE UNIVERSITY (OSU)

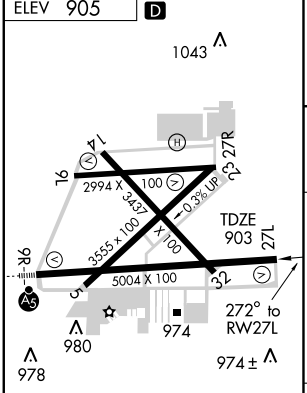
NA

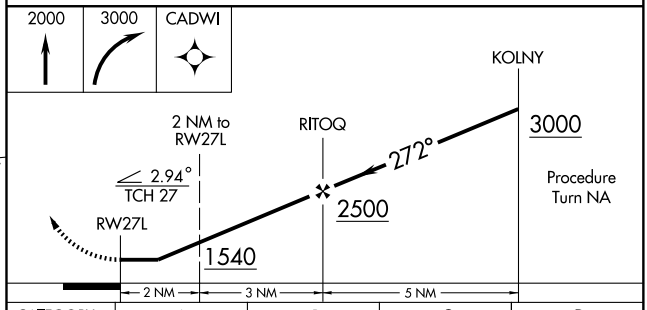
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct CADWI WP and hold.

ATIS	COLUMBUS APP CON	STATE TOWER★	GND CON	CLNC DEL	UNICOM
121.35	120.2 317.775	118.8 (CTAF) L 258.3	121.7	121.7	122.95





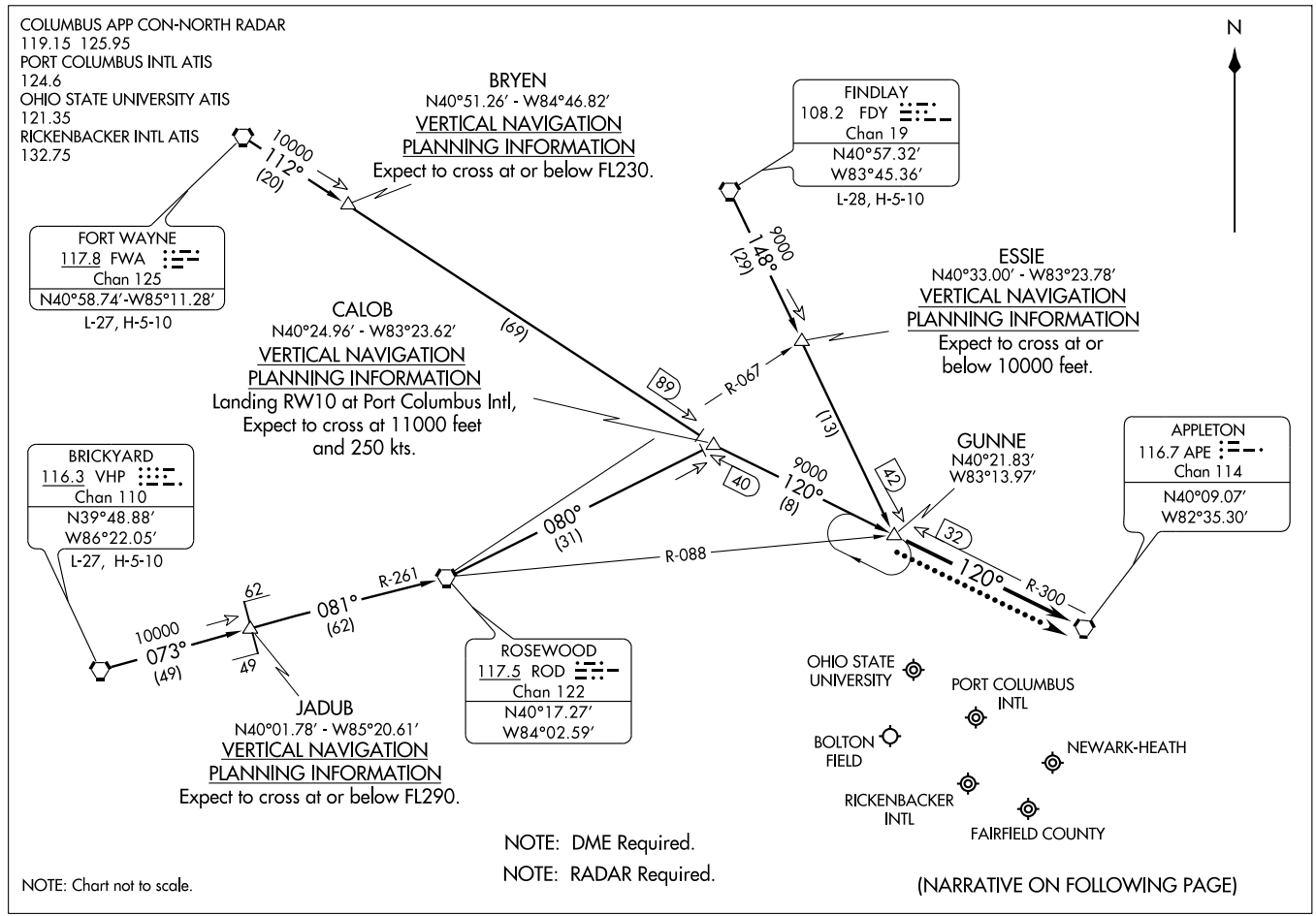




CATEGORY	A	B	C	D
S-27L	1280-1 377 (400-1)			1280-1¼ 377 (400-1¼)
CIRCLING	1380-1 475 (500-1)		1380-1½ 475 (500-1½)	1460-2 555 (600-2)

REIL Rwy 27L
HIRL Rwy 9R-27L
MIRL Rwys 9L-27R, 14-32 and 5-23

EC-2, 14 JAN 2010 to 11 FEB 2010



(GUNNE.GUNNE1) 09239

GUNNE ONE ARRIVAL

ST-94 (FAA)

COLUMBUS, OHIO

ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-OSU	APP CRS	Rwy Idg	5004
108.5	092°	TDZE	905
		Apt Elev	905

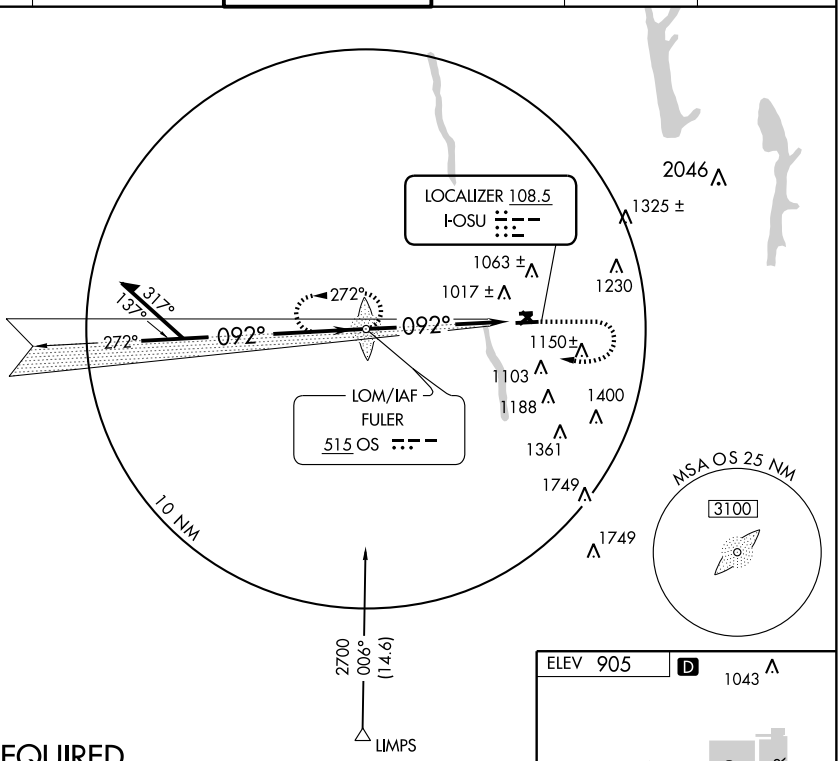
ILS or LOC RWY 9R

COLUMBUS/OHIO STATE UNIVERSITY (OSU)

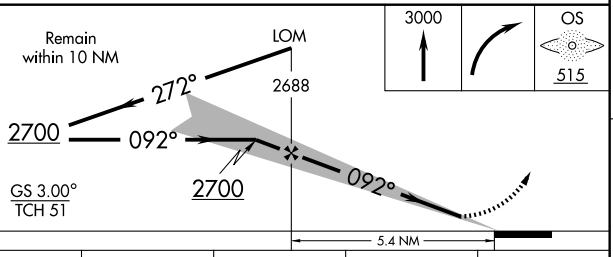
MALSR

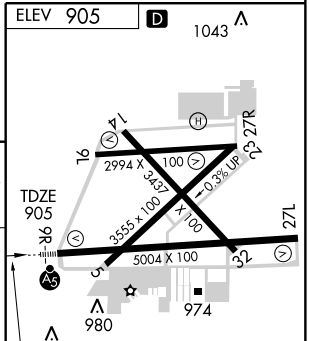
MISSED APPROACH: Climb to 3000, then right turn direct OS LOM and hold.

ATIS	COLUMBUS APP CON	STATE TOWER★	GND CON	CLNC DEL	UNICOM
121.35	120.2 317.775	118.8 (CTAF) L 258.3	121.7	121.7	122.95



ADF REQUIRED





092° 5.4 NM from FAF

REIL Rwy 27L

HIRL Rwy 9R-27L

MIRL Rwys 9L-27R, 14-32 and 5-23

CATEGORY	A	B	C	D
S-ILS 9R	1105-½ 200 (200-½)			
S-LOC 9R	1360-½ 455 (500-½)		1360-¾ 455 (500-¾)	1360-1 455 (500-1)
CIRCLING	1380-1 475 (500-1)		1380-1½ 475 (500-1½)	1460-2 555 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2. 14 JAN 2010 to 11 FEB 2010

LOM OS	APP CRS	Rwy Idg	5004
515	092°	TDZE	905
		Apt Elev	906

NDB RWY 9R

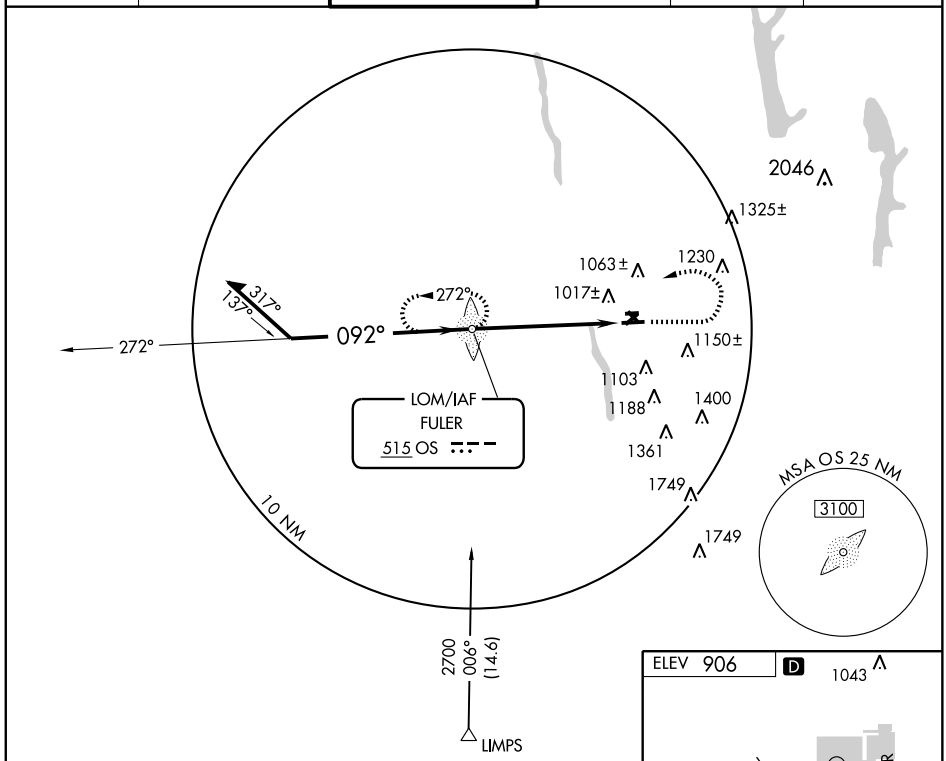
COLUMBUS/OHIO STATE UNIVERSITY (OSU)

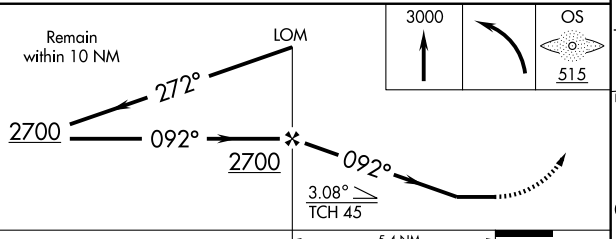
A

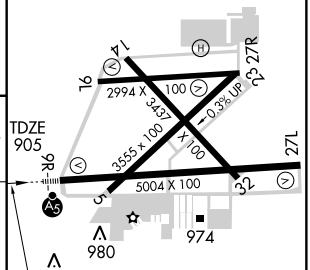
MALSR

MISSED APPROACH: Climb to 3000, then left turn direct OS LOM and hold.

ATIS	COLUMBUS APP CON	STATE TOWER★	GND CON	CLNC DEL	UNICOM
121.35	120.2 317.775	118.8 (CTAF) L 258.3	121.7	121.7	122.95







092° 5.4 NM from FAF

REIL Rwy 27L
HIRL Rwy 9R-27L
MIRL Rwys 9L-27R, 14-32 and 5-23

CATEGORY	A	B	C	D
S-9R	1400-¾ 495 (500-¾)			1400-1¼ 495 (500-1¼)
CIRCLING	1400-1 495 (500-1)		1400-1½ 495 (500-1½)	1460-2 555 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5004
092°	TDZE	905
	Apt Elev	905

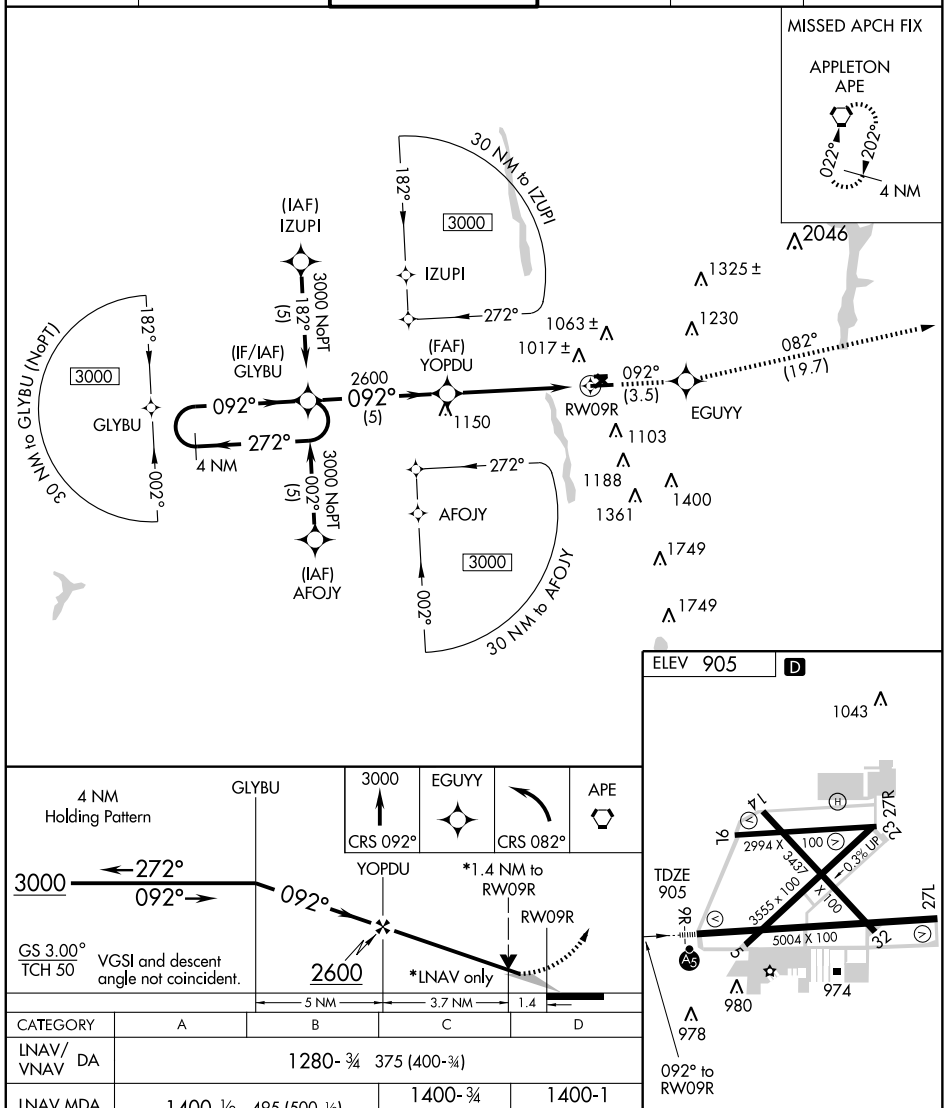
RNAV (GPS) RWY 9R

COLUMBUS/OHIO STATE UNIVERSITY (OSU)

NA	MALSR	MISSED APPROACH: Climb to 3000 via course 092° to EGUYY WP, then left turn via 082° course to APE VORTAC and hold.

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F).

ATIS	COLUMBUS APP CON	STATE TOWER*	GND CON	CLNC DEL	UNICOM
121.35	120.2 317.775	118.8 (CTAF) 258.3	121.7	121.7	122.95



CATEGORY	A	B	C	D
LNAV/VNAV DA	1280- ¾ 375 (400-¾)			
LNAV MDA	1400-½ 495 (500-½)		1400- ¾ 495 (500-¾)	1400-1 495 (500-1)
CIRCLING	1400-1¼ 495 (500-1¼)		1400-1½ 495 (500-1½)	1460-2 555 (600-2)

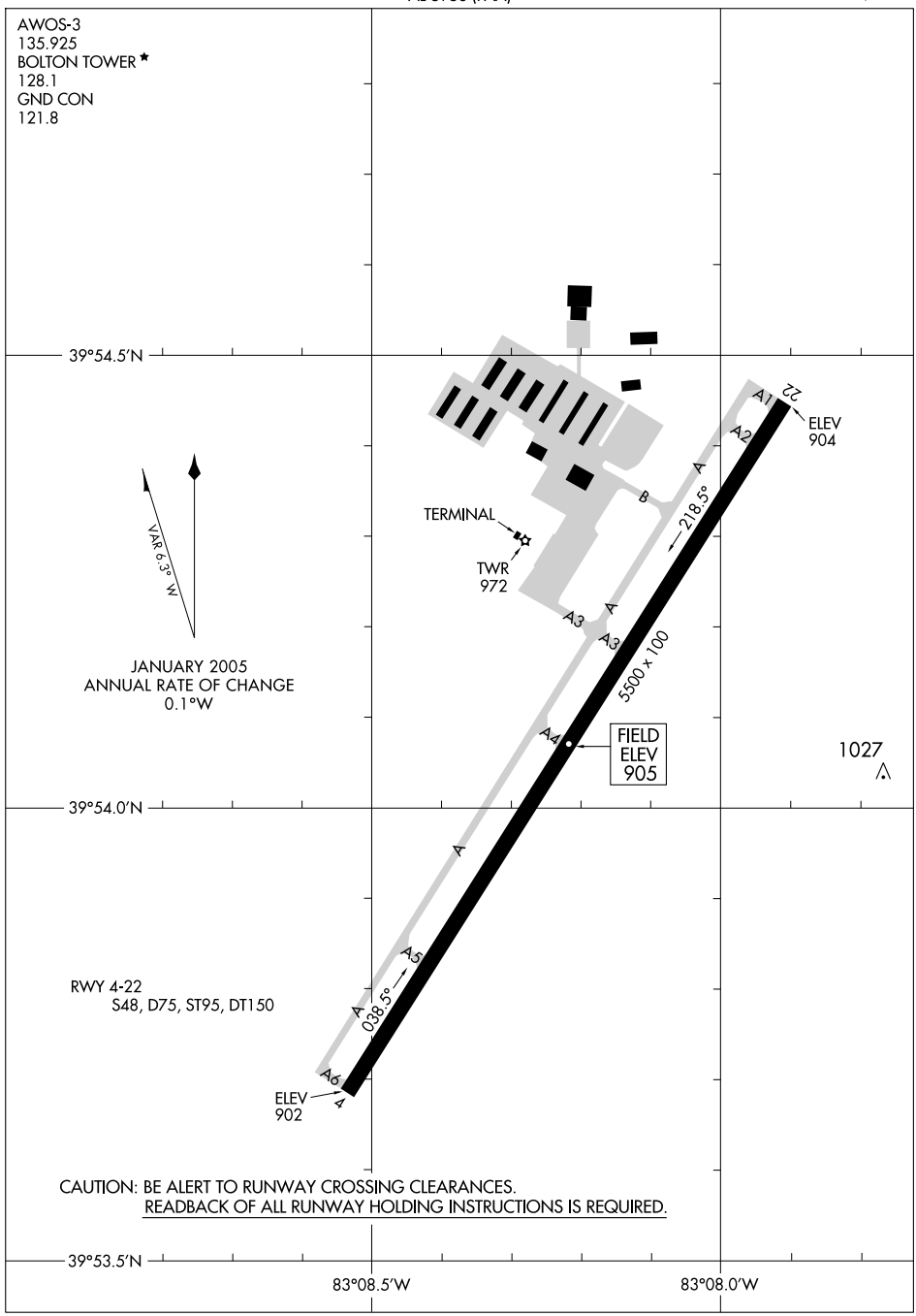
REIL Rwy 27L
HIRL Rwy 9R-27L
MIRL Rwys 9L-27R, 14-32 and 5-23

09295

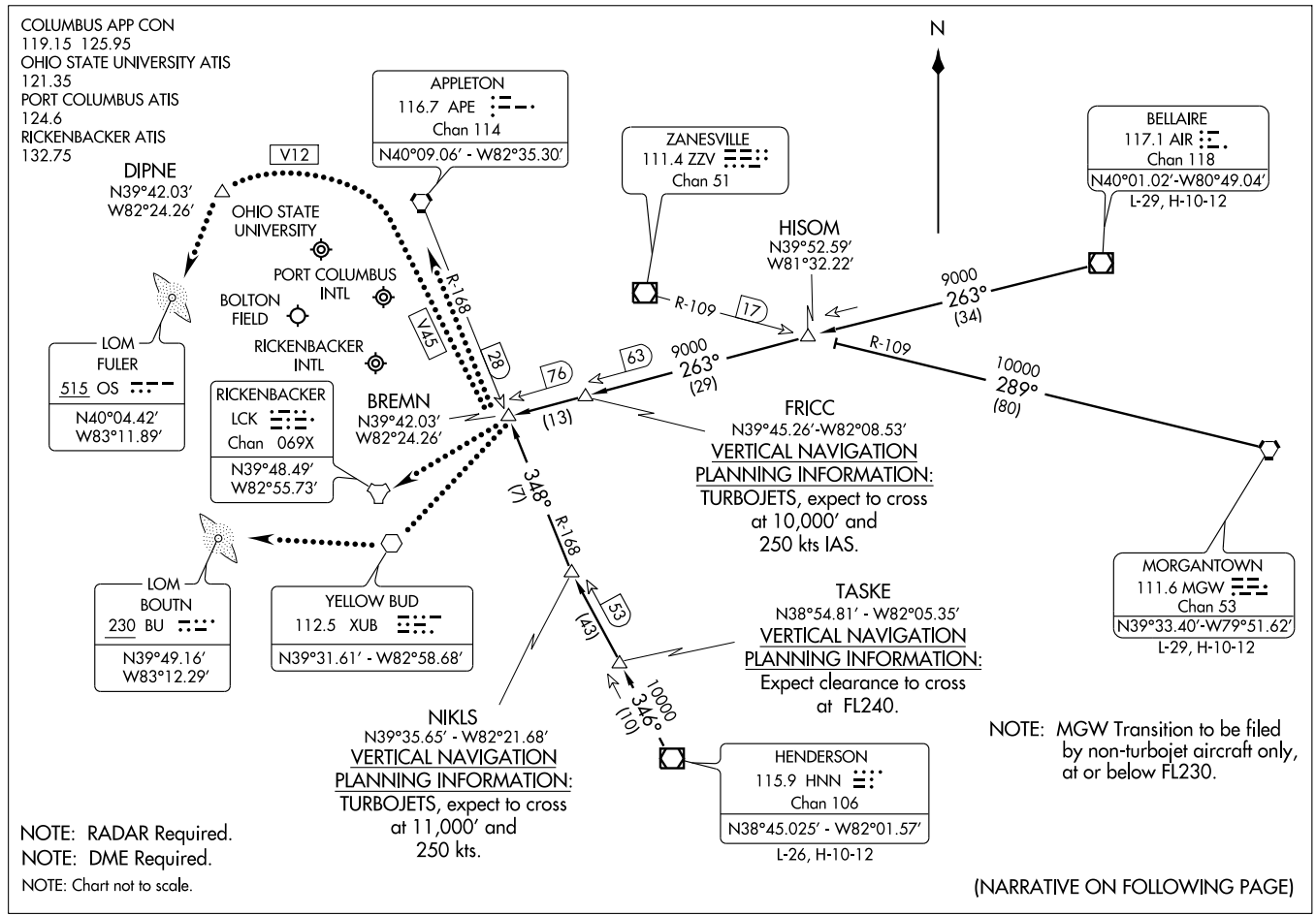
AIRPORT DIAGRAM

AL-5958 (FAA)

COLUMBUS/ BOLTON FIELD (TZR)
COLUMBUS, OHIO



EC-2, 14 JAN 2010 to 11 FEB 2010



(BREMN.BREMN3) 08269

BREMN THREE ARRIVAL

ST-94 (FAA)

COLUMBUS, OHIO

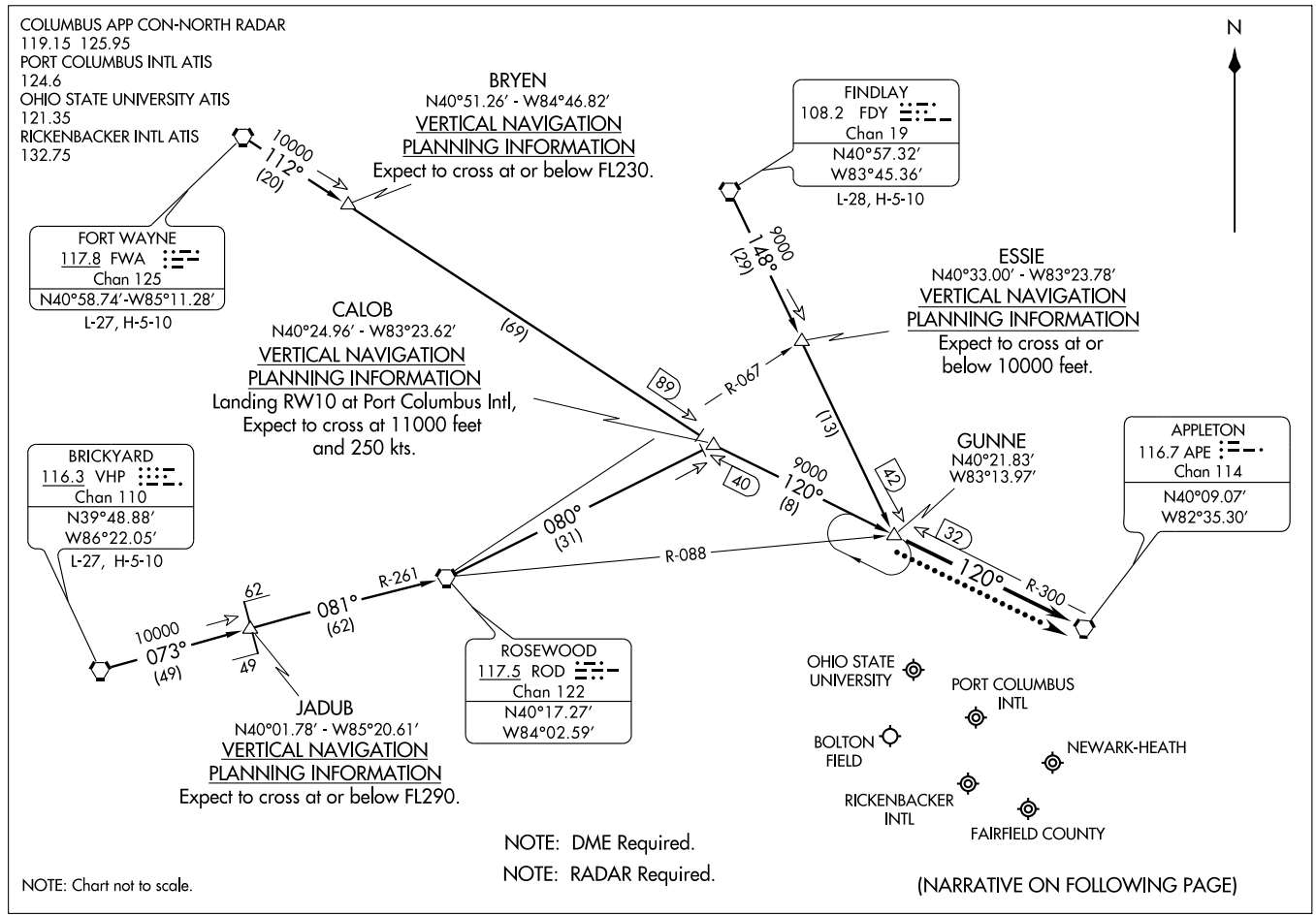
ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.BREMN3): From over AIR VOR/DME via AIR R-263 to BREMN INT. Thence. . . .
HENDERSON TRANSITION (HNN.BREMN3): From over HNN VOR/DME via HNN R-346 to NIKLS INT, then via APE R-168 to BREMN INT. Thence. . . .
MORGANTOWN TRANSITION (MGW.BREMN3): From over MGW VORTAC via MGW R-289 and ZZV R-109 to HISOM, then via AIR R-263 to BREMN. Thence. . . .

. . . . From over BREMN DME expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:
LANDING PORT COLUMBUS INTL: From BREMN INT direct APE VORTAC, maintain 3000 until APE VORTAC.
LANDING OHIO STATE UNIVERSITY: From BREMN INT via V45 to APE VORTAC then via V12 to DIPNE INT then direct FULER (OS) LOM, maintain 3000 until FULER (OS) LOM.
LANDING RICKENBACKER INTL: From BREMN INT direct LCK TACAN, maintain 3000 until LCK TACAN.
LANDING BOLTON FIELD: From BREMN INT to XUB VOR direct BOUTN (BU) LOM, Maintain 3000 until BOUTN (BU) LOM.

EC-2, 14 JAN 2010 to 11 FEB 2010



(GUNNE.GUNNE1) 09239

GUNNE ONE ARRIVAL

ST-94 (FAA)

COLUMBUS, OHIO

ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-BUZ	APP CRS	Rwy Idg	5500
111.7	037°	TDZE	905
		Apt Elev	905

ILS or LOC RWY 4

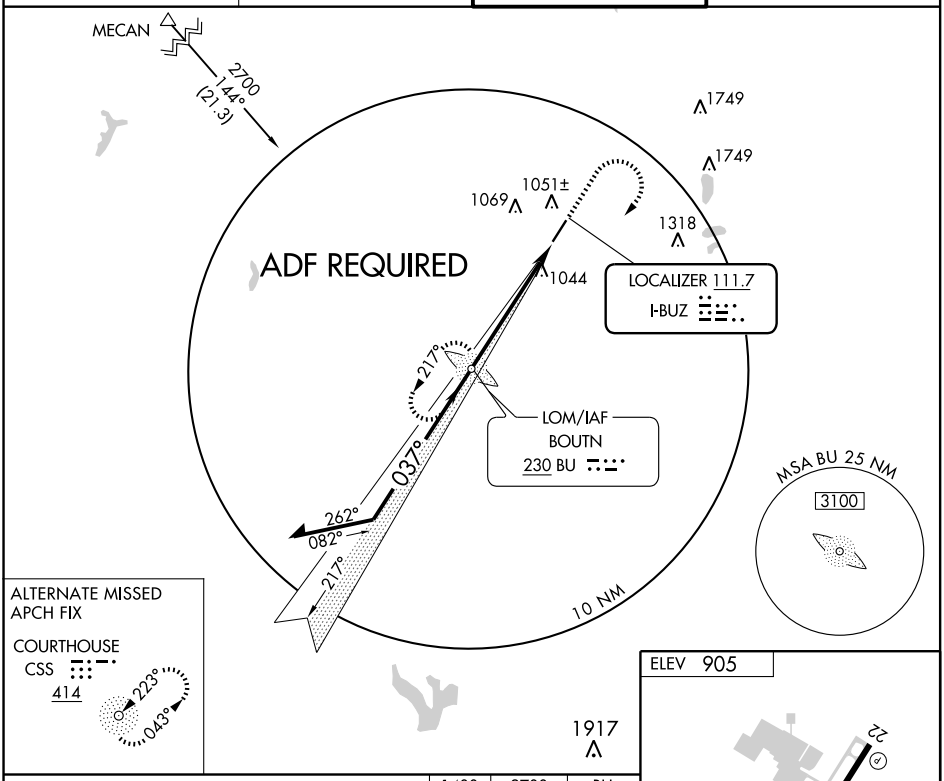
COLUMBUS/BOLTON FIELD (TZR)

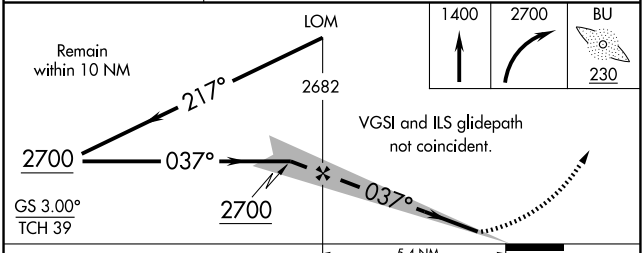
ADF Required. When local altimeter setting not received use Port Columbus altimeter setting and increase DA to 1147 and all MDA 60 feet.

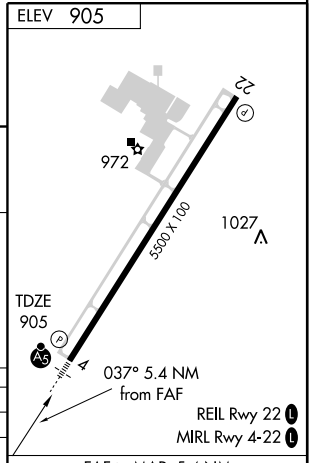
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 2700 direct BU LOM and hold.

AWOS-3	COLUMBUS APP CON	BOLTON TOWER ★	GND CON
135.925	132.3 279.6	128.1 (CTAF) L	121.8







CATEGORY	A	B	C	D
S-ILS 4	1105-½ 200 (200-½)			
S-LOC 4	1340-½ 435 (500-½)		1340-¾ 435 (500-¾)	1340-1 435 (500-1)
CIRCLING	1420-1 515 (600-1)		1420-1½ 515 (600-1½)	1460-2 555 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 14 JAN 2010 to 11 FEB 2010

LOM BU	APP CRS	Rwy Idg	5500
230	038°	TDZE	905
		Apt Elev	905

NDB RWY 4

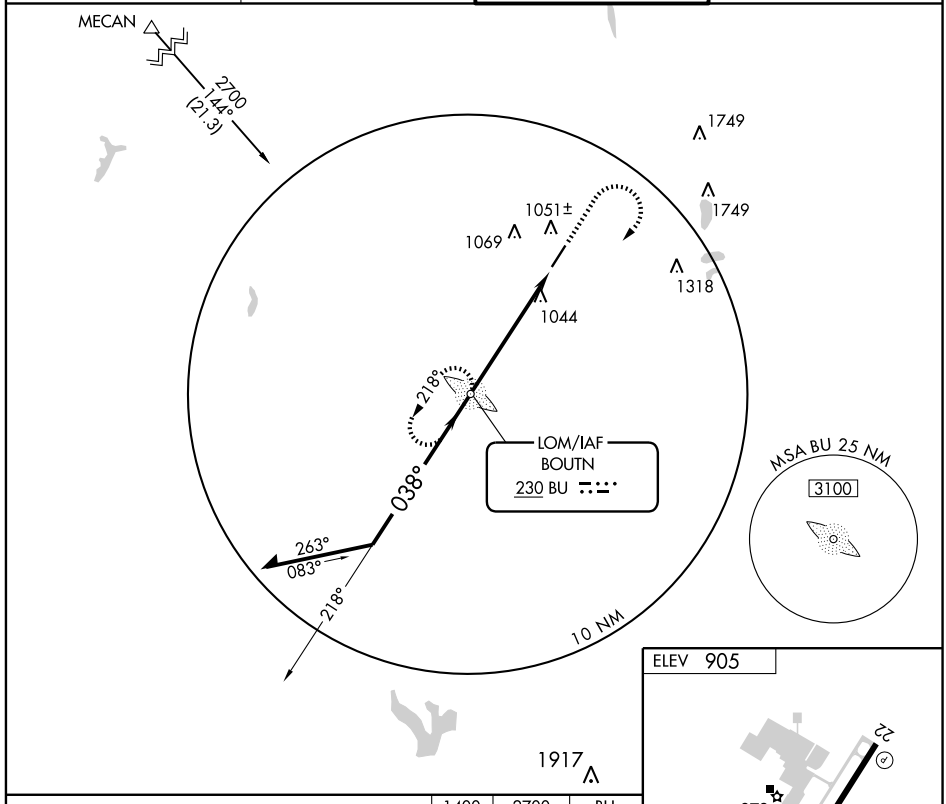
COLUMBUS/ BOLTON FIELD (TZR)

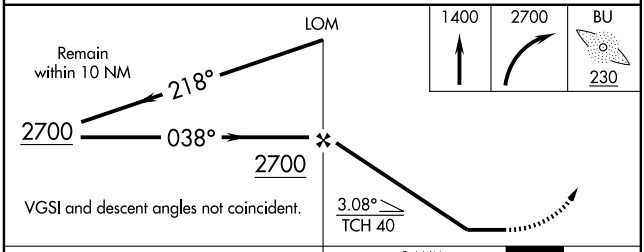
When local altimeter setting not received use Port Columbus altimeter setting and increase all MDA 60 feet and increase S-4 Cat C/D visibility ¼ mile.

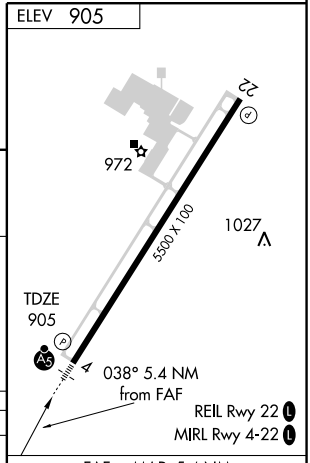
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 2700 direct BU LOM and hold.

AWOS-3	COLUMBUS APP CON	BOLTON TOWER ★	GND CON
135.925	132.3 279.6	128.1 (CTAF) L	121.8







CATEGORY	A	B	C	D
S-4	1400- ¾ 495 (500-¾)			1400-1¼ 495 (500-1¼)
CIRCLING	1420-1 515 (600-1)		1420-1½ 515 (600-1½)	1460-2 555 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5500
CH 90505	037°	TDZE	905
W04A		Apt Elev	905

RNAV (GPS) RWY 4

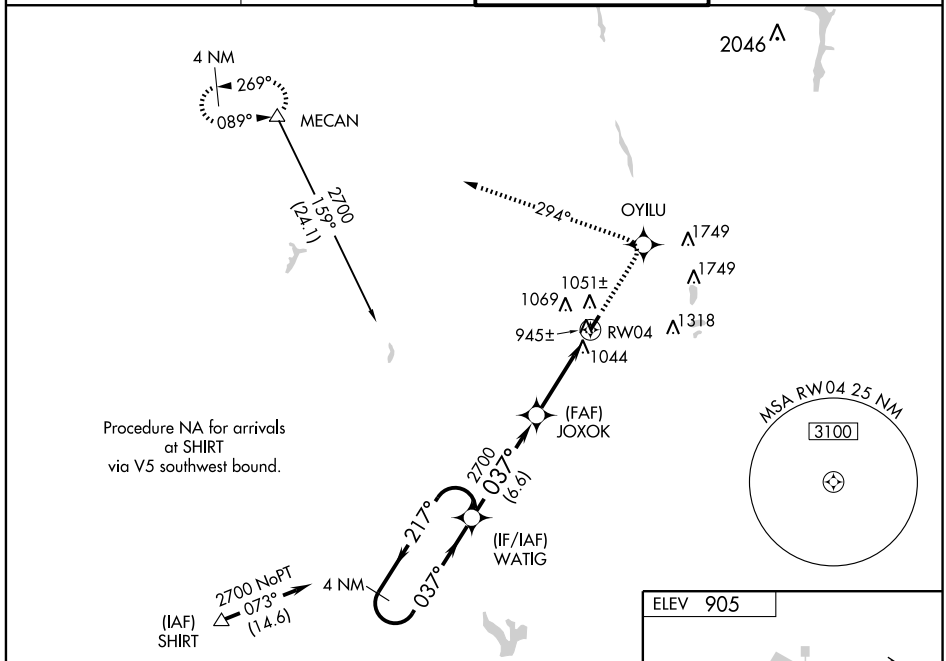
COLUMBUS/ BOLTON FIELD (TZR)

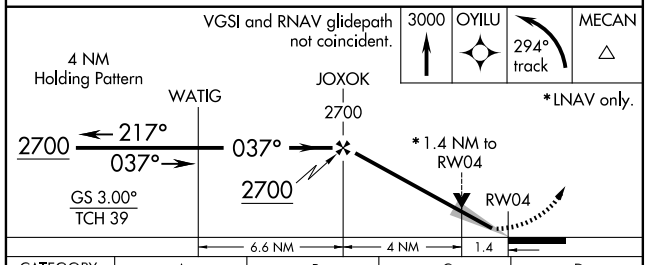
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus altimeter setting and increase all DA 42 feet and all MDA 60 feet. Increase LNAV/VNAV visibility ¼ mile Cats A/B/C, LNAV Cat C/D ¼ mile. Baro-VNAV and VDP NA when using Port Columbus altimeter setting. For inoperative MALSR increase LNAV/VNAV Cat D visibility to 1.

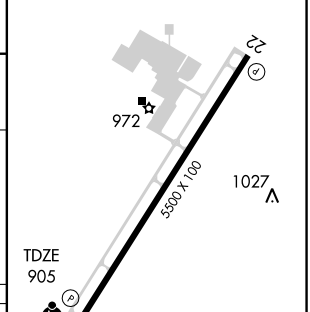
MALSR

MISSED APPROACH: Climb to 3000 direct OYILU and left turn via 294° track to MECAN and hold..

AWOS-3	COLUMBUS APP CON	BOLTON TOWER ★	GND CON
135.925	132.3 279.6	128.1 (CTAF) L	121.8







CATEGORY	A	B	C	D
LPV DA	1105-½ 200 (200-½)			
LNAV/ VNAV DA	1195-½ 290 (300-½)			1195-¾ 290 (300-¾)
LNAV MDA	1360-½ 455 (500-½)		1360-¾ 455 (500-¾)	1360-1 455 (500-1)
CIRCLING	1420-1 515 (600-1)		1420-1½ 515 (600-1½)	1460-2 555 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4099
224°	TDZE	979
	Apt Elev	979

GPS RWY 22

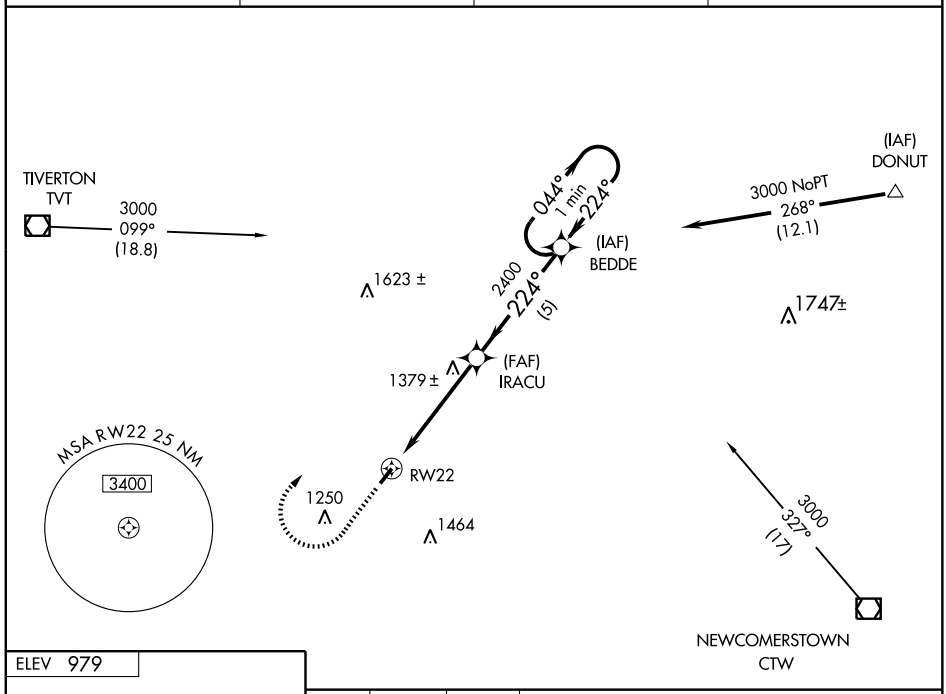
COSHOCTON/RICHARD DOWNING (I40)

Obtain local altimeter setting on CTAF; when not received, use Zanesville altimeter setting.

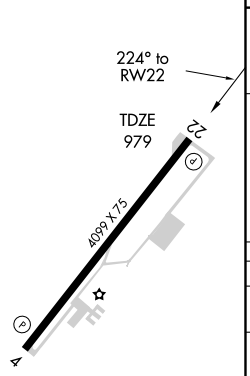
NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct BEDDE WP and hold.

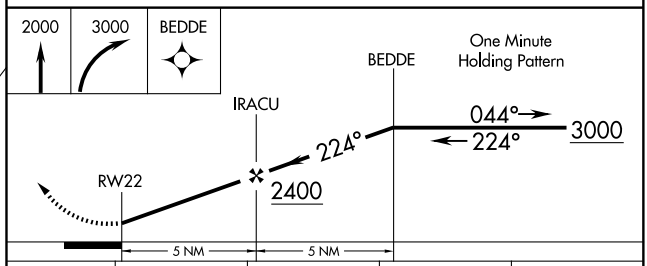
AWOS-3	INDIANAPOLIS CENTER	UNICOM	
118.875	124.45 370.9	123.0 (CTAF)	122.9 L



ELEV 979



REIL Rwy 22
MIRL Rwy 4-22 L



CATEGORY	A	B	C	D
S-22	1640-1	661 (700-1)	1640-1¾ 661 (700-1¾)	1640-2 661 (700-2)
CIRCLING	1640-1	661 (700-1)	1640-1¾ 661 (700-1¾)	1820-2¾ 841 (900-2¾)
ZANESVILLE ALTIMETER SETTING MINIMUMS				
S-22	1700-1	721 (800-1)	1700-2 721 (800-2)	1700-2¼ 721 (800-2¼)
CIRCLING	1700-1	721 (800-1)	1700-2 721 (800-2)	1880-3 901 (1000-3)

EC-2, 14 JAN 2010 to 11 FEB 2010

COSHOCTON, OHIO

AL-5804 (FAA)

VOR/DME ZZV	APP CRS	Rwy Idg	N/A
111.4	011°	TDZE	N/A
Chan 51		Apt Elev	979

VOR or GPS-A

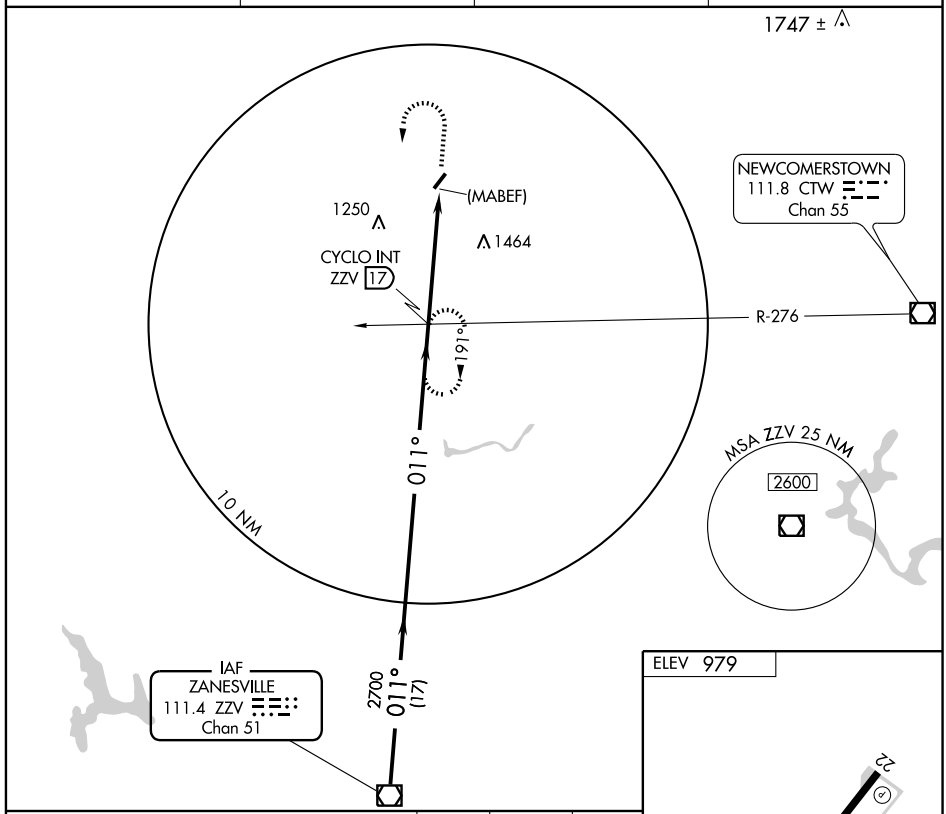
COSHOCTON/ RICHARD DOWNING (I40)

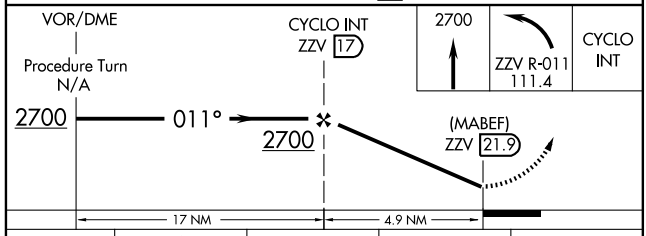
Obtain local altimeter setting on CTAF; when not recieved, use Zanesville altimeter setting.

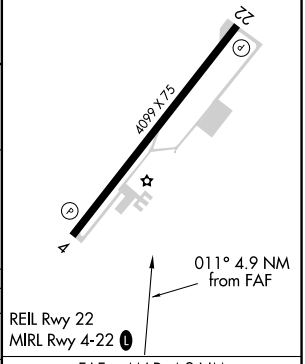
NA

MISSED APPROACH: Climb to 2700 then left turn via ZZV R-011 to CYCLO Int and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM	
118.875	124.45 370.9	123.0 (CTAF)	122.9 L







CATEGORY	A	B	C	D
CIRCLING	1720-1 741 (800-1)	1720-1¼ 741 (800-1¼)	1720-2¼ 741 (800-2¼)	1720-2½ 741 (800-2½)
ZANESVILLE ALTIMETER SETTING MINIMUMS				
CIRCLING	1780-1 801 (900-1)	1780-1¼ 801 (900-1¼)	1780-2¼ 801 (900-2¼)	1780-2½ 801 (900-2½)

FAF to MAP 4.9 NM

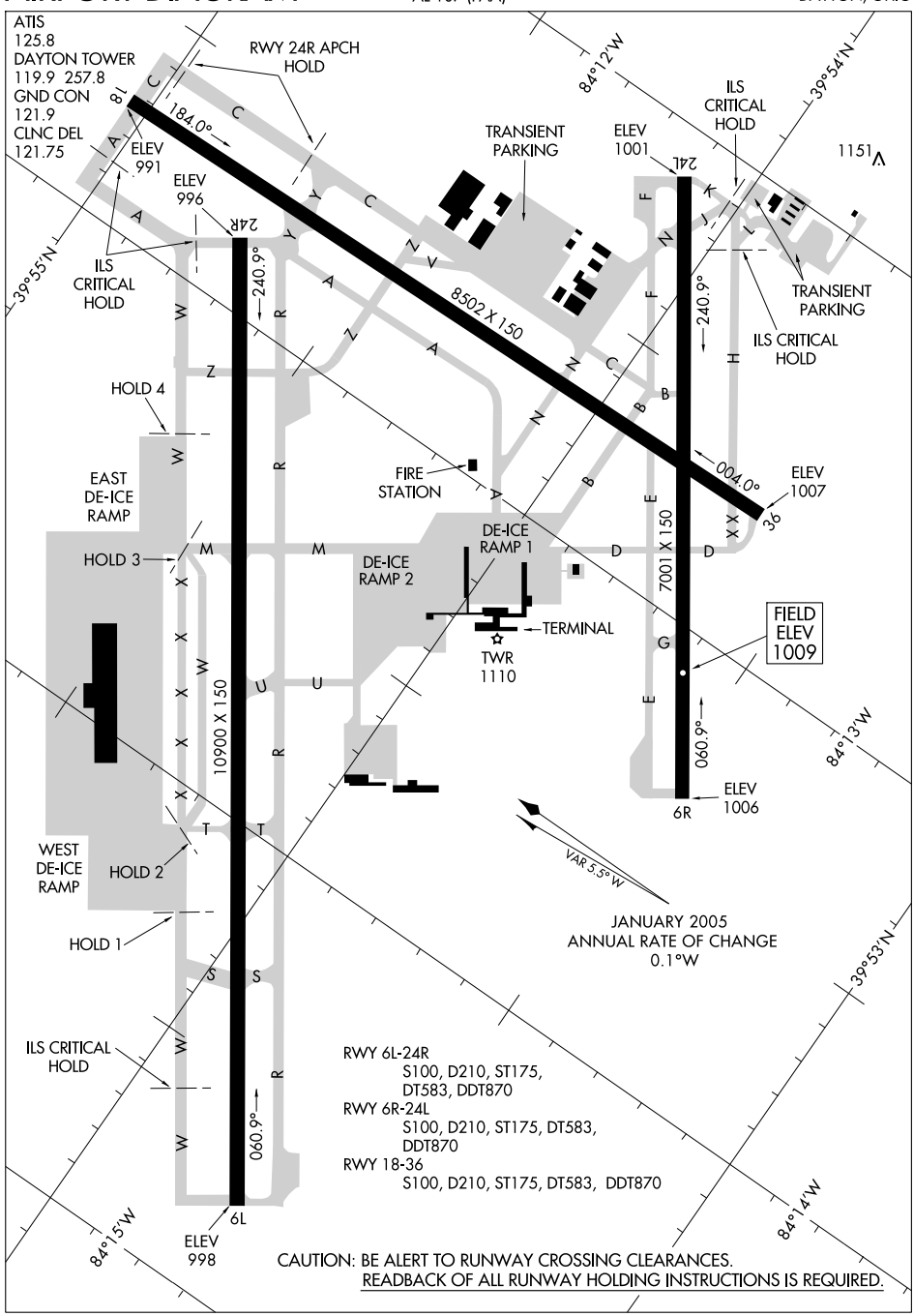
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 14 JAN 2010 to 11 FEB 2010

09183

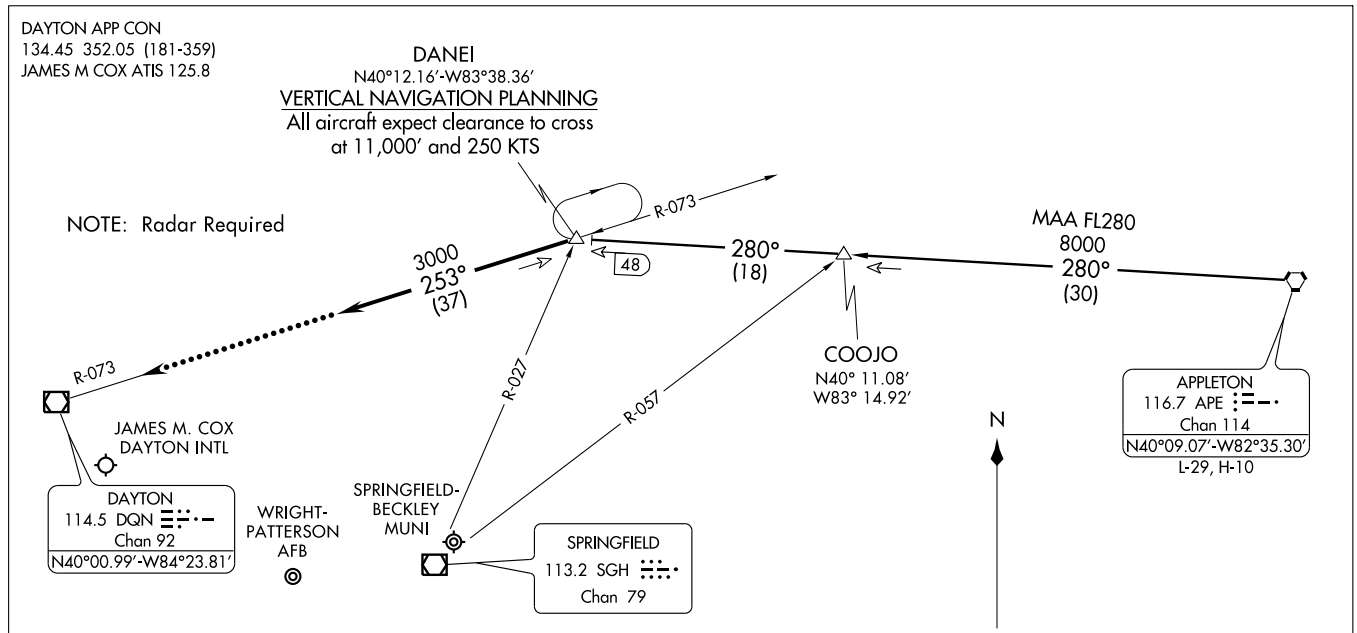
AIRPORT DIAGRAM

DAYTON / JAMES M. COX-DAYTON INTL (DAY)
DAYTON, OHIO
AL-107 (FAA)



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-2, 14 JAN 2010 to 11 FEB 2010



APPLETON TRANSITION (APE.DANEI2): From over APE VORTAC via APE R-280 to DANEI INT. Thence . . . .

. . . . From over DANEI INT via heading 253°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:
In the event of lost comunications: At DANEI INT, proceed direct DQN VOR/DME maintain 3000 feet until DQN VOR/DME.

NOTE: Chart not to scale.

DAYTON FOUR DEPARTURE

ATIS
125.8
CLNC DEL
121.75
GND CON
121.9
DAYTON TOWER
119.9 257.8

PIONS
N41°39.23′
W84°28.92′
L-28

KLINE
N41°15.81′
W84°11.64′
L-28

DRYER
113.6 DJB
Chan 83
N41°21.49′
W82°09.72′
L-30, H-10

WAKEM
N41°17.11′
W82°27.51′

REELS
N41°08.02′
W83°03.78′
L-28-29

FORT WAYNE
117.8 FWA
Chan 125
N40°58.74′-W85°11.28′
L-27, H-5-10

N

ROSEWOOD
117.5 ROD
Chan 122
N40°17.27′-W84°02.59′′
L-27, H-10

MUNCIE
114.4 MIE
Chan 91
N40°14.24′
W85°23.64′
L-27

DAYTON
114.5 DQN
Chan 92
N40°00.99′-W84°23.81′
L-27, H-10

APPLETON
116.7 APE
Chan 114
N40°09.07-W82°35.30′
L-29, H-10

R-260

BRICKYARD
116.3 VHP
Chan 110
N39°48.88′-W86°22.05′
L-27, H-5-10

YELLOW BUD
112.5 XUB
N39°31.61′-W82°58.67′
L-29

R-004

CINCINNATI
117.3 CVG
Chan 120
N39°00.96′
W84°42.20′
L-26-27, H-10

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

T

TAKE-OFF ALL RUNWAYS: Climb on runway heading or as assigned for vectors to join filed route. All aircraft maintain 5000 feet or filed altitude if lower. Appropriate departure control frequency will be assigned by ATC. Expect clearance to requested altitude/flight level 10 minutes after departure. Turbojet aircraft filed over CVG VORTAC, maintain 250 knots until advised by ATC, expect vectors to intercept CVG R-004. Aircraft filed over APE VORTAC, expect vectors to intercept the APE R-260.

LOC I-ATD	APP CRS	Rwy Idg / TDZE / Apt Elev
108.9	061°	10900 / 998 / 1009

ILS or LOC RWY 6L

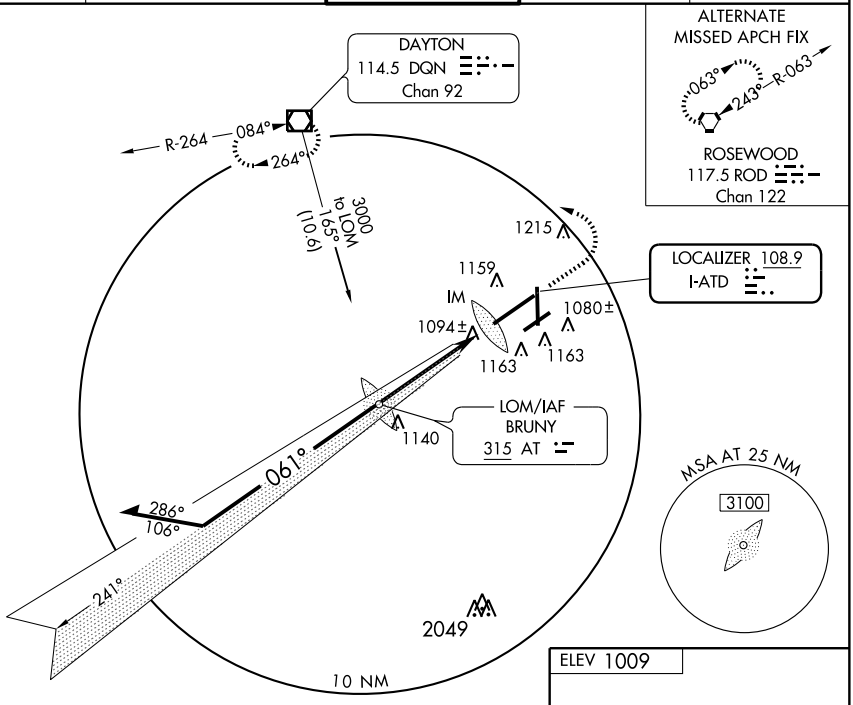
DAYTON/JAMES M. COX DAYTON INTL (DAY)

ASR

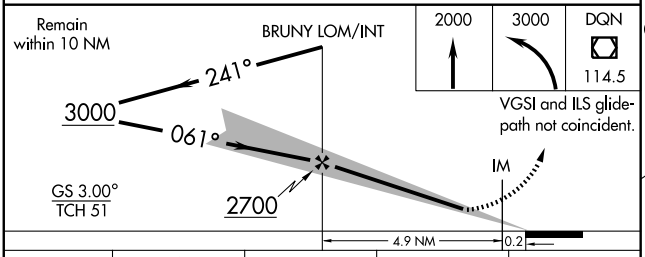
ALSF-2

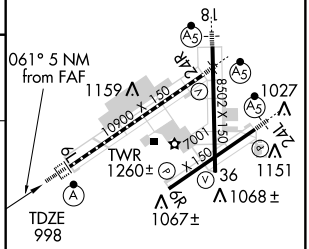
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75



ADF or RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 6L	1198/18 200 (200-½)			
S-LOC 6L	1380/24 382 (400-½)			1380/40 382 (400-¾)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-DAY	APP CRS	Rwy Idg	8502
108.3	183°	TDZE	995
		Apt Elev	1009

ILS or LOC RWY 18

DAYTON/JAMES M. COX DAYTON INTL (DAY)

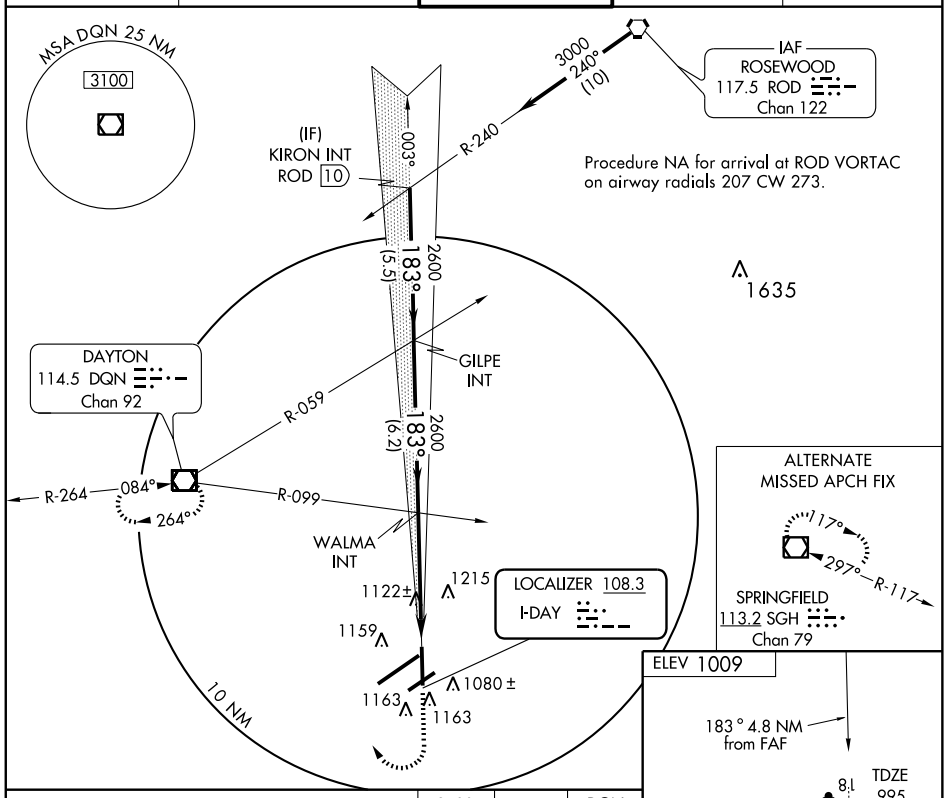
ASR

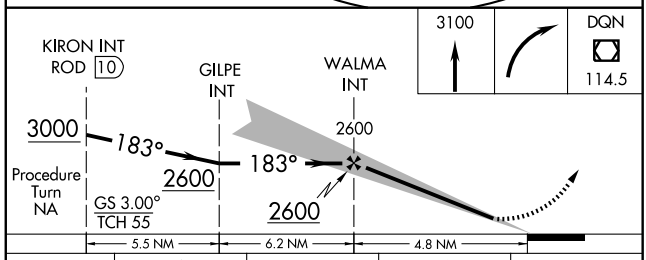
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

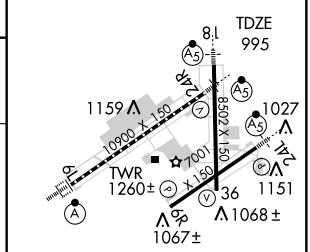
MALSR

MISSED APPROACH: Climb to 3100 then right turn direct DQN VOR/DME and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75







CATEGORY	A	B	C	D
S-ILS 18	*1195/24 200 (200-½)			
S-LOC 18	1380/24 385 (400-½)			1380/40 385 (400-¾)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-EGK	APP CRS	Rwy Idg	7001
110.3	239°	TDZE	1006
		Apt Elev	1009

ILS or LOC RWY 24L

DAYTON/JAMES M. COX DAYTON INTL (DAY)

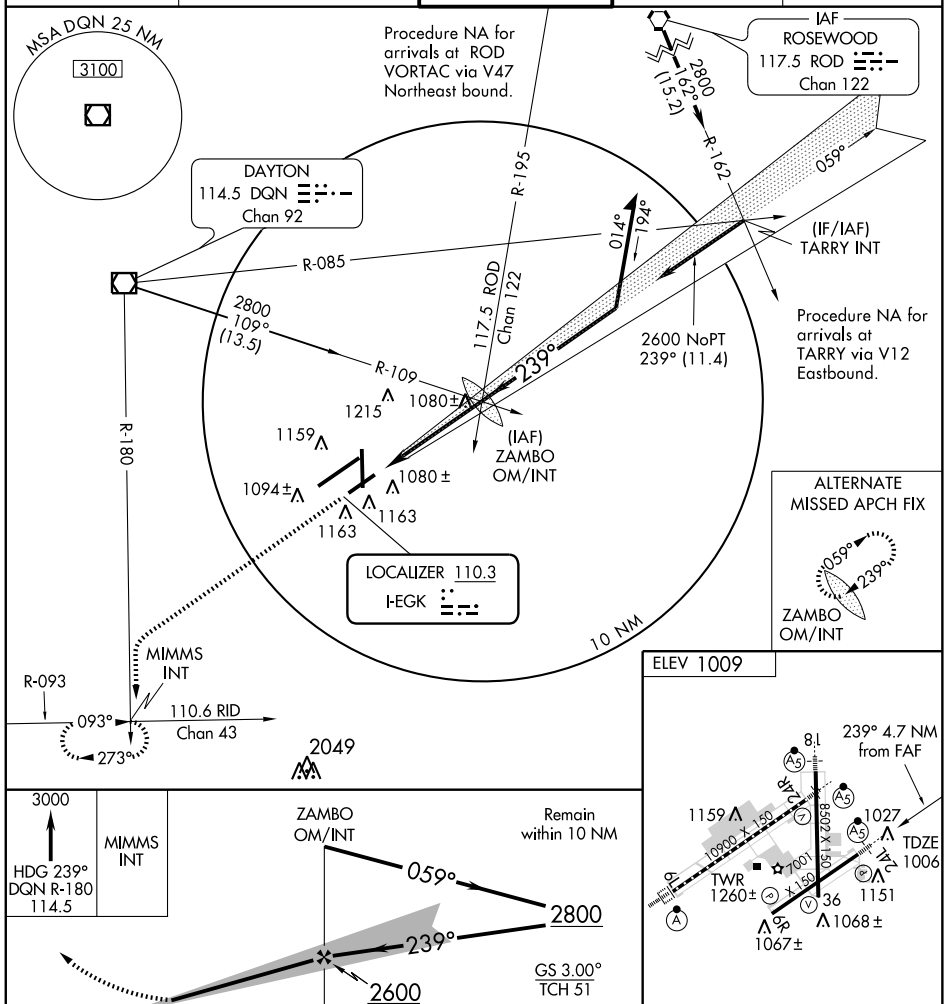
ASR

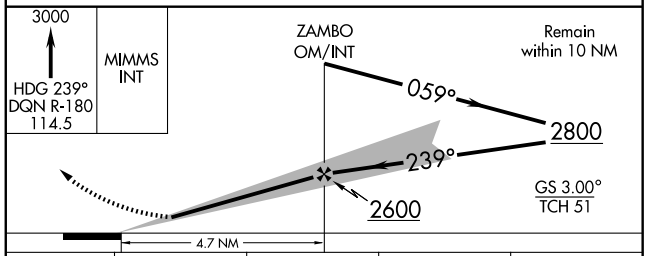
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 via heading 239° and DQN VOR/DME R-180 to MIMMS Int and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75





CATEGORY	A	B	C	D
S-ILS 24L	*1206/24 200 (200-½)			
S-LOC 24L	1500/24 494 (500-½)		1500/40 494 (500-¾)	1500/50 494 (500-1)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-VUQ	APP CRS	Rwy Idg	10900
111.9	239°	TDZE	997
		Apt Elev	1009

ILS or LOC RWY 24R

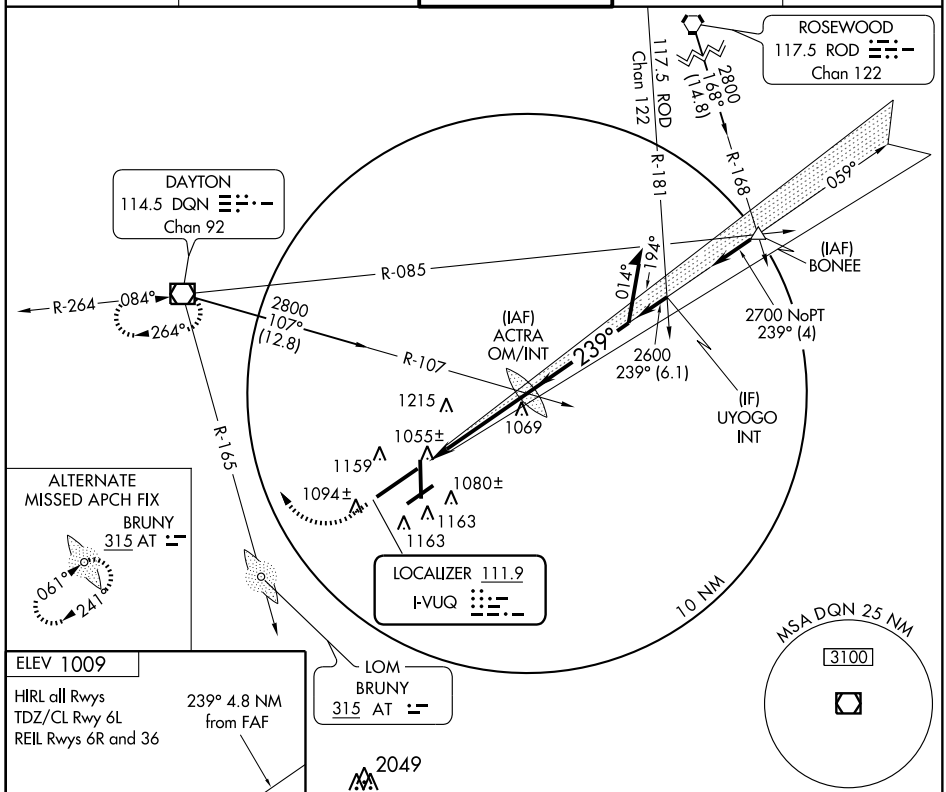
DAYTON/JAMES M. COX DAYTON INTL (DAY)

ASR *RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 then right turn direct DQN VOR/DME and hold.

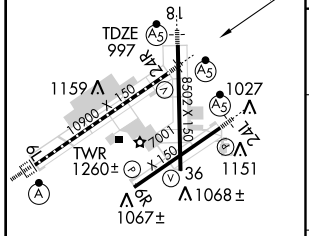
ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75

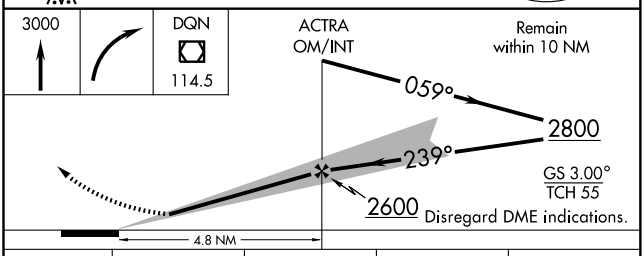


ELEV 1009

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

239° 4.8 NM from FAF





FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
S-ILS 24R	*1197/24	200 (200-½)		
S-LOC 24R	1400/24	403 (400-½)	1400/40	403 (400-¾)
CIRCLING	1560-1	551 (600-1)	1560-1½ 551 (600-1½)	1560-2 551 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-ATD	APP CRS	Rwy Idg	10900
108.9	061°	TDZE	998
		Apt Elev	1009

ILS RWY 6L (CAT II)

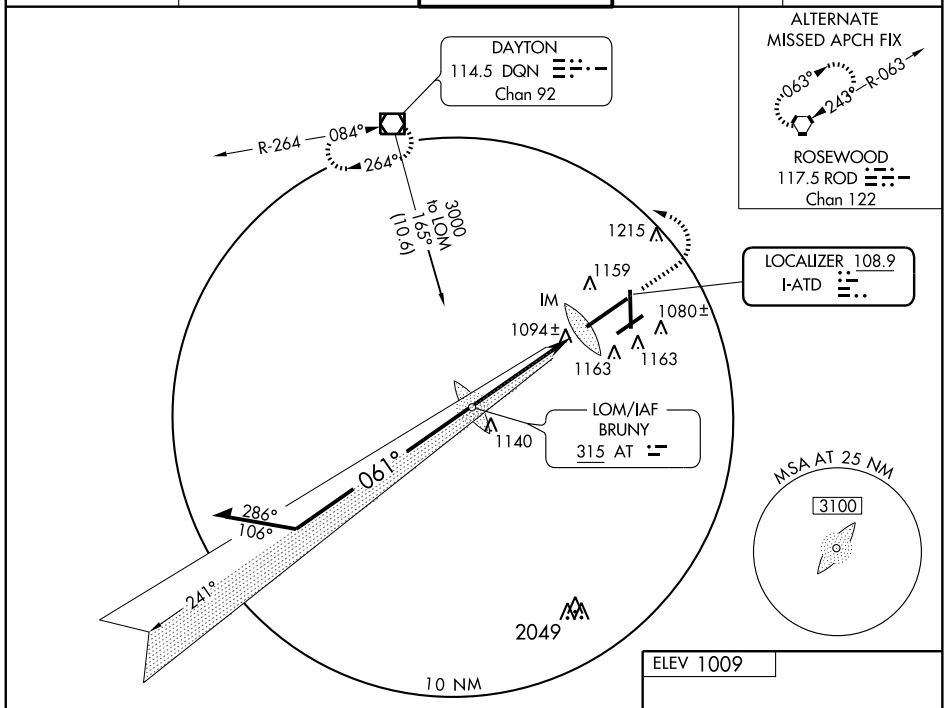
DAYTON/JAMES M. COX DAYTON INTL (DAY)

ASR

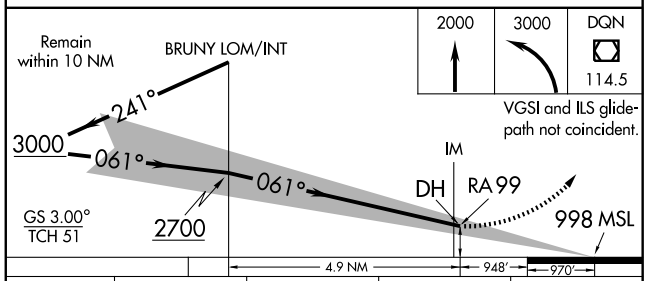
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75



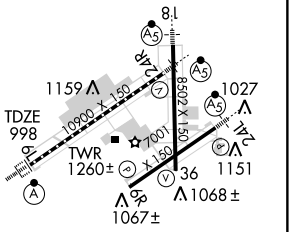
ADF or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 6L	RA 99/12		100 DA 1098	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 1009



HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-ATD	APP CRS	Rwy Idg / TDZE / Apt Elev
108.9	061°	10900 / 998 / 1009

ILS RWY 6L (CAT III)

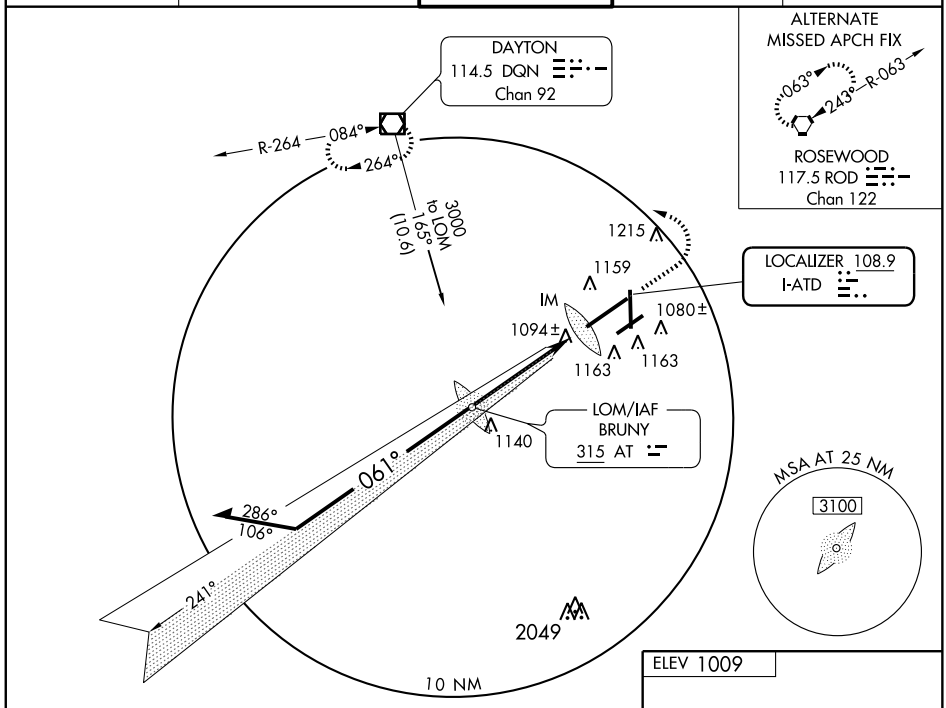
DAYTON/JAMES M. COX DAYTON INTL (DAY)

ASR

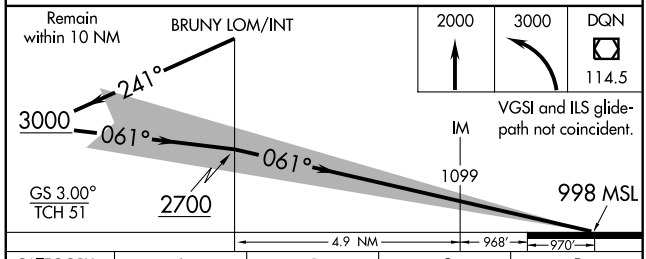
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75



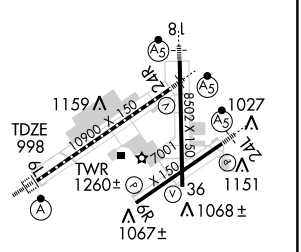
ADF or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 6L		CAT IIIa	RVR 07	
S-ILS 6L		CAT IIIb	RVR 06	
S-ILS 6L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 1009



HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

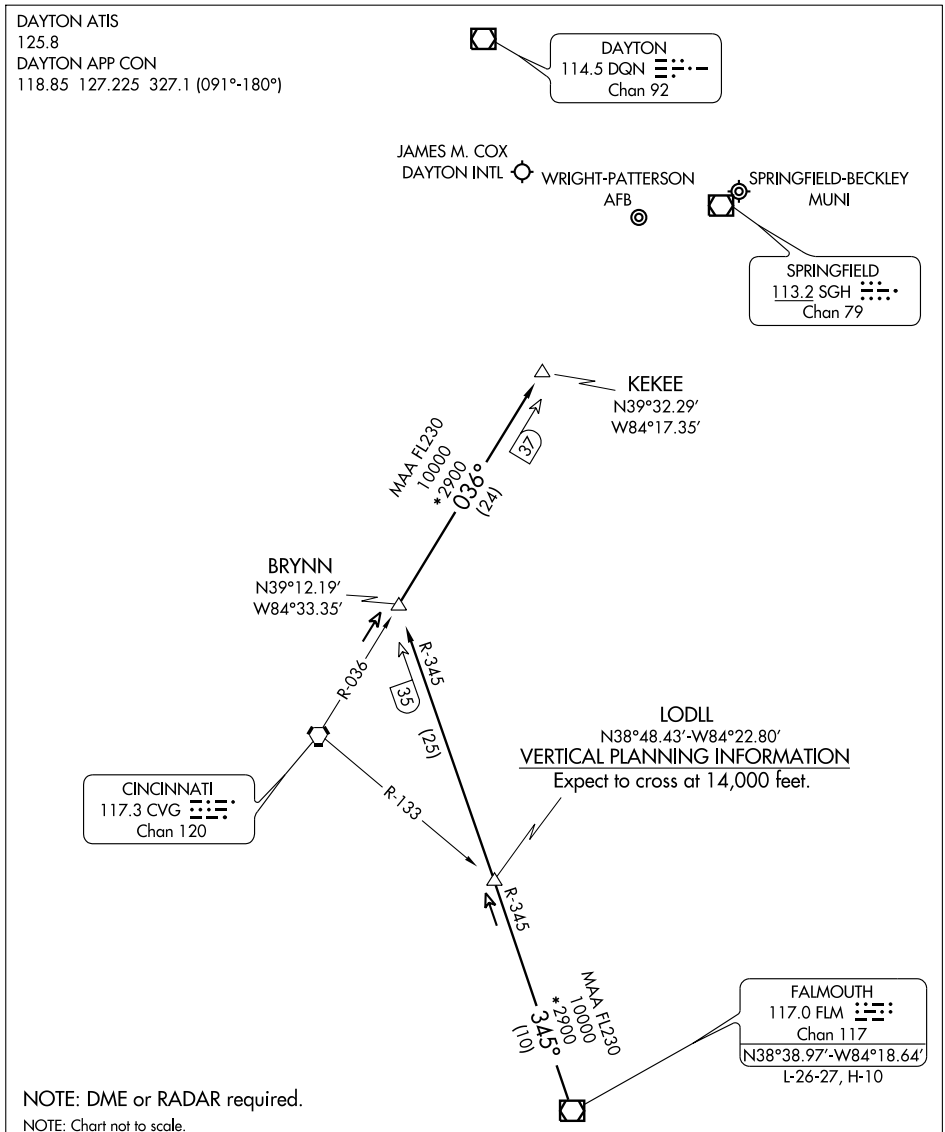
EC-2, 14 JAN 2010 to 11 FEB 2010

(KEKEE.KEKEE3) 09183

KEKEE THREE ARRIVAL

ST-107 (FAA)

DAYTON, OHIO



FALMOUTH TRANSITION (FLM.KEKEE3): From over FLM VOR/DME via FLM R-345 to BRYNN INT, then via CVG R-036 to KEKEE INT. Thence. . . .

. . . . From over KEKEE INT: Expect radar vectors to join final approach course.

EC-2, 14 JAN 2010 to 11 FEB 2010

LOM AT	APP CRS	Rwy Idg	7001
315	069°	TDZE	1007
		Apt Elev	1009

NDB RWY 6R

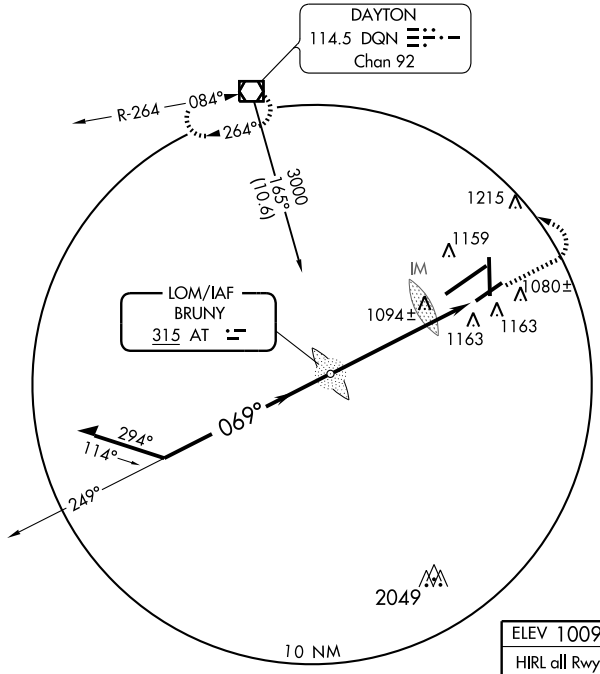
DAYTON/JAMES M. COX DAYTON INTL (DAY)

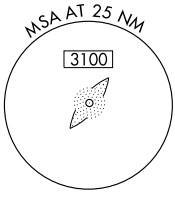
ASR

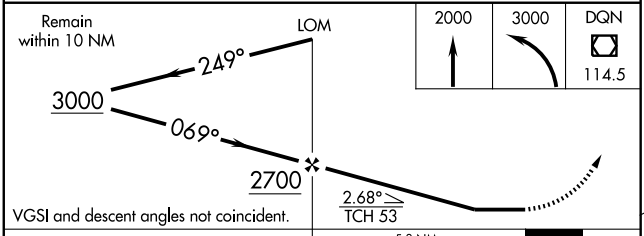
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75

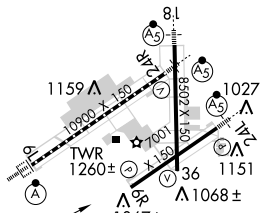






ELEV 1009

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36



069° 5.8 NM from FAF

CATEGORY	A	B	C	D
S-6R	1540-1	533 (600-1)	1540-1½ 533 (600-1½)	1540-1¾ 533 (600-1¾)
CIRCLING	1560-1	551 (600-1)	1560-1½ 551 (600-1½)	1560-2 551 (600-2)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	10900
CH 42913	059°	TDZE	998
W06A		Apt Elev	1009

RNAV (GPS) RWY 6L

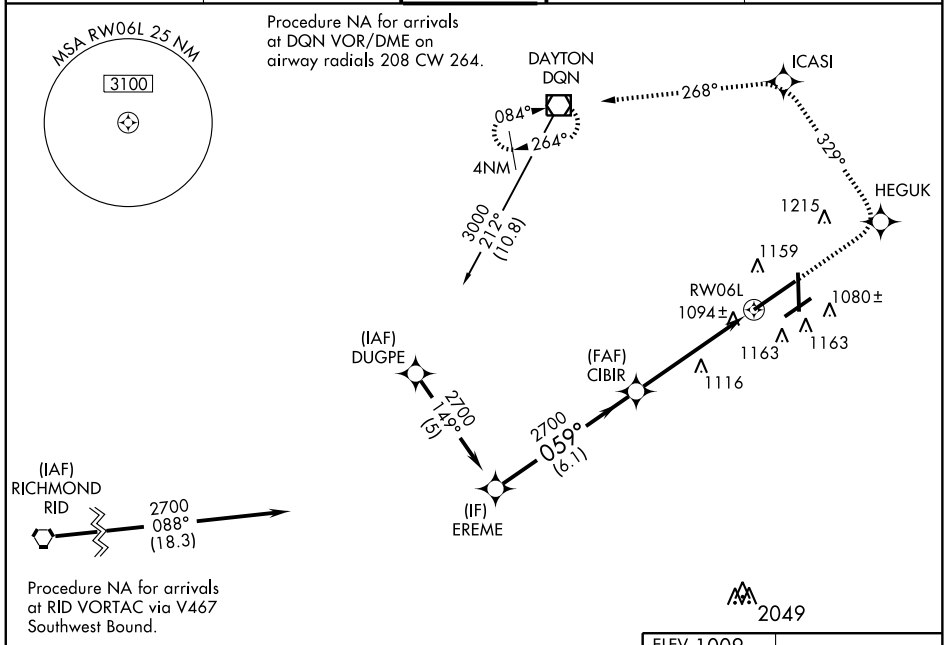
DAYTON/JAMES M. COX DAYTON INTL (DAY)

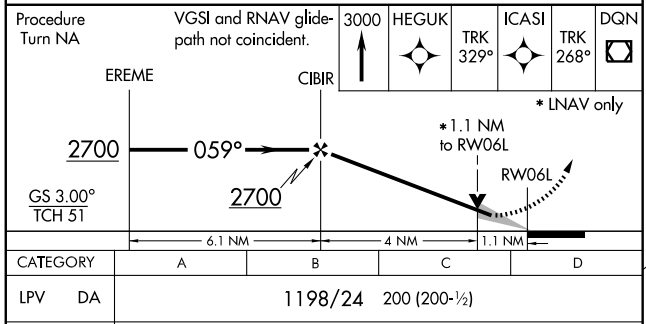
ASR For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

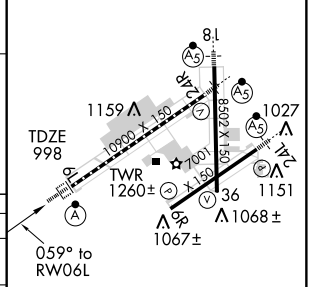
MISSED APPROACH: Climb to 3000 direct HEGUK and via track 329° to ICASI and via track 268° to DQN VOR/DME and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75





CATEGORY	A	B	C	D
LPV DA	1198/24 200 (200-½)			
LNAV/VNAV DA	1366/40 368 (400-¾)			
LNAV MDA	1420/24 422 (500-½)		1420/40 422 (500-¾)	1420/50 422 (500-1)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)



HIRL all Rwys
TDZE/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7001
CH 90414	059°	TDZE	1007
W06B		Apt Elev	1009

RNAV (GPS) RWY 6R

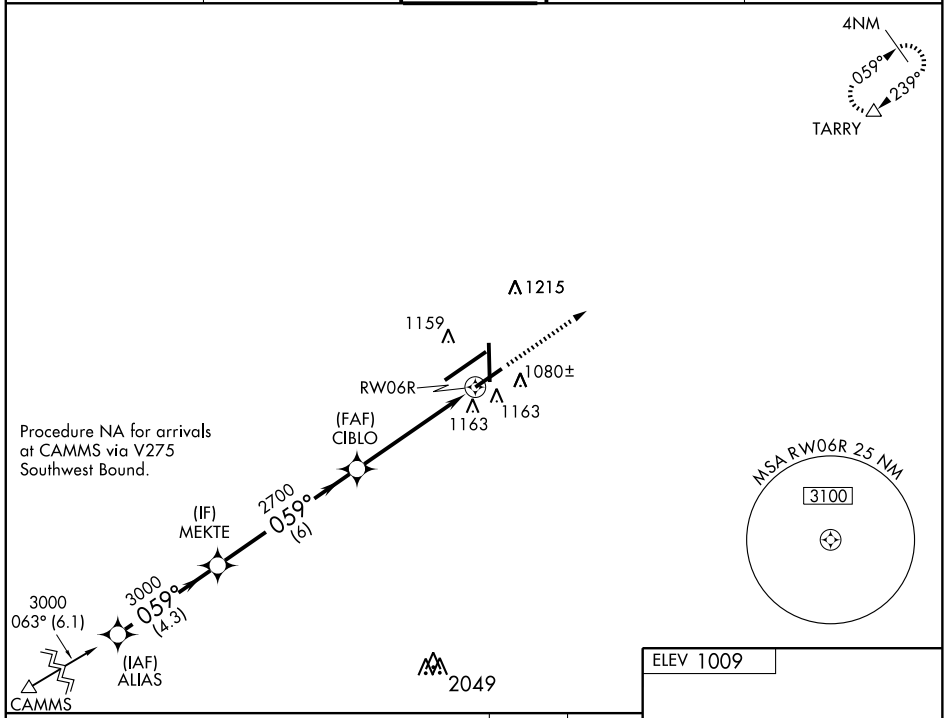
DAYTON/ JAMES M. COX DAYTON INTL (DAY)

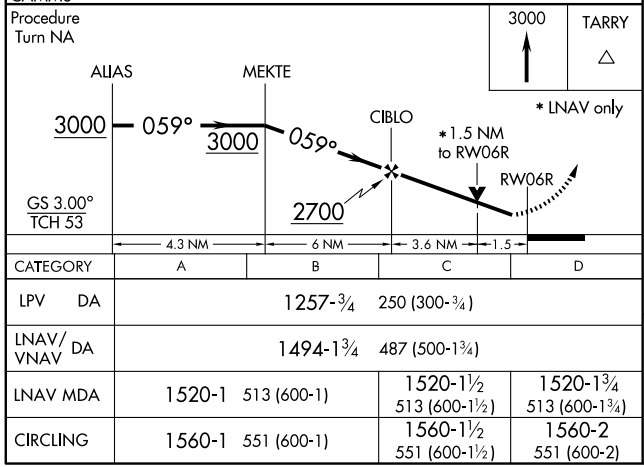
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

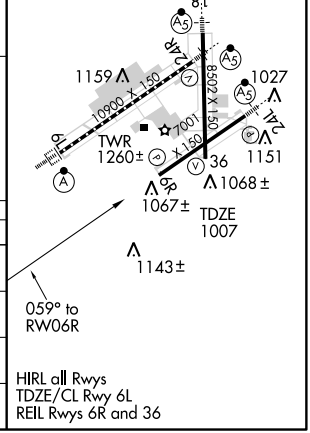
MISSED APPROACH: Climb to 3000 direct TARRY and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75





CATEGORY	A	B	C	D
LPV DA	1257-¾ 250 (300-¾)			
LNAV/VNAV DA	1494-1¾ 487 (500-1¾)			
LNAV MDA	1520-1 513 (600-1)		1520-1½ 513 (600-1½)	1520-1¾ 513 (600-1¾)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)



EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8502
CH 86914	183°	TDZE	995
W18A		Apt Elev	1009

RNAV (GPS) RWY 18

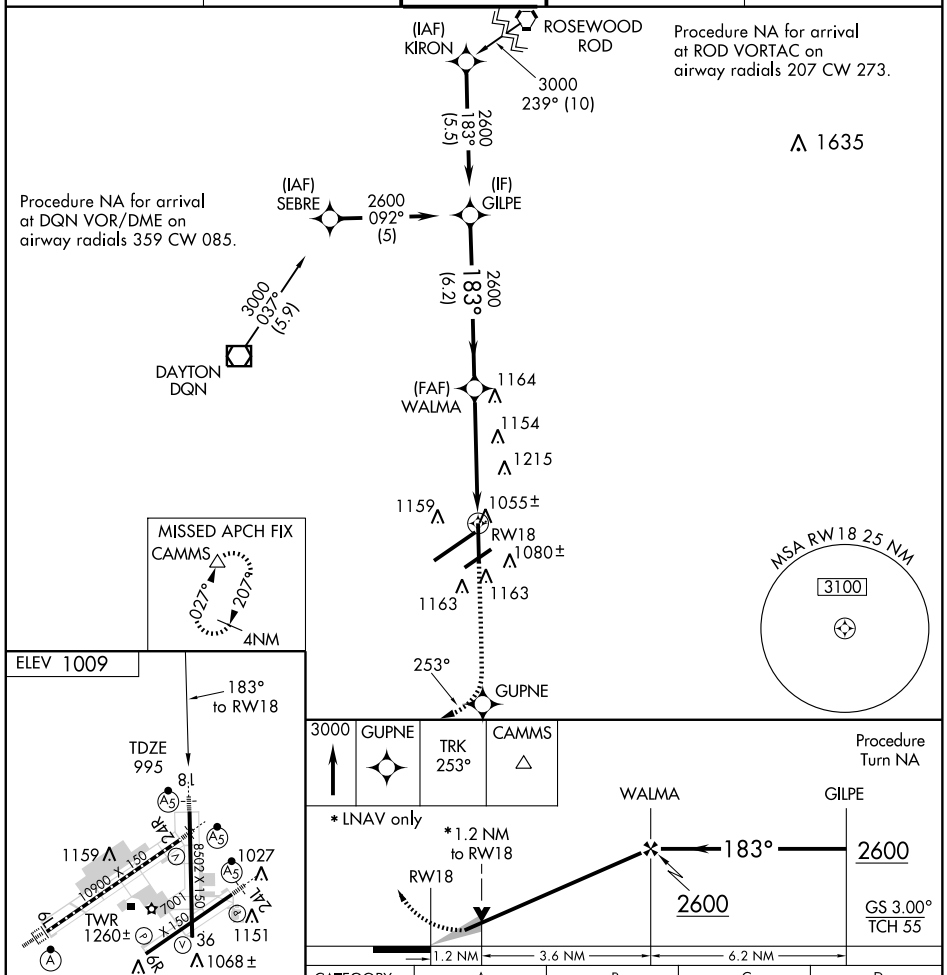
DAYTON/ JAMES M. COX DAYTON INTL (DAY)

ASR For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct GUPNE and via track 253° to CAMMS and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75



CATEGORY	A	B	C	D
LPV DA	1195/24 200 (200-½)			
LNAV/ VNAV DA	1405/50 410 (400-1)			
LNAV MDA	1420/24 425 (500-½)		1420/40 425 (500-¾)	1420/50 425 (500-1)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7001
CH 50414	239°	TDZE	1006
W24A		Apt Elev	1009

RNAV (GPS) RWY 24L

DAYTON/JAMES M. COX DAYTON INTL (DAY)

ASR — For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct WANSU and track 225° to MIMMS and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75

Procedure NA for arrival at ROD VORTAC via V47 Northeast bound.

ROSEWOOD ROD

3000 161° (15.2)

(IAF) TARRY

3000 239° (5.3)

(IF) JAVDO

2600 240° (6)

(FAF) OKIDE

Procedure NA for arrival at TARRY via V12 Eastbound.

1215

1159

RW24L

239°

1080±

WANSU

1163

1163

225°

MSA RW24L 25 NM

3100

MIMMS

094°

274°

4NM

2049

3000	WANSU	TRK 225°	MIMMS

Procedure Turn NA

* LNAV only

*1.2 NM to RW24L

RW24L

239°

OKIDE

240°

2600

JAVDO

239°

3000

TARRY

3000

GS 3.00°

TCH 51

1.2 | 3.7 NM | 6 NM | 5.3 NM

ELEV 1009

239° to RW24L

8.1

12R

1159

10900 X 150

8502 X 150

1027

7001

TWR 1260±

X 150

24L

6L

36

1151

6R

1067±

1068±

TDZE 1006

CATEGORY	A	B	C	D
LPV DA	1206/24 200 (200-½)			
LNAV/VNAV DA	1401/50 395 (400-1)			
LNAV MDA	1420/24 414 (500-½)		1420/40 414 (500-¾)	1420/50 414 (500-1)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)

HIRL all Rwys
TDZE/CL Rwy 6L
REIL Rwys 6R and 36

EC-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	10900
CH 66013	239°	TDZE	997
W24B		Apt Elev	1009

RNAV (GPS) RWY 24R

DAYTON/JAMES M. COX DAYTON INTL (DAY)

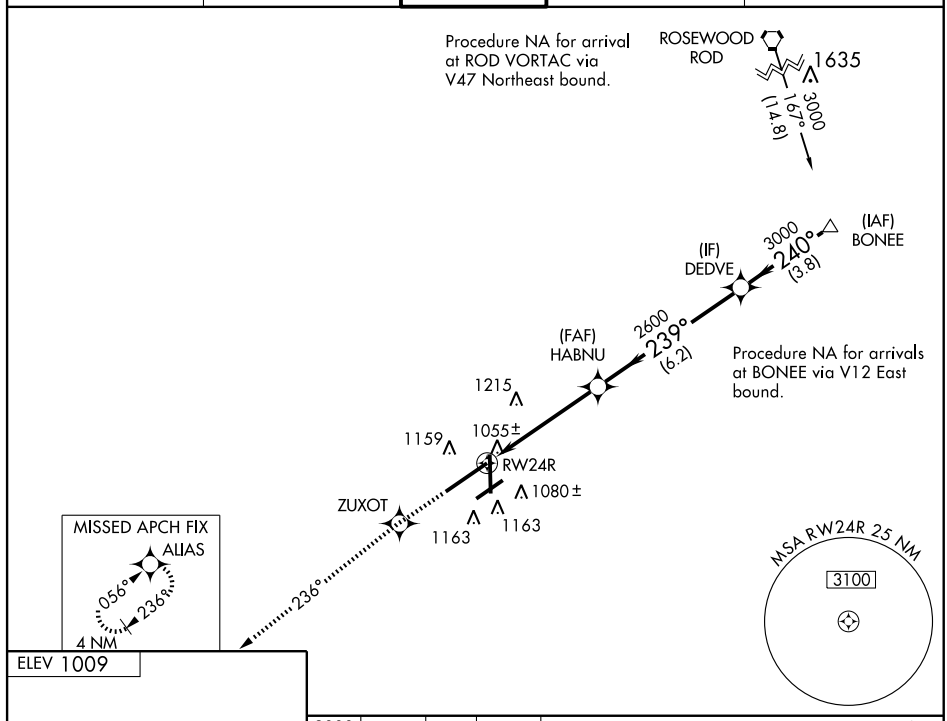
ASR

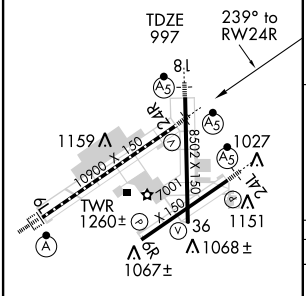
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

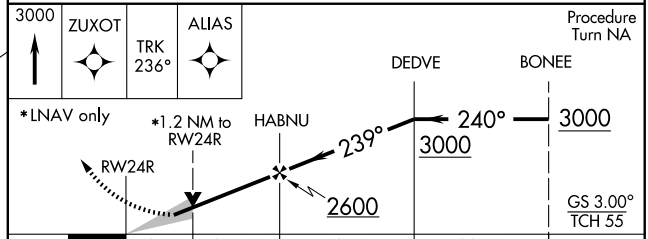
MALSR

MISSED APPROACH: Climb to 3000 direct ZUXOT and via track 236° to ALIAS and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75







CATEGORY	A	B	C	D
LPV DA	1197/24 200 (200-½)			
LNAV/VNAV DA	1364/40 367 (400-¾)			
LNAV MDA	1440/24 443 (500-½)		1440/40 443 (500-¾)	1440/50 443 (500-1)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)

HIRL all Rwys
TDZE/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	8502
003°	TDZE	1008
	Apt Elev	1009

RNAV (GPS) RWY 36

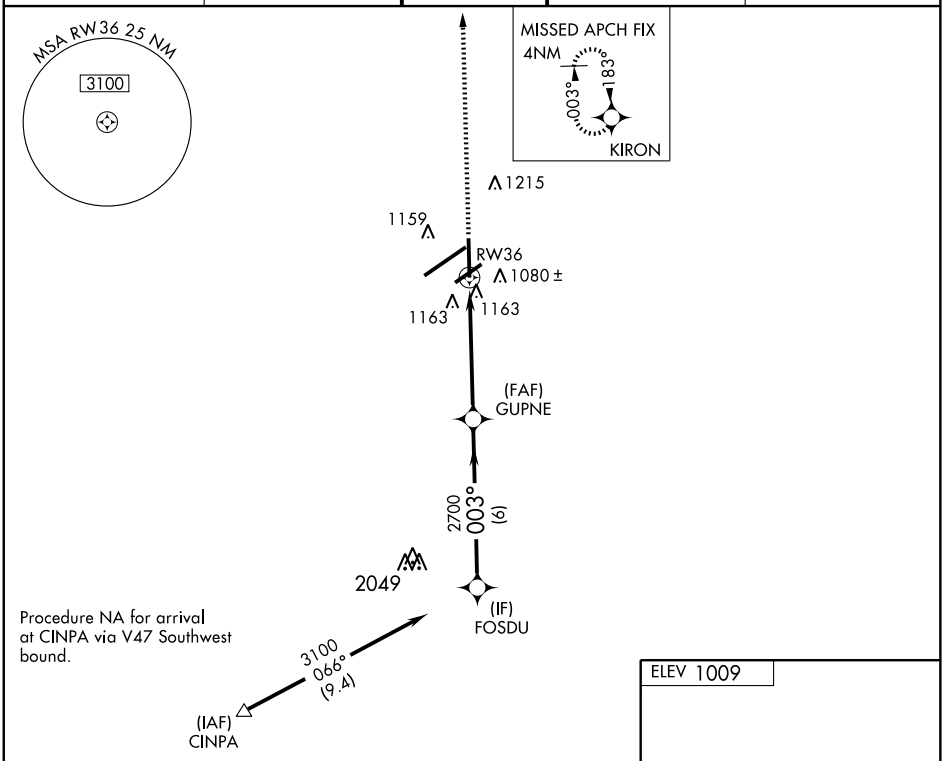
DAYTON/JAMES M. COX DAYTON INTL (DAY)

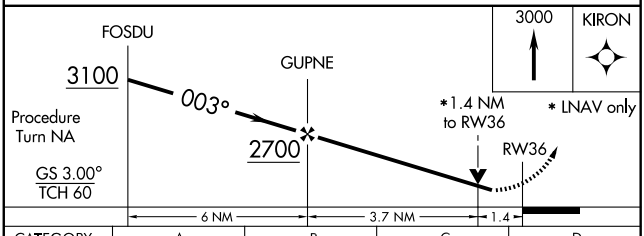
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

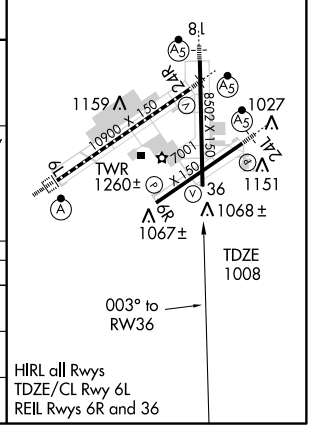
MISSED APPROACH: Climb to 3000 direct to KIRON and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75

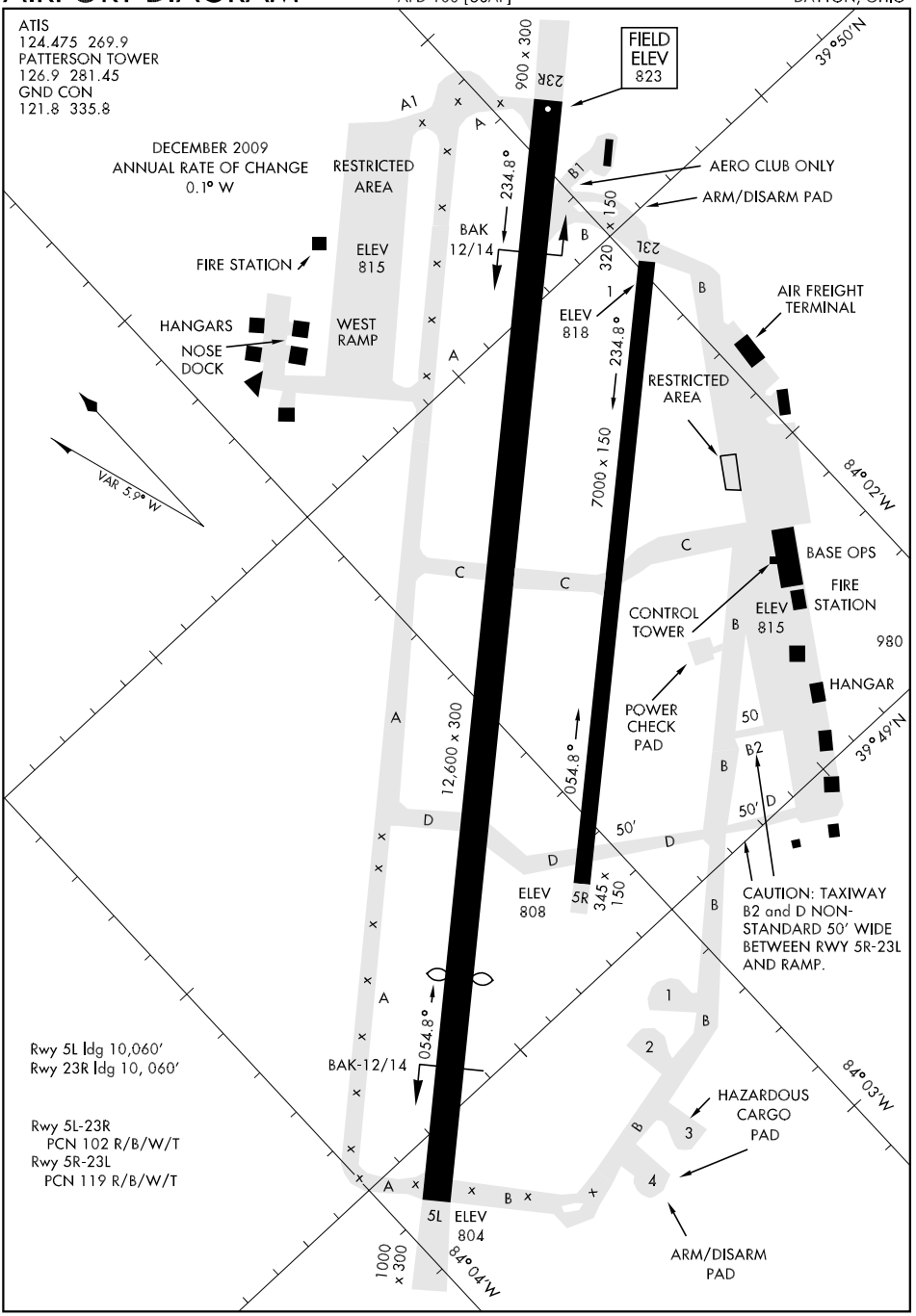


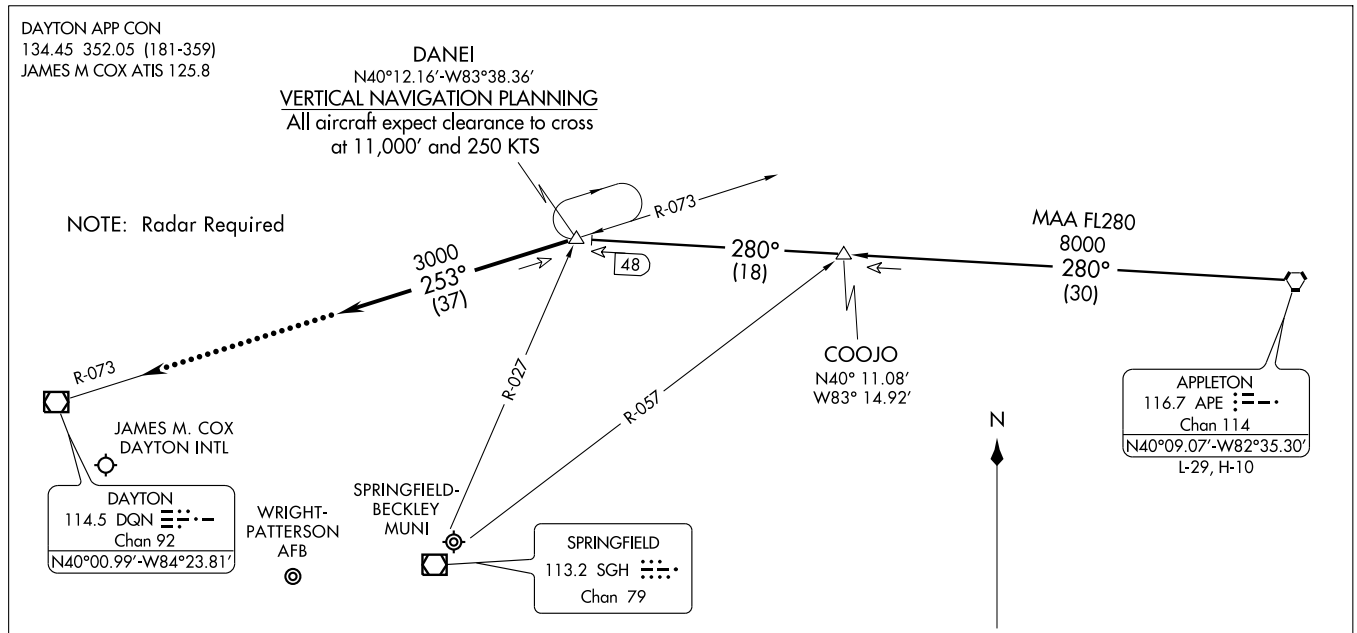


CATEGORY	A	B	C	D
LNAV/VNAV DA	1449-1½ 441 (500-1½)			
LNAV MDA	1500-1 492 (500-1)		1500-1¼ 492 (500-1¼)	1500-1½ 492 (500-1½)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)



EC-2, 14 JAN 2010 to 11 FEB 2010


ATIS
124.475 269.9
PATTERSON TOWER
126.9 281.45
GND CON
121.8 335.8
DECEMBER 2009
ANNUAL RATE OF CHANGE
0.1° W
VAR 5.9° W
FIELD ELEV 823
900 x 300
23R
A1
A
RESTRICTED AREA
234.8°
BAK 12/14
B1
AERO CLUB ONLY
ARM/DISARM PAD
B
320 x 150
23L
FIRE STATION
ELEV 815
HANGARS
NOSE DOCK
WEST RAMP
ELEV 818
AIR FREIGHT TERMINAL
RESTRICTED AREA
7000 x 150
84°02'W
VAR 5.9° W
C
BASE OPS
FIRE STATION
ELEV 815
CONTROL TOWER
980
HANGAR
POWER CHECK PAD
50
B2
39°49'N
12,600 x 300
054.8°
D
50'
ELEV 808
5R
345 x 150
CAUTION: TAXIWAY B2 and D NON-STANDARD 50' WIDE BETWEEN RWY 5R-23L AND RAMP.
Rwy 5L ldg 10,060'
Rwy 23R ldg 10, 060'
BAK-12/14
Rwy 5L-23R
PCN 102 R/B/W/T
Rwy 5R-23L
PCN 119 R/B/W/T
HAZARDOUS CARGO PAD
ARM/DISARM PAD
5L ELEV 804
1000 x 300
84°04'W
39°50'N
84°03'W



APPLETON TRANSITION (APE.DANEI2): From over APE VORTAC via APE R-280 to DANEI INT. Thence . . . .

. . . . From over DANEI INT via heading 253°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:
In the event of lost comunications: At DANEI INT, proceed direct DQN VOR/DME maintain 3000 feet until DQN VOR/DME.

NOTE: Chart not to scale.

HI-ILS or LOC RWY 23R

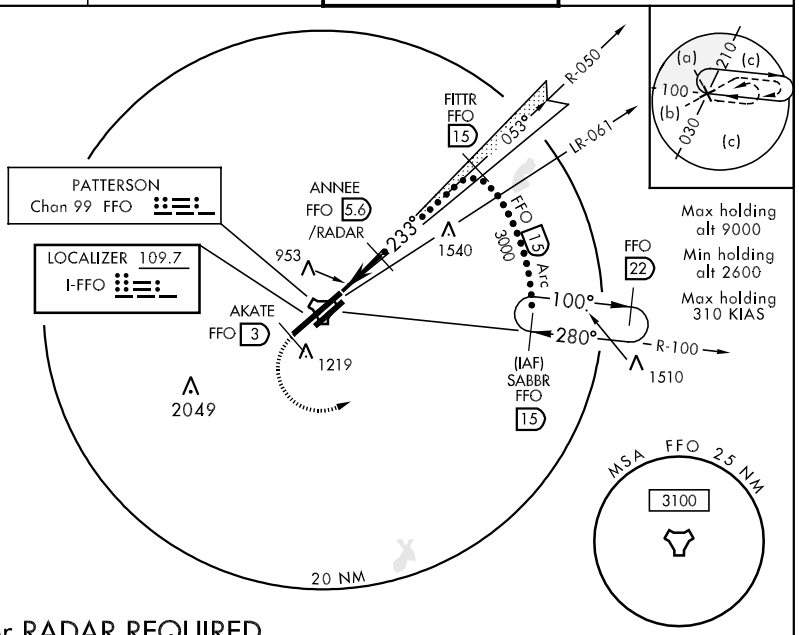
LOC I-FFO	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-108 [USAF]	WRIGHT-PATTERSON AFB (KFFO)
109.7	233°	10,060 / 823 / 823		

▼ * When ALS inop, increase all CAT RVR/vis to 40/¾ mile.
** When ALS inop, increase CAT C RVR/vis to 60/1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

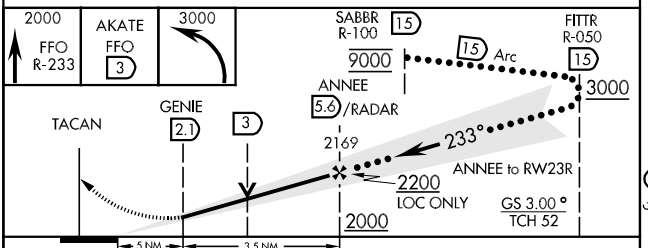
MISSED APPROACH: Climb via FFO R-233 to 2000, at 3 DME (AKATE) turn left direct SABBR climbing to 3000 and hold.

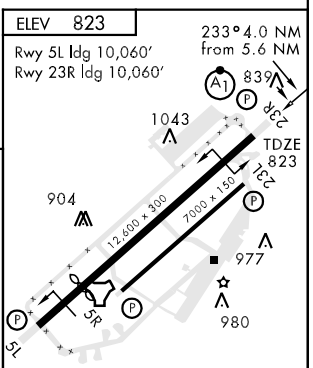
ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8



DME or RADAR REQUIRED FOR LOCALIZER

EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-ILS 23R *	1023/24	200	(200-½)
S-LOC 23R**	1320/40 497 (500-¾)	1320/50 497 (500-1)	1320/60 497 (500-1¼)
CIRCLING	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

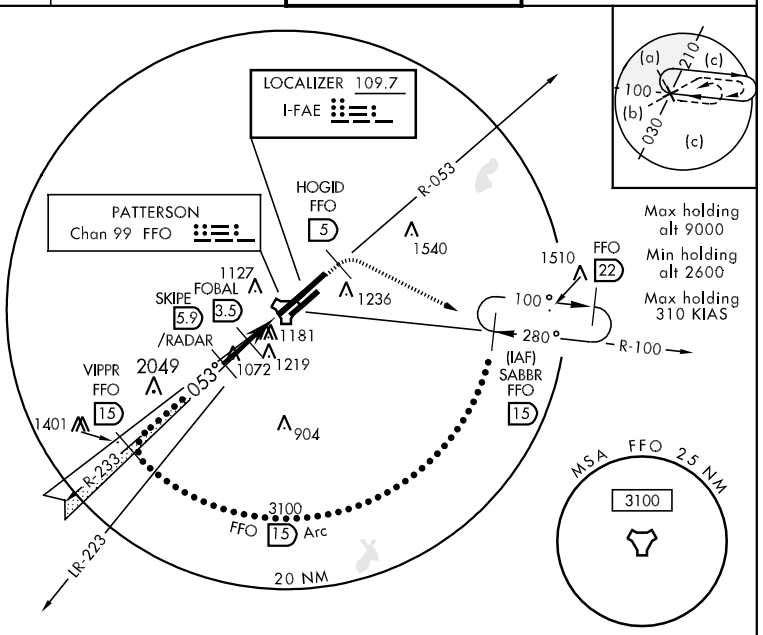
HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

FAF to MAP 3.5 NM					
Knots	120	140	160	180	200
Min:Sec	1:45	1:30	1:19	1:10	1:03

LOC I-FAE 109.7	APCH CRS 053°	Rwy ldg 10,060 TDZE 804 Arpt Elev 823	JAL-108 [USAF]	WRIGHT-PATTERSON AFB (KFFO)

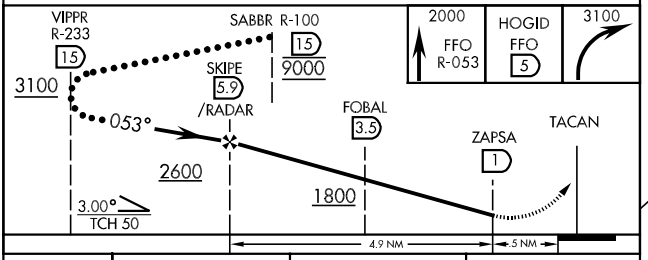
MISSED APPROACH: Climb to 2000 via FFO R-053, at 5 DME (HOGID) turn right direct SABBR climbing to 3100 and hold.

ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8

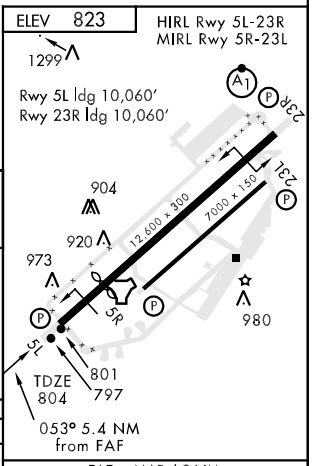


DME or RADAR REQUIRED FOR LOCALIZER

EMERG SAFE ALT 100 NM 3300



CATEGORY	C	D	E
S-LOC 5L	1320-1¾ 516 (600-1¾)		
CIRCLING	1460-1¾ 637 (700-1¾)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)



FAF to MAP 4.9 NM					
Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

HI-TACAN RWY 5L

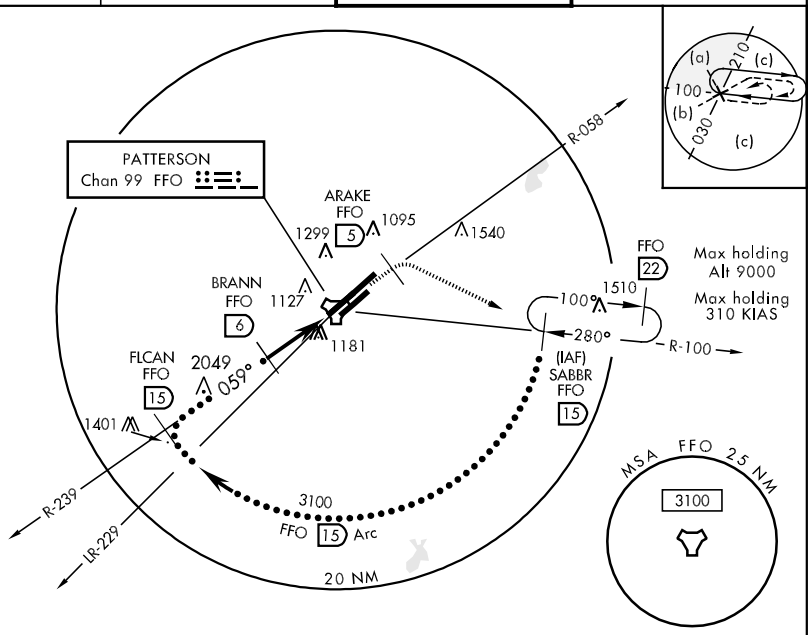
TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
FFO Chan 99	059°	10,060	804	823

JAL-108 [USAF]

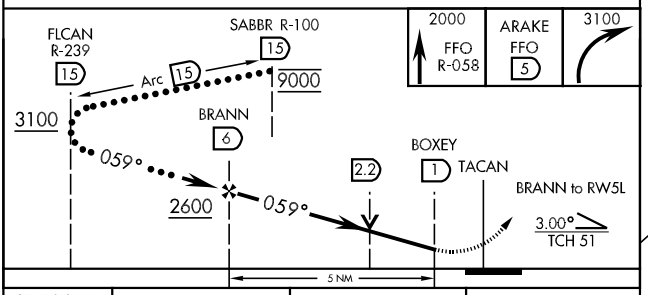
WRIGHT-PATTERSON AFB (KFFO)

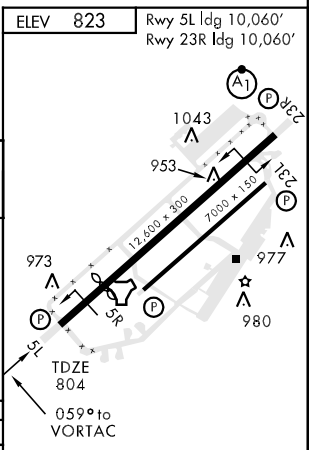
MISSED APPROACH: Climb to 2000 via FFO R-058, at 5 DME (ARAKE), turn right direct SABBR climbing to 3100 and hold.

ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8



EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-5L	1460-1¾ 656 (700-1¾)	1460-2 656 (700-2)	1460-2¼ 656 (700-2¼)
CIRCLING	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

HI-TACAN RWY 23R

TACAN	FFO	APCH CRS	Rwy ldg	10,060
Chan	99	230°	TDZE	823
			Arpt Elev	823

JAL-108 [USAF]

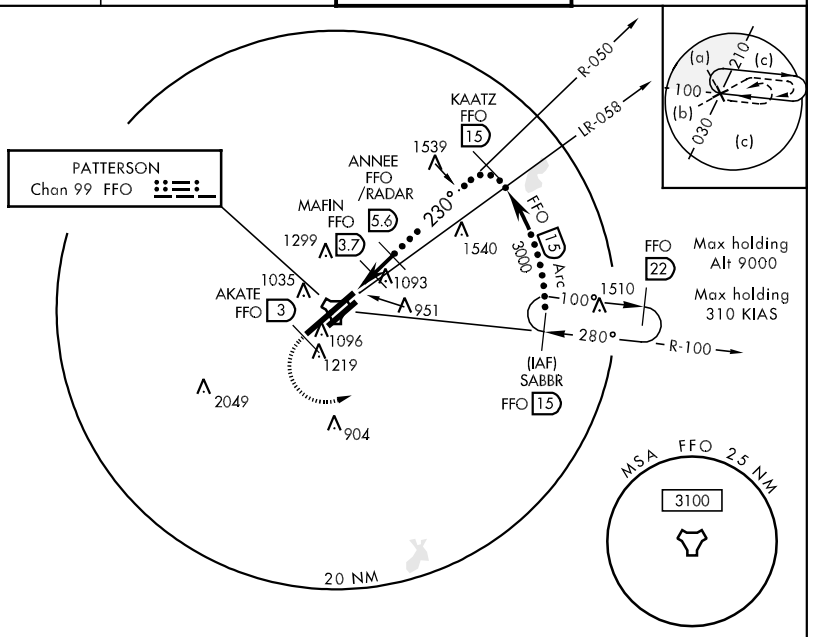
WRIGHT-PATTERSON AFB (KFFO)

▼ * When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, and CAT E vis to 1¾ miles.

ALSF-1

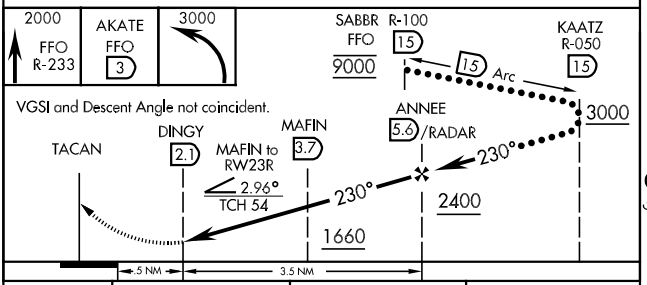
MISSED APPROACH: Climb to 2000 via FFO R-233, at 3 DME (AKATE), turn left direct SABBR climbing to 3000 and hold.

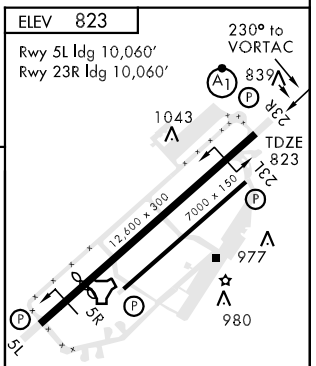
ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8



EMERG SAFE ALT 100 NM 3300

2000	AKATE	3000
FFO R-233	FFO 3	





CATEGORY	C	D	E
S-23R *	1320/40 497 (500-¾)	1320/50 497 (500-1)	1320/60 497 (500-1¼)
CIRCLING	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

ILS RWY 23R

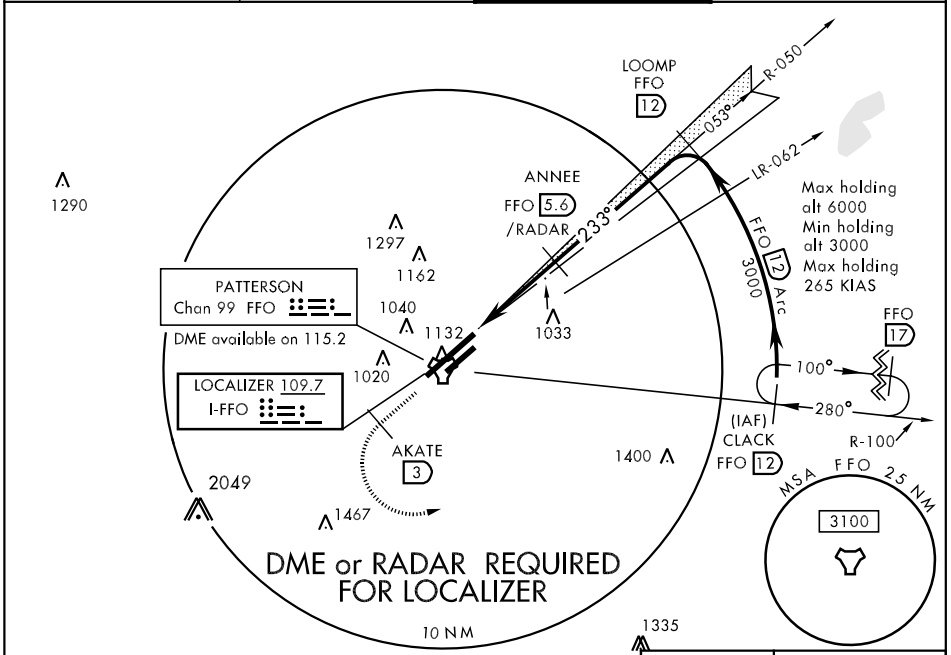
LOC I-FFO 109.7	APCH CRS 233°	Rwy ldg 10,060 TDZE 823 Arpt Elev 823	AL-108 [USAF]	WRIGHT-PATTERSON AFB (KFFO)

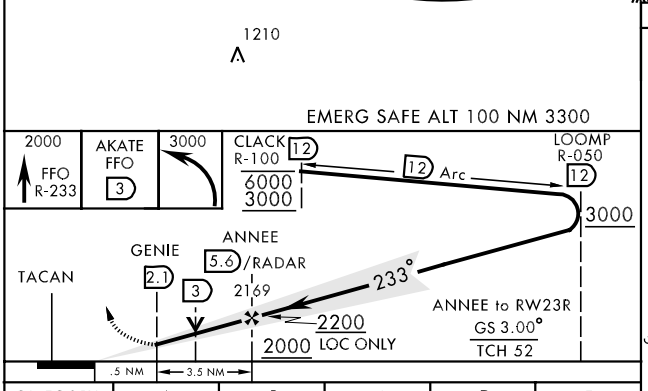
▼ * When ALS inop, increase all CAT RVR/vis to 40/¾.
** When ALS inop, increase RVR/vis to CAT AB 50/1, CAT C 60/1¼, CAT D 1½, CAT E 1¾.

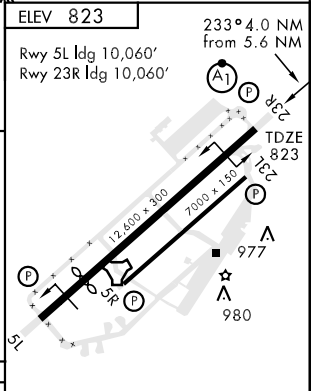
ALSF-1 (A1)

MISSED APPROACH: Climb via FFO R-233 to 2000, at 3 DME turn left direct CLACK to 3000 and hold.

ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8







CATEGORY	A	B	C	D	E
S-ILS 23R *	1023/24		200	(200-½)	
S-LOC 23R **	1320/24 497	(500-½)	1320/40 497 (500-¾)	1320/50 497 (500-1)	1320/60 497(500-1¼)
CIRCLING	1380-1 557 (600-1)	1400-1 577 (600-1)	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

ILS Z RWY 23R

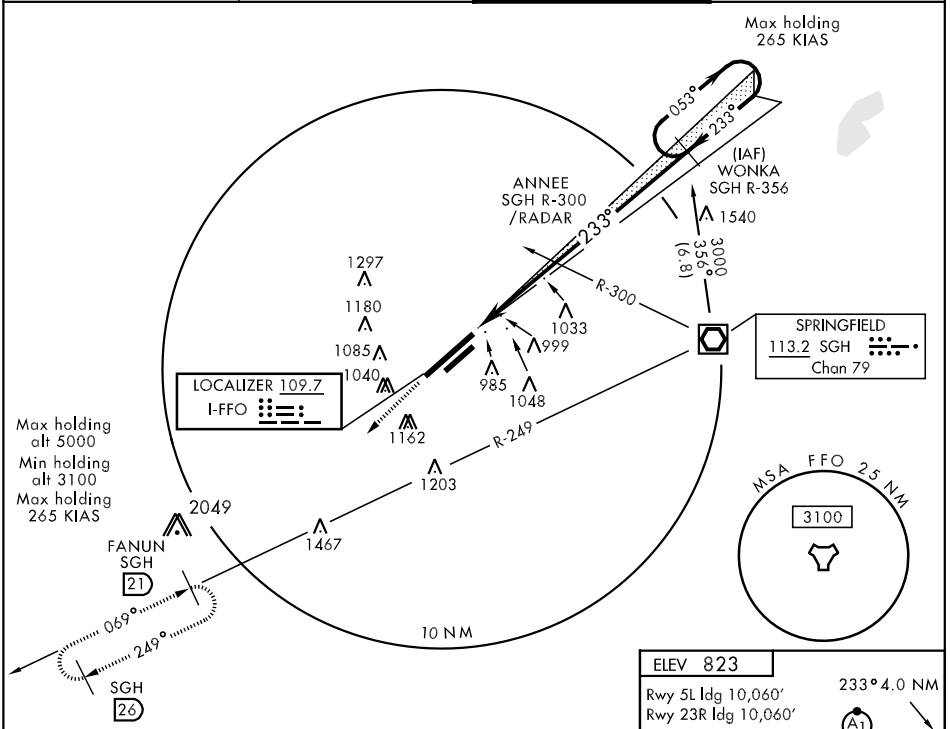
LOC I-FFO 109.7	APCH CRS 233°	Rwy ldg 10,060 TDZE 823 Arpt Elev 823	AL-108 [USAF]	WRIGHT-PATTERSON AFB (KFFO)

▼ * When ALS inop, increase all CAT RVR/vis to 40/¾.
** When ALS inop, increase RVR/vis to CAT AB 50/1, CAT C 60/1¼, CAT D 1½, CAT E 1¾.

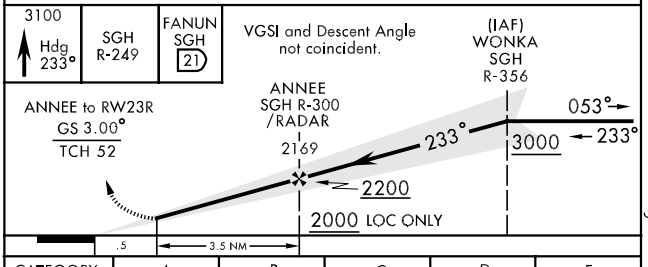
ALSF-1

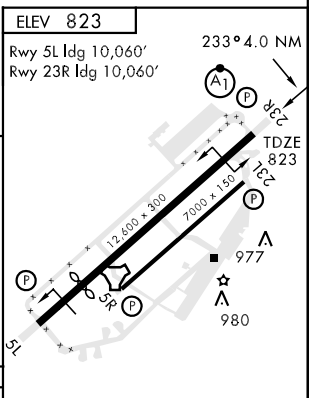
MISSED APPROACH: Track hdg 233° climb to 3100 intercept SGH R-249 to FANUN and hold.

ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8



EMERG SAFE ALT 100 NM 3300





HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

CATEGORY	A	B	C	D	E
S-ILS 23R *	1023/24		200	(200-½)	
S-LOC 23R **	1320/24 497	(500-½)	1320/40 497 (500-¾)	1320/50 497 (500-1)	1320/60 497(500-1¼)
CIRCLING	1380-1 557 (600-1)	1400-1 577 (600-1)	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

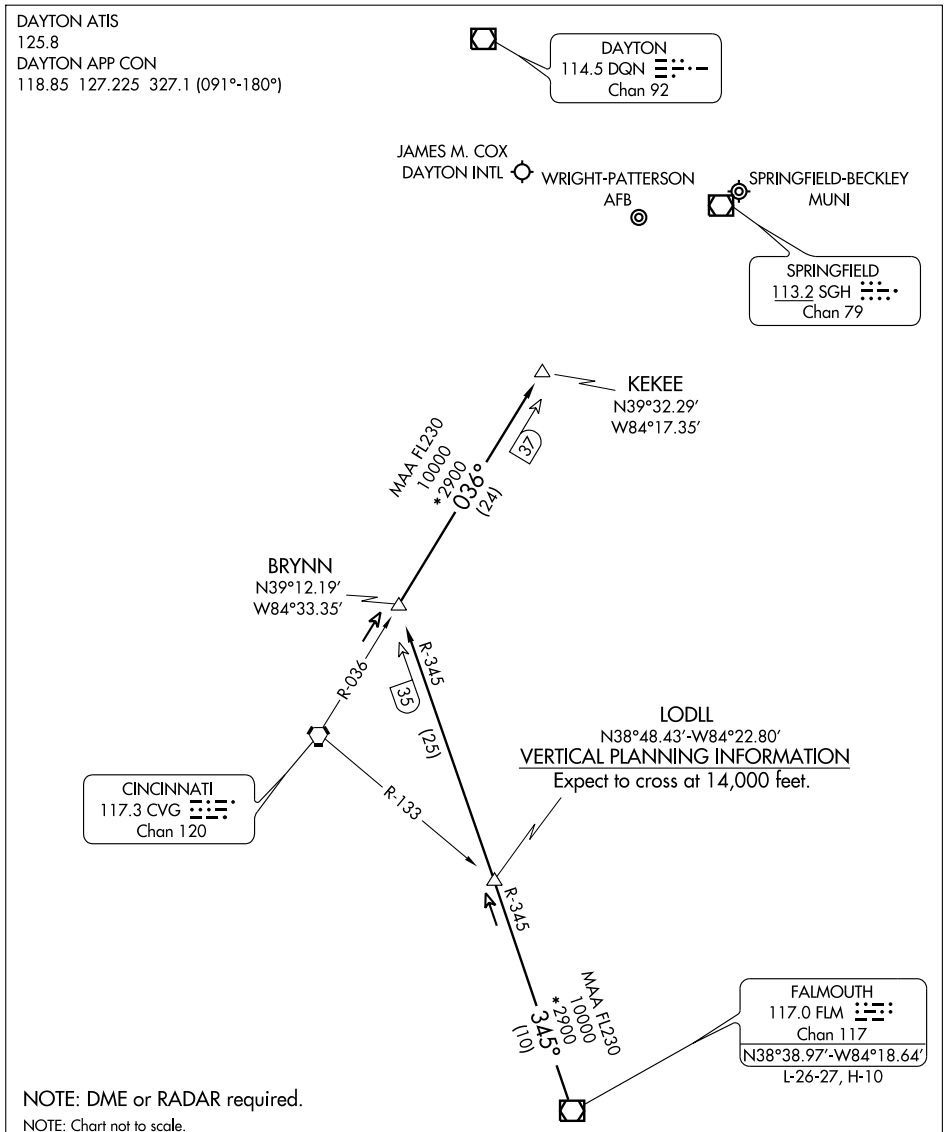
FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

(KEKEE.KEKEE3) 09183

KEKEE THREE ARRIVAL

ST-107 (FAA)

DAYTON, OHIO



FALMOUTH TRANSITION (FLM.KEKEE3): From over FLM VOR/DME via FLM R-345 to BRYNN INT, then via CVG R-036 to KEKEE INT. Thence. . . .

. . . . From over KEKEE INT: Expect radar vectors to join final approach course.

EC-2, 14 JAN 2010 to 11 FEB 2010

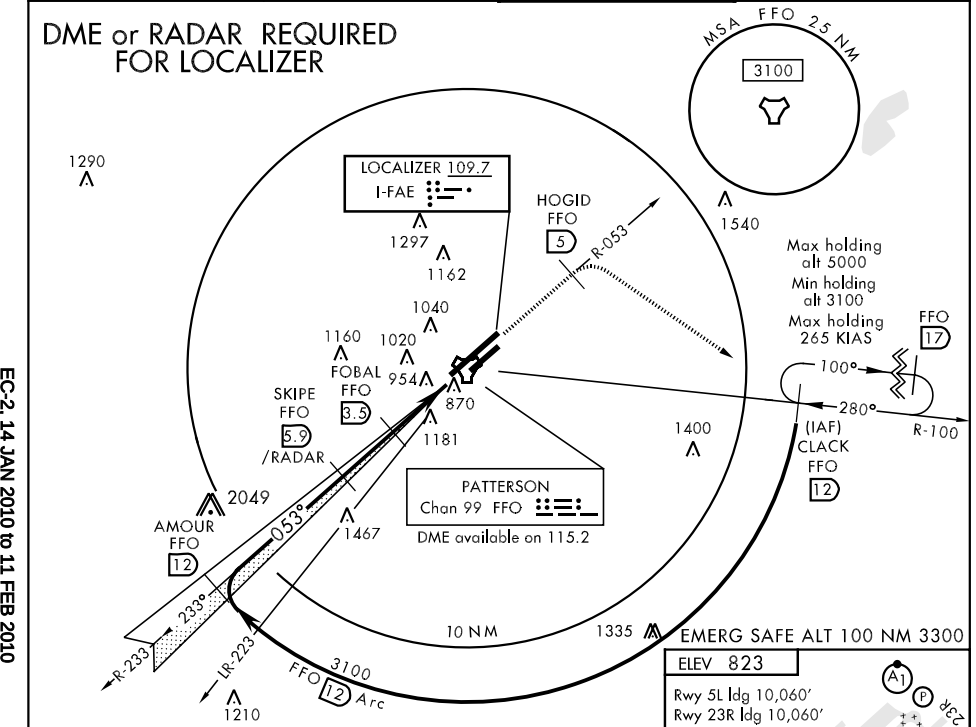
LOC I-FAE 109.7	APCH CRS 053°	Rwy ldg 10,060 TDZE 804 Arpt Elev 823	AL-108 [USAF]	WRIGHT-PATTERSON AFB (KFFO)

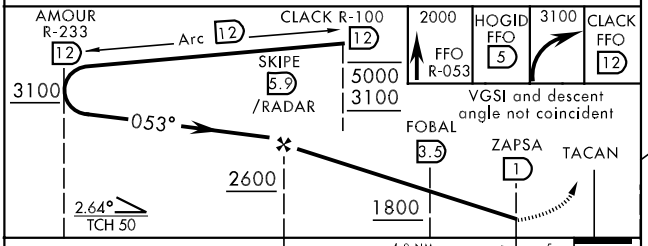
LOC RWY 5L

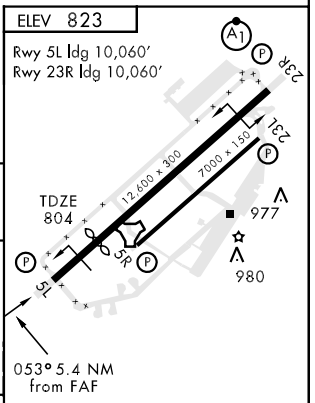
MISSED APPROACH: Climb to 2000 via FFO R-053 at 5 DME, turn right direct CLACK climbing to 3100 and hold.

ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8

DME or RADAR REQUIRED FOR LOCALIZER







CATEGORY	A	B	C	D	E
S-LOC 5L	1320-1¾ 516 (600-1¾)				
CIRCLING	1460-1¾ 637 (700-1¾)			1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

RNAV (GPS) RWY 23R

APCH CRS	Rwy ldg	10,060
233°	TDZE	823
	Arpt Elev	823

AL-108 [USAF]

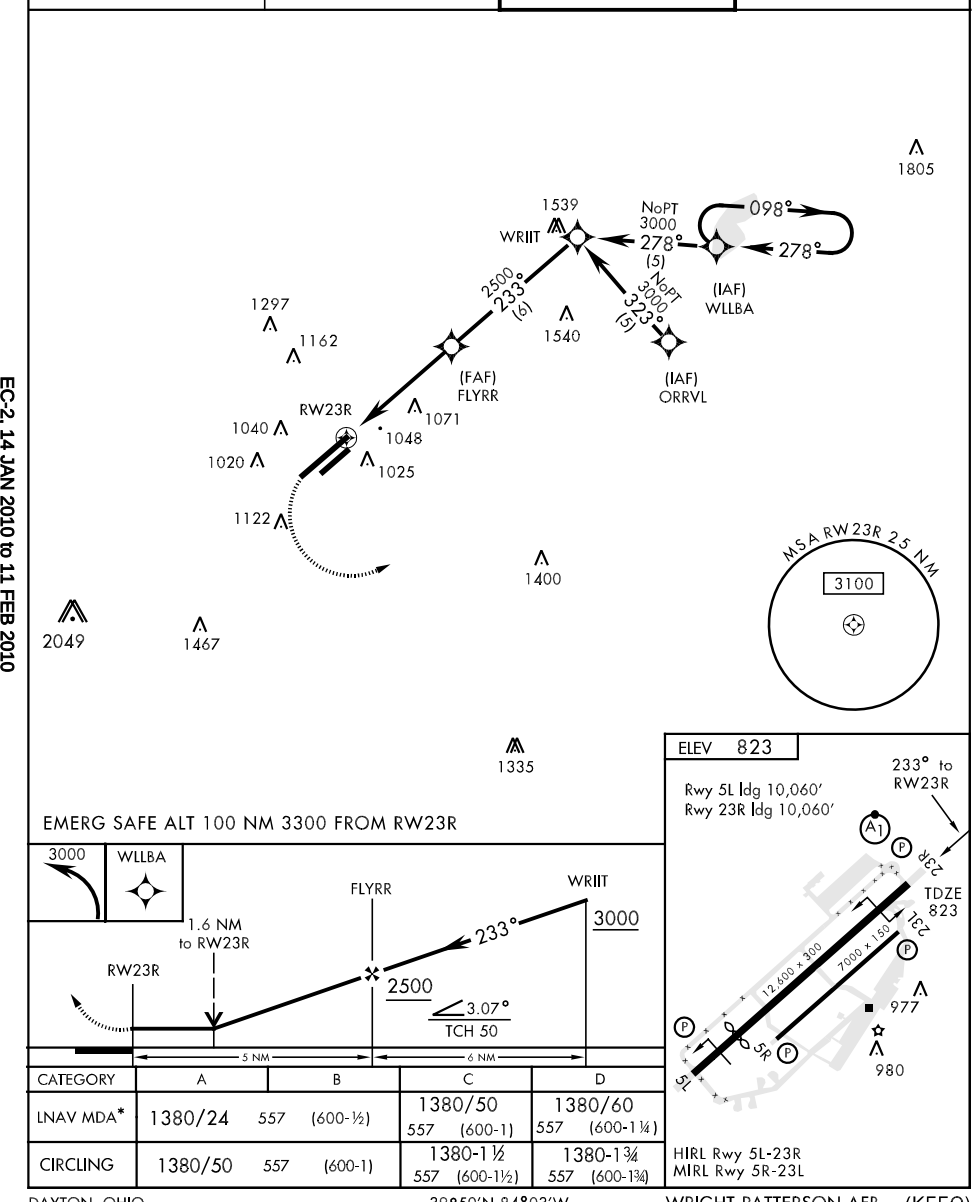
WRIGHT-PATTERSON AFB (KFFO)

* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles.
DME/DME RNP-0.3 NA

ALSF-1

MISSED APPROACH: Turn left climb to 3000 direct WLLBA WPT and hold.

ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8



EMERG SAFE ALT 100 NM 3300 FROM RW23R

CATEGORY	A	B	C	D
LNAV MDA*	1380/24 557 (600-½)		1380/50 557 (600-1)	1380/60 557 (600-1¼)
CIRCLING	1380/50 557 (600-1)		1380-1½ 557 (600-1½)	1380-1¾ 557 (600-1¾)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

TACAN RWY 5L

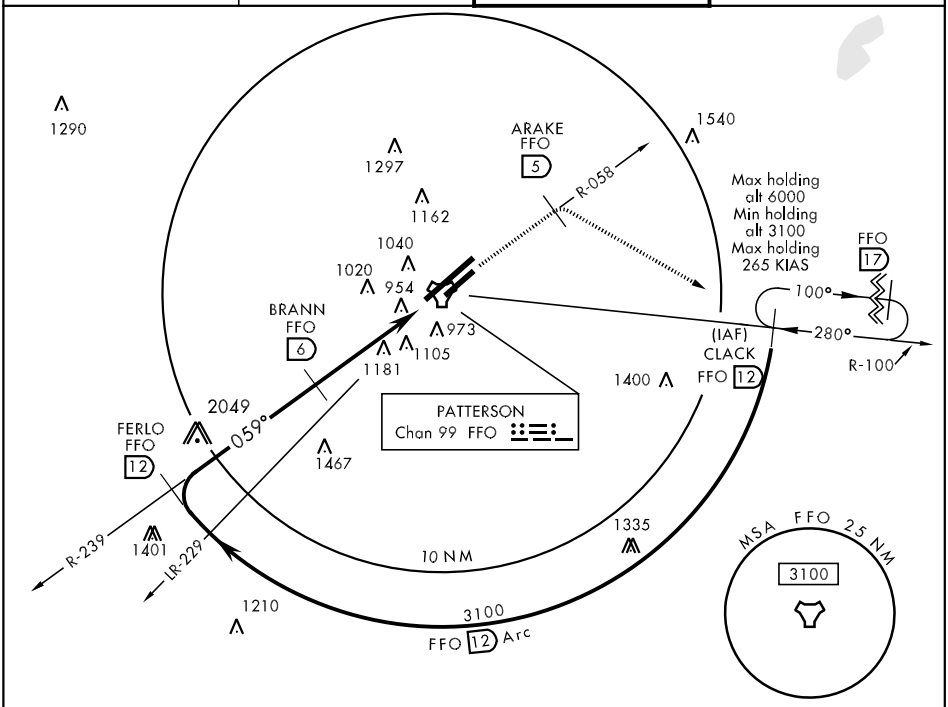
TACAN	FFO	APCH CRS	Rwy ldg	10,060
Chan	99	059°	TDZE	804
			Arpt Elev	823

AL-108 [USAF]

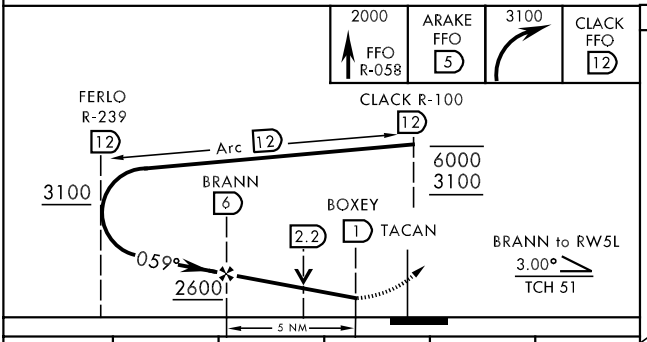
WRIGHT-PATTERSON AFB (KFFO)

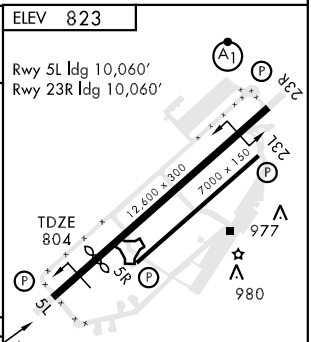
MISSED APPROACH: Climb to 2000 via FFO R-058 to 5 DME, turn right direct CLACK climbing to 3100 and hold.

ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
S-5L	1460-1¾ 656 (700-1¾)			1460-2 656(700-2)	1460-2¼ 656(700-2¼)
CIRCLING	1400-1 577 (600-1)		1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

TACAN RWY 5R

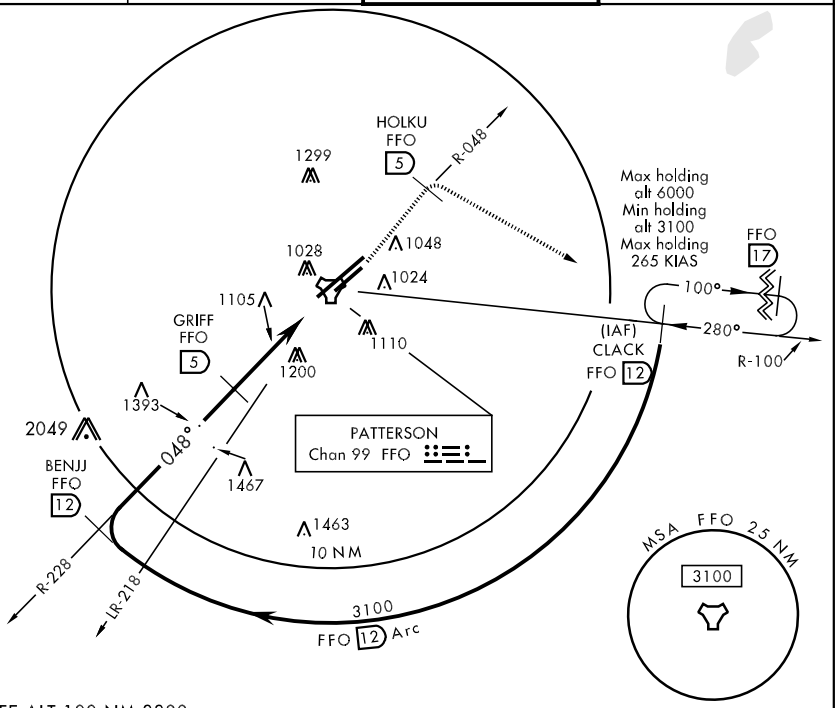
TACAN	APCH CRS	Rwy ldg	7000
FFO Chan 99	048°	TDZE	812
		Arpt Elev	823

AL-108 [USAF]

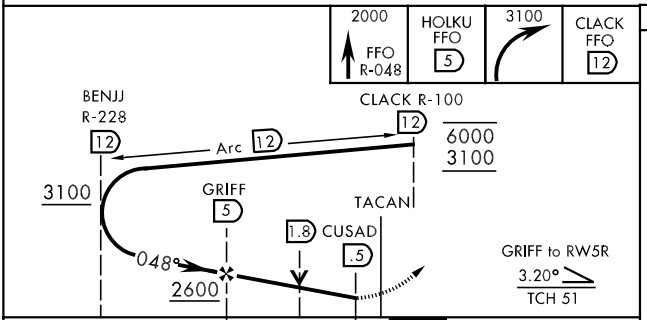
WRIGHT-PATTERSON AFB (KFFO)

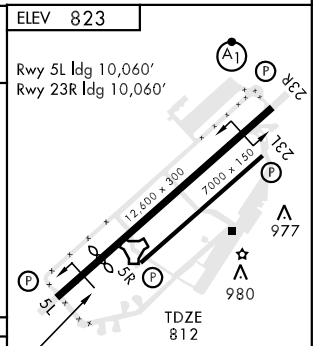
MISSED APPROACH: Climb to 2000 via FFO R-048 to HOLKU, turn right direct CLACK climbing to 3100 and hold.

ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
S-5R	1480-1	668 (700-1)	1480-1¾ 668 (700-1¾)	1480-2 668 (700-2)	1480-2¼ 668(700-2¼)
CIRCLING	1480-1	657 (700-1)	1480-1¾ 657 (700-1¾)	1480-2 657 (700-2)	1620-2¾ 797 (800-2¾)

TACAN RWY 23L

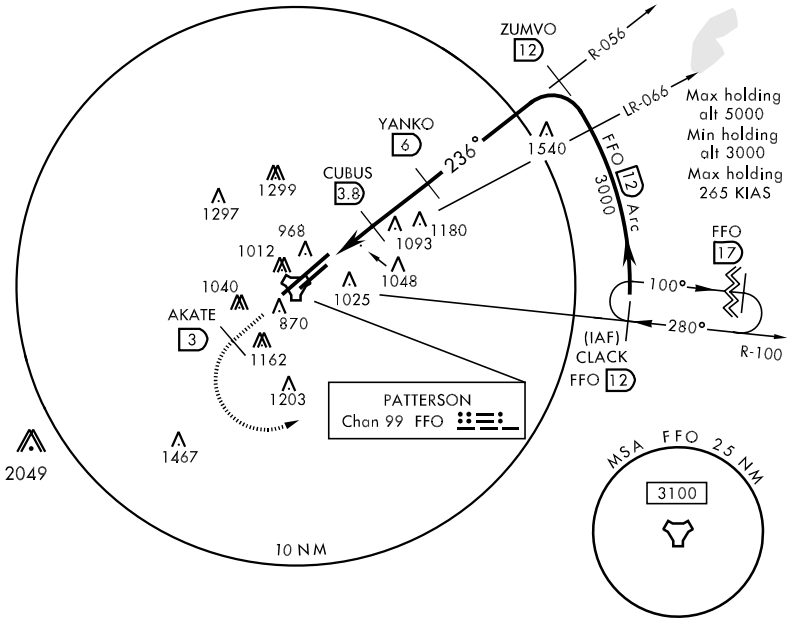
TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
FFO Chan 99	236°	7000	818	823

AL-108 [USAF]

WRIGHT-PATTERSON AFB (KFFO)

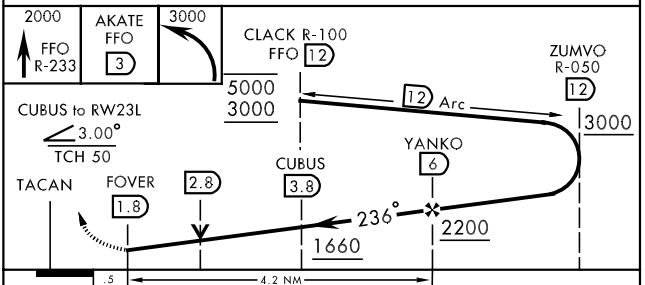
MISSED APPROACH: Climb to 2000 via FFO R-233, at 3 DME turn left direct CLACK climbing to 3000 and hold.

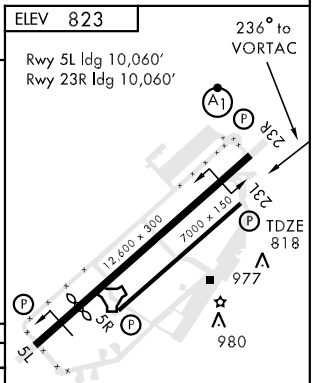
ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8



EC-2, 14 JAN 2010 to 11 FEB 2010

EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
S-23L	1340-1 522 (600-1)		1340-1½ 522 (600-1½)	1340-1¾ 522 (500-1¾)	
CIRCLING	1380-1 557 (600-1)	1400-1 577 (600-1)	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

39° 50'N-84° 03'W

DAYTON, OHIO

TACAN RWY 23R

TACAN	APCH CRS	Rwy ldg	10,060
FFO		TDZE	823
Chan 99	230°	Arpt Elev	823

AL-108 [USAF]

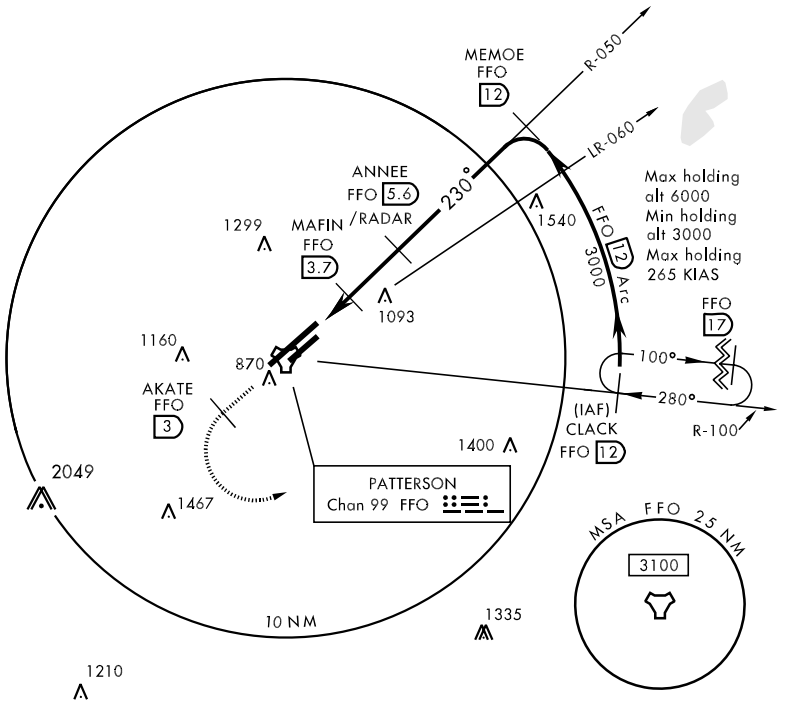
WRIGHT-PATTERSON AFB (KFFO)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, and CAT E vis to 1¾ miles.

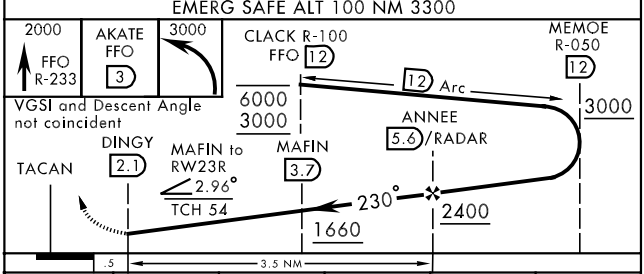
ALSF-1

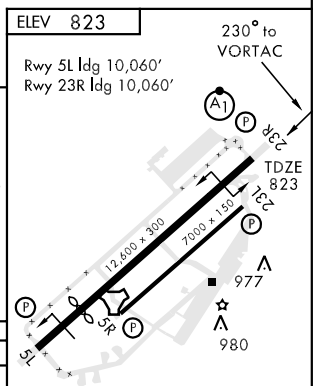
MISSED APPROACH: Climb to 2000 via FFO R-233, at 3 DME turn left direct CLACK climbing to 3000 and hold.

ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
S-23R *	1320/24 497 (500-½)		1320/40 497 (500-¾)	1320/50 497 (500-1)	1320/60 497(500-1¼)
CIRCLING	1380-1 557 (600-1)	1400-1 577 (600-1)	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

EC-2, 14 JAN 2010 to 11 FEB 2010

DAYTON, OHIO
Amdt 2 09211

39° 50'N-84° 03'W

WRIGHT-PATTERSON AFB (KFFO)

TACAN RWY 23R

DAYTON, OHIO

AL-5879 (FAA)

WAAS	APP CRS	Rwy Idg	4500
CH 97702	068°	TDZE	936
W07A		Apt Elev	946

RNAV (GPS) RWY 7

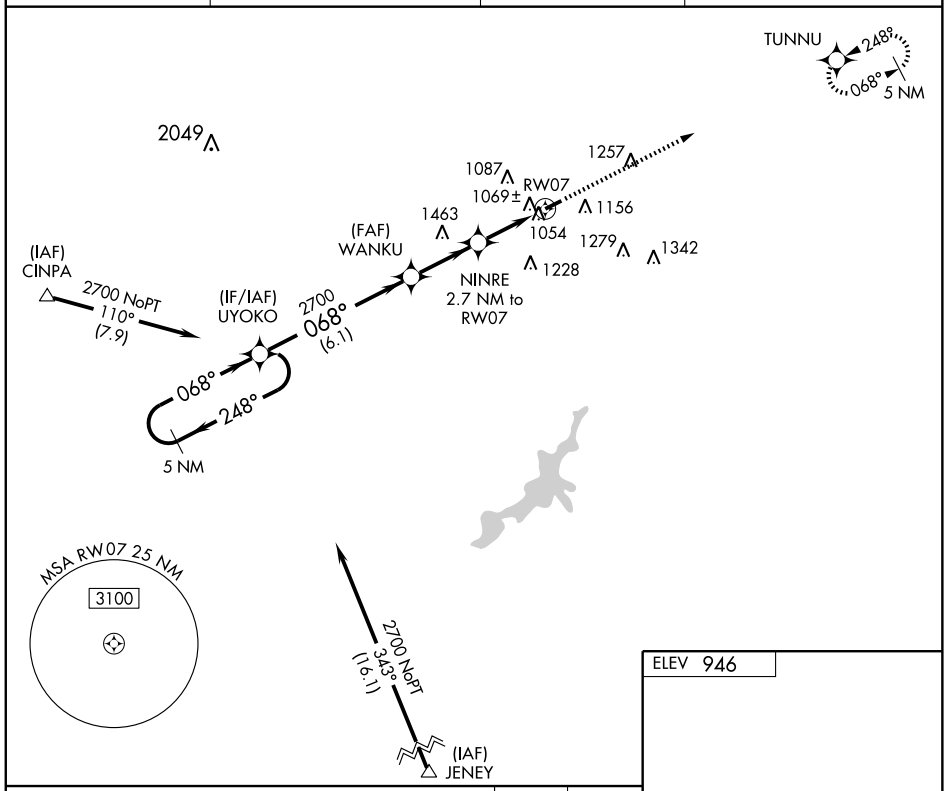
DAYTON / GREENE COUNTY-LEWIS A. JACKSON RGNL (I19)

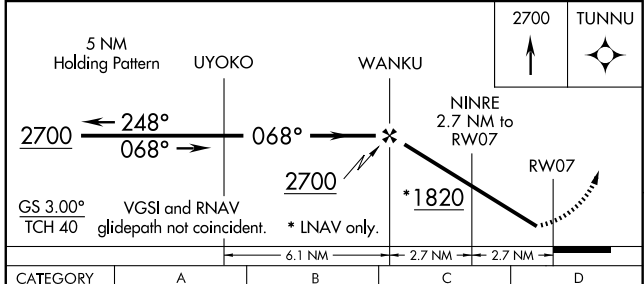
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Dayton-Wright Brothers altimeter setting and increase all DAs/MDAs 40 feet. Visibility reduction by helicopters NA.

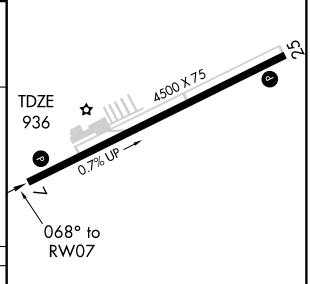
NA

MISSED APPROACH: Climb to 2700 direct TUNNU and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.525	118.85 327.1	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1236-1¼ 300 (300-1¼)			NA
LNAV MDA	1320-1 384 (400-1)			NA
CIRCLING	1460-1 514 (600-1)		1460-1½ 514 (600-1½)	NA

LIRL Rwy 7-25 L

REIL Rwys 7 and 25 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 56602 W25A	APP CRS 248°	Rwy Idg 4500 TDZE 946 Apt Elev 946

RNAV (GPS) RWY 25

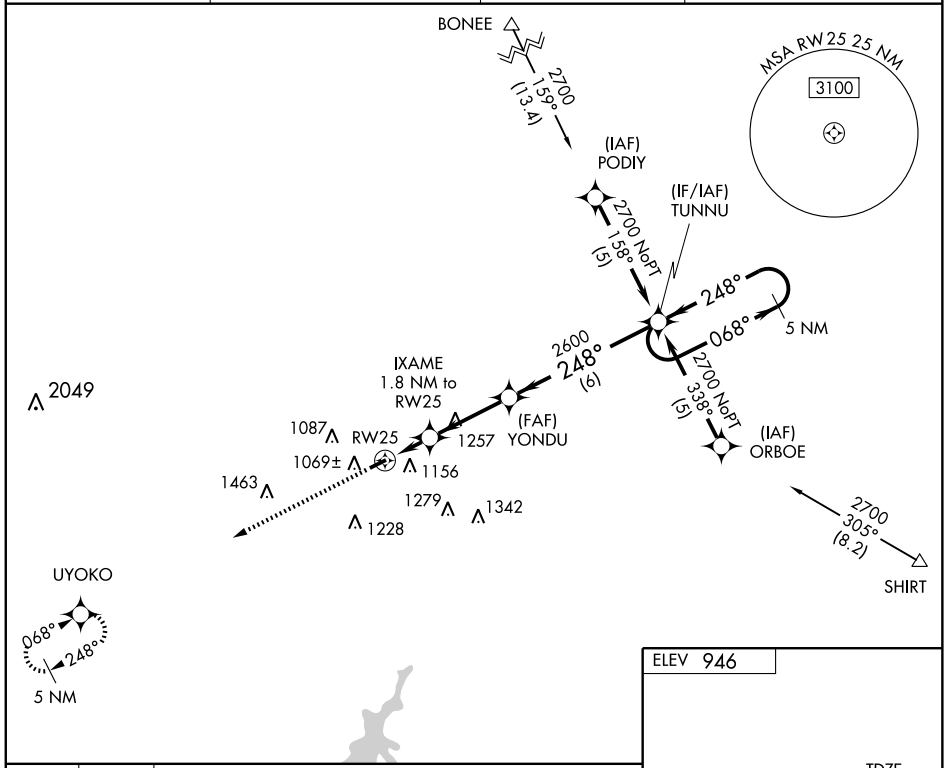
DAYTON / GREENE COUNTY-LEWIS A. JACKSON RGNL (I19)

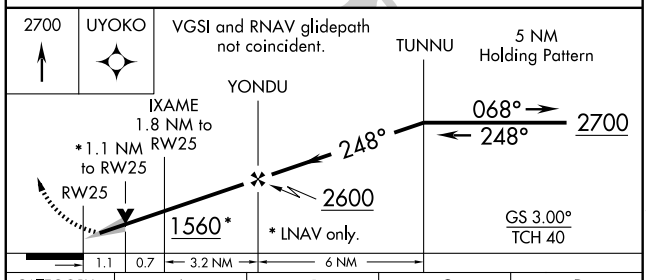
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Dayton-Wright Brothers altimeter setting and increase all DAs/MDAs 40 feet. VDP NA when using Dayton-Wright Brothers altimeter setting.

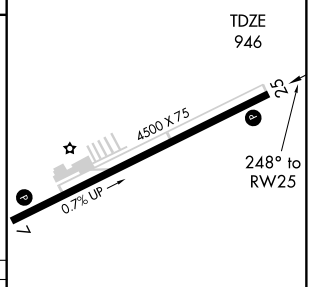
NA

MISSED APPROACH: Climb to 2700 direct UYOKO and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.525	118.85 327.1	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1196-1 250 (300-1)			NA
LNAV MDA	1440-1 494 (500-1)		1440-1¼ 494 (500-1¼)	NA
CIRCLING	1460-1 514 (600-1)		1460-1½ 514 (600-1½)	NA

LIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME SGH	APP CRS	Rwy Idg	N/A
113.2	042°	TDZE	N/A
Chan 79		Apt Elev	949

VOR-A

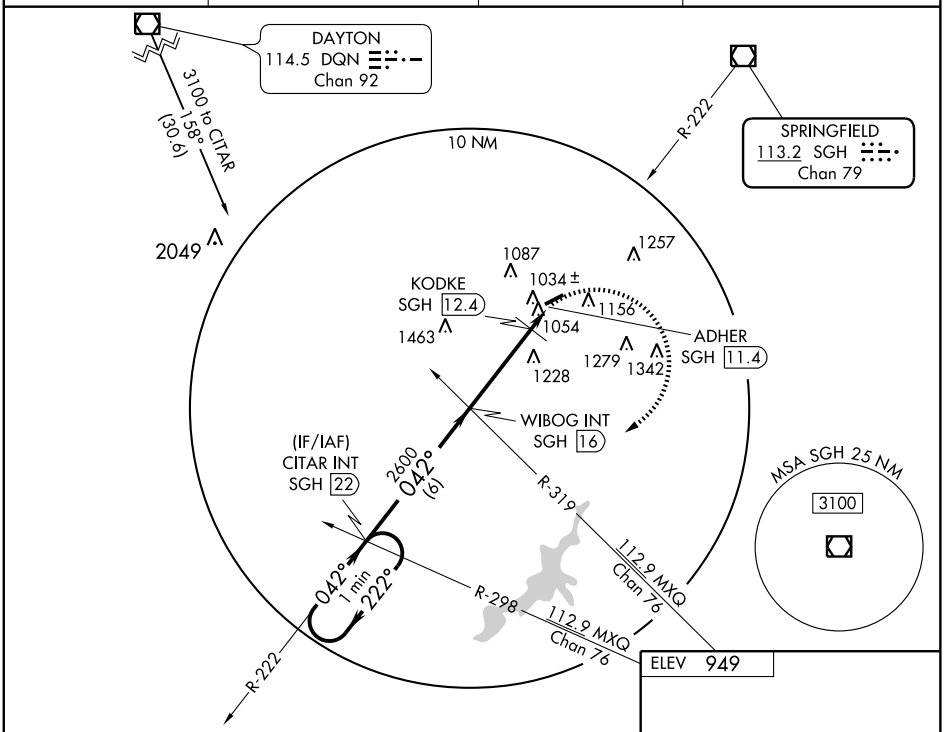
DAYTON / GREENE COUNTY-LEWIS A. JACKSON RGNL (I19)

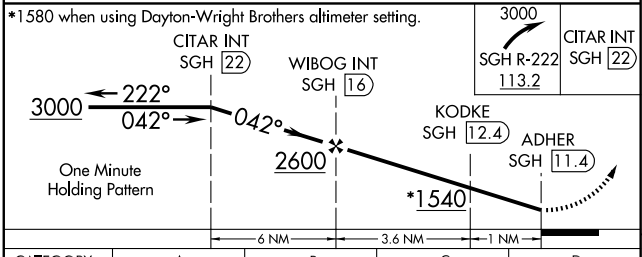
When local altimeter setting not received, use Dayton-Wright Brothers altimeter setting and increase all MDA 40 feet and Cat C visibility ¼ mile.

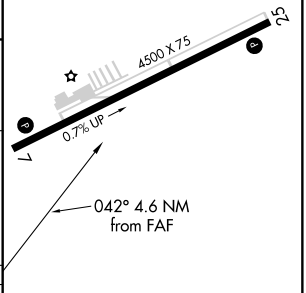
NA

MISSED APPROACH: Climbing right turn to 3000 via SGH VOR/DME R-222 to CITAR Int/SGH 22 DME and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.525	118.85 327.1	121.725	122.7 (CTAF) L







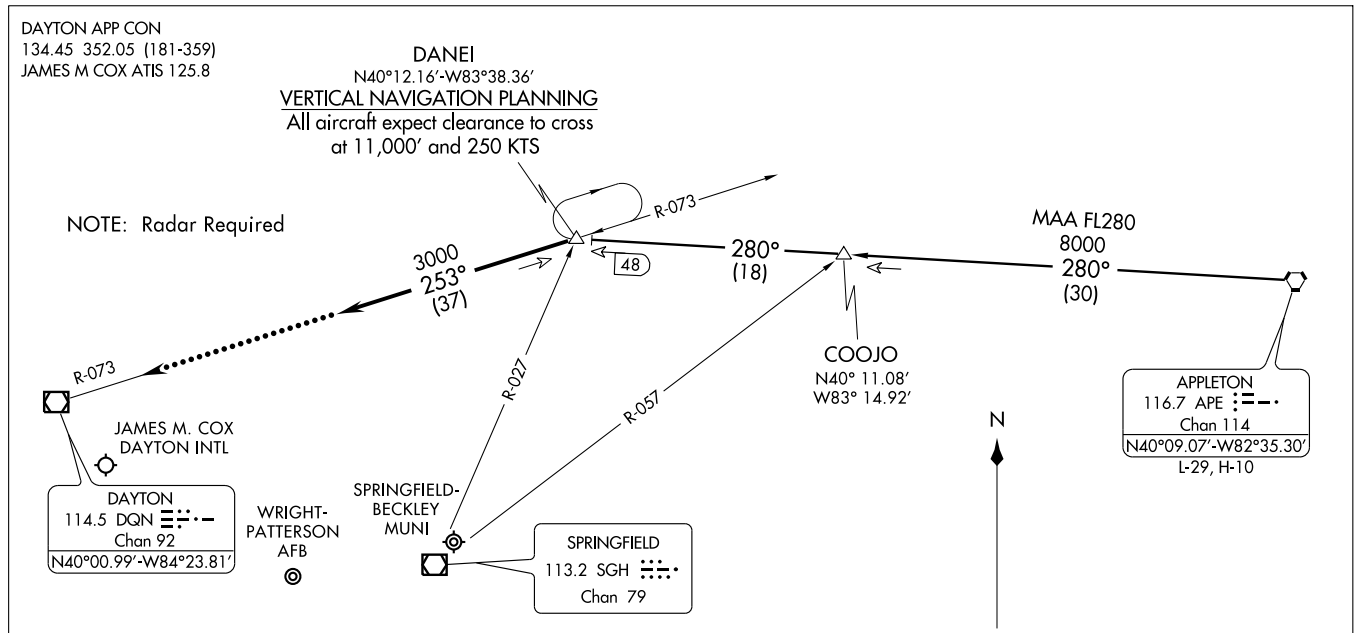
CATEGORY	A	B	C	D
CIRCLING	1540-1	591 (600-1)	1540-1½ 591 (600-1½)	NA
KODKE FIX MINIMUMS				
CIRCLING	1460-1	511 (600-1)	1460-1½ 511 (600-1½)	NA

LIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

EC-2, 14 JAN 2010 to 11 FEB 2010



APPLETON TRANSITION (APE.DANEI2): From over APE VORTAC via APE R-280 to DANEI INT. Thence . . . .

. . . . From over DANEI INT via heading 253°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:
In the event of lost comunications: At DANEI INT, proceed direct DQN VOR/DME maintain 3000 feet until DQN VOR/DME.

NOTE: Chart not to scale.

LOC/DME I-MGY	APP CRS	Rwy Idg	4410
109.5	206°	TDZE	955
Chan 32		Apt Elev	957

LOC/DME RWY 20

DAYTON-WRIGHT BROTHERS (MGY)

T
NA Inoperative table does not apply. Visibility reduction by helicopters NA. If local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDAs 60 feet.

MALSF

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 118° and MXQ VOR/DME R-292 to PETRO Int/MXQ 8.3 DME and hold.

ASOS	DAYTON APP CON	CLNC DEL	UNICOM
118.375	118.85 127.225 327.1	119.4	122.8 (CTAF) L

IAF DAYTON 114.5 DQN Chan 92

3000 136° (18.5)

SPRINGFIELD 113.2 SGH Chan 79

026°

Procedure NA for arrivals at DQN VOR/DME via V12 westbound.

(IF) SNEZE INT I-MGY 14.1

R-264

R-136

2049

2600 206° (8.3)

TALAC I-MGY 5.8

1264

R-199

MSA DQN 30 NM
2700
090° 270°
3100

1210

JIRDI I-MGY 2.1

1065±

LOCALIZER 109.5 I-MGY Chan 32

1139

1349 1298 1334

10 NM

R-292 292° 112° 112.9 MXQ Chan 76

PETRO INT MXQ 8.3

ELEV 957

D

206° 5 NM from FAF

20

TDZE 955

0.4% DOWN

5000 X 100

1600 3000 HDG 118° MXQ R-292 112.9

PETRO INT MXQ 8.3

SNEZE INT I-MGY 14.1

TALAC I-MGY 5.8

3000

206°

JIRDI I-MGY 2.1

2600

3.04° TCH 40

VGSI and descent angles not coincident.

Procedure Turn NA

1.2 3.7 NM 8.3 NM

CATEGORY	A	B	C	D
S-20	1320-1½ 365 (400-1½)			
CIRCLING	1480-1½ 523 (600-1½)		1520-1½ 563 (600-1½)	1660-2¼ 703 (800-2¼)

MIRL Rwy 2-20 L

EC-2, 14 JAN 2010 to 11 FEB 2010

LOM MW	APP CRS	Rwy Idg	N/A
223	085°	TDZE	N/A
		Apt Elev	957

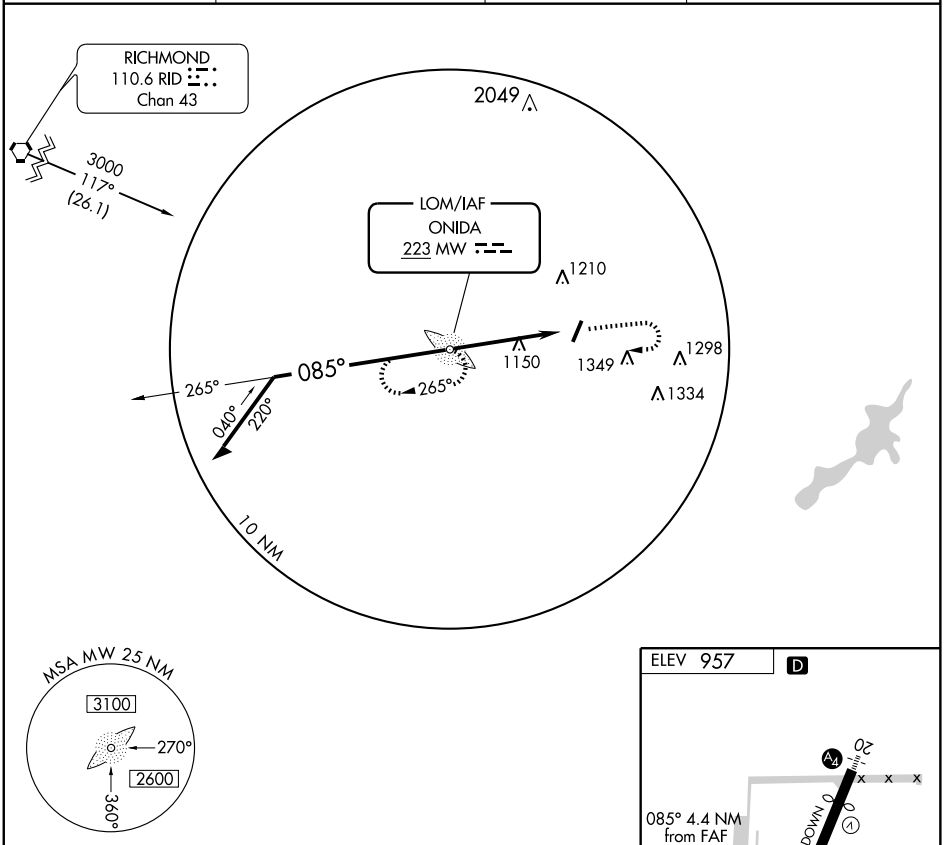
NDB-A

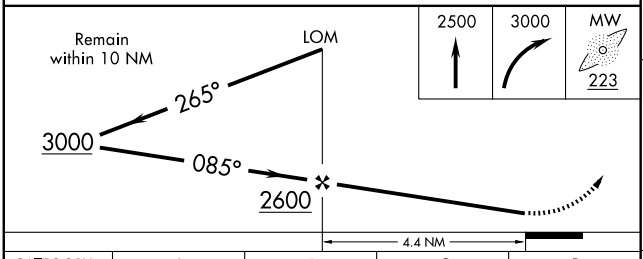
DAYTON-WRIGHT BROTHERS (MGY)

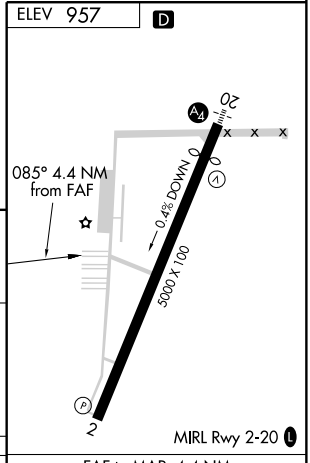
▼ ▲ NA — If local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct MW LOM and hold.

ASOS	DAYTON APP CON	CLNC DEL	UNICOM
118.375	118.85 127.225 327.1	119.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1480-1 523 (600-1)		1520-1½ 563 (600-1½)	1660-2¼ 703 (800-2¼)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 45801 W02A	APP CRS 026°	Rwy Idg 5000 TDZE 949 Apt Elev 957

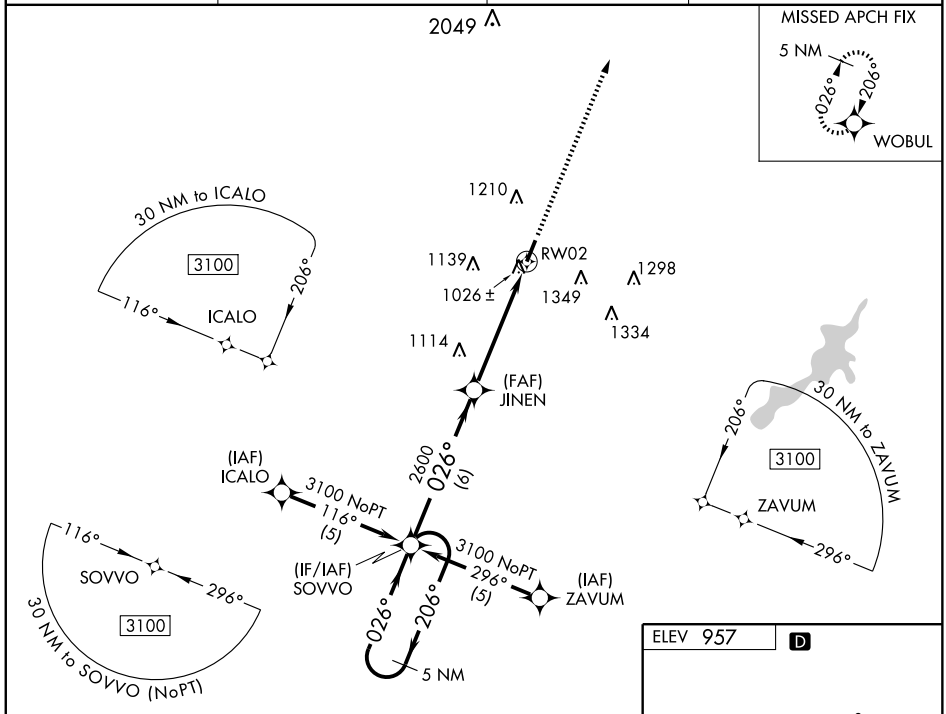
RNAV (GPS) RWY 2

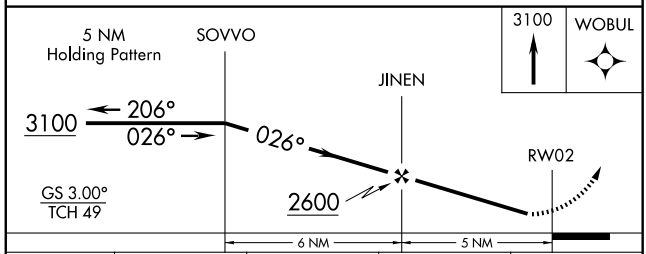
DAYTON-WRIGHT BROTHERS (MGY)

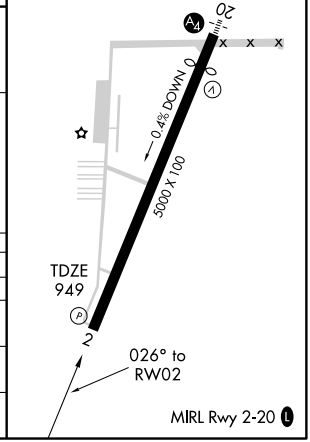
Baro-VNAV NA when using James M Cox Dayton Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction for helicopters NA. If local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all DAs/MDAs 60 feet.

MISSED APPROACH: Climb to 3100 direct WOBUL and hold.

ASOS	DAYTON APP CON	CLNC DEL	UNICOM
118.375	118.85 127.225 327.1	119.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1214-1 265 (300-1)			
LNAV/VNAV DA	1299-1¼ 350 (400-1¼)			
LNAV MDA	1420-1 471 (500-1)		1420-1¼ 471 (500-1¼)	1420-1½ 471 (500-1½)
CIRCLING	1480-1¼ 523 (600-1¼)		1520-1½ 563 (600-1½)	1660-2¼ 703 (800-2¼)

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4410
CH 93601	206°	TDZE	955
W20A		Apt Elev	957

RNAV (GPS) RWY 20

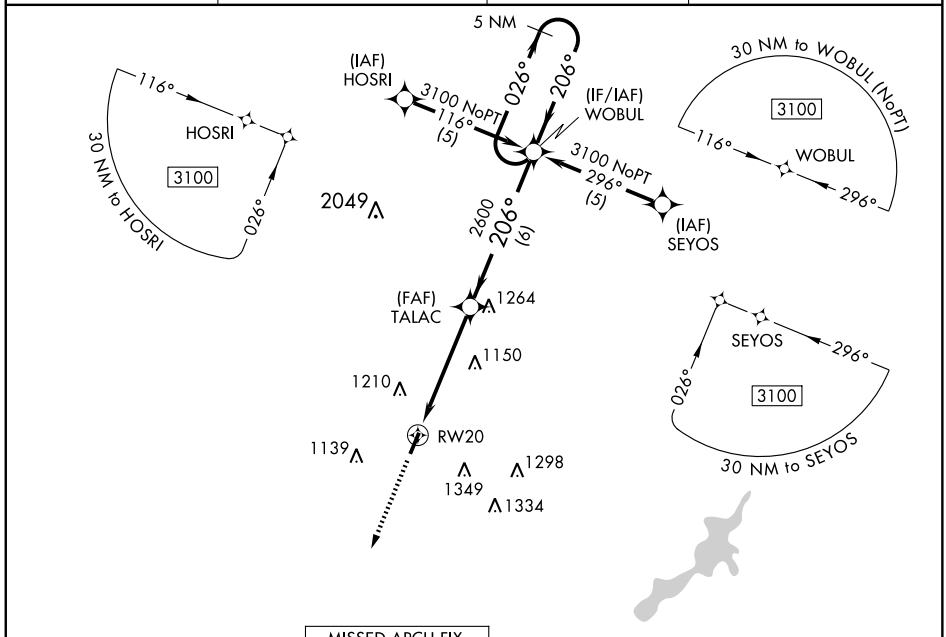
DAYTON-WRIGHT BROTHERS (MGY)

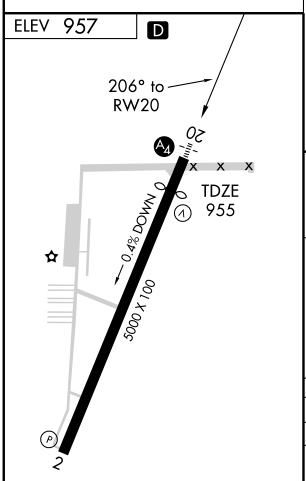
DME/DME RNP-0.3 NA. Inoperative table does not apply. If local altimeter setting not received, use James M Cox Dayton Intl and increase all DAs/MDAs 60 feet. Visibility reduction for helicopters NA. VDP NA when using James M Cox Dayton Intl altimeter setting.

MALS

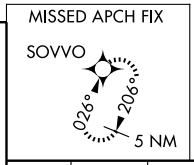
MISSED APPROACH: Climb to 3100 direct SOVVO and hold.

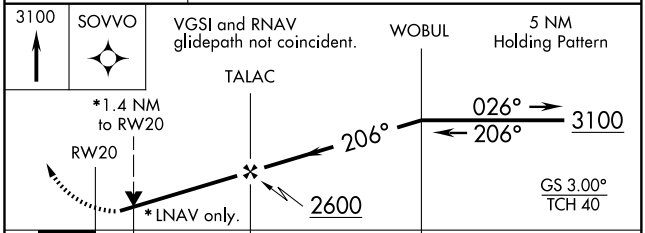
ASOS	DAYTON APP CON	CLNC DEL	UNICOM
118.375	118.85 127.225 327.1	119.4	122.8 (CTAF)





MIRL Rwy 2-20 (L)





CATEGORY	A	B	C	D
LPV DA	1294-1¼ 339 (400-1¼)			
LNAV MDA	1440-1 485 (500-1)		1440-1¼ 485 (500-1¼)	1440-1½ 485 (500-1½)
CIRCLING	1480-1¼ 523 (600-1¼)		1520-1½ 563 (600-1½)	1660-2¼ 703 (800-2¼)

EC-2, 14 JAN 2010 to 11 FEB 2010

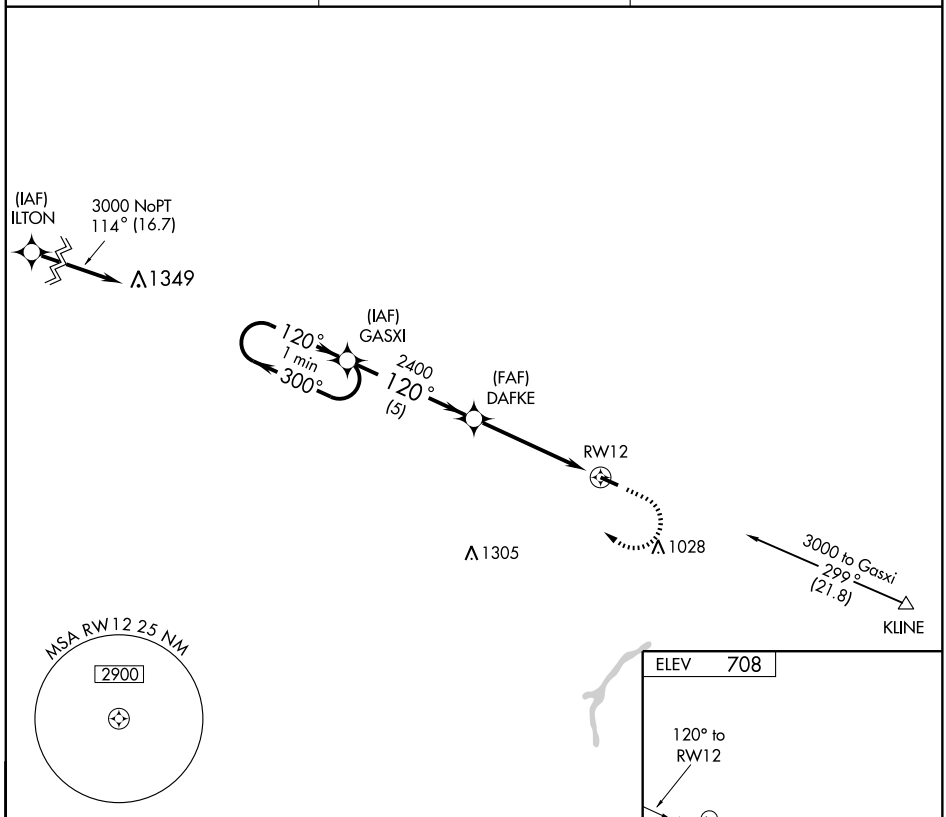
APP CRS	Rwy Idg	4197
120°	TDZE	708
	Apt Elev	708

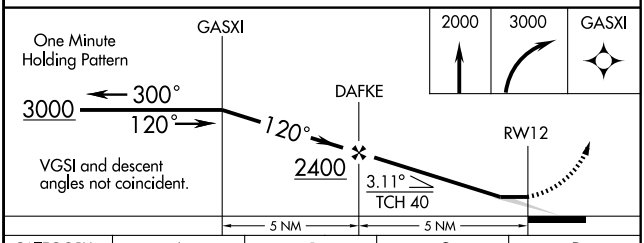
GPS RWY 12
DEFIANCE MEMORIAL (DFI)

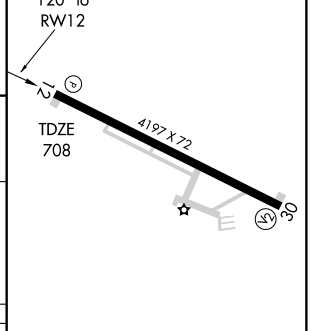
NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GASXI WP and hold.

ASOS	TOLEDO APP CON	UNICOM
121.425	134.35 307.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-12	1100-1 392 (400-1)			1100-1¼ 392 (400-1¼)
CIRCLING	1120-1 412 (500-1)	1160-1 452 (500-1)	1160-1½ 452 (500-1½)	1260-2 552 (600-2)

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

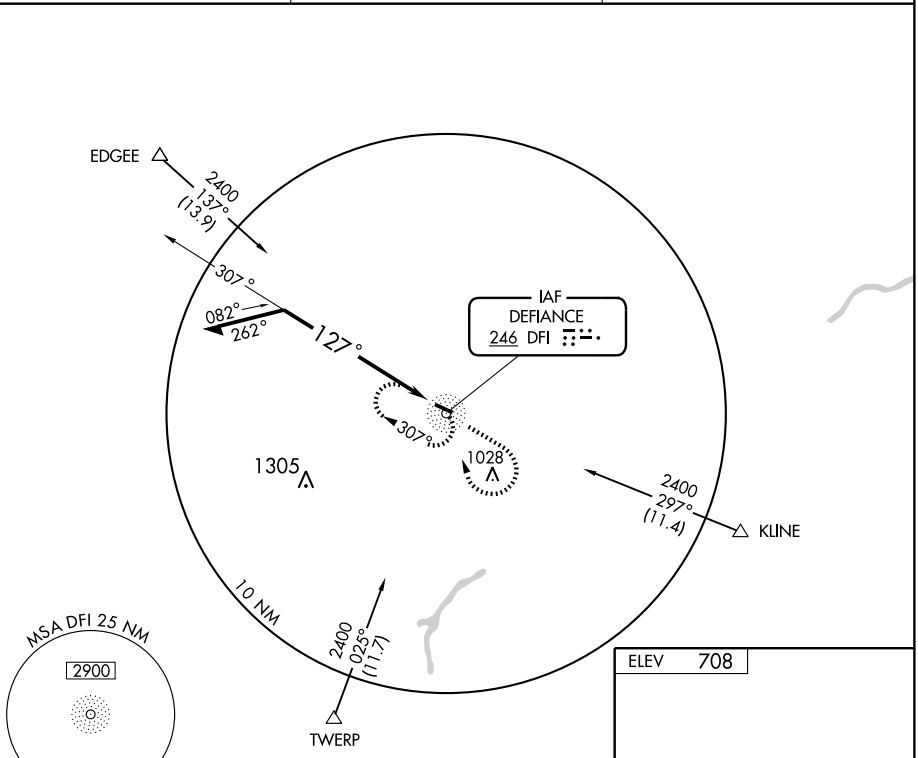
EC-2, 14 JAN 2010 to 11 FEB 2010

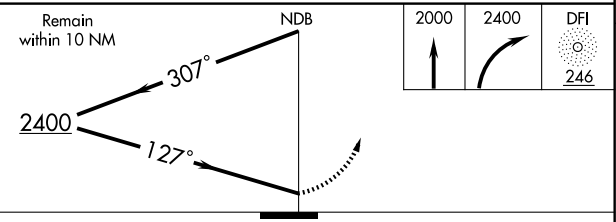
NDB DFI	APP CRS		
246	127°	Rwy Idg	4197
		TDZE	708
		Apt Elev	708

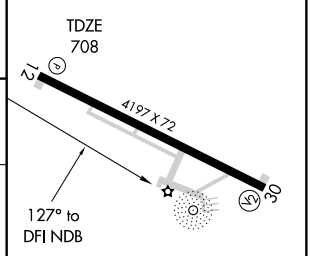
NDB RWY 12
DEFIANCE MEMORIAL (DFI)

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct DFI NDB and hold.

ASOS	TOLEDO APP CON	UNICOM
121.425	134.35 307.0	122.7 (CTAF) L







REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

CATEGORY	A	B	C	D
S-12	1240-1	532 (600-1)	1240-1½ 532 (600-1½)	1240-1¾ 532 (600-1¾)
CIRCLING	1240-1	532 (600-1)	1240-1½ 532 (600-1½)	1260-2 552 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB DLZ	APP CRS	Rwy Idg	5000
215	108°	TDZE	944
		Apt Elev	945

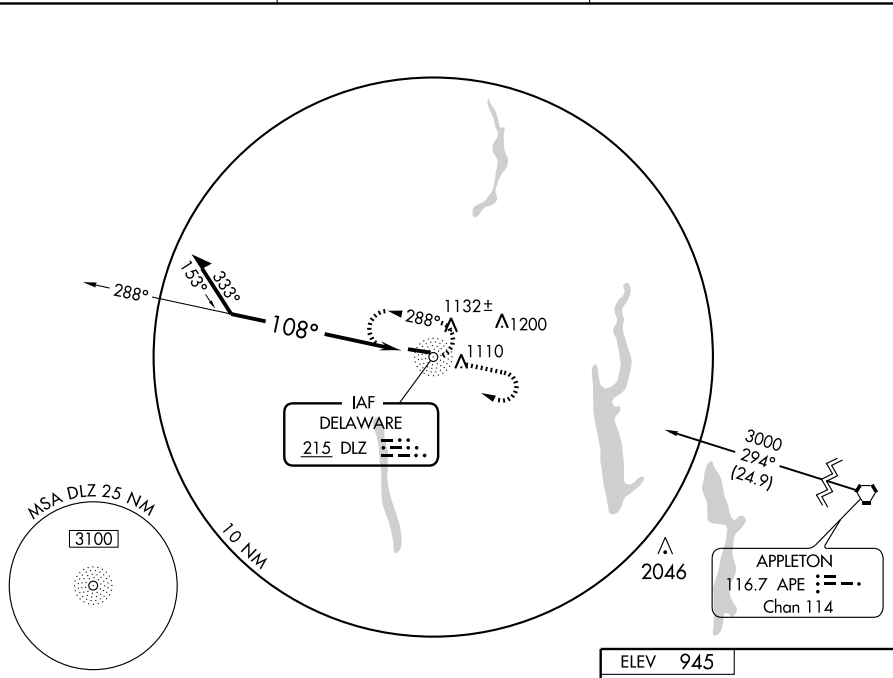
NDB RWY 10
DELAWARE MUNI (DLZ)

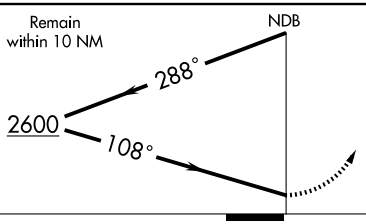
Obtain local altimeter setting on CTAF; when not received, use Port Columbus Intl altimeter setting.

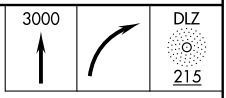
NA

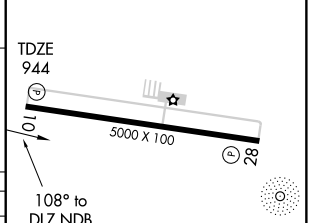
MISSED APPROACH: Climb to 3000 then right turn direct DLZ NDB and hold.

AWOS-3	COLUMBUS APP CON	UNICOM
119.025	120.2 317.775	122.7 (CTAF) L









REIL Rwys 10 and 28
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-10	1520-1	576 (600-1)	1520-1½ 576 (600-1½)	1520-1¾ 576 (600-1¾)
CIRCLING	1520-1	576 (600-1)	1520-1½ 575 (600-1½)	1520-2 575 (600-2)
PORT COLUMBUS INTL ALTIMETER SETTING MINIMUMS				
S-10	1580-1	636 (700-1)	1580-1¾ 636 (700-1¾)	1580-2 636 (700-2)
CIRCLING	1580-1	635 (700-1)	1580-1¾ 635 (700-1¾)	1580-2 635 (700-2)

Knots	60	90	120	150	180
Min:Sec					

EC-2, 14 JAN 2010 to 11 FEB 2010

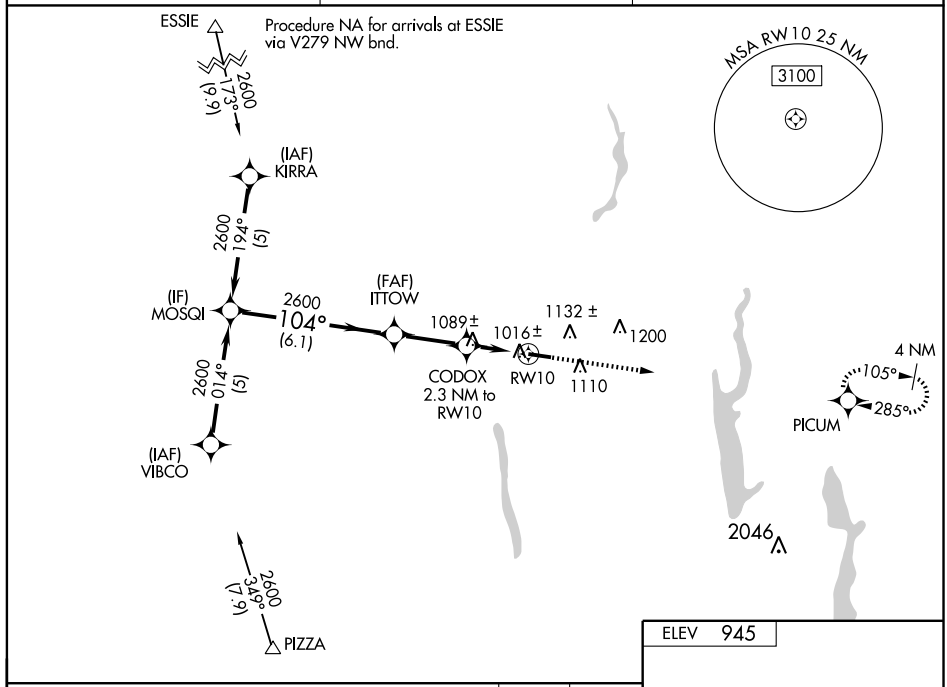
WAAS CH 90506 W10A	APP CRS 104°	Rwy Idg 5000 TDZE 945 Apt Elev 945

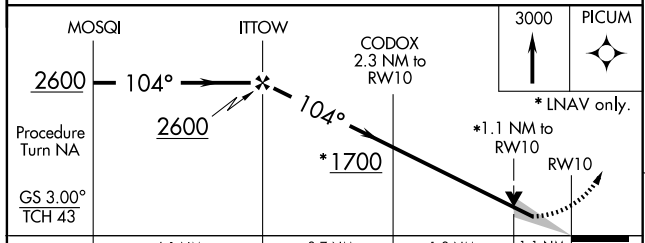
RNAV (GPS) RWY 10
DELAWARE MUNI (DLZ)

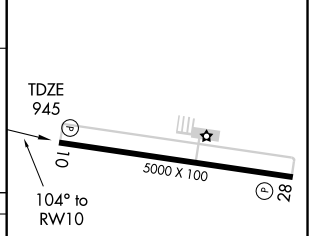
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DAs 64 feet and visibility ¼ mile all Cats and all MDAs 80 feet and LNAV Cats C and D visibilities ¼ mile. Baro-VNAV and VDP NA when using Port Columbus Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct PICUM and hold.

AWOS-3	COLUMBUS APP CON	UNICOM
119.025	120.2 317.775	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1195-¾ 250 (300-¾)			
LNAV/ DA VNAV	1276-1¼ 331 (400-1¼)			
LNAV MDA	1340-1 395 (400-1)			1340-1¼ 395 (400-1¼)
CIRCLING	1460-1 515 (600-1)		1460-1½ 515 (600-1½)	1500-2 555 (600-2)

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

EC-2, 14 JAN 2010 to 11 FEB 2010

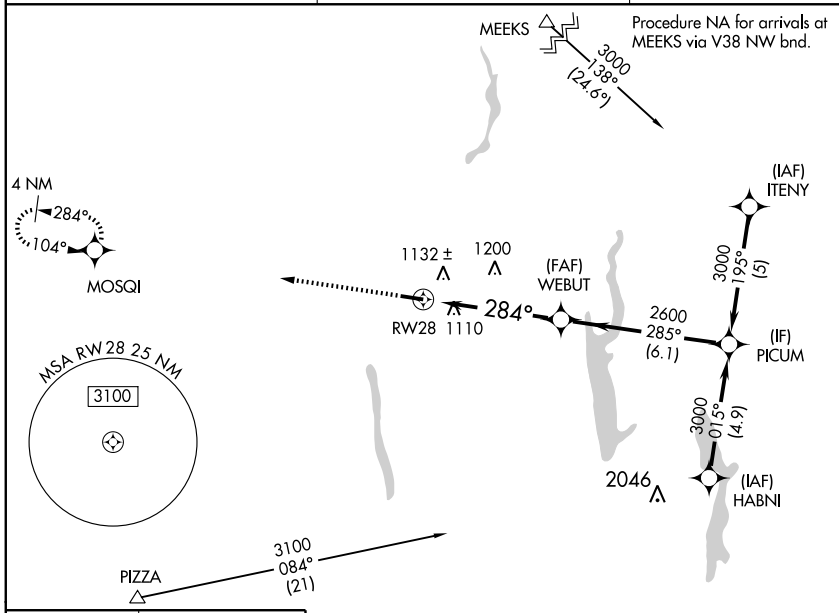
WAAS	APP CRS	Rwy Idg	5000
CH 50506	284°	TDZE	945
W28A		Apt Elev	945

RNAV (GPS) RWY 28
DELAWARE MUNI (DLZ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DAs 64 feet and visibility ¼ mile all Cats and all MDAs 80 feet and LNAV Cats C and D visibilities ¼ mile. Baro-VNAV and VDP NA when using Port Columbus Intl altimeter setting.

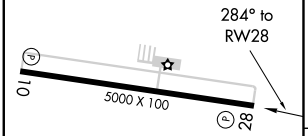
MISSED APPROACH: Climb to 2600 direct MOSQI and hold.

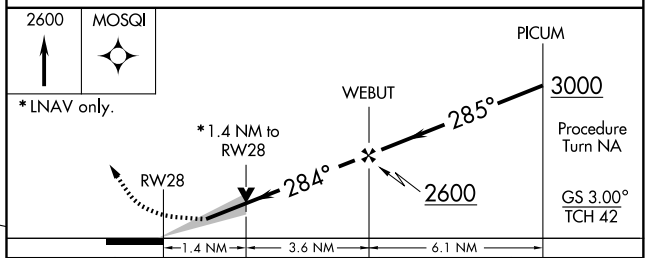
AWOS-3	COLUMBUS APP CON	UNICOM
119.025	120.2 317.775	122.7 (CTAF) L



ELEV 945

Procedure NA for arrivals at PIZZA via V12 W bnd.





CATEGORY	A	B	C	D
LPV DA	1210-1 265 (300-1)			
LNAV/ DA VNAV	1459-1¾ 514 (600-1¾)			
LNAV MDA	1420-1 475 (500-1)		1420-1¼ 475 (500-1¼)	1420-1½ 475 (500-1½)
CIRCLING	1460-1 515 (600-1)		1460-1½ 515 (600-1½)	1500-2 555 (600-2)

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

DELAWARE, OHIO

AL-6258 (FAA)

VORTAC APE 116.7 Chan 114	APP CRS 294°	Rwy Idg 5000 TDZE 945 Apt Elev 945

VOR RWY 28

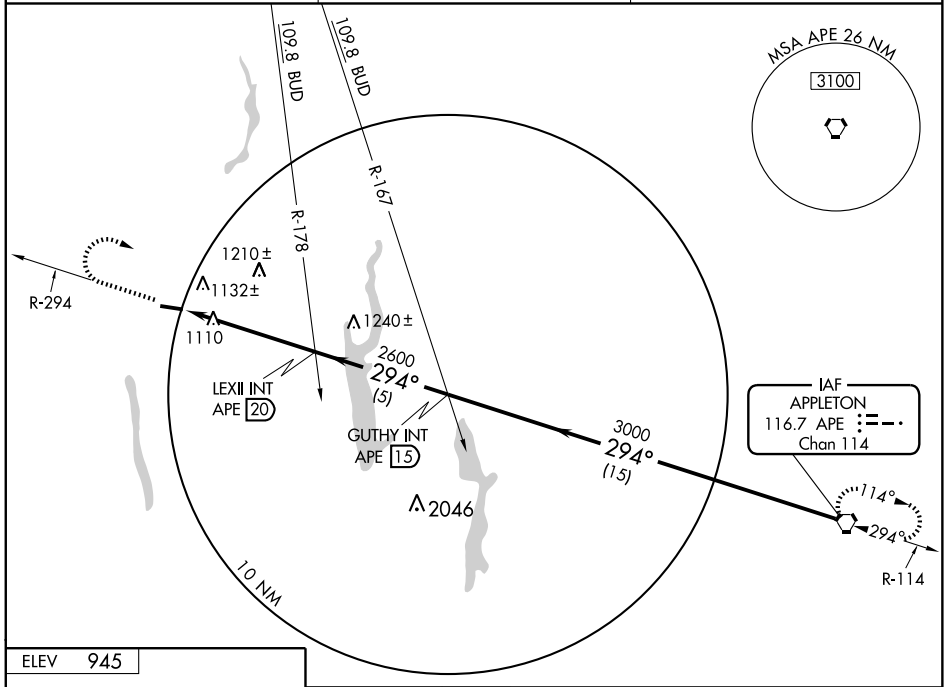
DELAWARE MUNI (DLZ)

Obtain local altimeter setting on CTAF; when not received, use Port Columbus Intl altimeter setting.

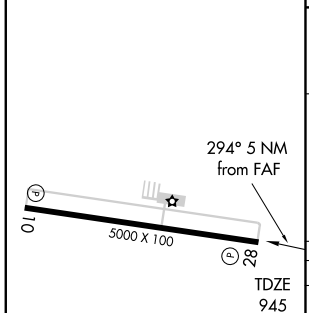
NA

MISSED APPROACH: Climb to 3000 then right turn direct APE VORTAC and hold.

AWOS-3	COMPASS LOCATOR	COLUMBUS APP CON	UNICOM
119.025		120.2 317.775	122.7 (CTAF) L



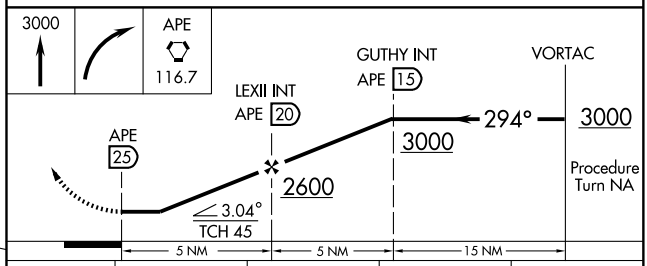
ELEV 945



REIL Rwys 10 and 28

MIRL Rwy 10-28 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-28	1520-1 575 (600-1)	1520-1¼ 575 (600-¼)	1520-1½ 575 (600-½)	1520-1¾ 575 (600-1¾)
CIRCLING	1520-1 575 (600-1)	1520-1¼ 575 (600-1¼)	1520-1½ 575 (600-1½)	1520-2 575 (600-2)
PORT COLUMBUS INTL ALTIMETER SETTING MINIMUMS				
S-28	1580-1 635 (700-1)	1580-1¼ 635 (700-1¼)	1580-1¾ 635 (700-1¾)	1580-2 635 (700-2)
CIRCLING	1580-1 635 (700-1)	1580-1¼ 635 (700-1¼)	1580-1¾ 635 (700-1¾)	1580-2 635 (700-2)

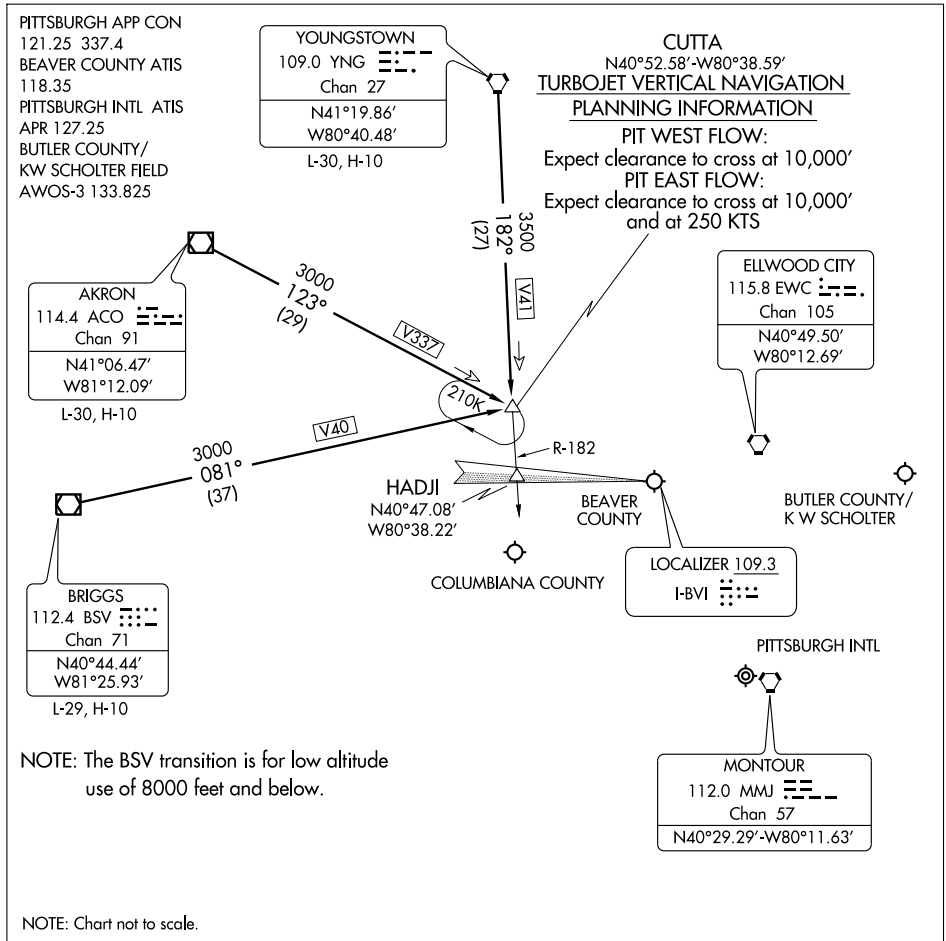
EC-2, 14 JAN 2010 to 11 FEB 2010

(CUTTA.CUTTA2) 09239

CUTTA TWO ARRIVAL

ST-570 (FAA)

PITTSBURGH, PENNSYLVANIA



NOTE: The BSV transition is for low altitude use of 8000 feet and below.

NOTE: Chart not to scale.

AKRON TRANSTION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

BTP and 02G direct EWC

EAST LIVERPOOL, OHIO

AL-6235 (FAA)

APP CRS	Rwy Idg	3503
249°	TDZE	1160
	Apt Elev	1160

GPS RWY 25

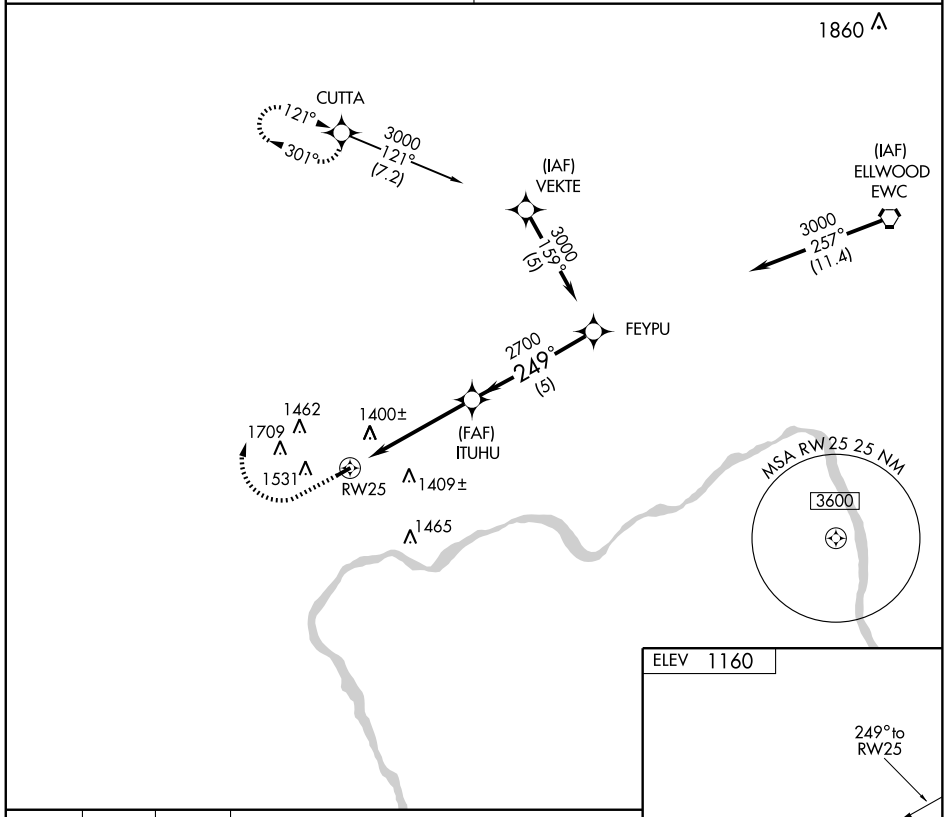
EAST LIVERPOOL/COLUMBIANA COUNTY (02G)

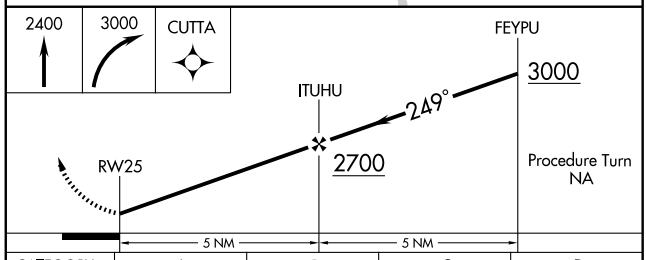
NA

Use Pittsburgh Intl altimeter setting.

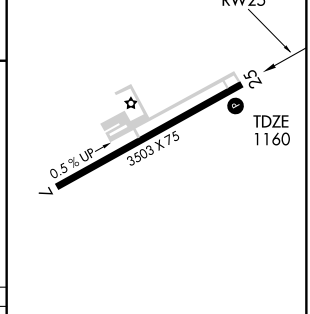
MISSED APPROACH: Climb to 2400 then climbing right turn to 3000 direct CUTTA WP and hold.

PITTSBURGH APP CON	UNICOM
124.75 338.2	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-25	1760-1 600 (600-1)		1760-1½ 600 (600-1½)	NA
CIRCLING	1920-1 760 (800-1)	1920-1¼ 760 (800-1¼)	1920-2¼ 760 (800-2¼)	NA



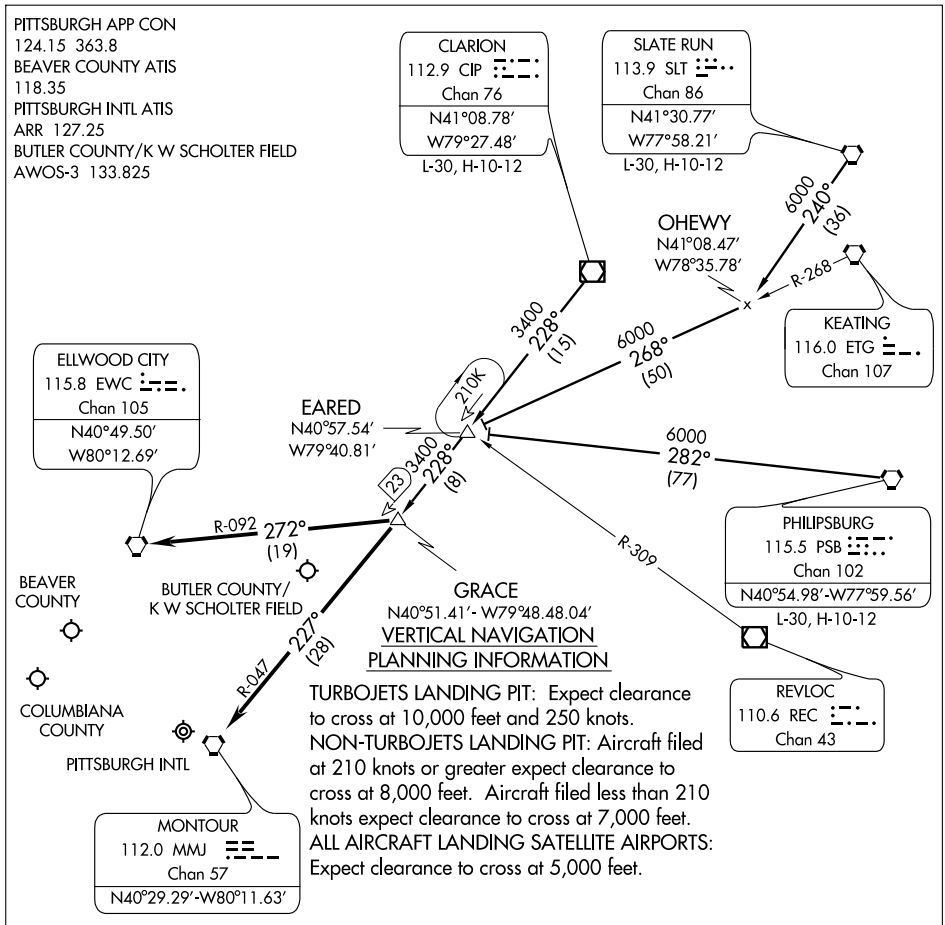
REIL Rwy 25 L

MIRL Rwy 7-25 L

EC-2, 14 JAN 2010 to 11 FEB 2010

GRACE TWO ARRIVAL

PITTSBURGH, PENNSYLVANIA



TURBOJETS LANDING PIT: Expect clearance to cross at 10,000 feet and 250 knots.
NON-TURBOJETS LANDING PIT: Aircraft filed at 210 knots or greater expect clearance to cross at 8,000 feet. Aircraft filed less than 210 knots expect clearance to cross at 7,000 feet.
ALL AIRCRAFT LANDING SATELLITE AIRPORTS: Expect clearance to cross at 5,000 feet.

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE2): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE2): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE2): From over SLT VORTAC via SLT R-240 to ETG R-268 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after Grace Int.
Direct EWC, direct Beaver County.
Direct EWC, direct Bulter County/K W Scholter Field.
Direct EWC, direct Columbiana County.

NE-4, 14 JAN 2010 to 11 FEB 2010

VORTAC EWC	APP CRS	Rwy Idg	3503
115.8	253°	TDZE	1160
Chan 105		Apt Elev	1160

VOR RWY 25

EAST LIVERPOOL/COLUMBIANA COUNTY (02G)

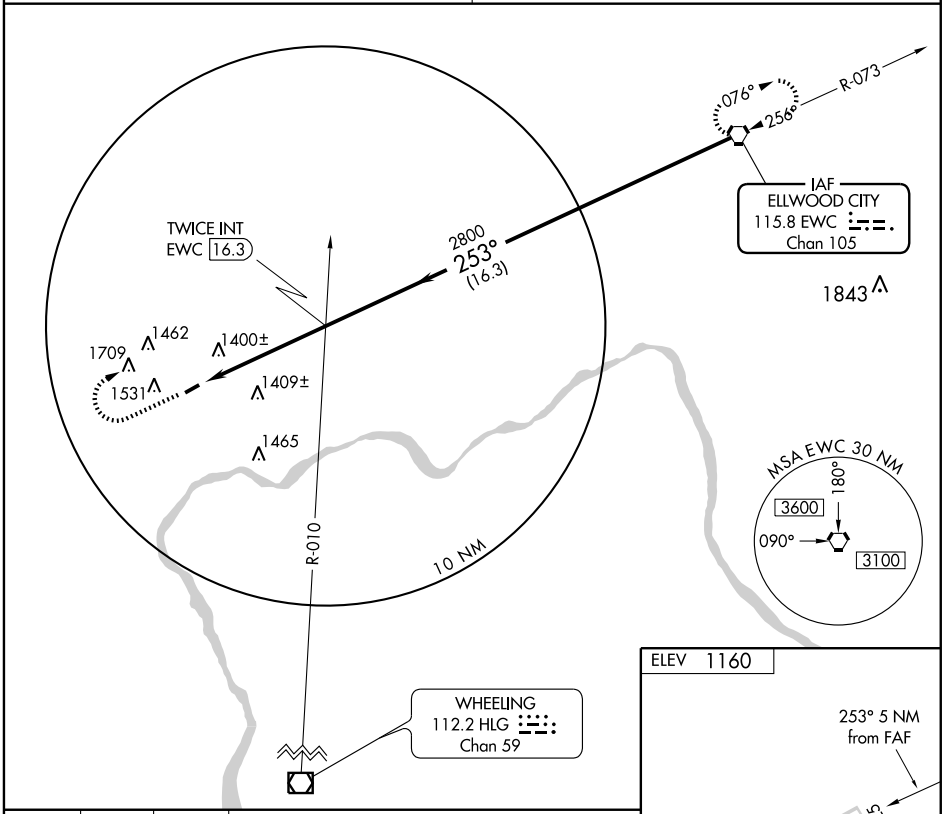
T
A NA

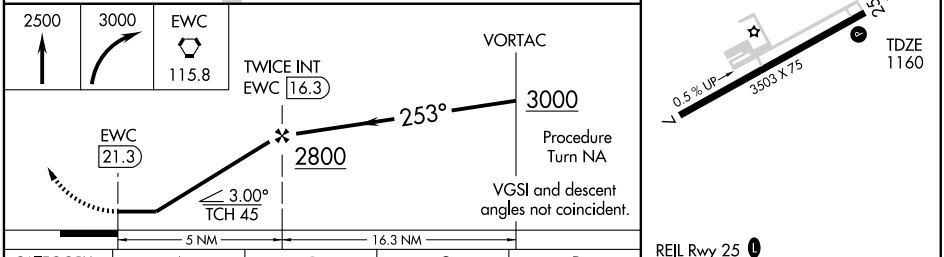
Use Pittsburgh Intl altimeter setting.

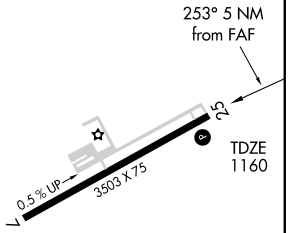
MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct EWC VORTAC and hold.

PITTSBURGH APP CON
124.75 338.2

UNICOM
123.0 (CTAF) L







CATEGORY	A	B	C	D
S-25	1840-1 680 (700-1)	1840-1¼ 680 (700-1¼)	1840-2 680 (700-2)	NA
CIRCLING	1940-1 780 (800-1)	1940-1¼ 780 (800-1¼)	1940-2¼ 780 (800-2¼)	NA

REIL Rwy 25 L
MIRL Rwy 7-25 L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 14 JAN 2010 to 11 FEB 2010

CLEVELAND DEP CON
126.35 346.32

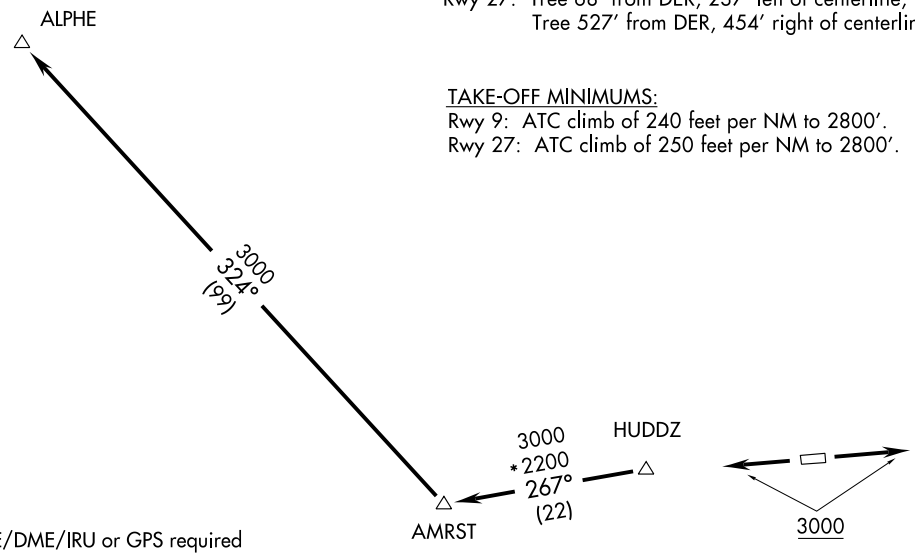
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9, 27: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:
Rwy 9: Road 1198′ from DER, 275′ left of centerline, 15′ AGL/774′ MSL.
Tree 2077′ from DER, 778′ right of centerline, 100′ AGL/859′ MSL.
Rwy 27: Tree 68′ from DER, 237′ left of centerline, 100′ AGL/859′ MSL.
Tree 527′ from DER, 454′ right of centerline, 100′ AGL/854′ MSL.

TAKE-OFF MINIMUMS:
Rwy 9: ATC climb of 240 feet per NM to 2800′.
Rwy 27: ATC climb of 250 feet per NM to 2800′.



NOTE: DME/DME/IRU or GPS required
NOTE: RNAV 1
NOTE: RADAR REQUIRED

NOTE: Chart not to scale.

ALPHE TWO DEPARTURE (RNAV)
(ALPHE2.ALPHE) 09127
SL-5333 (FAA)
ELYRIA (1G1)
ELYRIA, OHIO

CLEVELAND DEP CON
126.35 346.325

TAKE-OFF MINIMUMS:
Rwys 9, 27: STANDARD.

NOTE: RADAR REQUIRED

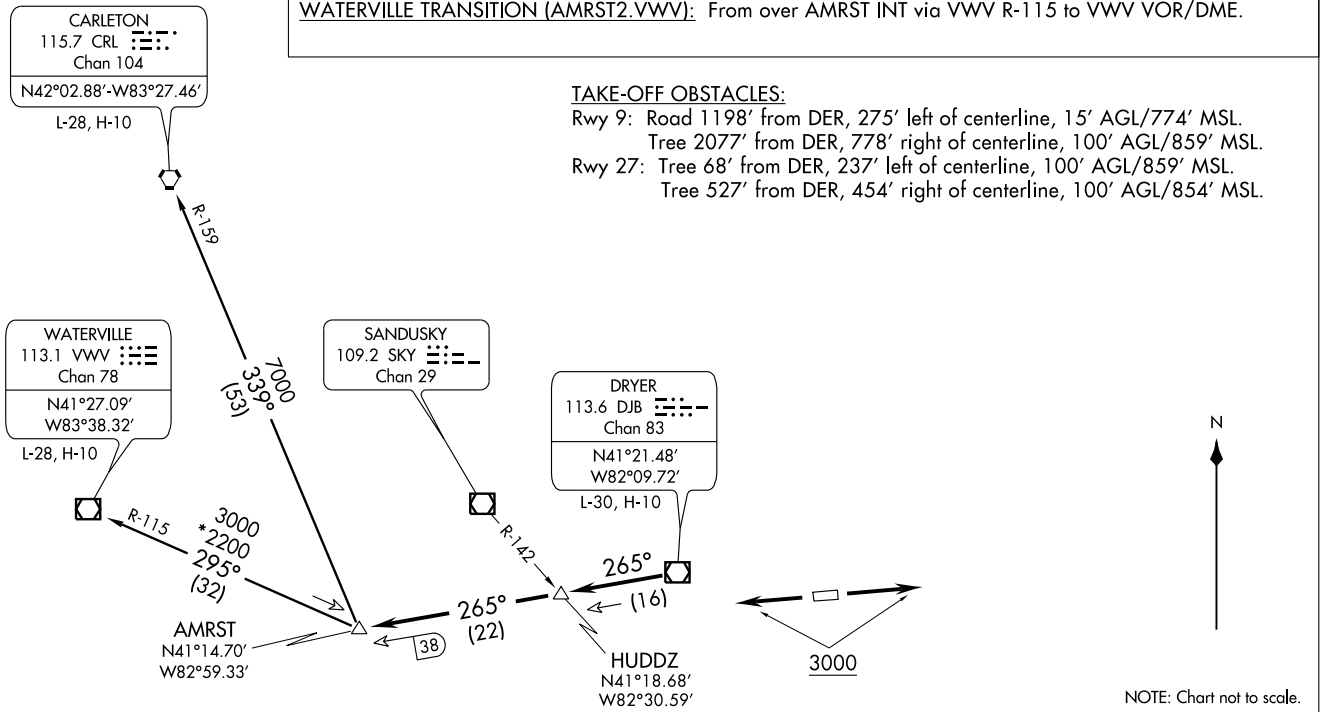
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9, 27: Climb via assigned heading to 3000 thence. . . .

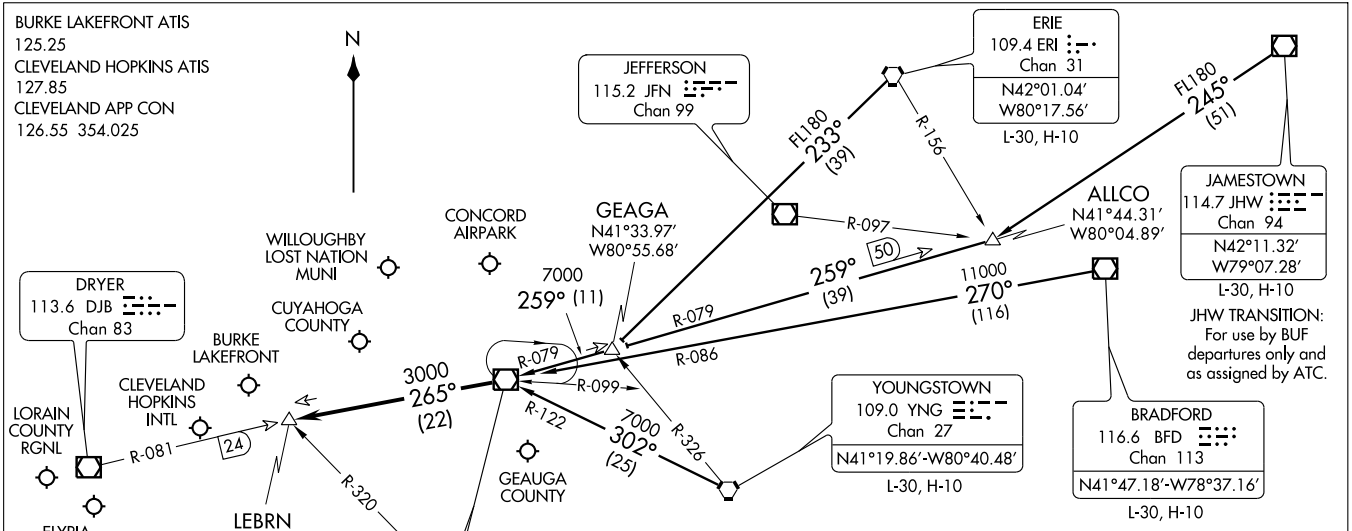
. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 9: Road 1198′ from DER, 275′ left of centerline, 15′ AGL/774′ MSL.
Tree 2077′ from DER, 778′ right of centerline, 100′ AGL/859′ MSL.
Rwy 27: Tree 68′ from DER, 237′ left of centerline, 100′ AGL/859′ MSL.
Tree 527′ from DER, 454′ right of centerline, 100′ AGL/854′ MSL.



CHARDON TWO ARRIVAL



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

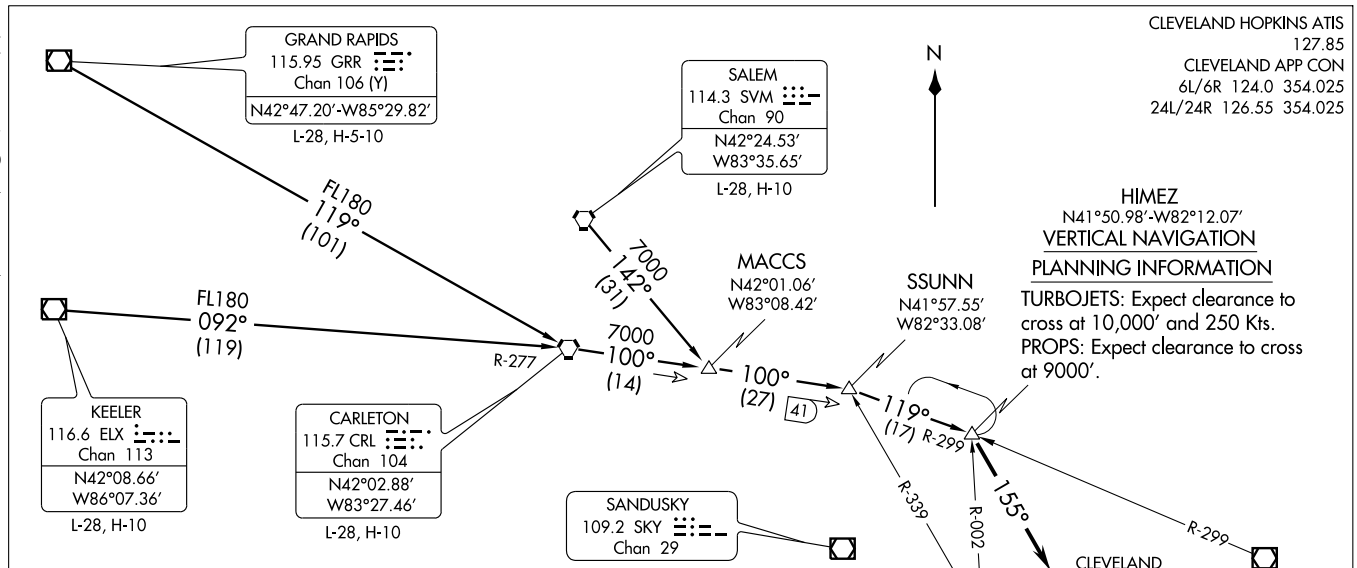
BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.



ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.HIMEZ2): From over CRL VORTAC via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.HIMEZ2): From over GRR VOR/DME via GRR R-119 to CRL VORTAC, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

KEELER TRANSITION (ELX.HIMEZ2): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

SALEM TRANSITION (SVM.HIMEZ2): From over SVM VORTAC via SVM R-142 to MACCS INT, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

. . . . From over HIMEZ INT, fly heading 155°. Expect radar vectors to final approach course.

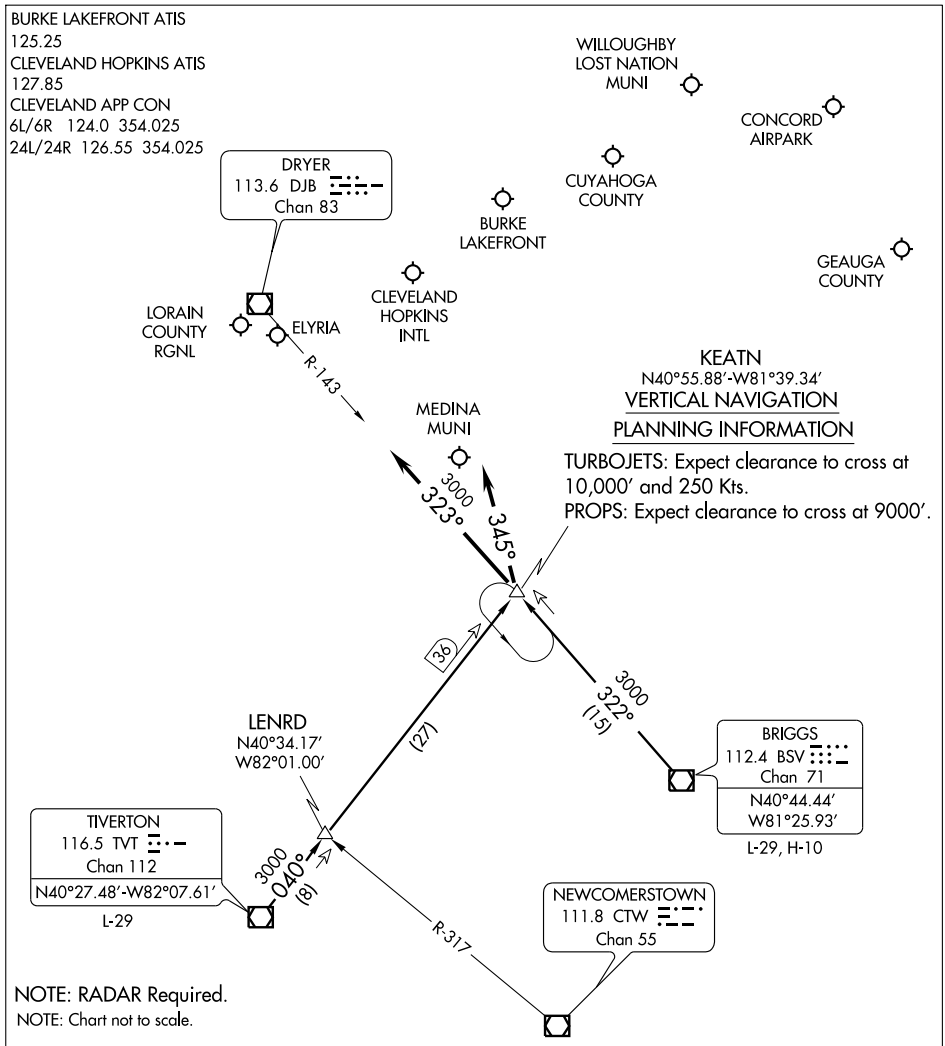
NOTE: RADAR Required.

NOTE: Chart not to scale.

KEATN FOUR ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

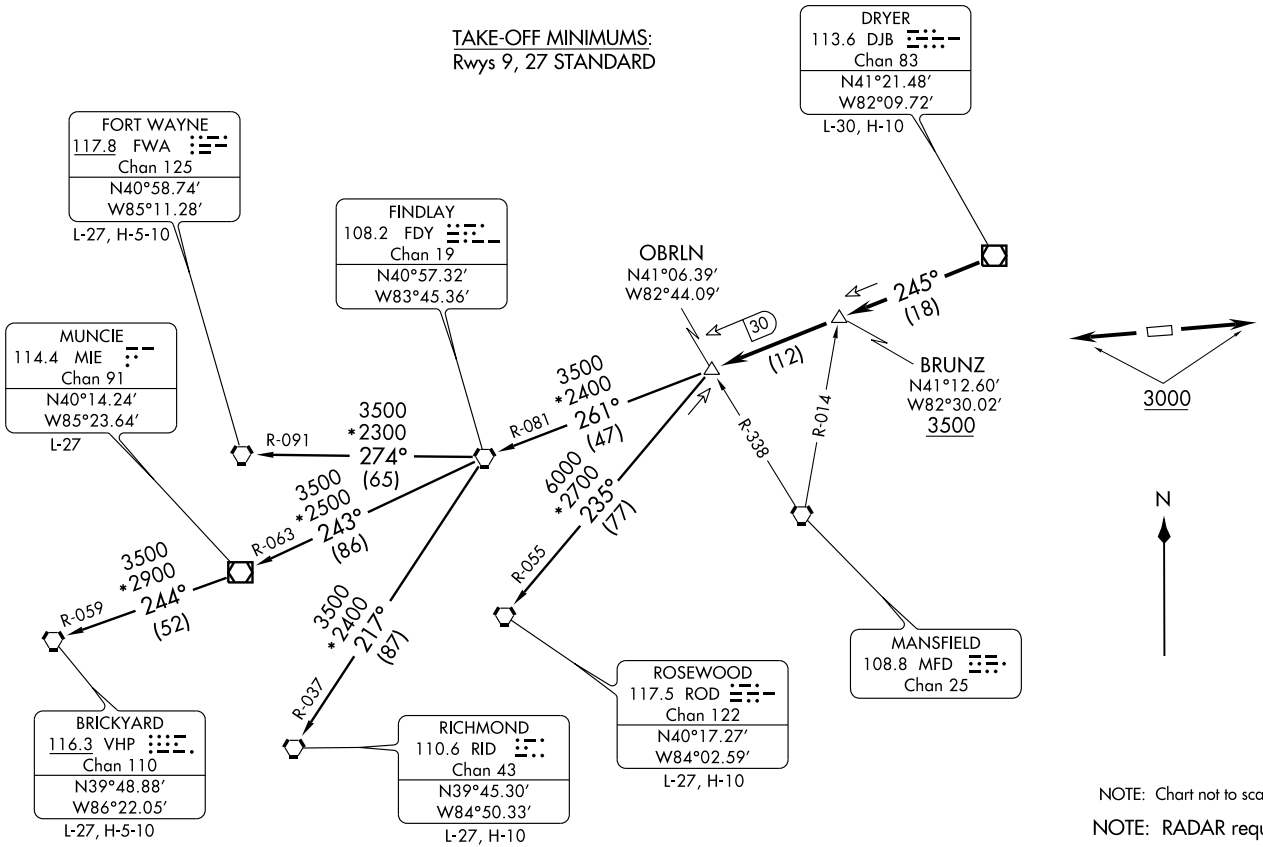
LANDING CLE RWY 6L/R: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

CLEVELAND DEP CON
126.35 346.325

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
Rwys 9, 27 STANDARD



NOTE: Chart not to scale.

NOTE: RADAR required

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9, 27: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.
FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.
MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.
RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.
ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 9: Road 1198′ from DER, 275′ left of centerline, 15′ AGL/774′ MSL.
Tree 2077′ from DER, 778′ right of centerline, 100′ AGL/859′ MSL.
Rwy 27: Tree 68′ from DER, 237′ left of centerline, 100′ AGL/859′ MSL.
Tree 527′ from DER, 454′ right of centerline, 100′ AGL/854′ MSL.

EC-2, 14 JAN 2010 to 11 FEB 2010

SANDUSKY TWO DEPARTURE (SKY2.SKY) 09183

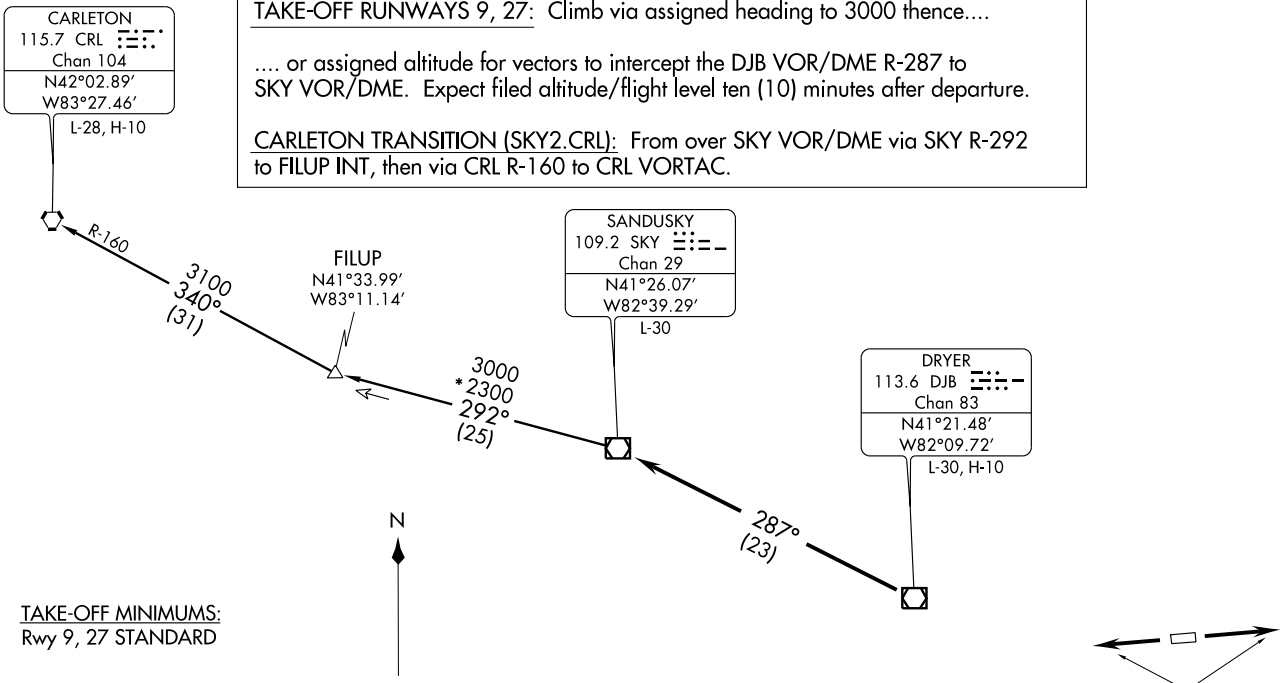
SL-5333 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9, 27: Climb via assigned heading to 3000 thence....

.... or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.



TAKE-OFF MINIMUMS:
Rwy 9, 27 STANDARD

TAKE-OFF OBSTACLES:
Rwy 9: Road 1198' from DER, 275' left of centerline, 15' AGL/774' MSL.
Tree 2077' from DER, 778' right of centerline, 100' AGL/859' MSL.
Rwy 27: Tree 68' from DER, 237' left of centerline, 100' AGL/859' MSL.
Tree 527' from DER, 454' right of centerline, 100' AGL/854' MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only

NOTE: Chart not to scale.

ELYRIA (1G1)
ELYRIA, OHIO

VOR/DME DJB 113.6 Chan 83	APP CRS 125°	Rwy Idg N/A TDZE N/A Apt Elev 760

VOR or GPS-A

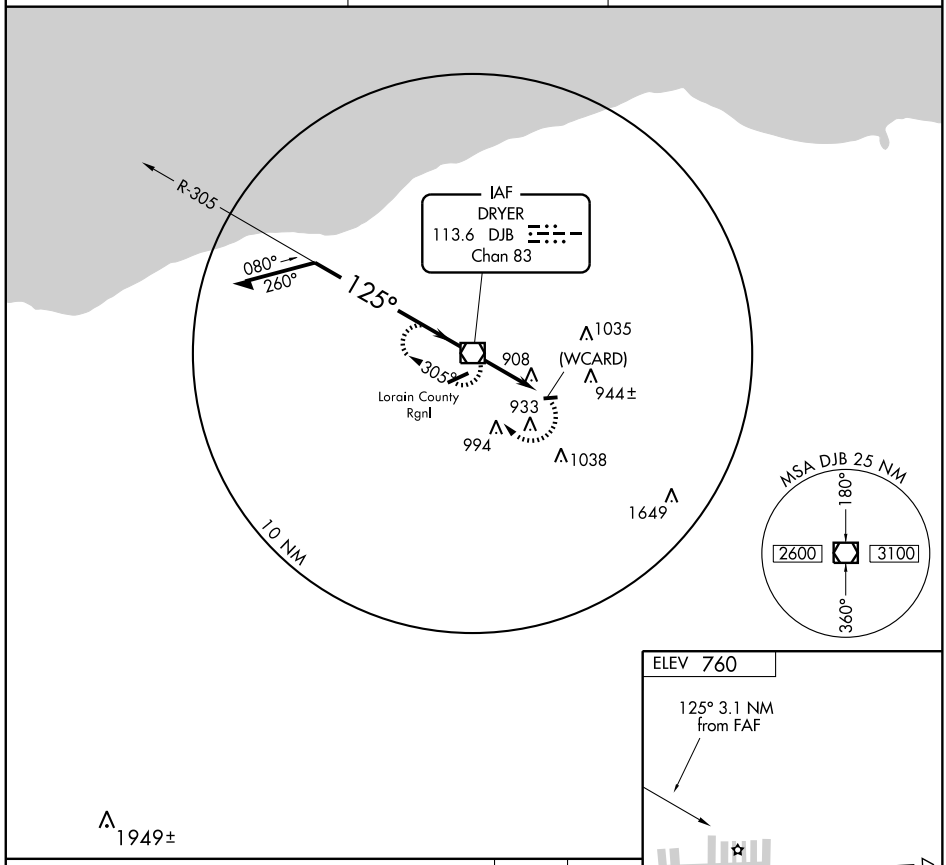
ELYRIA (1G1)

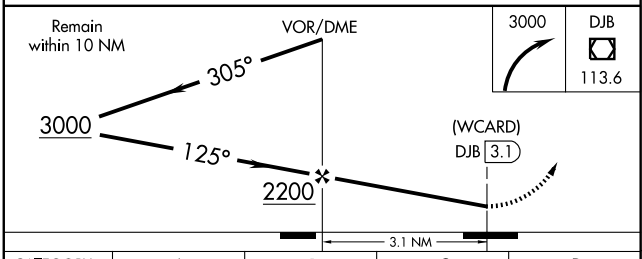
▼ NA

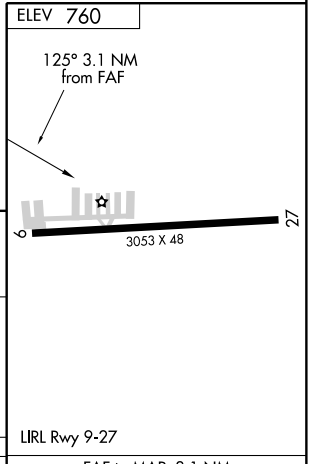
Use Cleveland Hopkins Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct DJB VOR/DME and hold.

CLEVELAND APP CON	CLNC DEL	UNICOM
126.35 354.025	125.7	122.8 (CTAF)



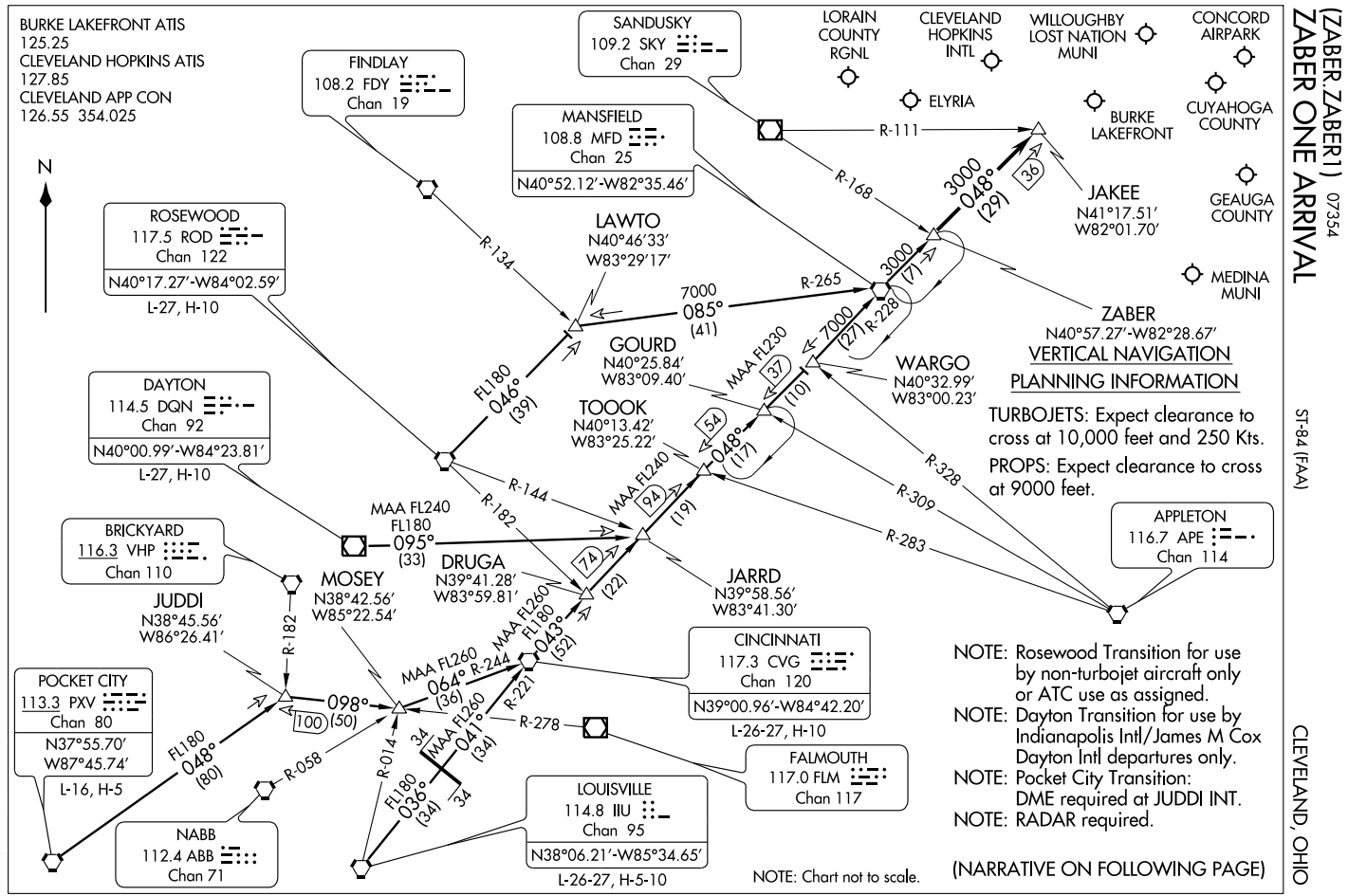




CATEGORY	A	B	C	D
CIRCLING	1220-1 460 (500-1)		1260-1½ 500 (500-1½)	NA

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

EC-2, 14 JAN 2010 to 11 FEB 2010



(ZABER.ZABER1) 07354

ZABER ONE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 14 JAN 2010 to 11 FEB 2010

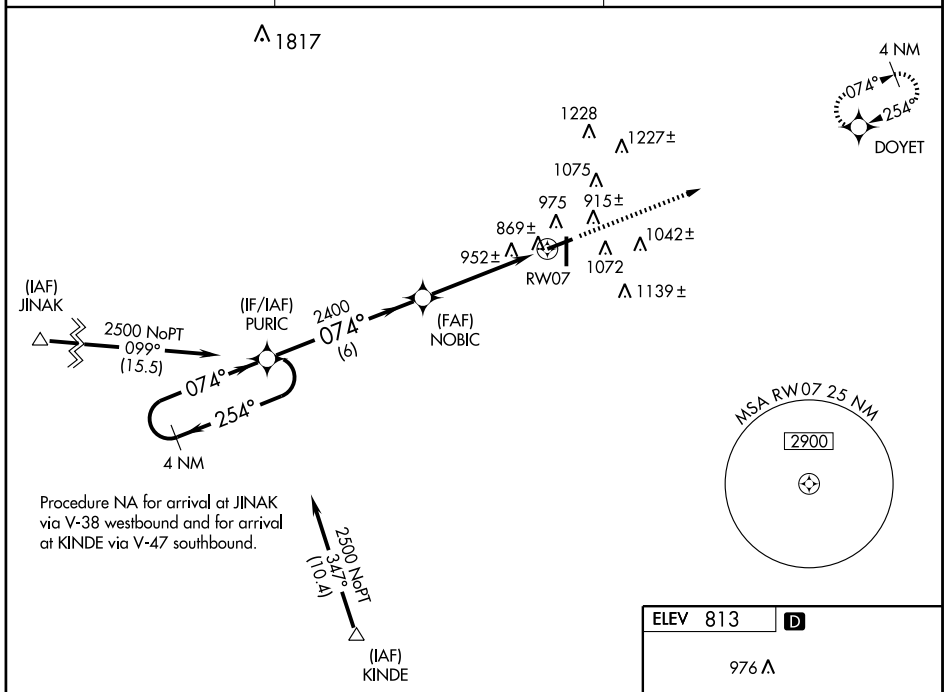
APP CRS	Rwy Idg	4558
074°	TDZE	809
	Apt Elev	813

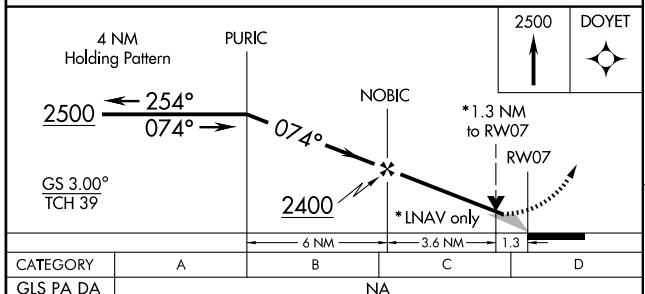
RNAV (GPS) RWY 7
FINDLAY (FDY)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F)
If local altimeter setting not received, use Lima Allen County altimeter setting and increase DA to 1280 feet, increase all MDAs 80 feet.
Baro-VNAV and VDP NA with Lima Allen County altimeter setting.

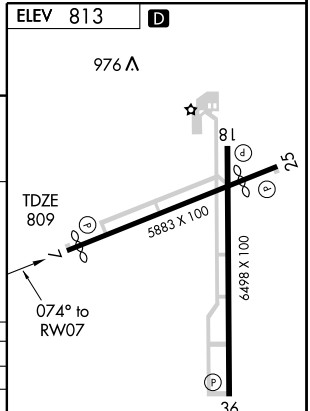
MISSED APPROACH: Climb to 2500 direct DOYET WP and hold.

ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.725 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1200-1½ 391 (400-1½)			
LNAV MDA	1260-1 451 (500-1)		1260-1¼ 451 (500-1¼)	1260-1½ 451 (500-1½)
CIRCLING	1440-1½ 627 (700-1½)		1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)



HIRL Rwys 18-36 and 7-25 L
REIL Rwys 7, 18, 25 and 36 L

EC-2, 14 JAN 2010 to 11 FEB 2010

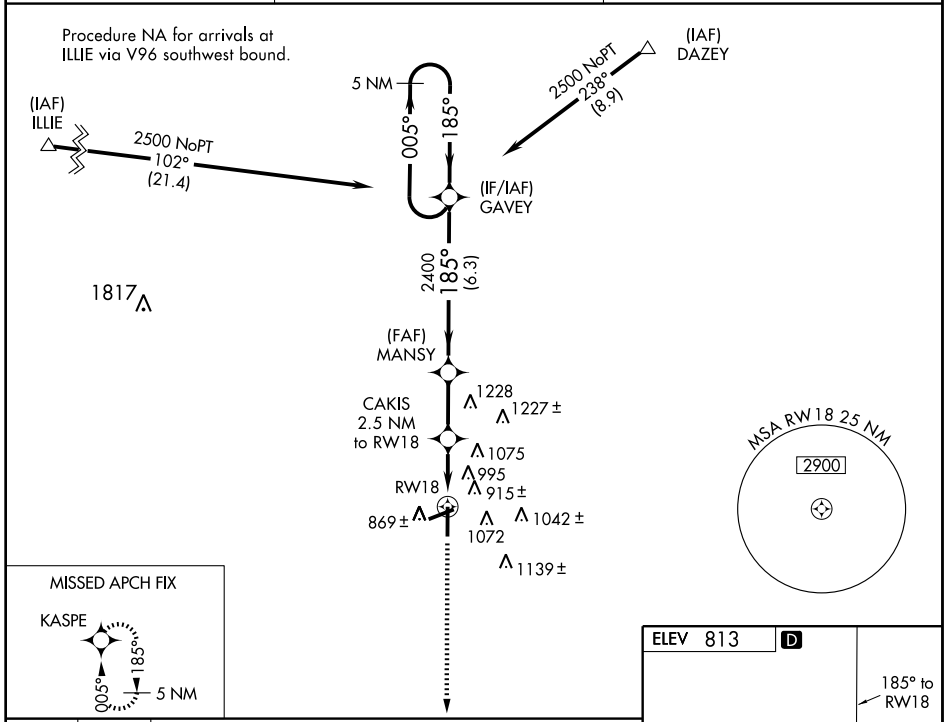
WAAS CH **70405** **W18A**	APP CRS **185°**	Rwy Idg **6498** TDZE **813** Apt Elev **813**

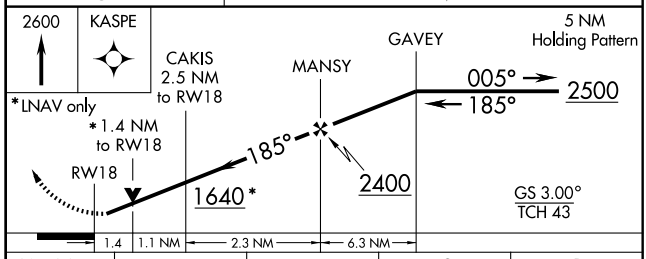
RNAV (GPS) RWY 18
FINDLAY (FDY)

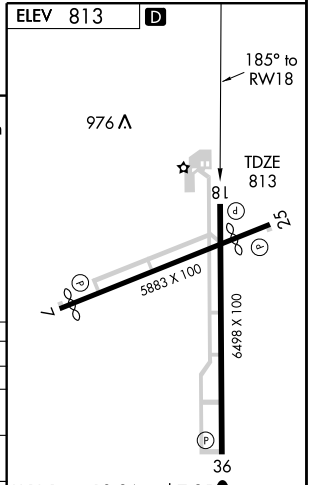
If local altimeter setting not received, use Lima Allen County altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
VDP and Baro-VNAV NA when using Lima Allen County altimeter setting.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct KASPE and hold.

ASOS	TOLEDO APP CON	UNICOM
124.425	**120.8 317.55**	**122.725** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1063-1 250 (300-1)			
LNAV/ VNAV DA	1320-1¾ 507 (600-1¾)			
LNAV MDA	1300-1 487 (500-1)		1300-1¼ 487 (500-1¼)	1300-1½ 487 (500-1½)
CIRCLING	1440-1 627 (700-1)		1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)

HIRL Rwys 18-36 and 7-25 L
REIL Rwys 7, 18, 25 and 36 L

EC-2, 14 JAN 2010 to 11 FEB 2010

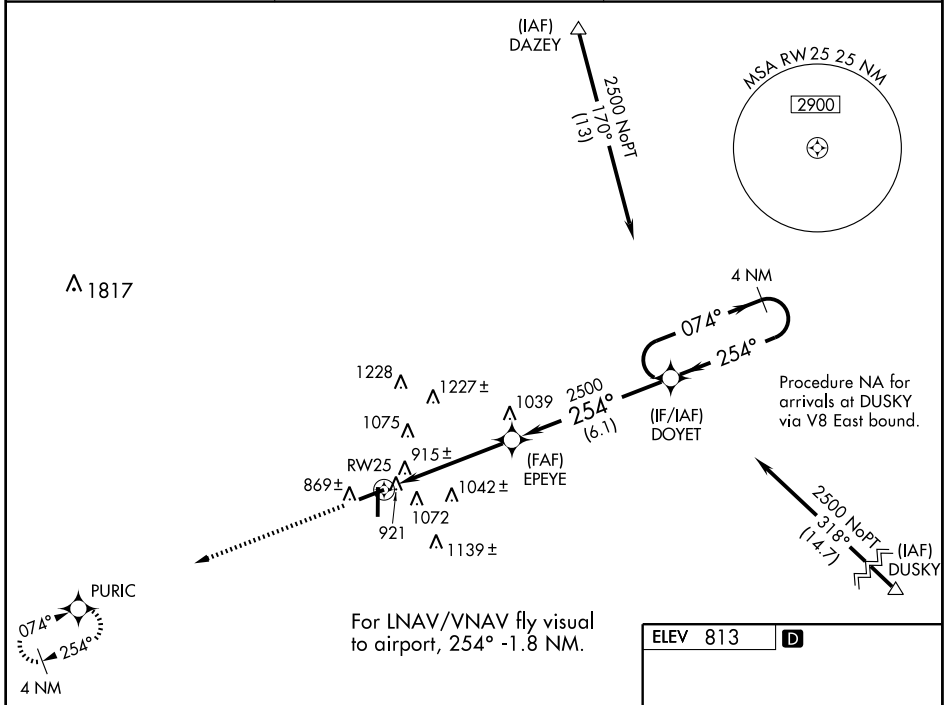
WAAS	APP CRS	Rwy Idg	4558
CH 56405	254°	TDZE	812
W25A		Apt Elev	813

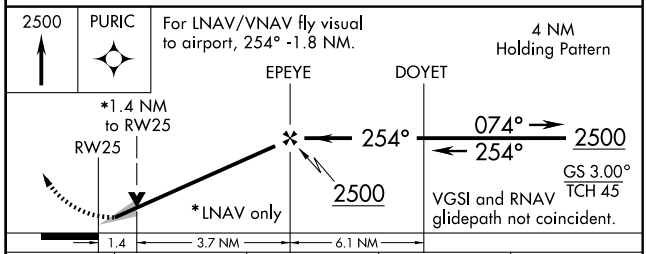
RNAV (GPS) RWY 25
FINDLAY (FDY)

If local altimeter setting not received, use Lima Allen County altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Lima Allen County altimeter setting.

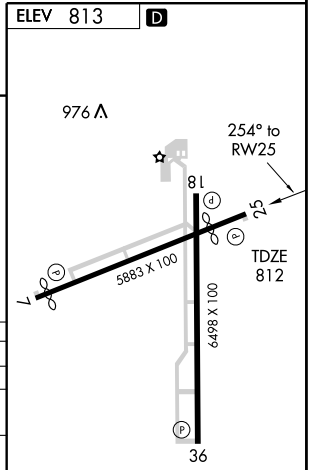
MISSED APPROACH: Climb to 2500 direct PURIC and hold.

ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.725 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1116-1 304 (400-1)			
LNAV/VNAV DA	1411-2 599 (600-2)			
LNAV MDA	1280-1 468 (500-1)		1280-1¼ 468 (500-1¼)	1280-1½ 468 (500-1½)
CIRCLING	1440-1 627 (700-1)		1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)



HIRL Rwys 18-36 and 7-25 L
REIL Rwys 7, 18, 25 and 36 L

EC-2, 14 JAN 2010 to 11 FEB 2010

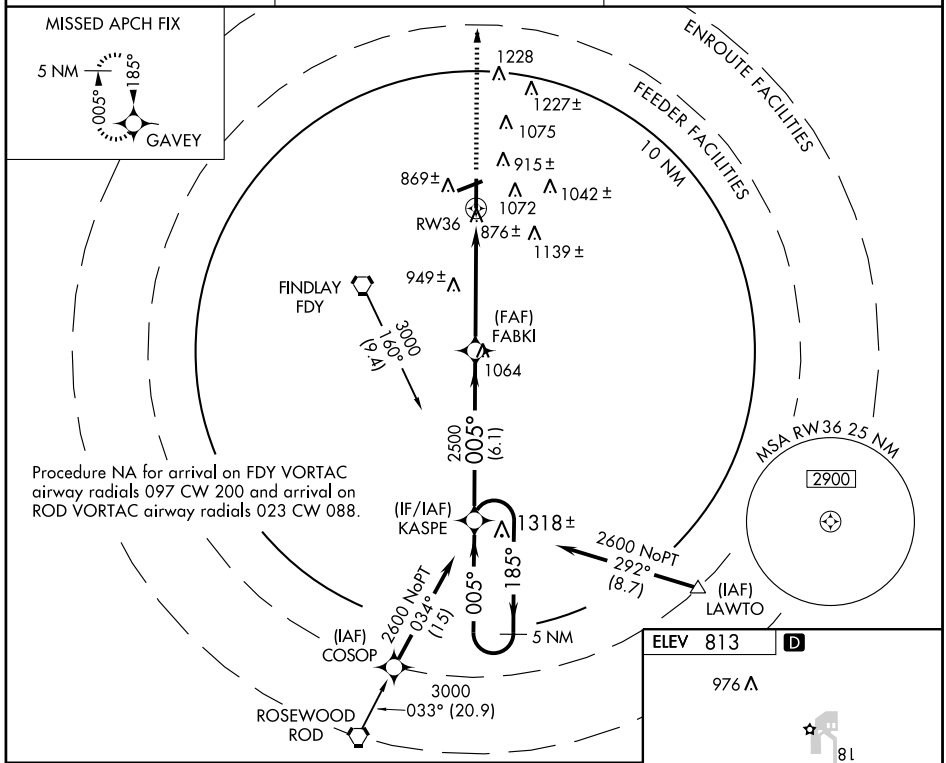
WAAS CH 72705 W36A	APP CRS 005°	Rwy Idg 6498 TDZE 808 Apt Elev 813

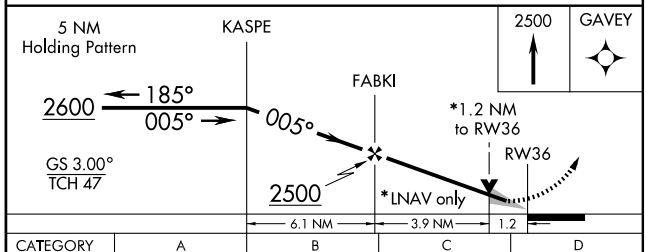
RNAV (GPS) RWY 36
FINDLAY (FDY)

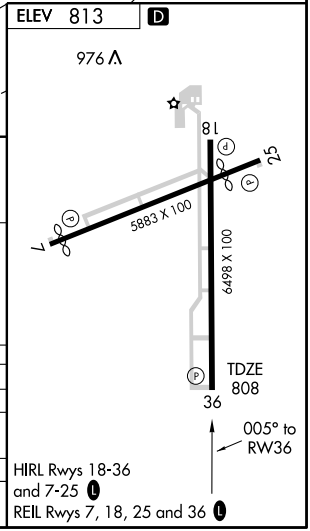
If local altimeter setting not received, use Lima Allen County altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Lima Allen County altimeter setting.

MISSED APPROACH: Climb to 2500 direct GAVEY and hold.

ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1106-1 298 (300-1)			
LNAV/VNAV DA	1229-1½ 421 (500-1½)			
LNAV MDA	1220-1 412 (500-1)		1220-1¼ 412 (500-1¼)	
CIRCLING	1440-1 627 (700-1)		1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

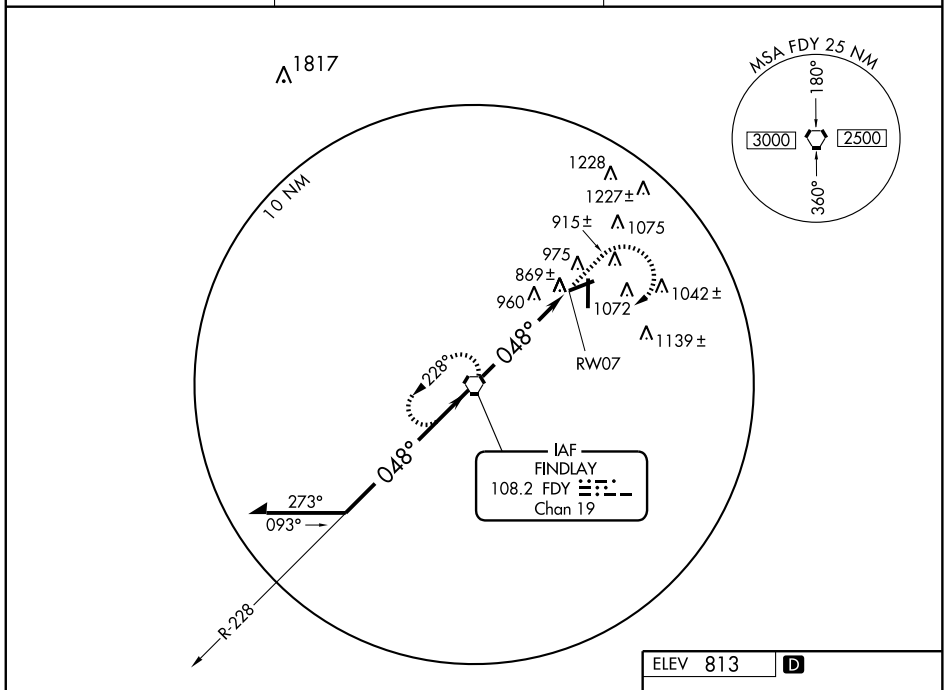
VORTAC FDY 108.2 Chan 19	APP CRS 048°	Rwy Idg 4558 TDZE 809 Apt Elev 813

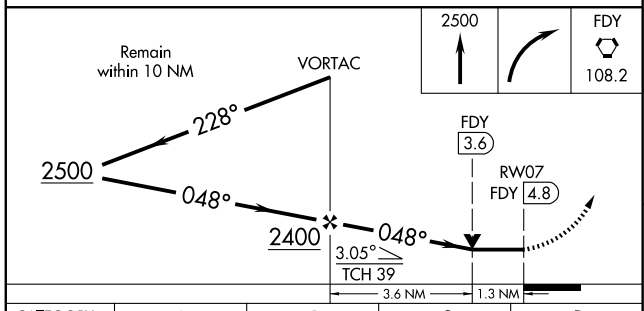
VOR RWY 7
FINDLAY (FDY)

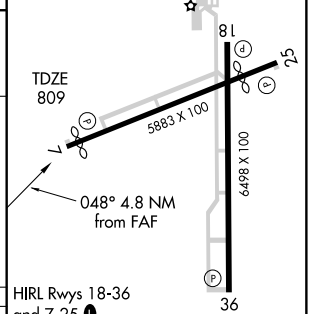
If local altimeter setting not received, use Lima Allen County altimeter setting and increase all MDAs 80 feet.
VDP NA with Lima Allen County altimeter setting.

MISSED APPROACH: Climb to 2500 then right turn direct FDY VORTAC and hold.

ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-7	1260-1 451 (500-1)		1260-1¼ 451 (500-1¼)	1260-1½ 451 (500-1½)
CIRCLING	1440-1 627 (700-1)		1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR MAH	APP CRS	Rwy Idg	4558
114.9	253°	TDZE	812
		Apt Elev	813

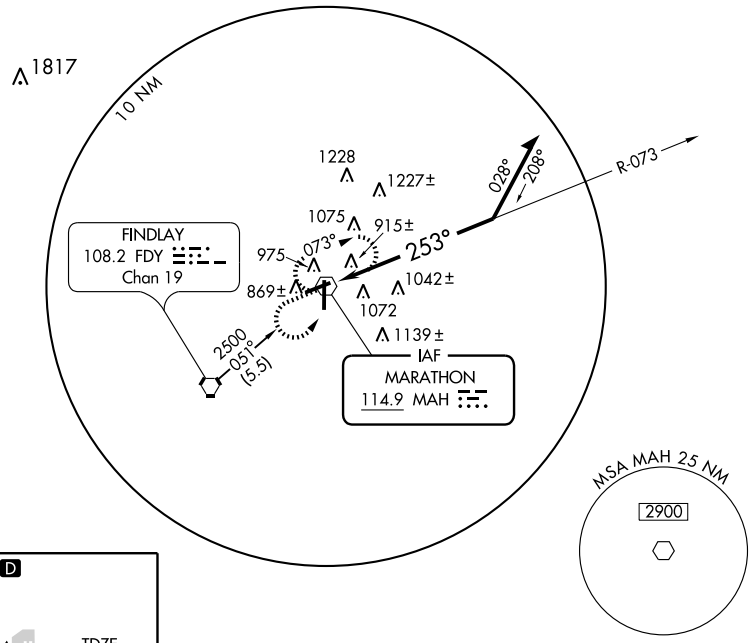
VOR RWY 25
FINDLAY (FDY)

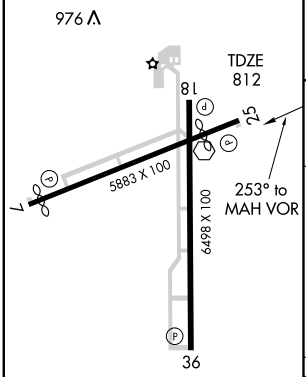
If local altimeter setting not received, use Lima Allen County altimeter setting and increase all MDAs 80 feet.

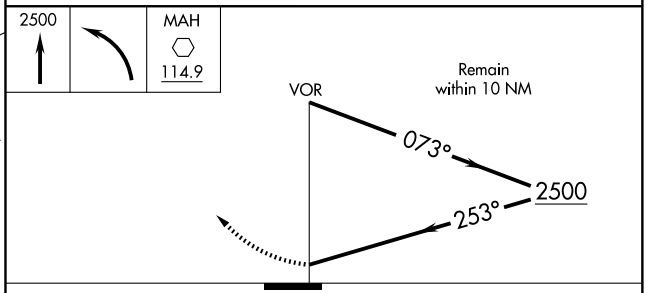
NA

MISSED APPROACH: Climb to 2500 then left turn direct MAH VOR and hold.

ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-25	1500-1	688 (700-1)	1500-2 688 (700-2)	1500-2¼ 688 (700-2¼)
CIRCLING	1500-1	687 (700-1)	1500-2 687 (700-2)	1500-2¼ 687 (700-2¼)

HIRL Rwys 18-36 and 7-25 L
REIL Rwys 7, 18, 25 and 36 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR MAH	APP CRS	Rwy Idg	6500
114.9	007°	TDZE	808
		Apt Elev	813

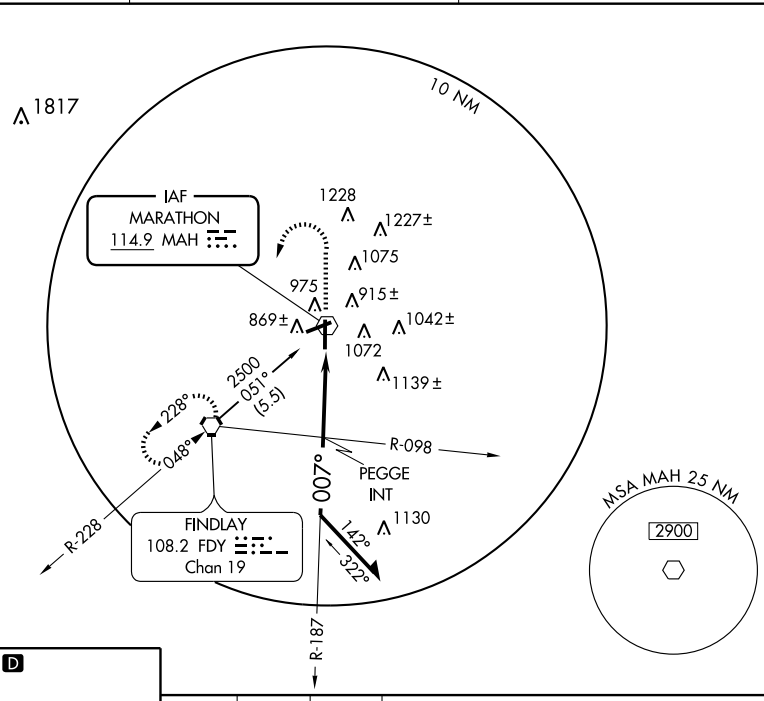
VOR RWY 36
FINDLAY (FDY)

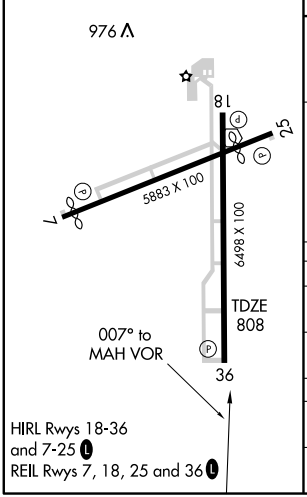
When local altimeter setting not received, use Lima Allen County altimeter setting and increase all MDA 80 feet and increase all Cat C/D visibilities ¼ mile.

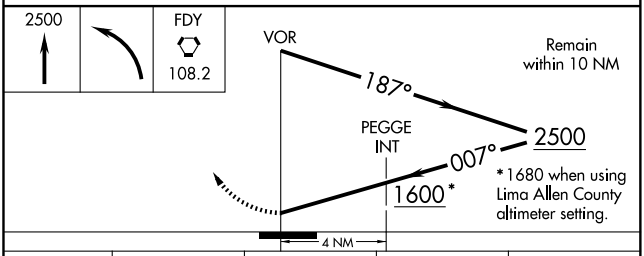
NA

MISSED APPROACH: Climb to 2500 then left turn direct FDY VORTAC and hold.

ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-36	1600-1 792 (800-1)	1600-1¼ 792 (800-1¼)	1600-2¼ 792 (800-2¼)	1600-2½ 792 (800-2½)
CIRCLING	1600-1 787 (800-1)	1600-1¼ 787 (800-1¼)	1600-2¼ 787 (800-2¼)	1600-2½ 787 (800-2½)
PEGGE FIX MINIMUMS				
S-36	1200-1 392 (400-1)			1200-1¼ 392 (400-1¼)
CIRCLING	1440-1 627 (700-1)		1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB FZI 379	APP CRS 268°	Rwy Idg 5005 TDZE 752 Apt Elev 752

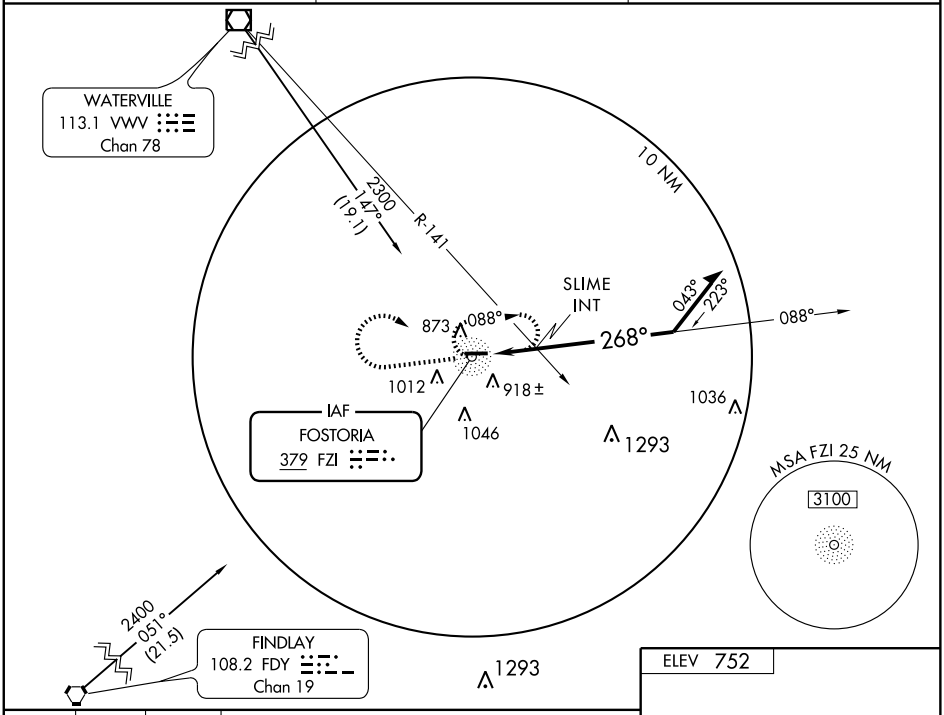
NDB RWY 27

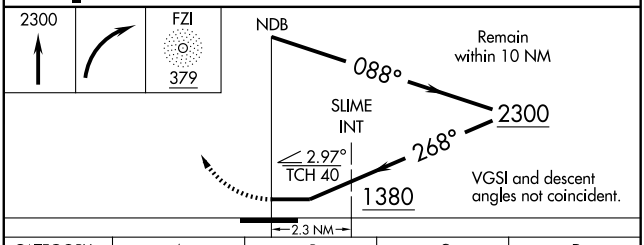
FOSTORIA METROPOLITAN (FZI)

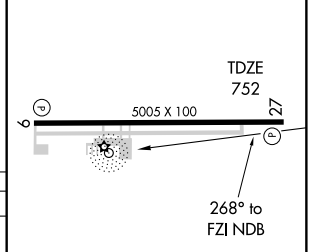
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 60 feet, and increase all Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2300 then right turn direct FZI NDB and hold.

AWOS-3	TOLEDO APP CON	UNICOM
124.625	126.1 307.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-27	1380-1 628 (700-1)		1380-1¾ 628 (700-1¾)	NA
CIRCLING	1380-1 628 (700-1)		1380-1¾ 628 (700-1¾)	NA
SLIME INT MINIMUMS				
S-27	1240-1 488 (500-1)		1240-1¼ 488 (500-1¼)	NA
CIRCLING	1300-1 548 (600-1)	1320-1 568 (600-1)	1320-1½ 568 (600-1½)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5005
CH 56610	275°	TDZE	752
W27A		Apt Elev	752

RNAV (GPS) RWY 27
FOSTORIA METROPOLITAN (FZI)

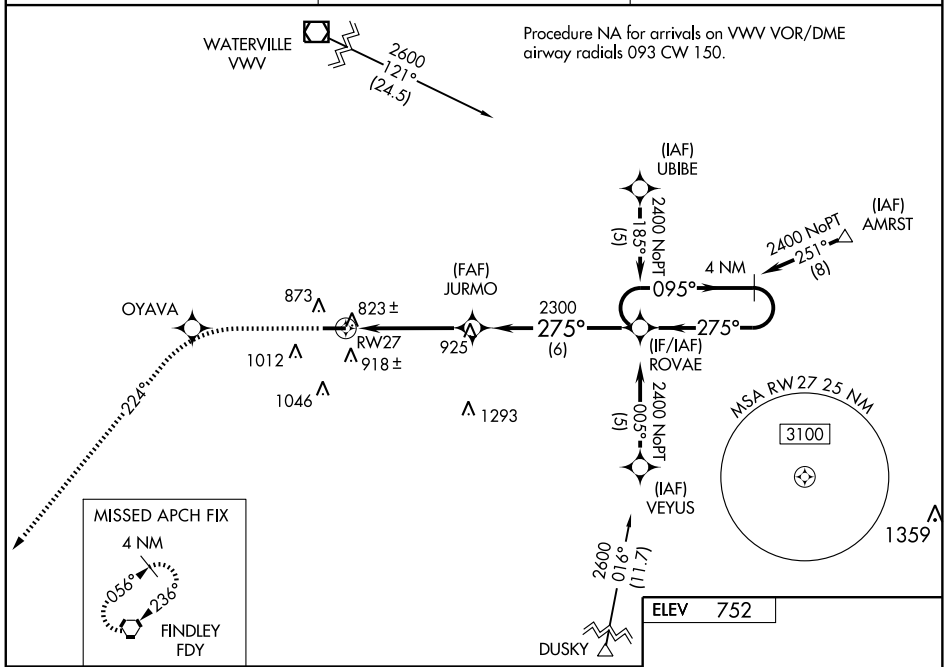
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LPV all Cats and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Findlay altimeter setting.

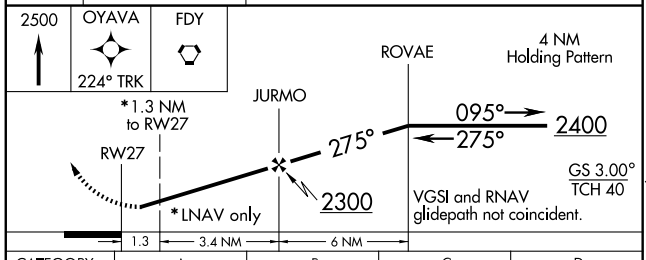
▽ NA

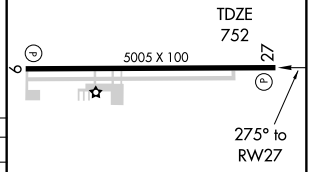
MISSED APPROACH: Climb to 2500 direct OYAVA and via 224° track to FDY VORTAC and hold.

AWOS-3	TOLEDO APP CON	UNICOM
124.625	126.1 307.0	122.7 (CTAF) L

Procedure NA for arrivals on VWV VOR/DME airway radials 093 CW 150.







CATEGORY	A	B	C	D
LPV DA	1036-1 284 (300-1)			NA
LNAV/VNAV DA	1161-1½ 409 (500-1½)			NA
LNAV MDA	1180-1 428 (500-1)		1180-1¼ 428 (500-1¼)	NA
CIRCLING	1300-1 548 (600-1)	1320-1 568 (600-1)	1320-1½ 568 (600-1½)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC FDY	APP CRS	Rwy Idg	N/A
108.2	051°	TDZE	N/A
Chan 19		Apt Elev	752

VOR-A

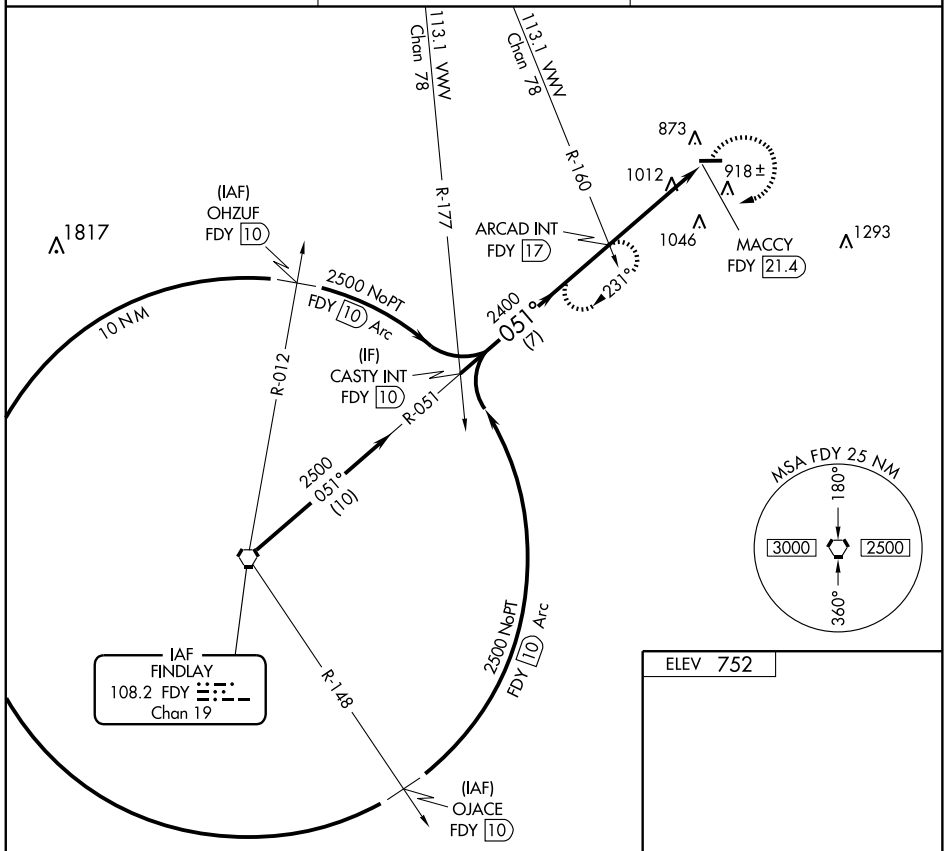
FOSTORIA METROPOLITAN (FZI)

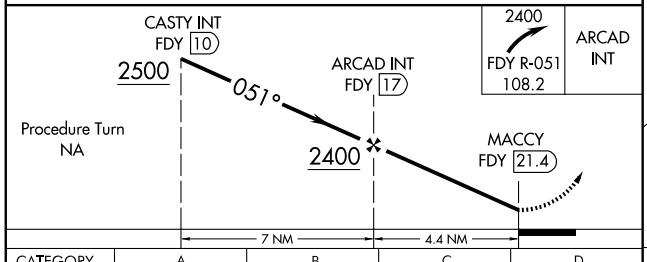
When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 60 feet, and increase all Cat C visibility ¼ mile.

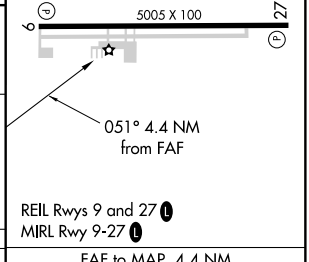
NA

MISSED APPROACH: Climbing right turn to 2400 via FDY VORTAC R-051 to ARCAD Int/FDY 17 DME and hold.

AWOS-3	TOLEDO APP CON	UNICOM
124.625	126.1 307.0	122.7 (CTAF) L







REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
CIRCLING	1400-1 648 (700-1)	1400-1¼ 648 (700-1¼)	1400-1¾ 648 (700-1¾)	NA

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4011
095°	TDZE	663
	Apt Elev	663

RNAV (GPS) RWY 9

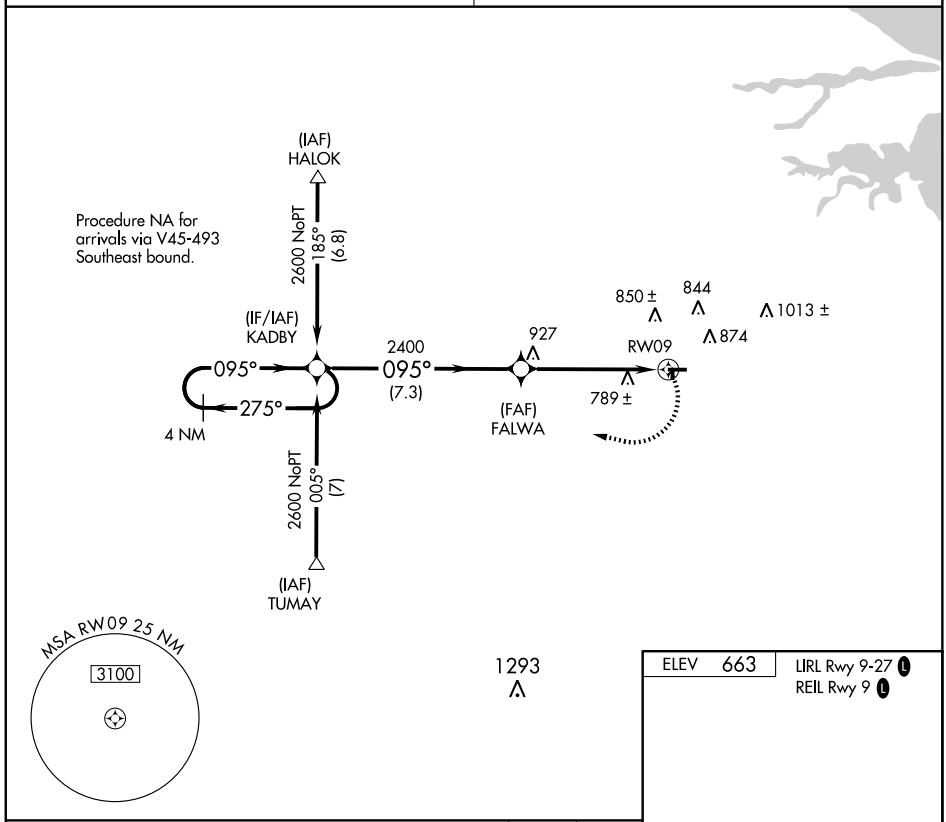
FREMONT (14G)

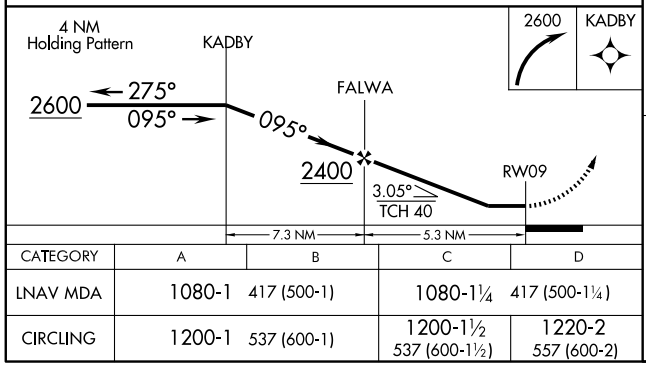
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Sandusky County Rgnl altimeter setting; when not received use Metcalf Field altimeter setting and increase all MDA 40 feet and LNAV Cat D visibility ¼ mile.

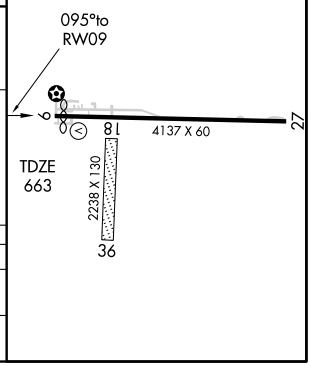
NA

MISSED APPROACH: Climbing right turn to 2600 direct KADBY and hold.

TOLEDO APP CON	UNICOM
126.1 307.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1080-1 417 (500-1)		1080-1¼ 417 (500-1¼)	
CIRCLING	1200-1 537 (600-1)		1200-1½ 537 (600-1½)	1220-2 557 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME VWV	APP CRS	Rwy Idg	4011
113.1	110°	TDZE	663
Chan 78		Apt Elev	663

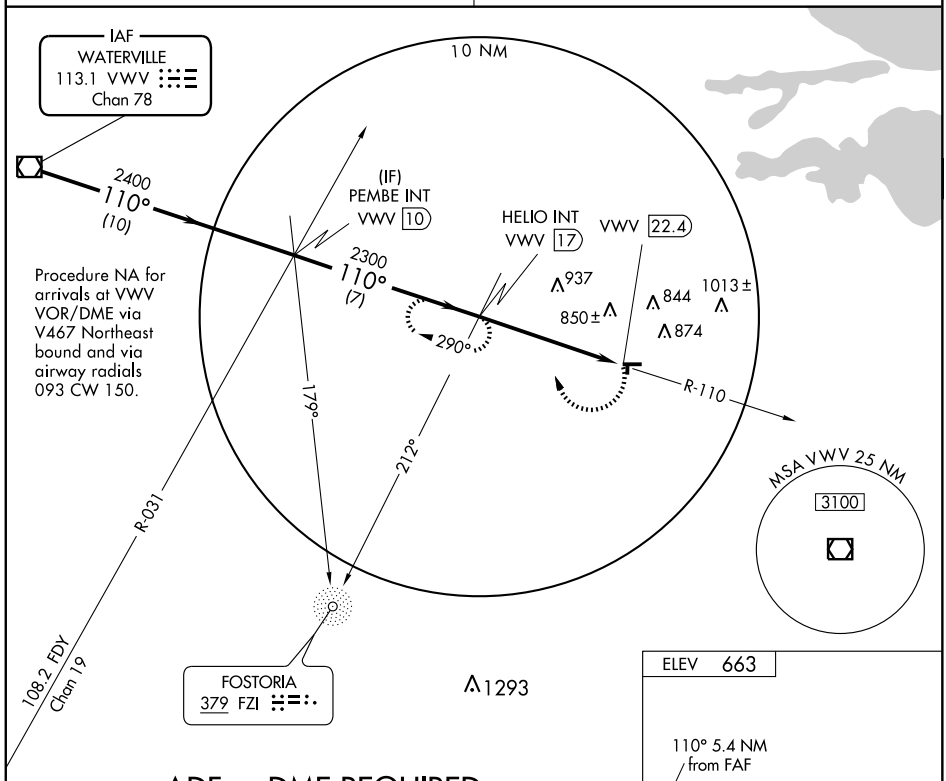
VOR RWY 9
FREMONT (14G)

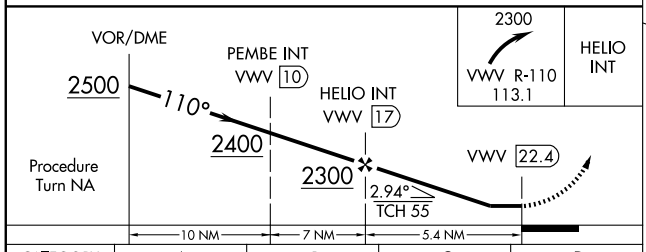
▼ ADF or DME required. Use Sandusky County Rgnl altimeter setting; when not received, use Metcalf Field altimeter setting and increase all MDA 40 feet, increase S-9 Cats C and D and Circling Cat C visibility ¼ mile.

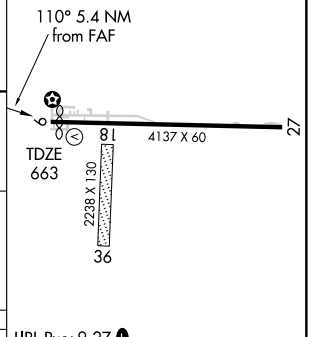
▲ NA

MISSED APPROACH: Climbing right turn to 2300 via VWV VOR/DME R-110 to HELIO Int/VWV 17 DME and hold.

TOLEDO APP CON	UNICOM
126.1 307.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-9	1260-1 597 (600-1)	1260-1¼ 597 (600-1¼)	1260-1½ 597 (600-1½)	1260-1¾ 597 (600-1¾)
CIRCLING	1260-1 597 (600-1)	1260-1¼ 597 (600-1¼)	1260-1½ 597 (600-1½)	1260-2 597 (600-2)

LIRL Rwy 9-27 L
REIL Rwy 9 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5500
067°	TDZE	665
	Apt Elev	665

GPS RWY 6

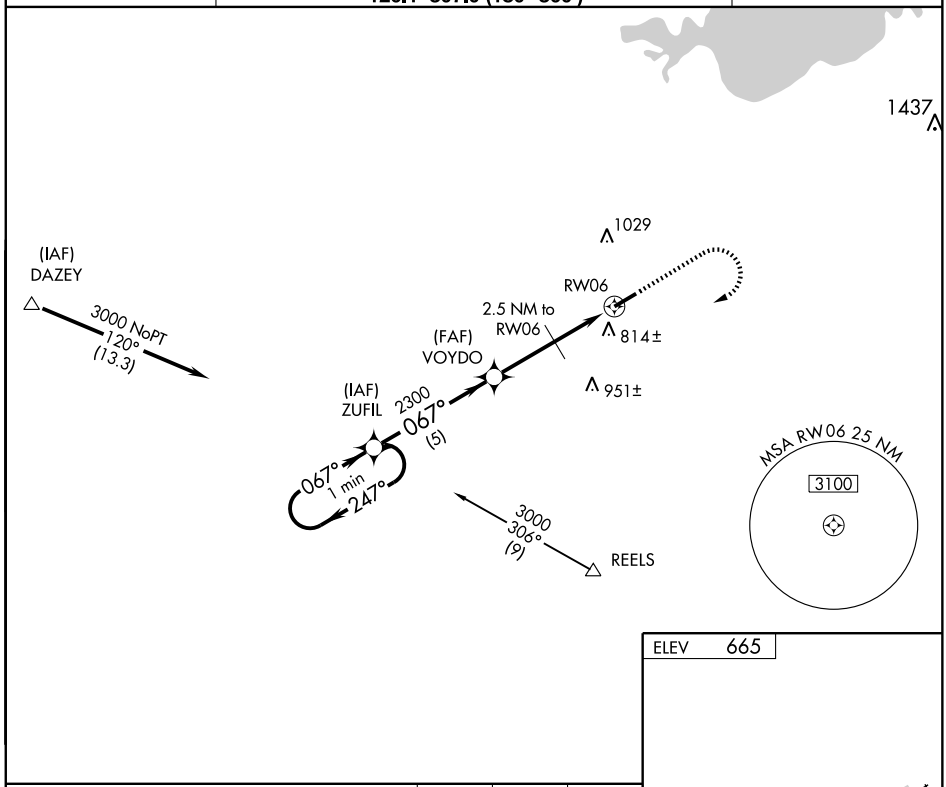
FREMONT/ SANDUSKY COUNTY RGNL (S24)

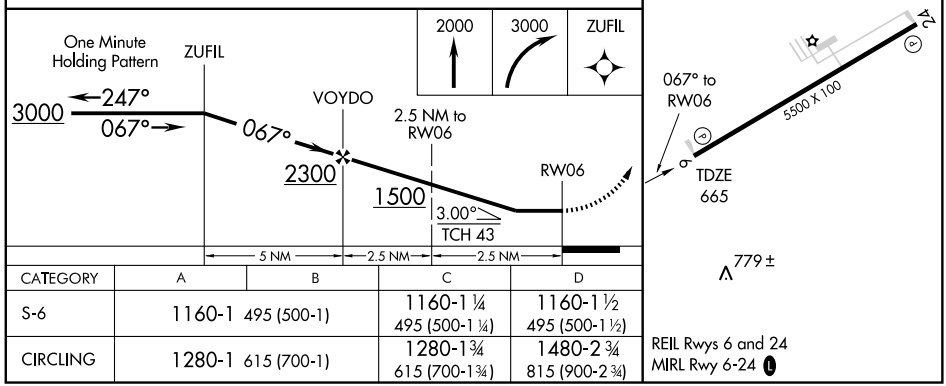
NA

When local altimeter setting not received, use Toledo Express altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct ZUFIL WP and hold.

AWOS-3	MANSFIELD APP CON	UNICOM
119.575	127.35 390.8 (360° - 180°)	123.05 (CTAF) L
	TOLEDO APP CON	
	126.1 307.0 (180°-360°)	





CATEGORY	A	B	C	D
S-6	1160-1 495 (500-1)		1160-1 ¼ 495 (500-1 ¼)	1160-1 ½ 495 (500-1 ½)
CIRCLING	1280-1 615 (700-1)		1280-1 ¾ 615 (700-1 ¾)	1480-2 ¾ 815 (900-2 ¾)

REIL Rwys 6 and 24
MIRL Rwy 6-24 L

EC-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5500
247°	TDZE	662
	Apt Elev	665

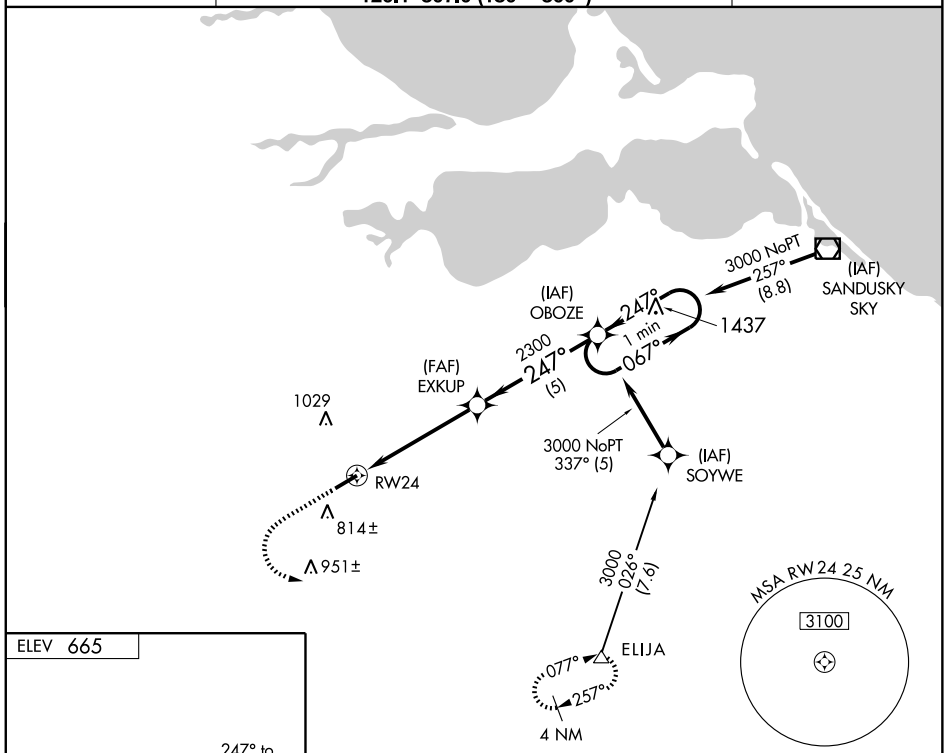
GPS RWY 24

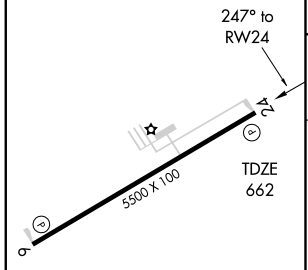
FREMONT/ SANDUSKY COUNTY RGNL (S24)

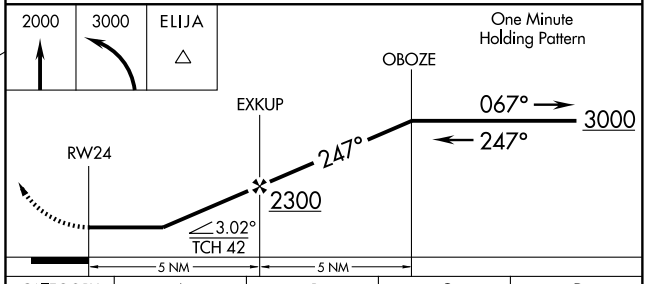
NA When local altimeter setting not received, use Toledo Express altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct ELIJA and hold.

AWOS-3	MANSFIELD APP CON★	UNICOM
119.575	127.35 390.8 (360°- 180°)	123.05 (CTAF) L
	TOLEDO APP CON	
	126.1 307.0 (180°- 360°)	







CATEGORY	A	B	C	D
S-24	1200-1	538 (600-1)	1200-1½ 538 (600-1½)	1200-1¾ 538 (600-1¾)
CIRCLING	1280-1	615 (700-1)	1280-1¾ 615 (700-1¾)	1480-2¾ 815 (900-2¾)

REIL Rwys 6 and 24
MIRL Rwy 6-24 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME SKY 109.2 Chan 29	APP CRS 249°	Rwy Idg 5500 TDZE 662 Apt Elev 665

VOR/DME RWY 24

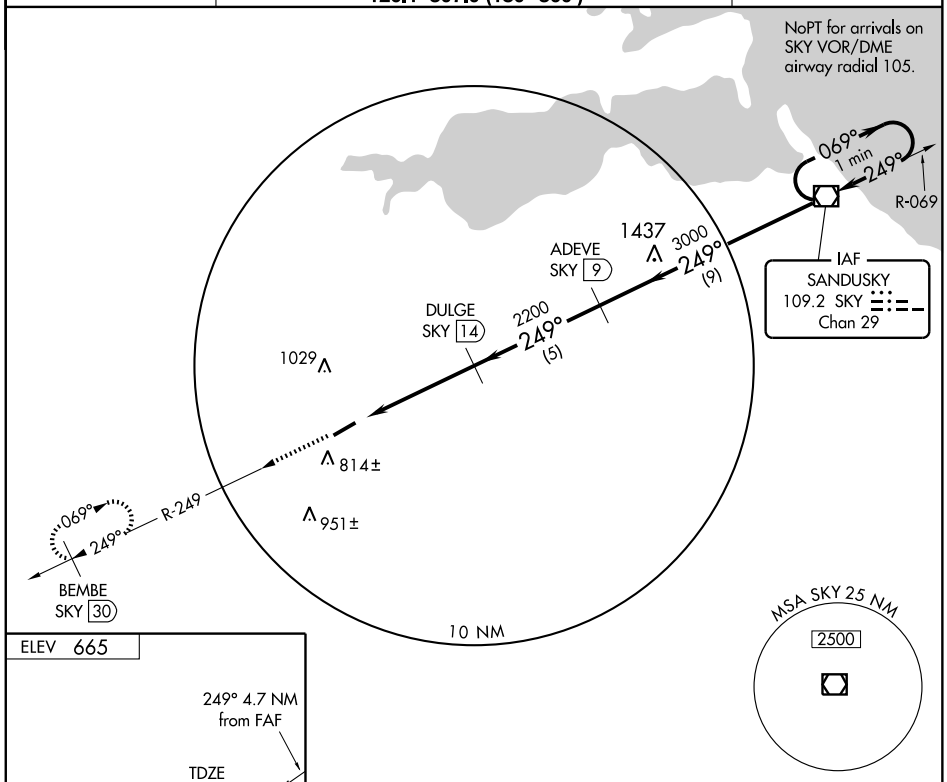
FREMONT/ SANDUSKY COUNTY RGNL (S24)

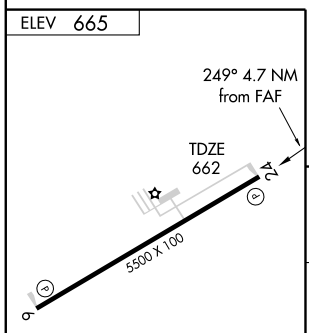
NA

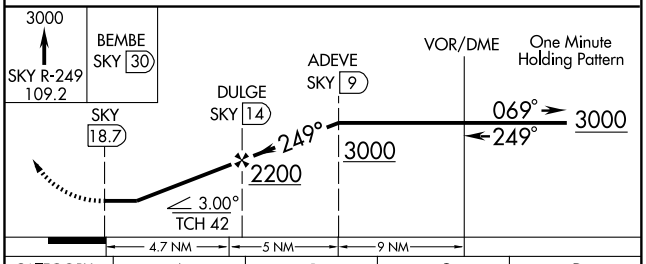
If local altimeter not received use Toledo Express altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3000 via SKY R-249 to BEMBE/30 DME and hold.

AWOS-3 119.575	MANSFIELD APP CON* 127.35 390.8 (360° - 180°) TOLEDO APP CON 126.1 307.0 (180°-360°)	UNICOM 123.05 (CTAF) L







CATEGORY	A	B	C	D
S-24	1260-1 598 (600-1)		1260-1½ 598 (600-1½)	1260-1¾ 598 (600-1¾)
CIRCLING	1260-1 595 (600-1)		1260-1½ 595 (600-1½)	1480-2¾ 815 (900-2¾)

REIL Rwys 6 and 24
MIRL Rwy 6-24 L

EC-2, 14 JAN 2010 to 11 FEB 2010

GALION, OHIO

AL-5044 (FAA)

VORTAC MFD 108.8 Chan 25	APP CRS 050°	Rwy Idg 3317 TDZE 1225 Apt Elev 1225

VOR/DME RNAV or GPS RWY 5

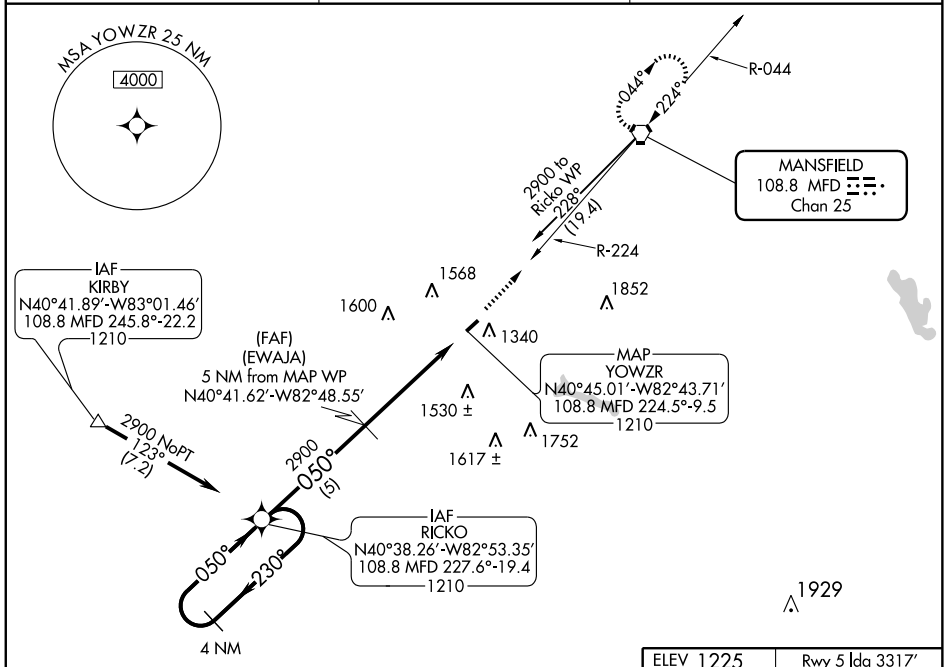
GALION MUNI (GQQ)

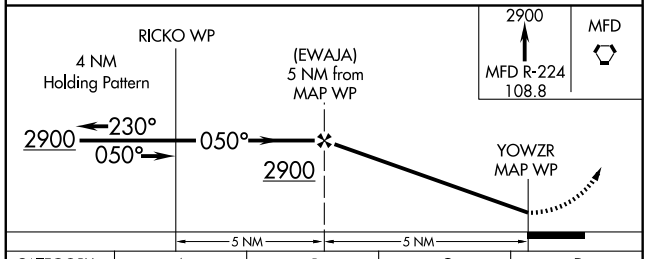
EC-2, 14 JAN 2010 to 11 FEB 2010

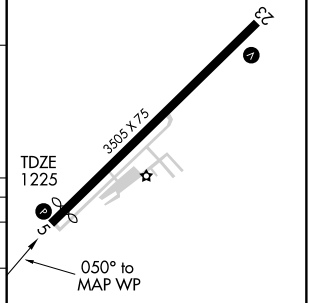
⚠ NA — Use Mansfield altimeter setting; when not received, use Port Columbus Intl altimeter setting.

MISSED APPROACH: Climb to 2900 via MFD R-224 to MFD VORTAC and hold.

MANSFIELD APP CON ★	CLNC DEL	UNICOM
124.2 390.8	126.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-5	1760-1	535 (600-1)	1760-1½ 535 (600-1½)	NA
CIRCLING	1800-1	575 (600-1)	1800-1½ 575 (600-1½)	NA
PORT COLUMBUS INTL ALTIMETER SETTING MINIMUMS				
S-5	1900-1	675 (700-1)	1900-2 675 (700-2)	NA
CIRCLING	1940-1	715 (800-1)	1940-2 715 (800-2)	NA

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

VORTAC MFD	APP CRS	Rwy Idg	3505
108.8	224°	TDZE	1225
Chan 25		Apt Elev	1225

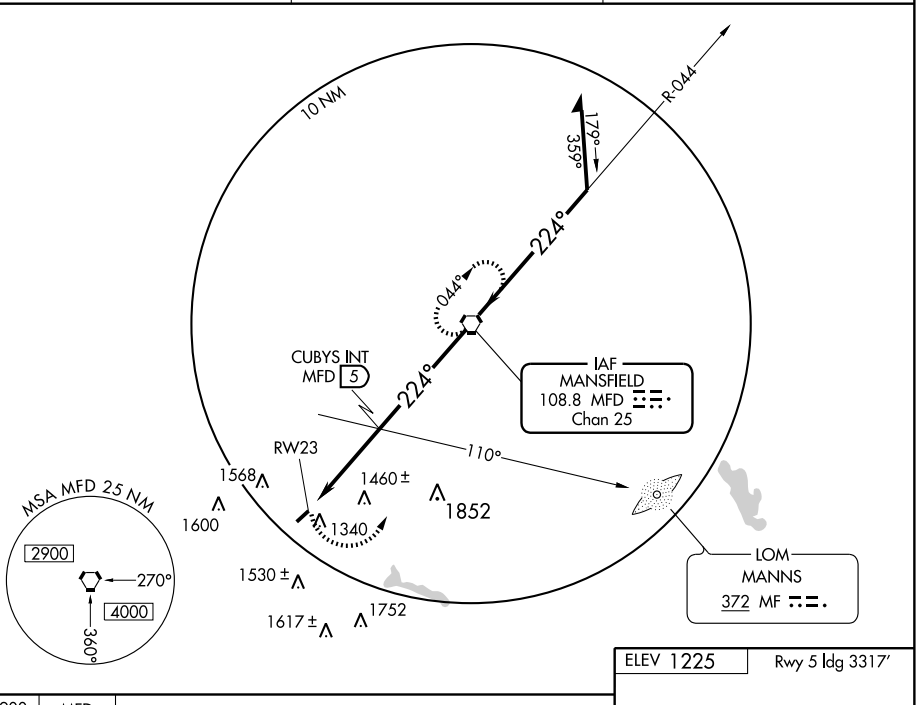
VOR or GPS RWY 23

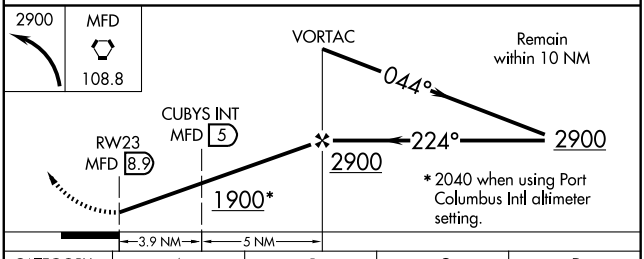
GALION MUNI (GQQ)

⚠ NA — Use Mansfield altimeter setting; when not received, use Port Columbus Intl altimeter setting and increase all MDAs 140 feet and all visibilities ½ mile.

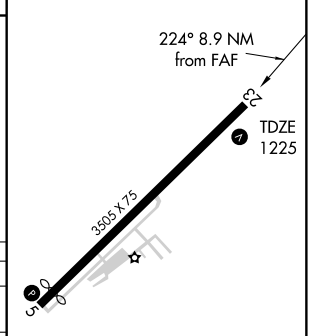
MISSED APPROACH: Climbing left turn to 2900 direct MFD VORTAC and hold.

MANSFIELD APP CON ★	CLNC DEL	UNICOM
124.2 390.8	126.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-23	1900-1	675 (700-1)	1900-2 675 (700-2)	NA
CIRCLING	1900-1	675 (700-1)	1900-2 675 (700-2)	NA
CUBYS FIX MINIMUMS				
S-23	1760-1	535 (600-1)	1760-1½ 535 (600-1½)	NA
CIRCLING	1800-1	575 (600-1)	1800-1½ 575 (600-1½)	NA



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

FAF to MAP 8.9 NM

Knots	60	90	120	150	180
Min:Sec	8:54	5:56	4:27	3:34	2:58

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3998
235°	TDZE	567
	Apt Elev	567

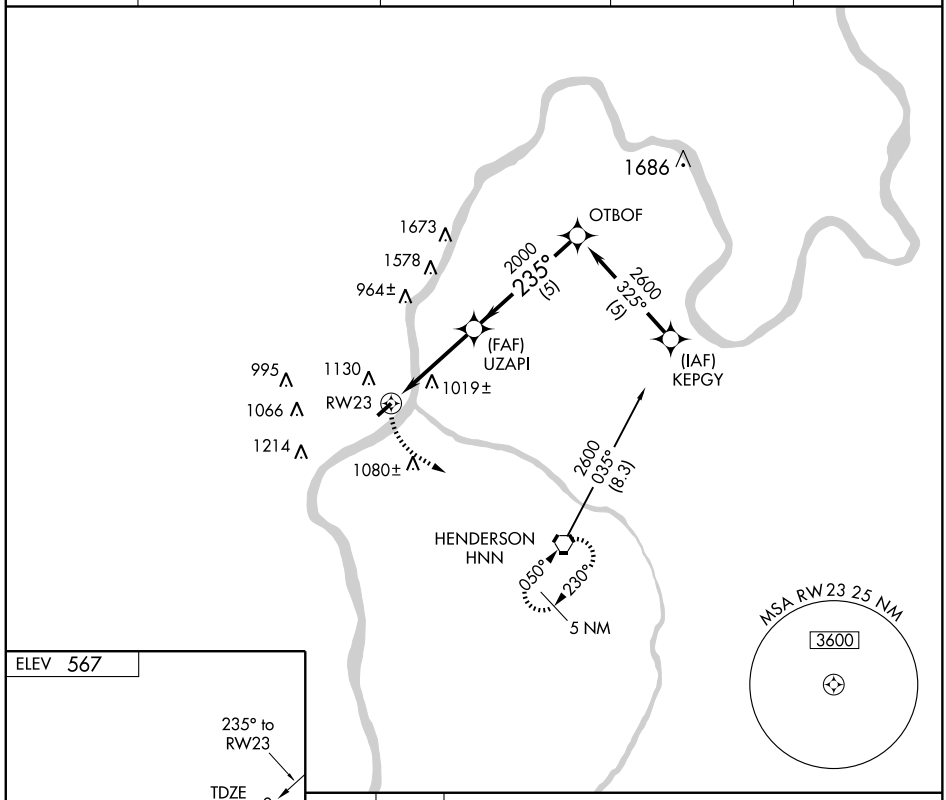
GPS RWY 23

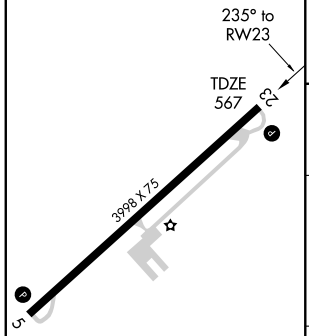
GALLIPOLIS / GALLIA-MEIGS RGNL (GAS)

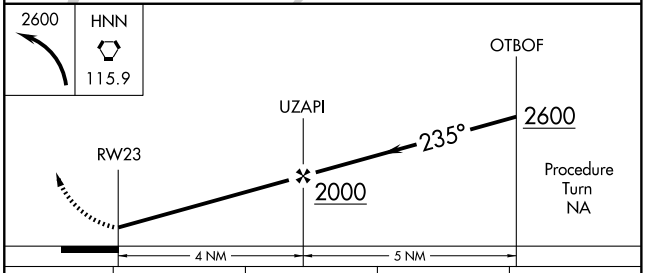
NA

MISSED APPROACH: Climbing left turn to 2600 direct HNN VORTAC and hold.

AWOS-3	POINT PLEASANT AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
119.925	119.675	128.4 270.1	124.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-23	1420-1 853 (900-1)	1420-1¼ 853 (900-1¼)	1420-2½ 853 (900-2½)	1420-2¾ 853 (900-2¾)
CIRCLING	1480-1¼ 913 (1000-1¼)		1480-2¾ 913 (1000-2¾)	1480-3 913 (1000-3)

MIRL Rwy 5-23 L
REIL Rwy 23 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC HNN	APP CRS	Rwy Idg	N/A
115.9	310°	TDZE	N/A
Chan 106		Apt Elev	567

VOR or GPS-B

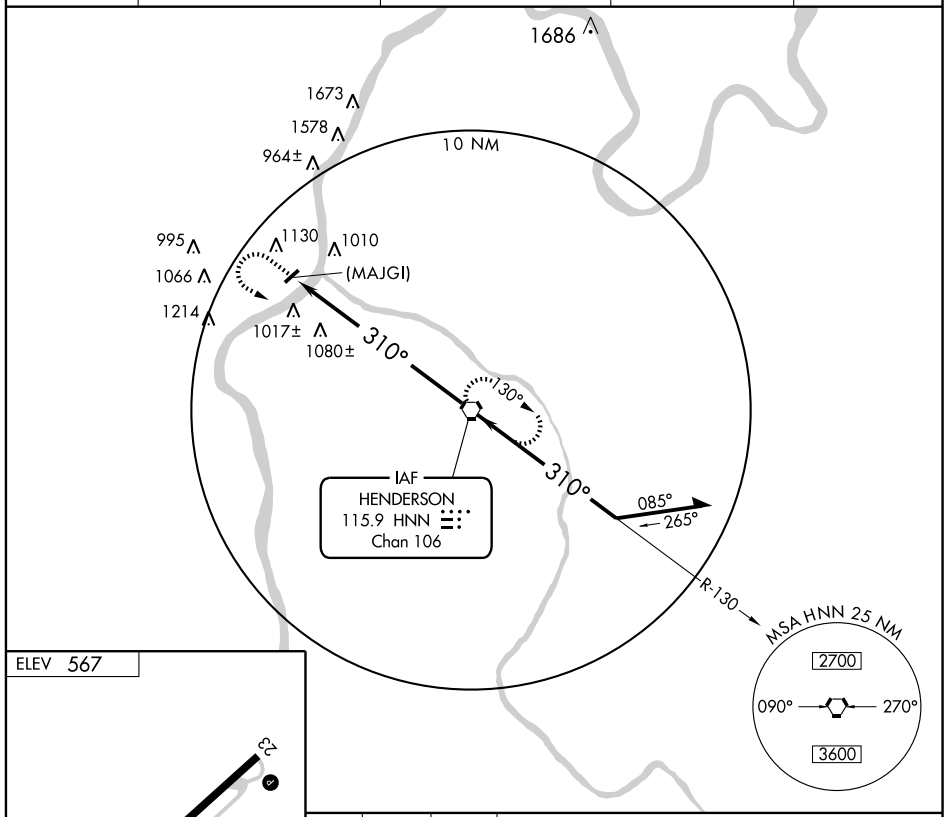
GALLIPOLIS / GALLIA-MEIGS RGNL (GAS)

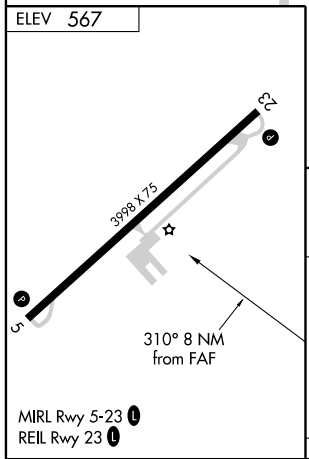
Use Point Pleasant, WV altimeter setting; if not received, use Huntington, WV altimeter setting and increase all MDAs 80 feet.

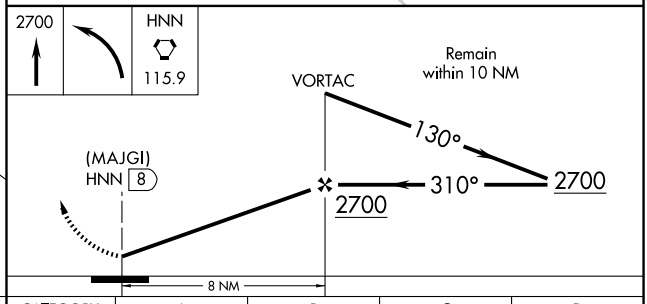
NA

MISSED APPROACH: Climb to 2700 then left turn direct HNN VORTAC and hold.

AWOS-3	POINT PLEASANT AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
119.925	119.675	128.4 270.1	124.55	123.0 (CTAF) L







FAF to MAP 8 NM					
Knots	60	90	120	150	180
Min:Sec	8:00	5:20	4:00	3:12	2:40

CATEGORY	A	B	C	D
CIRCLING	1480-1¼ 913 (1000-1¼)		1480-2¾ 913 (1000-2¾)	1480-3 913 (1000-3)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3530
355°	TDZE	958
	Apt Elev	958

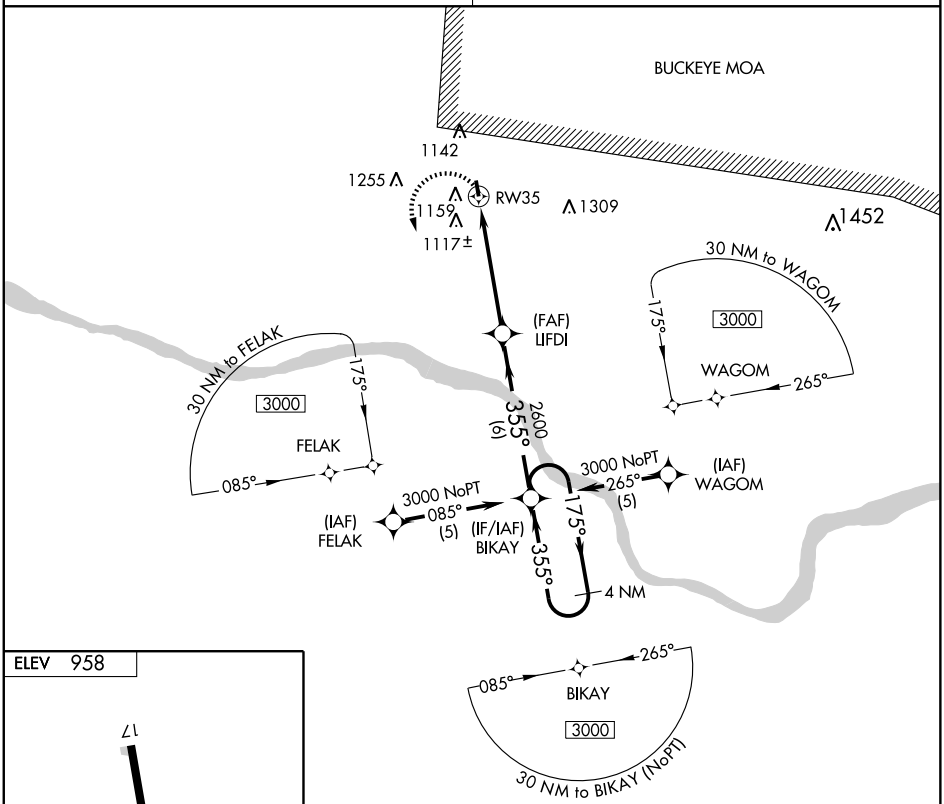
RNAV (GPS) RWY 35

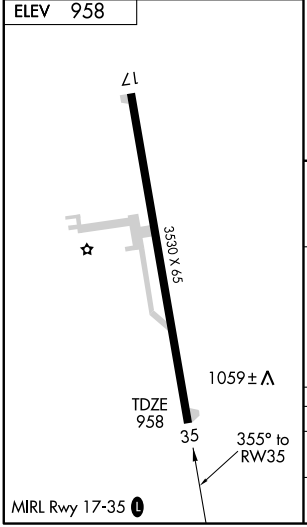
GEORGETOWN /BROWN COUNTY (GEO)

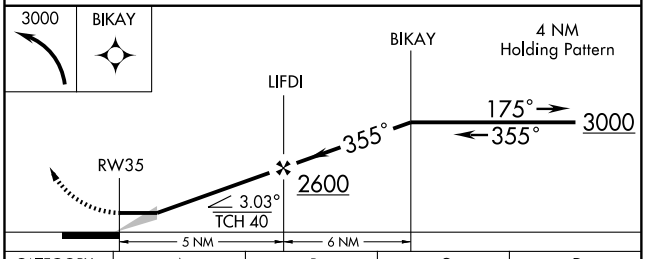
DME/DME RNP-0.3 NA.
Use Cincinnati/Northern Kentucky Intl, KY altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct BIKAY WP and hold.

INDIANAPOLIS CENTER	CTAF
135.575 290.5	122.9







CATEGORY	A	B	C	D
LNAV MDA	1420-1	462 (500-1)	1420-1¼ 462 (500-1¼)	NA
CIRCLING	1560-1 602 (700-1)	1580-1 622 (700-1)	1600-1¾ 642 (700-1¾)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

GEORGETOWN, OHIO

AL-6250 (FAA)

VOR/DME FLM	APP CRS	Rwy Idg	N/A
117.0	059°	TDZE	N/A
Chan 117		Apt Elev	957

VOR/DME or GPS-A

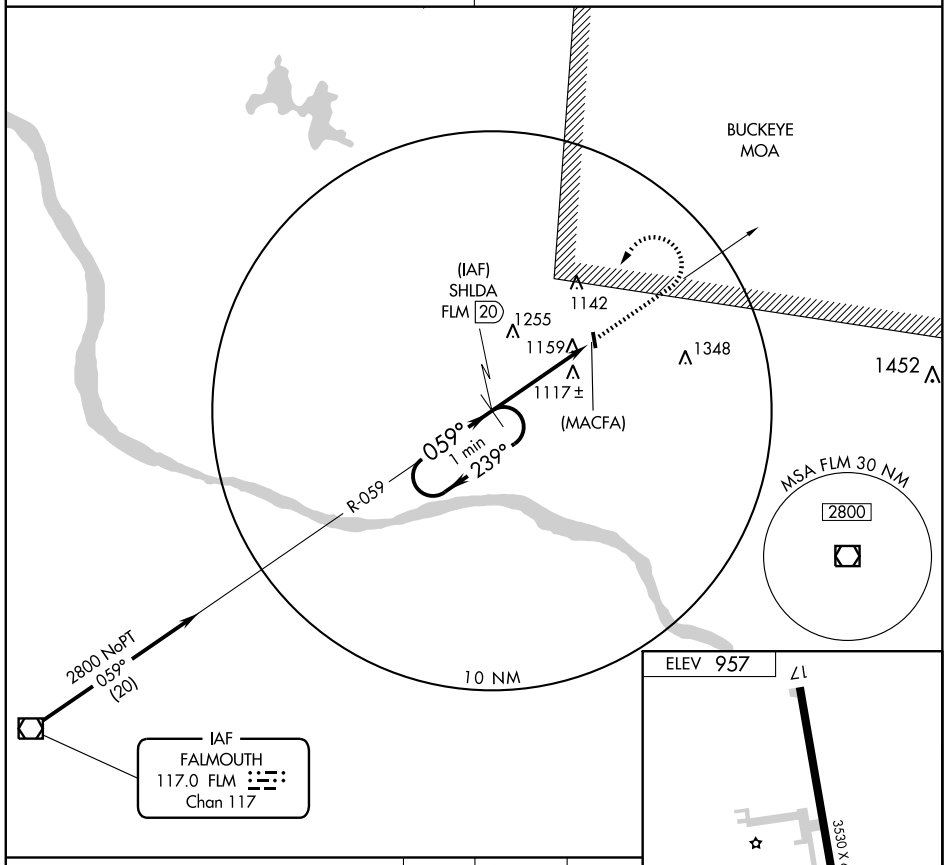
GEORGETOWN/ BROWN COUNTY (GEO)

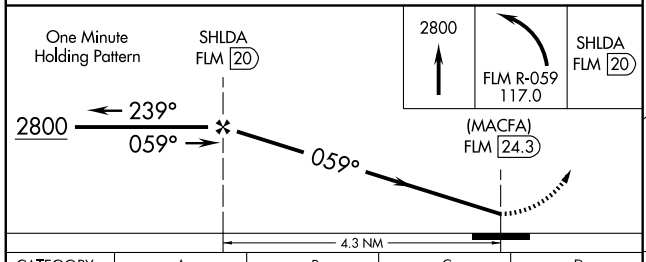
NA

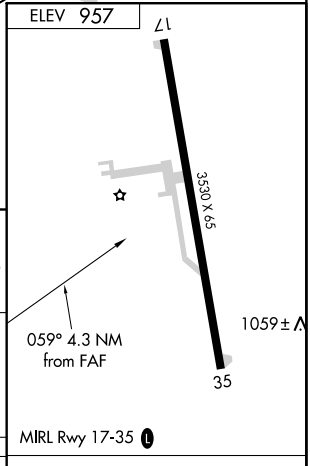
Use Cincinnati/Northern Kentucky Intl, KY altimeter setting.

MISSED APPROACH: Climb to 2800; then left turn via FLM R-059 to SHLDA 20 DME and hold.

INDIANAPOLIS CENTER	CTAF (L)
135.575 290.5	122.9





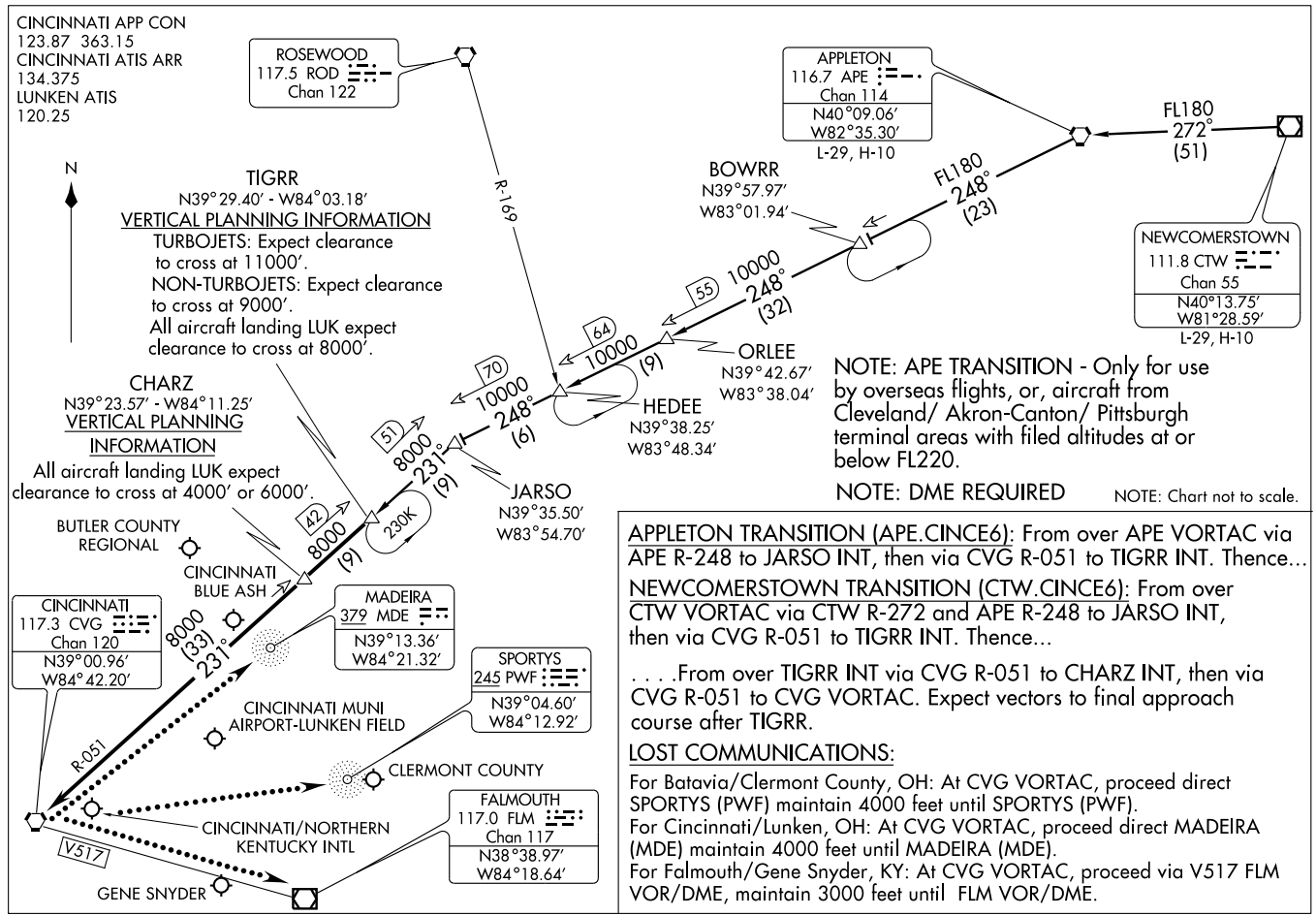


CATEGORY	A	B	C	D
CIRCLING	1700-1 743 (800-1)	1700-1¼ 743 (800-1¼)	1700-2¼ 743 (800-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

EC-2, 14 JAN 2010 to 11 FEB 2010

CINCE SIX ARRIVAL (TIGRR.CINCE6)



APPLETON TRANSITION (APE.CINCE6): From over APE VORTAC via APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

NEWCOMERSTOWN TRANSITION (CTW.CINCE6): From over CTW VORTAC via CTW R-272 and APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

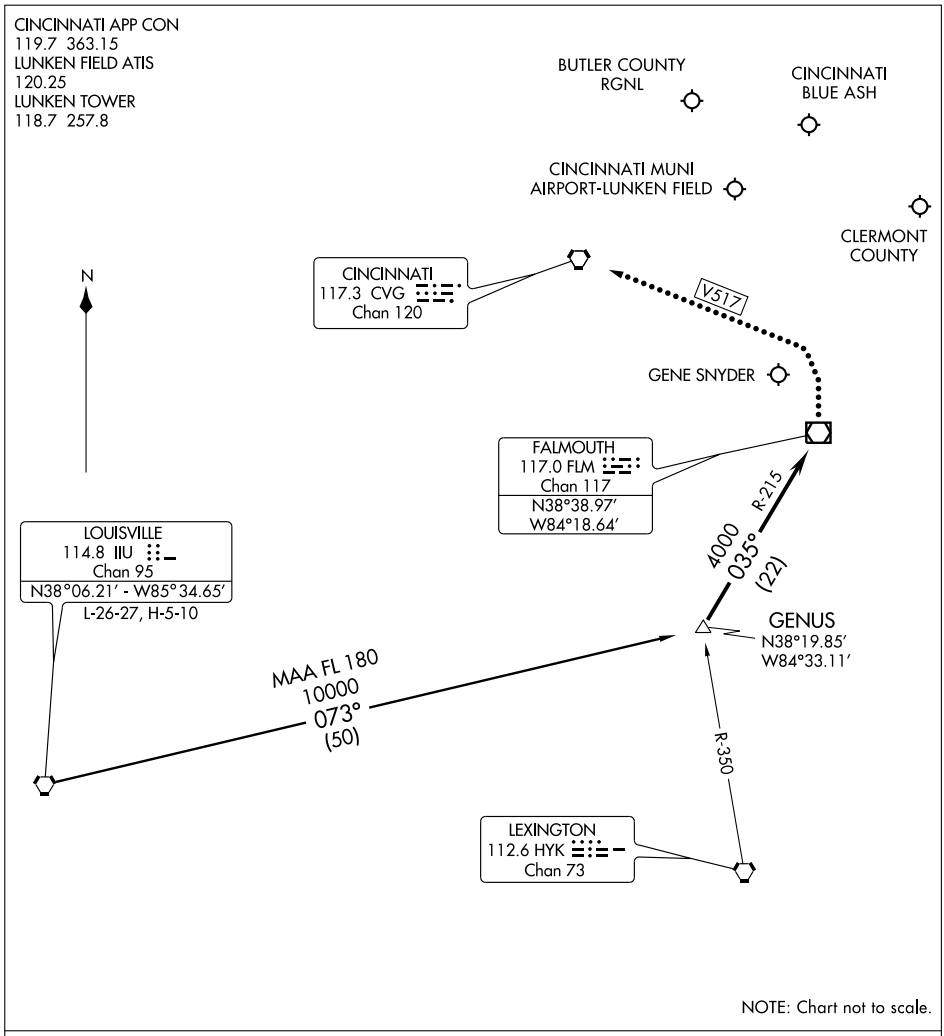
. . . .From over TIGRR INT via CVG R-051 to CHARZ INT, then via CVG R-051 to CVG VORTAC. Expect vectors to final approach course after TIGRR.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

GENUS ONE ARRIVAL

CINCINNATI, OHIO



ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence . . . .

. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

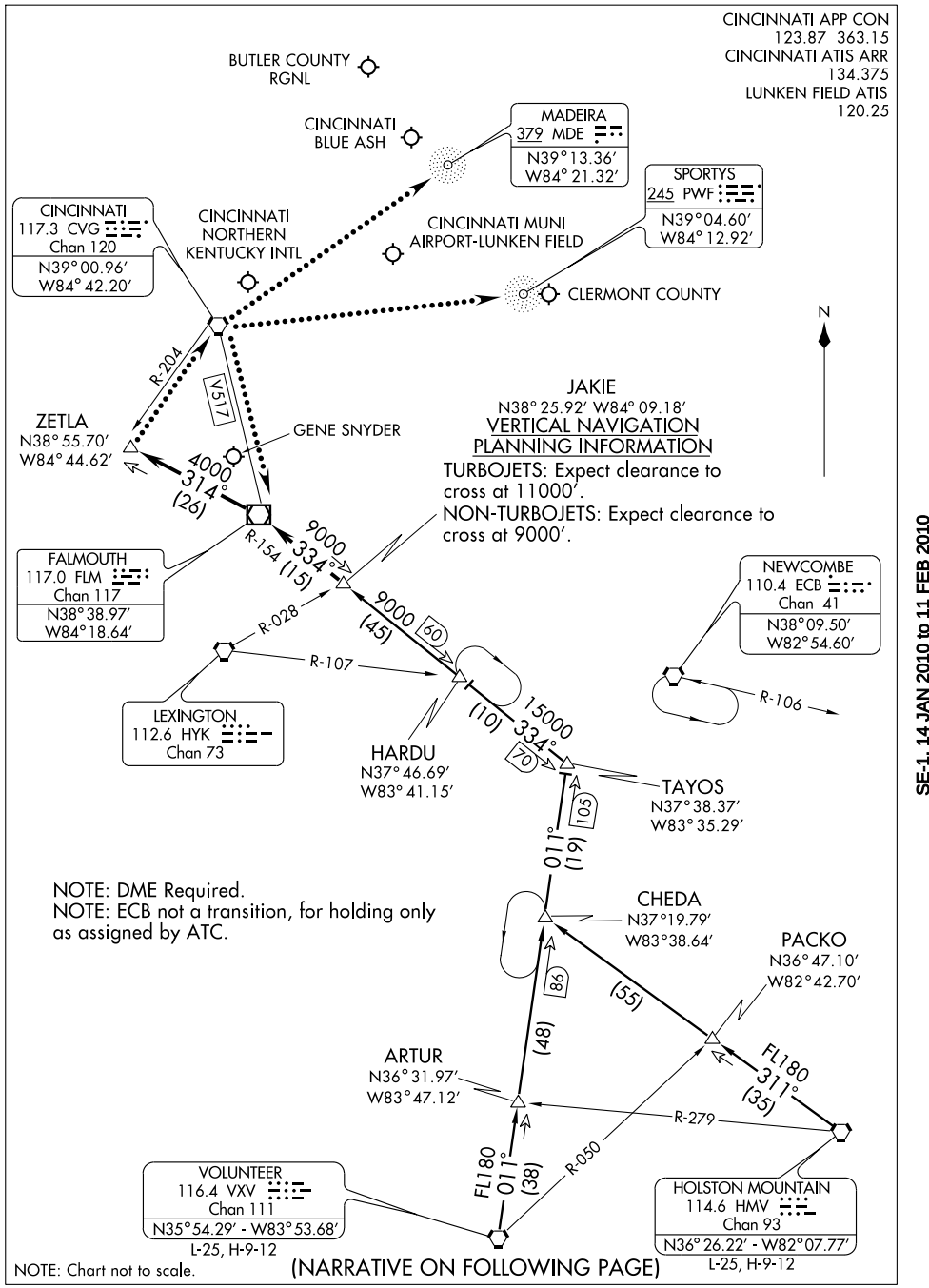
LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

EC-2, 14 JAN 2010 to 11 FEB 2010

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-1, 14 JAN 2010 to 11 FEB 2010

HARDU TWO ARRIVAL (JAKIE.HARDU2) CINCINNATI, OHIO

ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . . .

. . . .From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

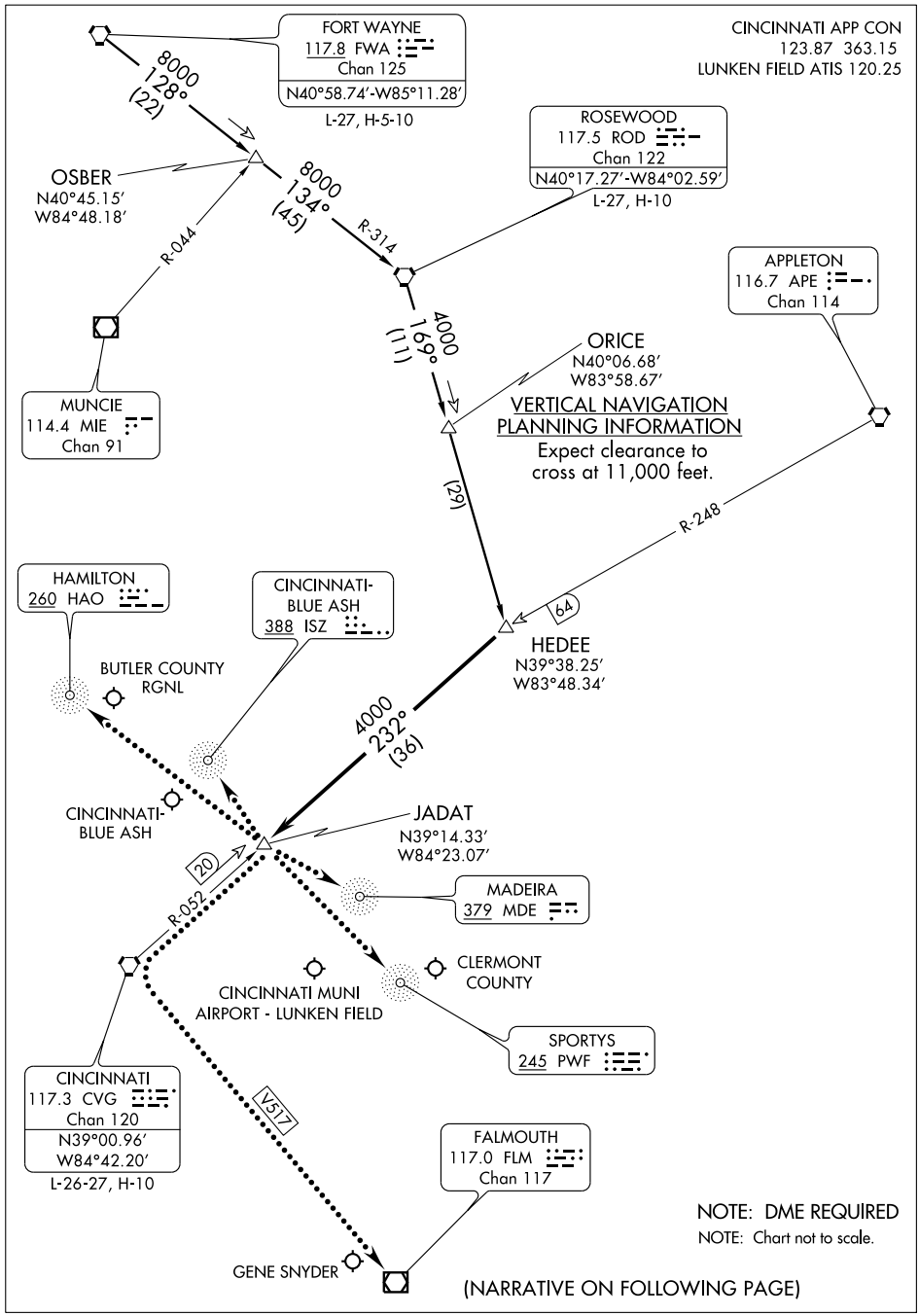
LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).
For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.
For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.
For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

SE-1, 14 JAN 2010 to 11 FEB 2010

HEDEE ONE ARRIVAL

CINCINNATI, OHIO



(NARRATIVE ON FOLLOWING PAGE)

EC-2, 14 JAN 2010 to 11 FEB 2010

HEDEE ONE ARRIVAL (HEDEE.HEDEE1)

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE1): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-134 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .
ROSEWOOD TRANSITION (ROD.HEDEE1): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME. Expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE
In the event of lost communications for:

BUTLER COUNTY RGNL - At JADAT, proceed direct HAMILTON (HAO), maintain 4,000 feet until HAMILTON (HAO).
CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE), maintain 4,000 feet until MADEIRA (MDE).
CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).
CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).
GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-RQF	APP CRS	Rwy Idg	5500
109.75	295°	TDZE	619
Chan 34 (Y)		Apt Elev	633

ILS or LOC RWY 29

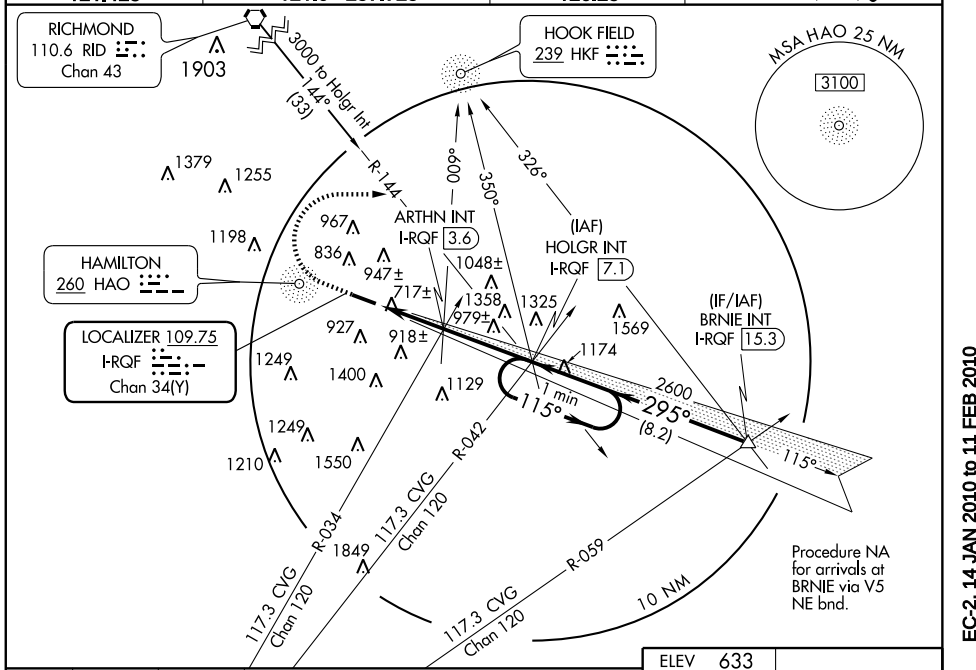
HAMILTON / BUTLER COUNTY RGNL (HAO)

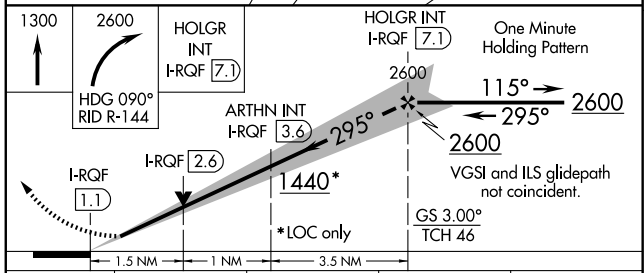
▼ If local altimeter setting not received, use Cincinnati Muni Airport-Lunken Field altimeter setting and increase all DAs 59 feet, and all MDAs 60 feet.
▲ VDP NA when using Cincinnati Muni Airport-Lunken Field altimeter setting. Inoperative table does not apply to S-ILS 29. For inoperative MALSR, increase S-LOC 29 Cat A visibility to 1 mile.

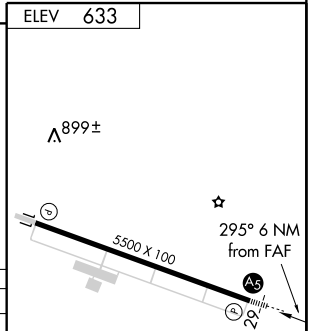
MALSR (A5)

MISSED APPROACH: Climb to 1300 then climbing right turn to 2600 via heading 090° and RID VORTAC R-144 to HOLGR Int/I-RQF 7.1 DME and hold.

ASOS	CINCINNATI APP CON	CLNC DEL	UNICOM
121.425	121.0 257.725	126.25	123.05 (CTAF) L







MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

CATEGORY	A	B	C	D
S-ILS 29		819-¾ 200 (200-¾)		
S-LOC 29	1440-¾ 821 (900-¾)		1440-2 821 (900-2)	1440-2¼ 821 (900-2¼)
CIRCLING	1440-1 807 (900-1)	1440-1¼ 807 (900-1¼)	1440-2½ 807 (900-2½)	1440-2¾ 807 (900-2¾)
ARTHN FIX MINIMUMS				
S-LOC 29	1120-¾ 501 (500-¾)		1120-1 501 (500-1)	
CIRCLING	1200-1 567 (500-1)	1280-1 647 (700-1)	1300-1¾ 667 (700-2¾)	1320-2¼ 687 (700-2¼)

FAF to MAP 6 NM

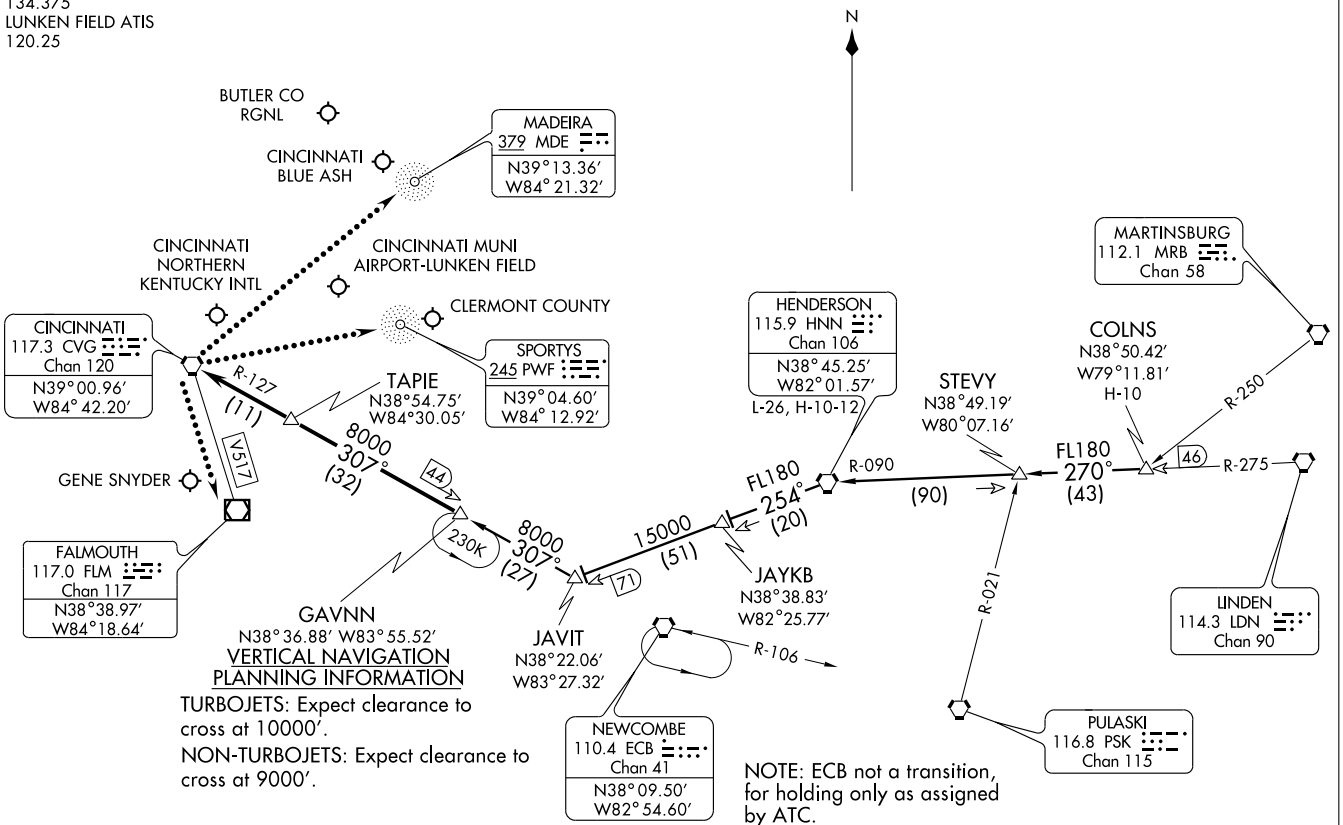
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-2, 14 JAN 2010 to 11 FEB 2010

JAVIT TWO ARRIVAL (GAVNN.JAVIT2)

CINCINNATI APP CON
123.875 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN FIELD ATIS
120.25

NOTE: DME REQUIRED



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10000′.

NON-TURBOJETS: Expect clearance to cross at 9000′.

NOTE: ECB not a transition, for holding only as assigned by ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

JAVIT TWO ARRIVAL (GAVNN.JAVIT2) CINCINNATI, OHIO

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.JAVIT2): From over COLNS INT via HNN R-090 to HNN VORTAC then via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence...

HENDERSON TRANSITION (HNN.JAVIT2): From over HNN VORTAC via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence. . . .

. . . .From over GAVNN INT via CVG R-127 to TAPIE , then via CVG R-127 to CVG VORTAC.
Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

SE-1, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5500
CH 56600	115°	TDZE	632
W11A		Apt Elev	633

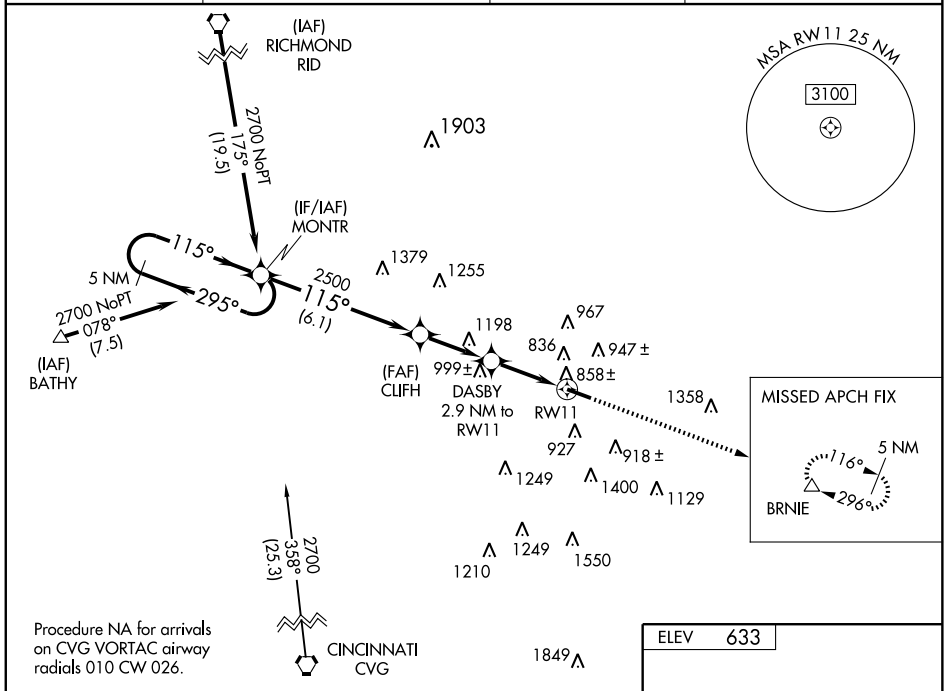
RNAV (GPS) RWY 11

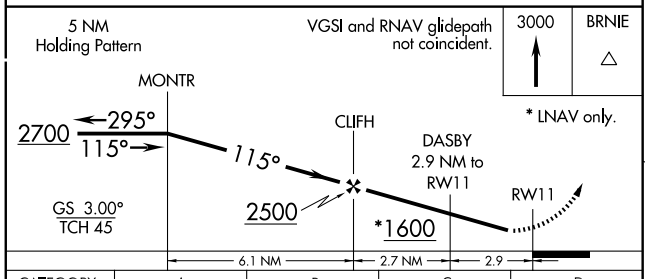
HAMILTON/BUTLER COUNTY RGNL (HAO)

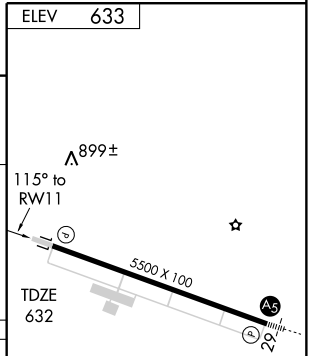
If local altimeter setting not received, use Cincinnati Muni Airport-Lunken Field altimeter setting and increase all DAs 59 feet and all MDAs 60 feet. Baro-VNAV NA when using Cincinnati Muni Airport-Lunken Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct BRNIE and hold.

ASOS	CINCINNATI APP CON	CLNC DEL	UNICOM
121.425	121.0 257.725	126.25	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	998-1¼ 366 (400-1¼)			
LNAV/ VNAV DA	1108-1¾ 476 (500-1¾)			
LNAV MDA	1160-1 528 (600-1)		1160-1½ 528 (600-1½)	1160-1¾ 528 (600-1¾)
CIRCLING	1200-1 567 (600-1)	1280-1 647 (700-1)	1300-1¾ 667 (700-1¾)	1320-2¼ 687 (700-2¼)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

WAAS	APP CRS	Rwy Idg	5500
CH 61300	296°	TDZE	619
W29A		Apt Elev	633

RNAV (GPS) RWY 29

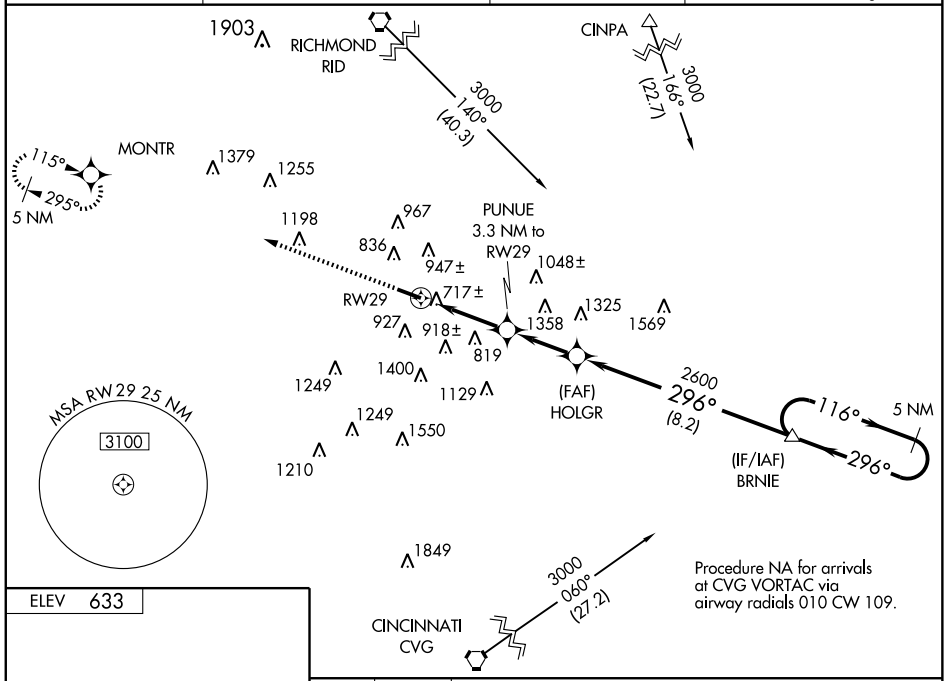
HAMILTON/ BUTLER COUNTY RGNL (HAO)

If local altimeter setting not received, use Cincinnati Muni Airport-Lunken Field altimeter setting and increase all DAs 59 feet and all MDAs 60 feet. VDP NA when using Cincinnati Muni Airport-Lunken Field altimeter setting. Baro-VNAV NA when using Cincinnati Muni Airport-Lunken Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/ VNAV NA below -16°C (4°F) or above 48°C (118°F). For inoperative MALSR, increase LPV visibility to 1¼ all Cats and LNAV Cat A/B visibility to 1. DME/DME RNP-0.3 NA.

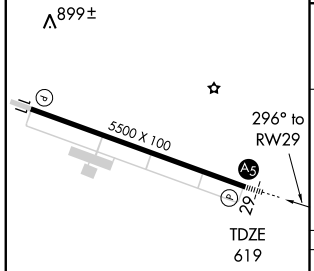
MALSR

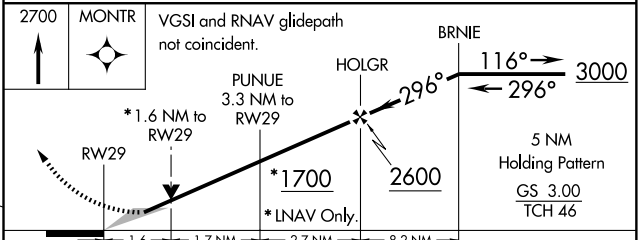
MISSED APPROACH: Climb to 2700 direct MONTR and hold.

ASOS	CINCINNATI APP CON	CLNC DEL	UNICOM
121.425	121.0 257.725	126.25	123.05 (CTAF)



Procedure NA for arrivals at CVG VORTAC via airway radials 010 CW 109.





CATEGORY	A	B	C	D
LPV DA	944-¾ 325 (400-¾)			
LNAV/ VNAV DA	1128-1¼ 509 (500-1¼)			
LNAV MDA	1140-¾ 521 (600-¾)		1140-1 521 (600-1)	1140-1¼ 521 (600-1¼)
CIRCLING	1200-1 567 (600-1)	1280-1 647 (700-1)	1300-1¾ 667 (700-1¾)	1320-2¼ 687 (700-2¼)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2583
185°	TDZE	584
	Apt Elev	584

RNAV (GPS) RWY 19

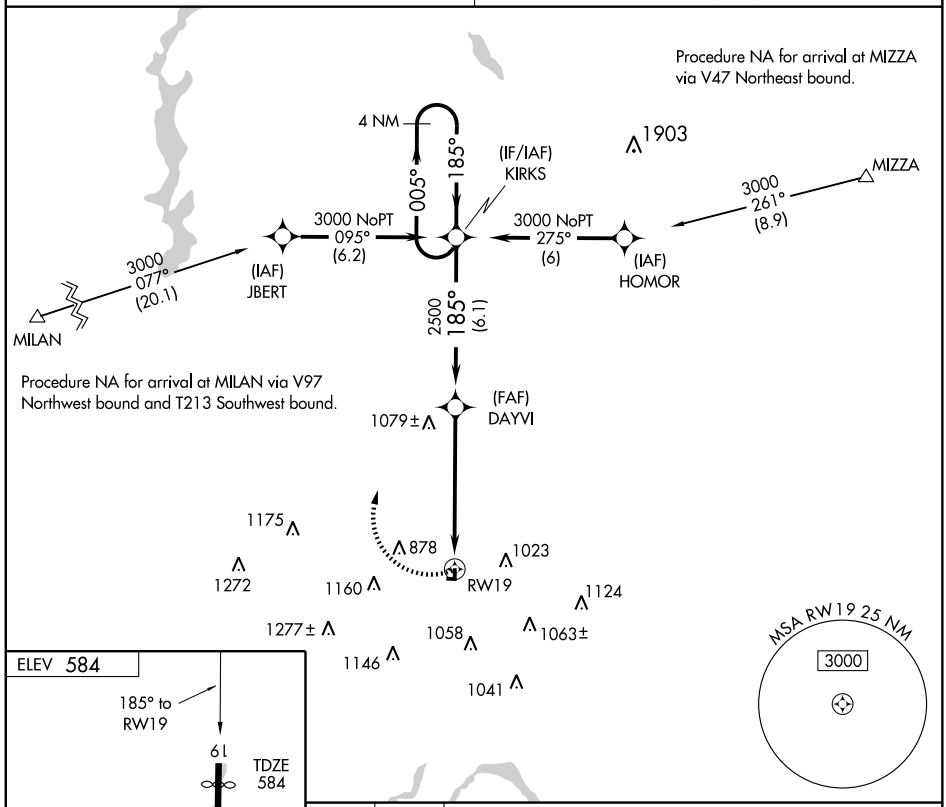
HARRISON/ CINCINNATI WEST (I67)

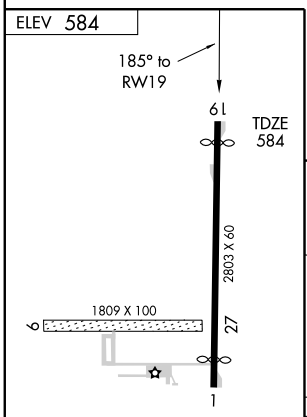
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Butler Co Rgnl altimeter setting, when not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 40 feet.

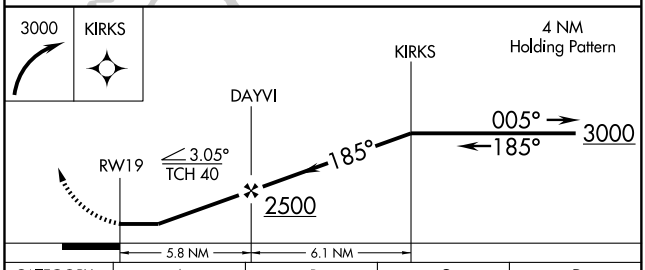
NA

MISSED APPROACH: Climbing right turn 3000 direct KIRKS and hold.

CINCINNATI APP CON	UNICOM
128.7 254.25	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1380-1 796 (800-1)	1380-1¼ 796 (800-1¼)	NA	
CIRCLING	1380-1 796 (800-1)	1380-1¼ 796 (800-1¼)	NA	

MIRL Rwy 1-19

EC-2, 14 JAN 2010 to 11 FEB 2010

HARRISON, OHIO

AL-6433 (FAA)

VORTAC CVG	APP CRS	Rwy Idg	2583
117.3	171°	TDZE	584
Chan 120		Apt Elev	584

VOR RWY 19

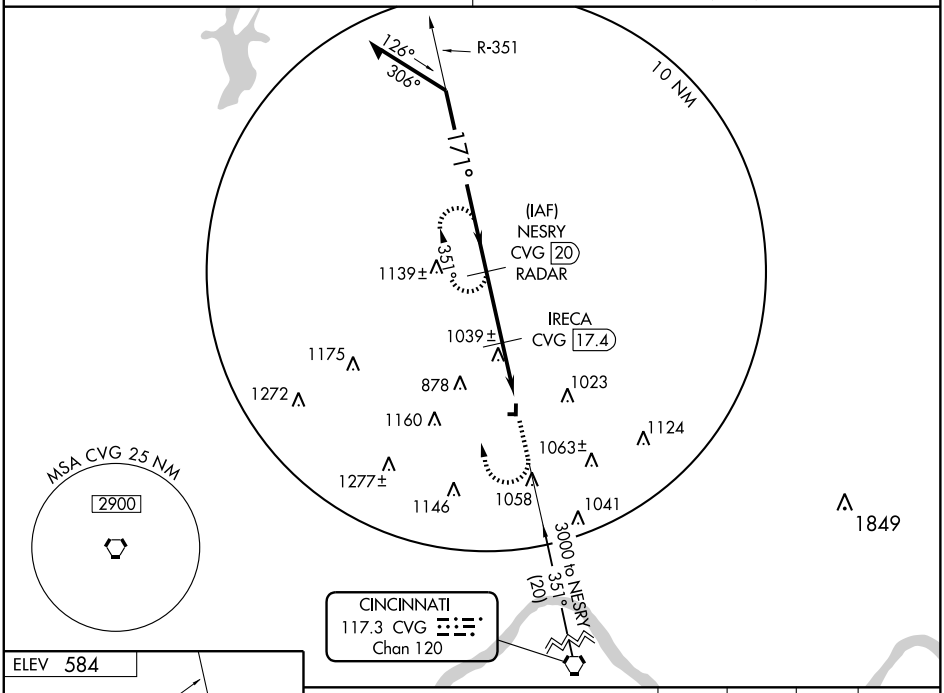
HARRISON/CINCINNATI WEST (I67)

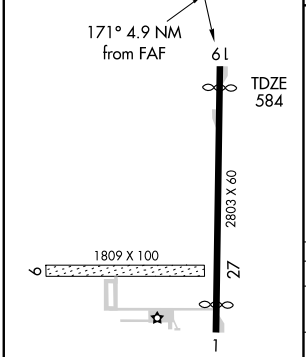
DME or RADAR required.
Use Butler Co Rgnl altimeter setting, when not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 40 feet, and S-19 Cat. A visibility ¼ mile.

NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 2600 via CVG VORTAC R-351 to NESRY/ CVG 20 DME/RADAR and hold.

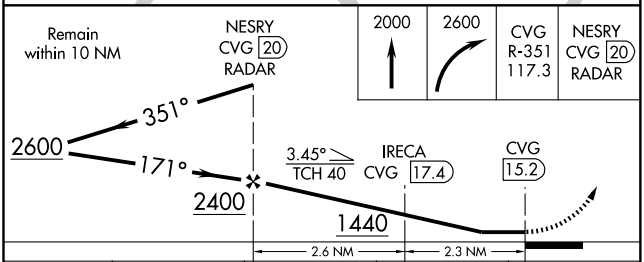
CINCINNATI APP CON	UNICOM
128.7 254.25	123.0 (CTAF)





MIRL Rwy 1-19

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-19	1440-1 856 (900-1)	1440-1¼ 856 (900-1¼)	NA	
CIRCLING	1440-1 856 (900-1)	1440-1¼ 856 (900-1¼)	NA	
IRECA FIX MINIMUMS				
S-19	1340-1 756 (800-1)	1340-1¼ 756 (800-1¼)	NA	
CIRCLING	1340-1 756 (800-1)	1340-1¼ 756 (800-1¼)	NA	

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB HOC 278	APP CRS 230°	Rwy Idg 3520 TDZE 950 Apt Elev 978

NDB or GPS RWY 23

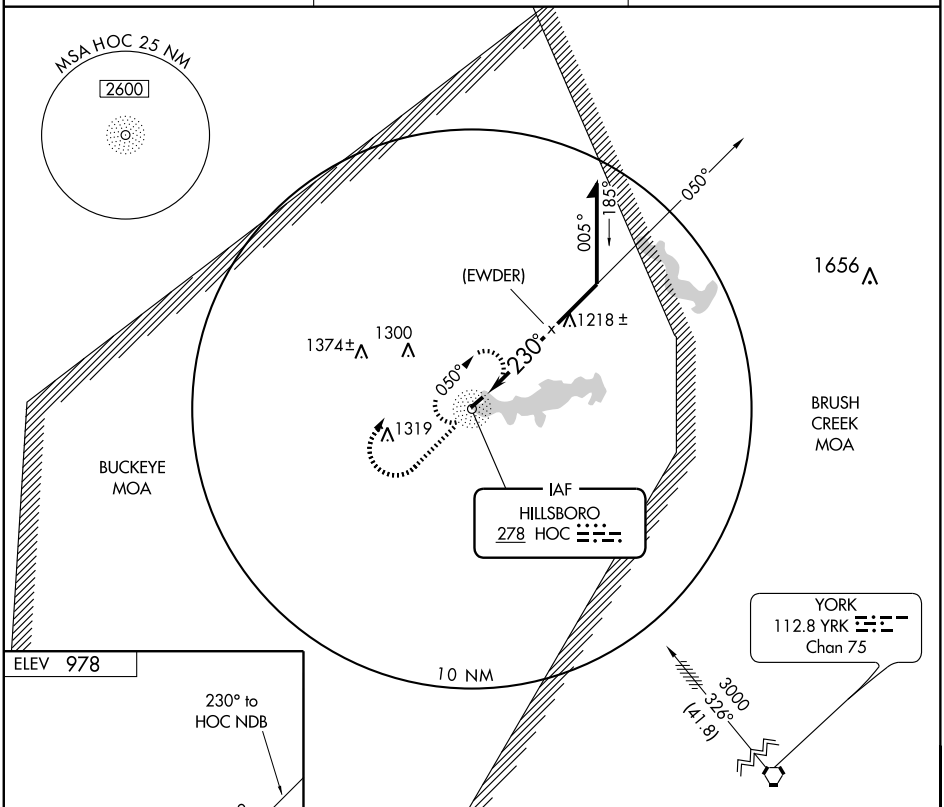
HILLSBORO/ HIGHLAND COUNTY (HOC)

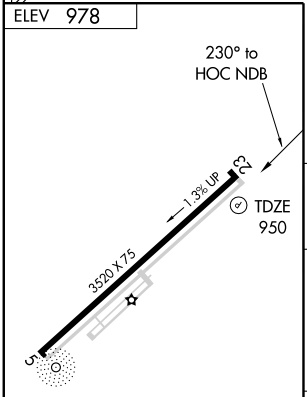
Use Cincinnati Lunken Field altimeter setting.

NA

MISSED APPROACH: Climb to 2800 then right turn direct HOC NDB and hold.

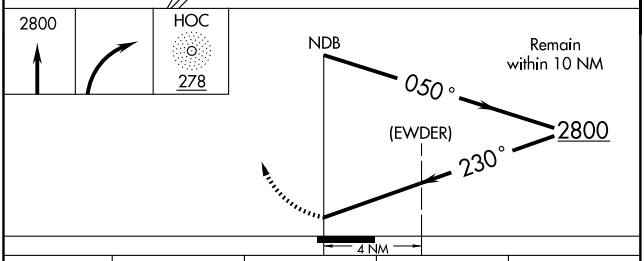
AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.175	134.0 290.5	123.05 (CTAF) L





REIL Rwy 23 L
MIRL Rwy 5-23 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-23	1760-1 810 (800-1)	1760-1¼ 810 (800-1¼)	1760-2¼ 810 (800-2¼)	NA
CIRCLING	1760-1 782 (800-1)	1760-1¼ 782 (800-1¼)	1760-2¼ 782 (800-2¼)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

HILLSBORO, OHIO

AL-6045 (FAA)

VOR/DME MXQ	APP CRS	Rwy Idg	N/A
112.9	144°	TDZE	N/A
Chan 76		Apt Elev	978

VOR/DME or GPS-A

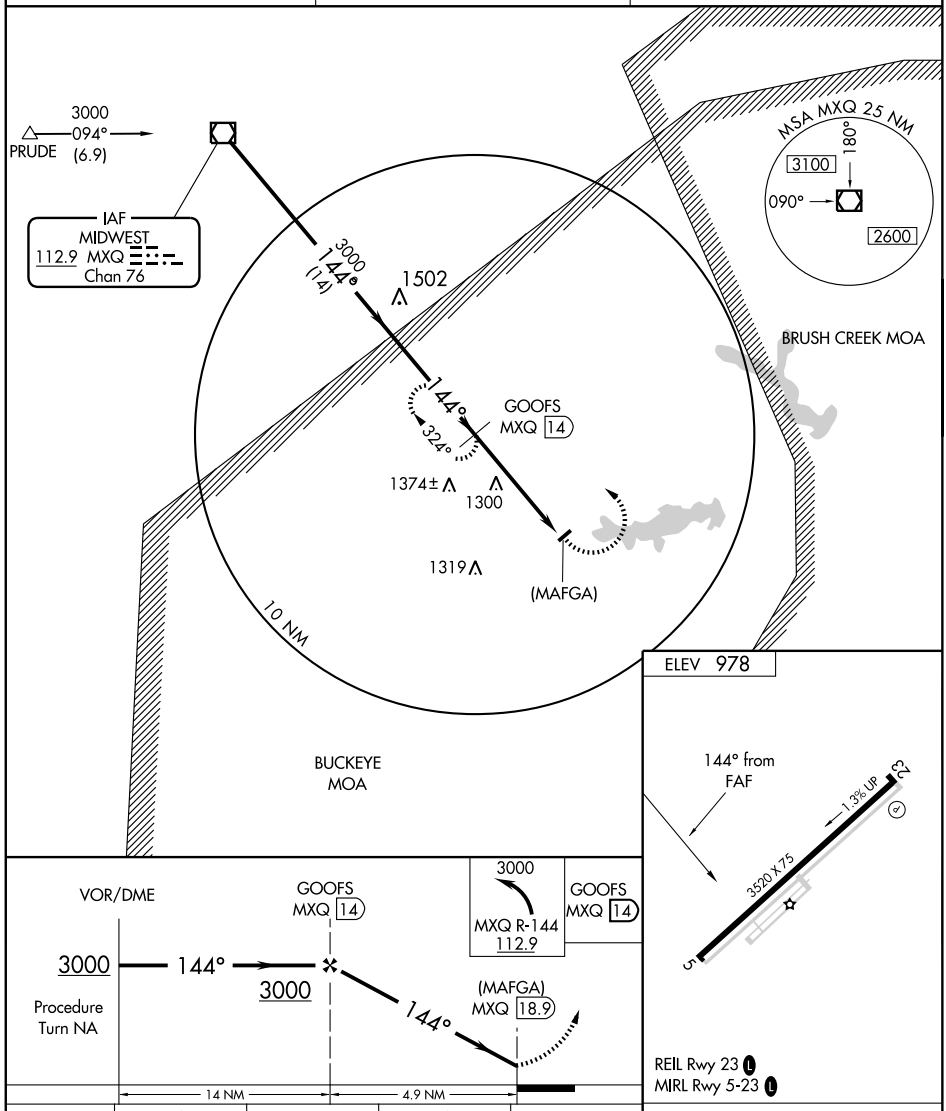
HILLSBORO/HIGHLAND COUNTY (HOC)

NA

Use Cincinnati Lunken Field altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via MXQ R-144 to GOOFS 14 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.175	134.0 290.5	123.05 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2000-1¼ 1022 (1100-1¼)	2000-1½ 1022 (1100-1½)	2000-3 1022 (1100-3)	NA

Knots	60	90	120	150	180
Min:Sec					

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4870
010°	TDZE	722
	Apt Elev	726

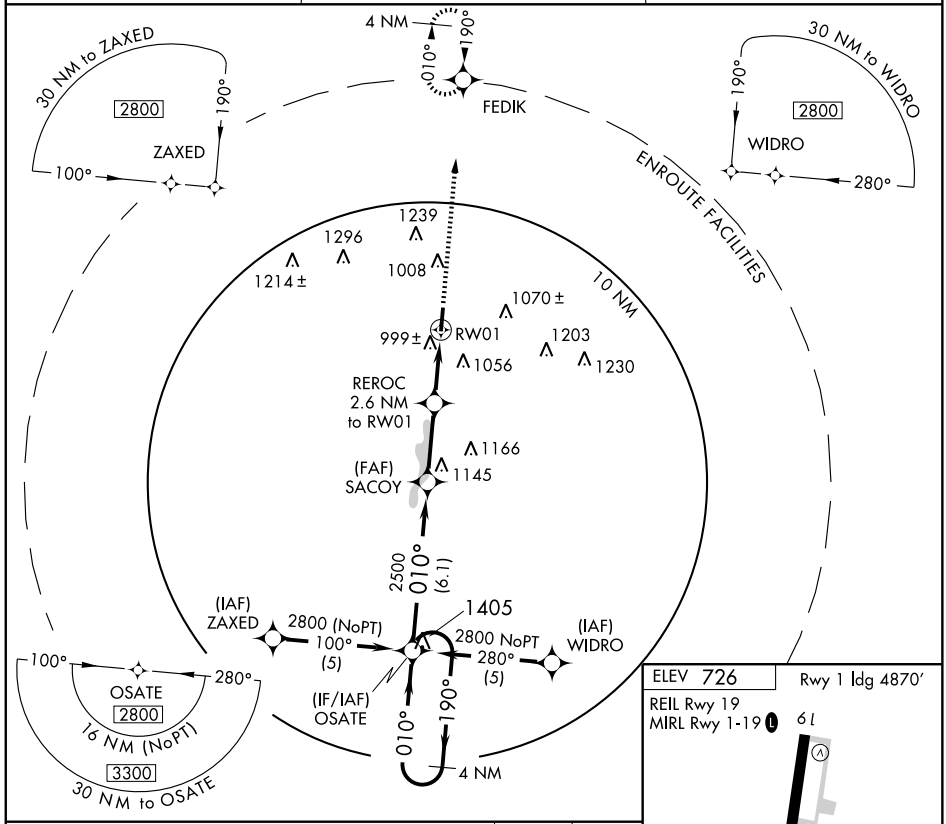
RNAV (GPS) RWY 1

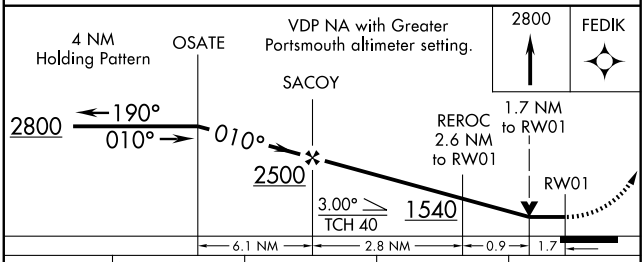
JACKSON / JAMES A. RHODES (I43)

When local altimeter setting not received, use Greater Portsmouth altimeter setting and increase all MDA 60 feet, and Cat C/D visibilities ¼ mile, increase Circling Cat B/C/D visibilities ¼ mile. DME/DME RNP-0.3 NA.

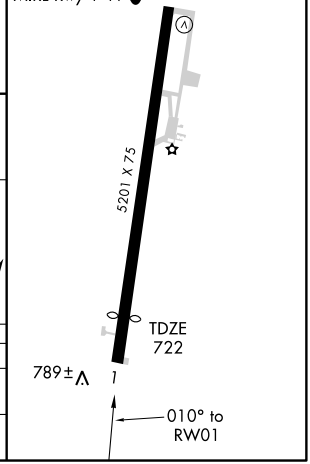
MISSED APPROACH: Climb to 2800 direct FEDIK WP and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
118.825	128.4 270.1	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1300-1 578 (600-1)		1300-1½ 578 (600-1½)	1300-1¾ 578 (600-1¾)
CIRCLING	1300-1 574 (600-1)	1420-1 694 (700-1)	1420-2 694 (700-2)	1420-2¼ 694 (700-2¼)



EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5201
190°	TDZE	726
	Apt Elev	726

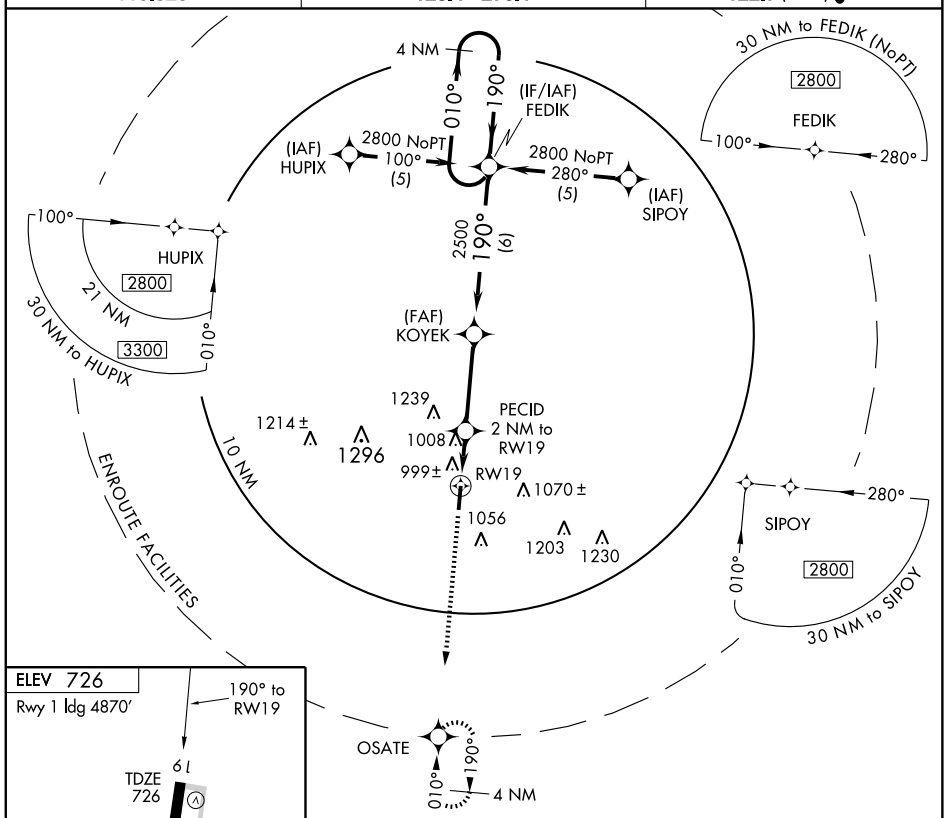
RNAV (GPS) RWY 19

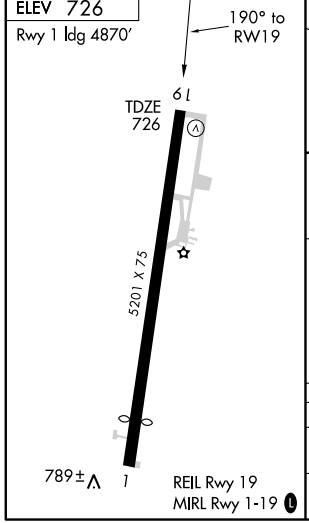
JACKSON/ JAMES A. RHODES (I43)

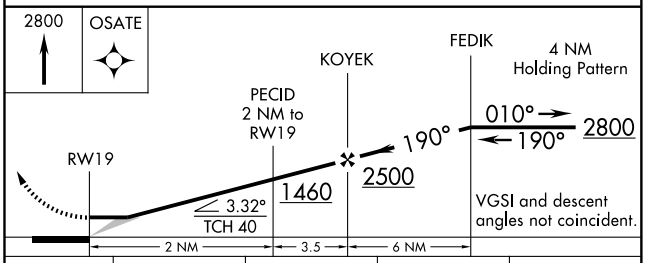
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Greater Portsmouth altimeter setting and increase all MDAs 60 feet, increase Circling Cat B/C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2800 direct OSATE WP and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
118.825	128.4 270.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1260-1 534 (600-1)		1260-1½ 534 (600-1½)	1260-1¾ 534 (600-1¾)
CIRCLING	1300-1 574 (600-1)	1420-1 694 (700-1)	1420-2 694 (700-2)	1420-2¼ 694 (700-2¼)

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC YRK	APP CRS	Rwy Idg	N/A
112.8	048°	TDZE	N/A
Chan 75		Apt Elev	726

VOR/DME-A

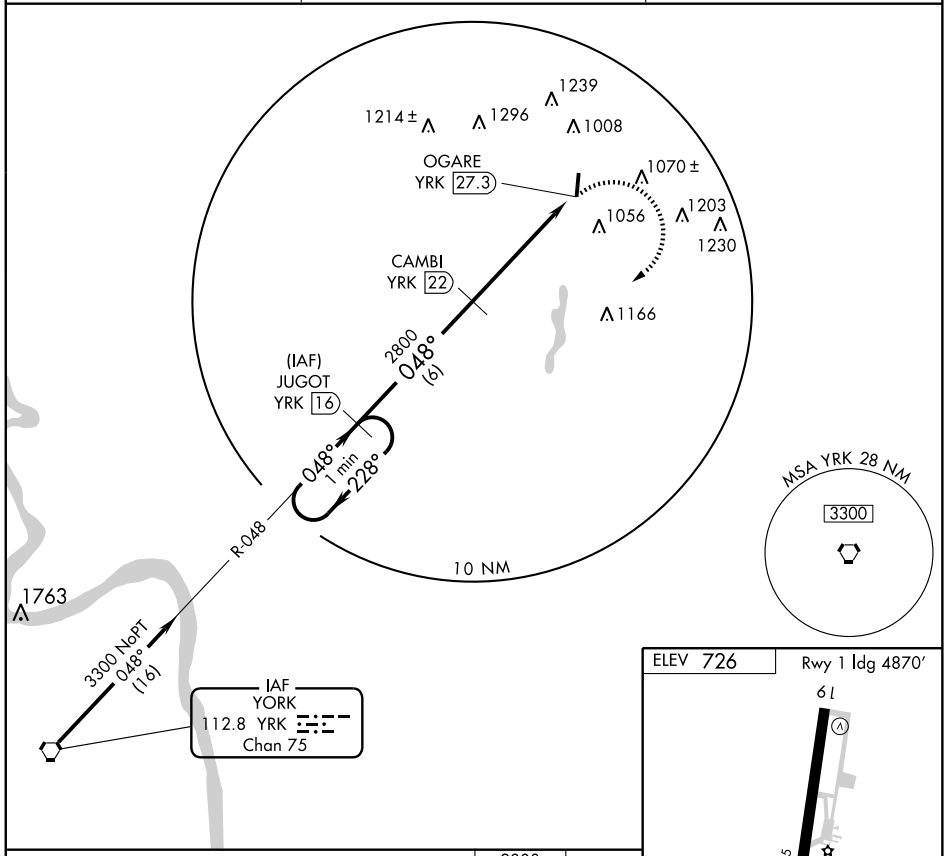
JACKSON/JAMES A. RHODES (I43)

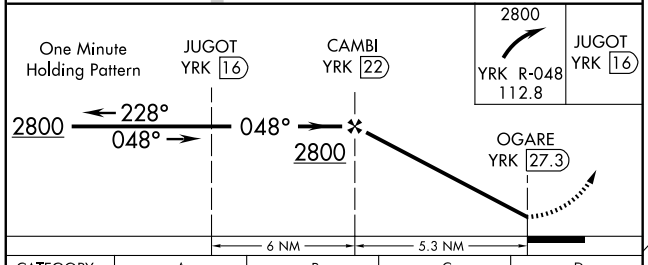
When local altimeter setting not received, use Greater Portsmouth altimeter setting and increase all MDA 60 feet, and Cat C/D visibilities ¼ mile.

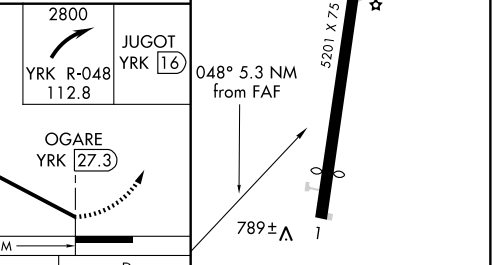
NA

MISSED APPROACH: Climbing right turn to 2800 via YRK R-048 to JUGOT/16 DME and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
118.825	128.4 270.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1360-1 634 (700-1)	1420-1¼ 694 (700-1¼)	1420-2 694 (700-2)	1420-2¼ 694 (700-2¼)

REIL Rwy 19
MIRL Rwy 1-19 L

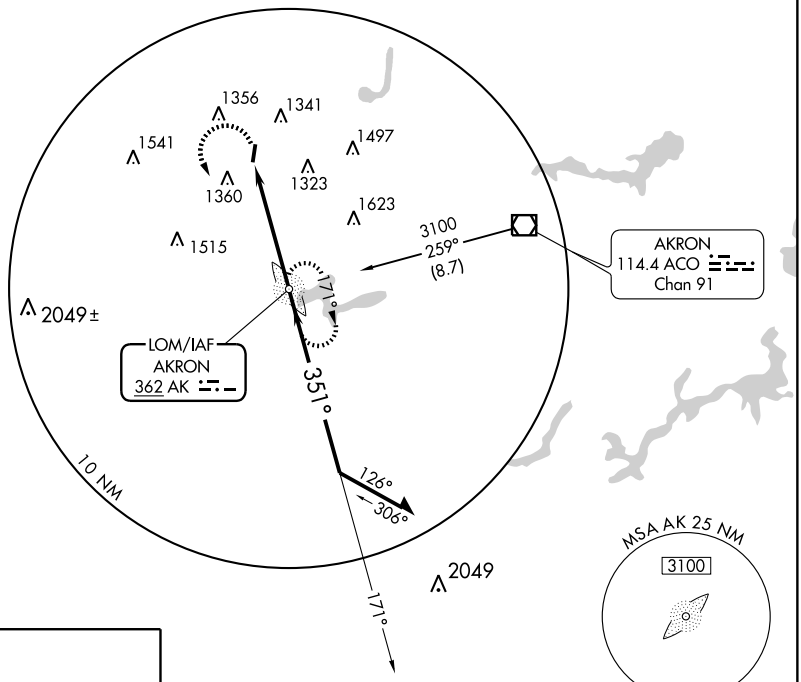
EC-2. 14 JAN 2010 to 11 FEB 2010

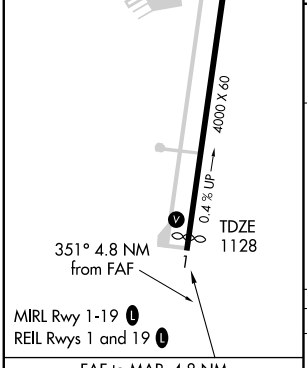
LOM AK	APP CRS	Rwy Idg	3950
362	351°	TDZE	1128
		Apt Elev	1134

NDB RWY 1

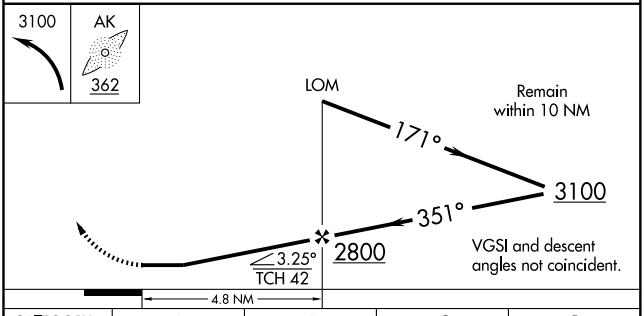
KENT STATE UNIVERSITY (1G3)

NA	Use Akron-Canton altimeter setting.	MISSED APPROACH: Climbing left turn to 3100 direct AK LOM and hold.	
AKRON-CANTON APP CON ★ 118.6 371.875	CLNC DEL 125.65	UNICOM 122.725 (CTAF)	122.9 L





FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-1	1760-1	632 (700-1)	1760-1¾ 632 (700-1¾)	NA
CIRCLING	1760-1	626 (700-1)	1760-1¾ 626 (700-1¾)	NA

EC-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	3950
CH 61001	016°	TDZE	1127
W01A		Apt Elev	1134

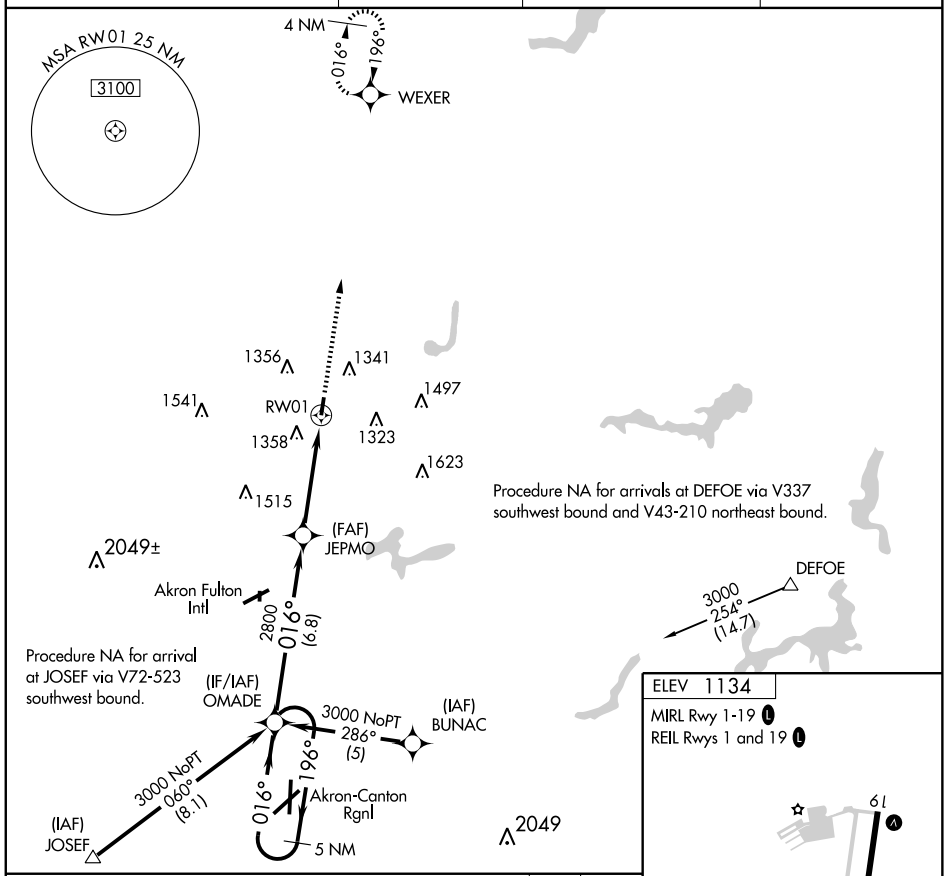
RNAV (GPS) RWY 1

KENT STATE UNIVERSITY (1G3)

NA — DME/DME RNP-0.3 NA. Use Akron Fulton Intl altimeter setting; if not received use Akron-Canton Rgnl altimeter setting and increase all DAs/MDAs 20 feet. Visibility reduction by helicopters NA. Baro-VNAV NA.

MISSED APPROACH: Climb to 3000 direct WEXER and hold.

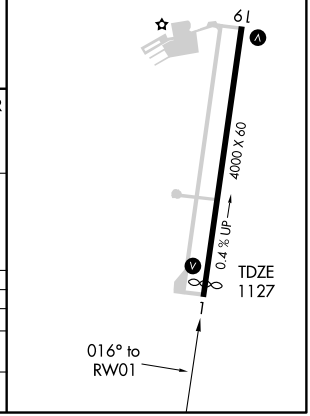
AKRON-CANTON APP CON ★	CLNC DEL	UNICOM	
118.6 371.875	125.65	122.725 (CTAF)	122.9 L

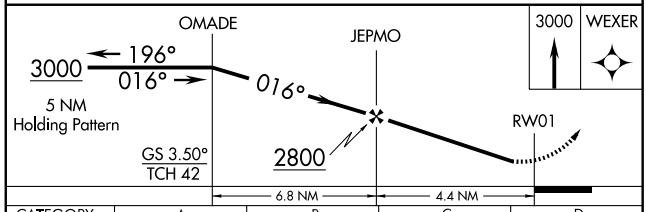


ELEV 1134

MIRL Rwy 1-19 L

REIL Rwys 1 and 19 L





CATEGORY	A	B	C	D
LPV DA	1497-1¼	370 (400-1¼)		NA
LNAV MDA	1660-1	533 (600-1)	1660-1½ 533 (600-1½)	NA
CIRCLING	1760-1¼	626 (700-1¼)	1760-1¾ 626 (700-1¾)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4000
CH 65701	196°	TDZE	1134
W19A		Apt Elev	1134

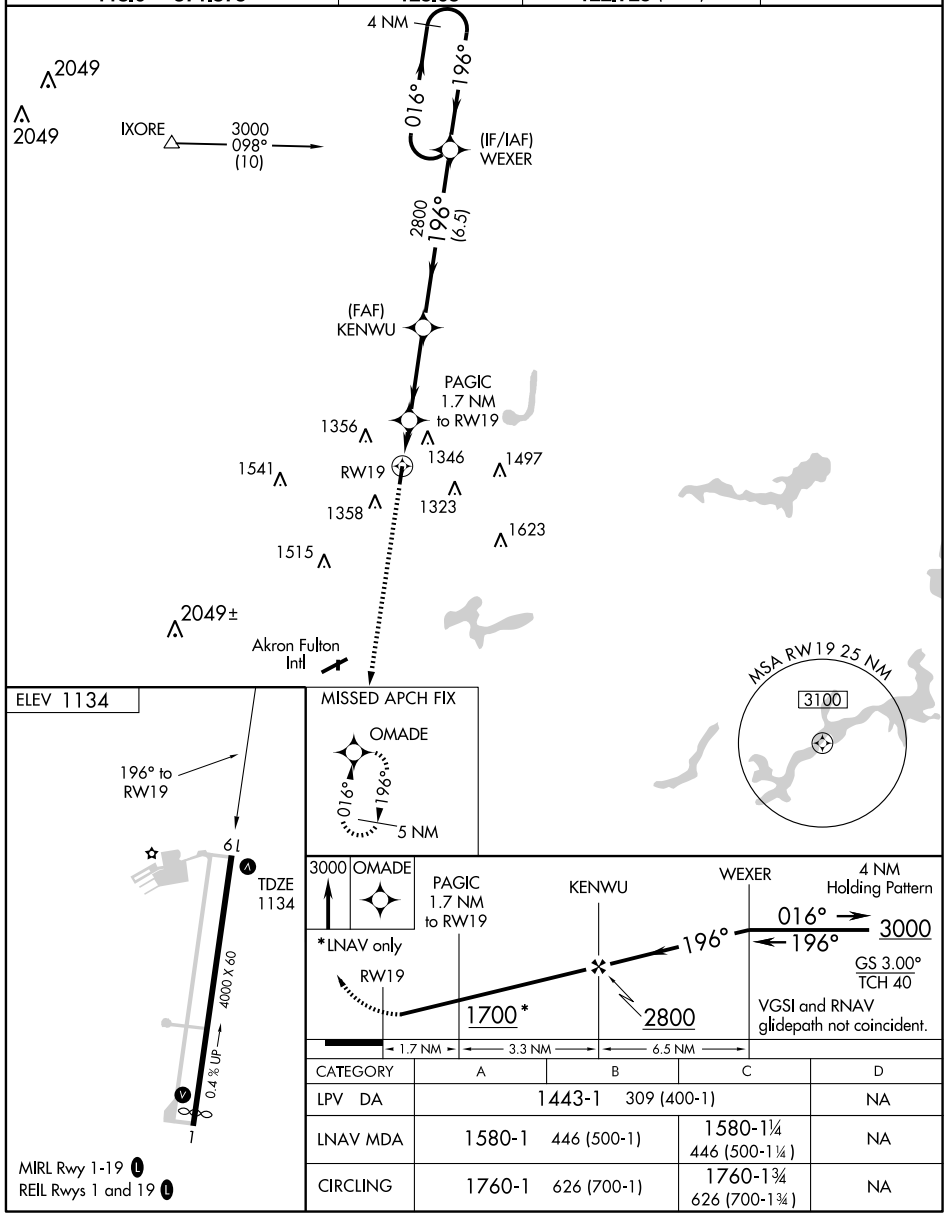
RNAV (GPS) RWY 19

KENT STATE UNIVERSITY (1G3)

NA DME/DME RNP-0.3 NA. Use Akron Fulton Intl altimeter setting; if not received use Akron-Canton Rgnl altimeter setting, and increase all DAs/MDAs 20 feet. Visibility reduction by helicopters NA. Baro-VNAV NA.

MISSED APPROACH: Climb to 3000 direct OMADE and hold.

AKRON-CANTON APP CON *	CLNC DEL	UNICOM	
118.6 371.875	125.65	122.725 (CTAF)	122.9 L



CATEGORY	A	B	C	D
LPV DA	1443-1 309 (400-1)			NA
LNAV MDA	1580-1 446 (500-1)		1580-1¼ 446 (500-1¼)	NA
CIRCLING	1760-1 626 (700-1)		1760-1¾ 626 (700-1¾)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

KENT, OHIO AL-5397 (FAA)

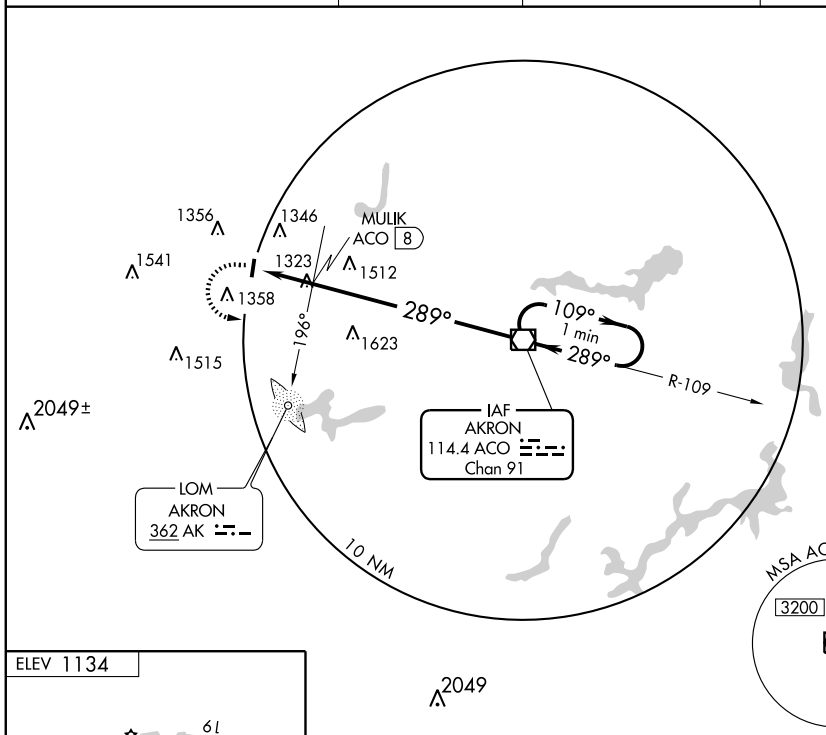
VOR/DME ACO 114.4 Chan 91	APP CRS 289°	Rwy Idg N/A TDZE N/A Apt Elev 1134

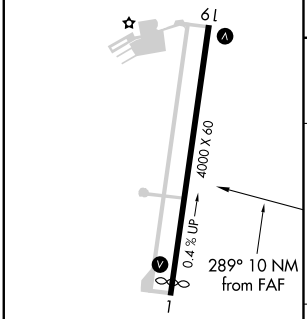
VOR-A

KENT STATE UNIVERSITY (1G3)

⚠ NA Use Akron-Canton altimeter setting.	MISSED APPROACH: Climbing left turn to 3000 direct ACO VOR/DME and hold.

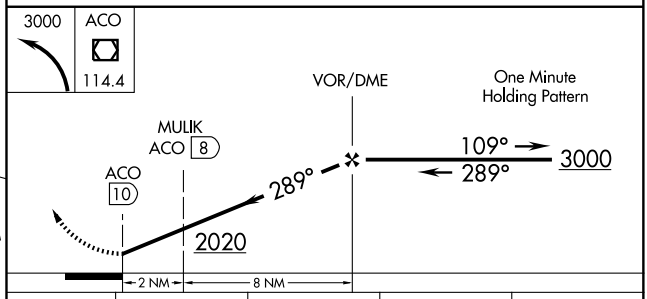
AKRON-CANTON APP CON ★	CLNC DEL	UNICOM	
118.6 371.875	125.65	122.725 (CTAF)	122.9 L





MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

FAF to MAP 10 NM					
Knots	60	90	120	150	180
Min:Sec	10:00	6:40	5:00	4:00	3:20



CATEGORY	A	B	C	D
CIRCLING	2020-1¼	886 (900-1¼)	2020-2¾ 886 (900-2¾)	NA
MULIK FIX MINIMUMS				
CIRCLING	1760-1	626 (700-1)	1760-1¾ 626 (700-1¾)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

KENTON, OHIO

AL-6473 (FAA)

VORTAC FDY 108.2 Chan 19	APP CRS 222°	Rwy Idg 4201 TDZE 1030 Apt Elev 1030

VOR/DME RNAV or GPS RWY 22

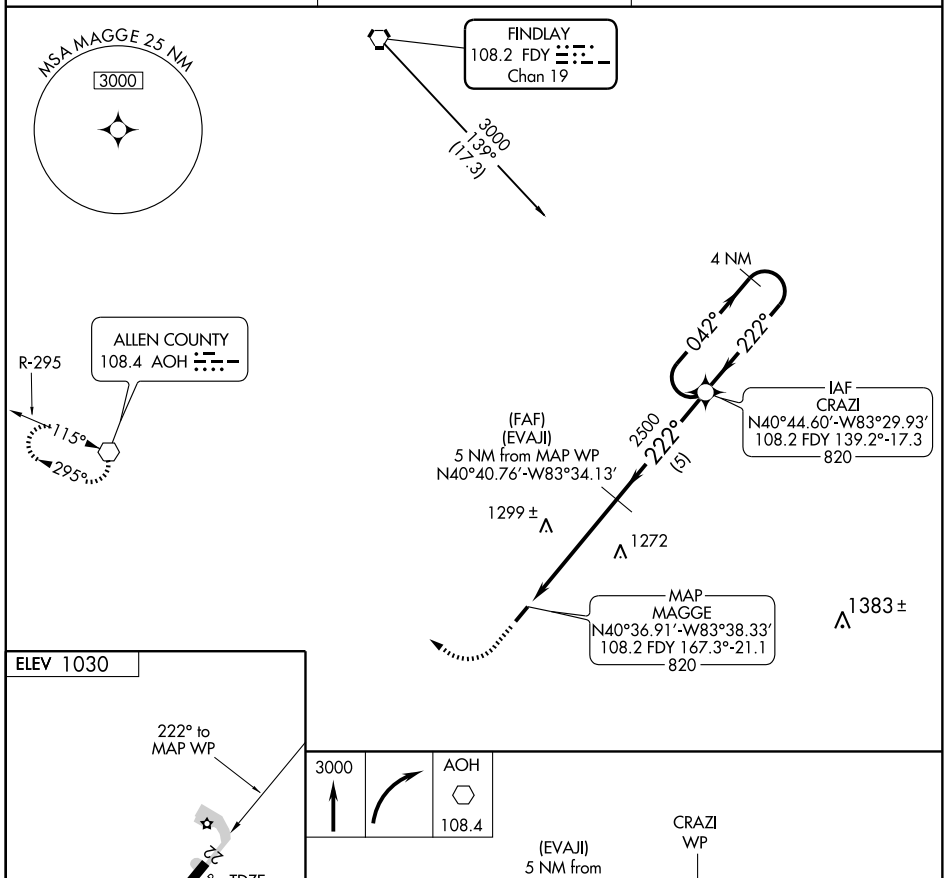
KENTON/HARDIN COUNTY (I95)

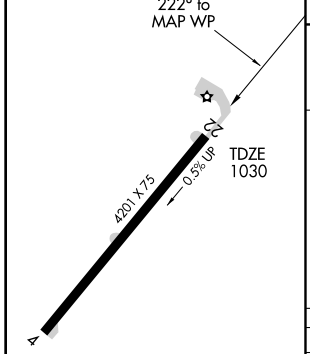
NA

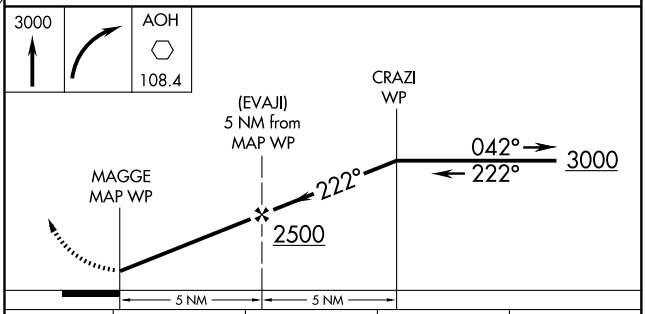
Use Findlay altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct AOH VOR and hold.

FINDLAY ASOS	INDIANAPOLIS CENTER	UNICOM
124.425	128.075 269.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	1660-1 630 (700-1)	1660-1¼ 630 (700-1¼)	1660-1¾ 630 (700-1¾)	1660-2 630 (700-2)
CIRCLING	1660-1 630 (700-1)	1660-1¼ 630 (700-1¼)	1660-1¾ 630 (700-1¾)	1660-2 630 (700-2)

MIRL Rwy 4-22 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR AOH	APP CRS	Rwy Idg	N/A
108.4	115°	TDZE	N/A
		Apt Elev	1030

VOR or GPS-A

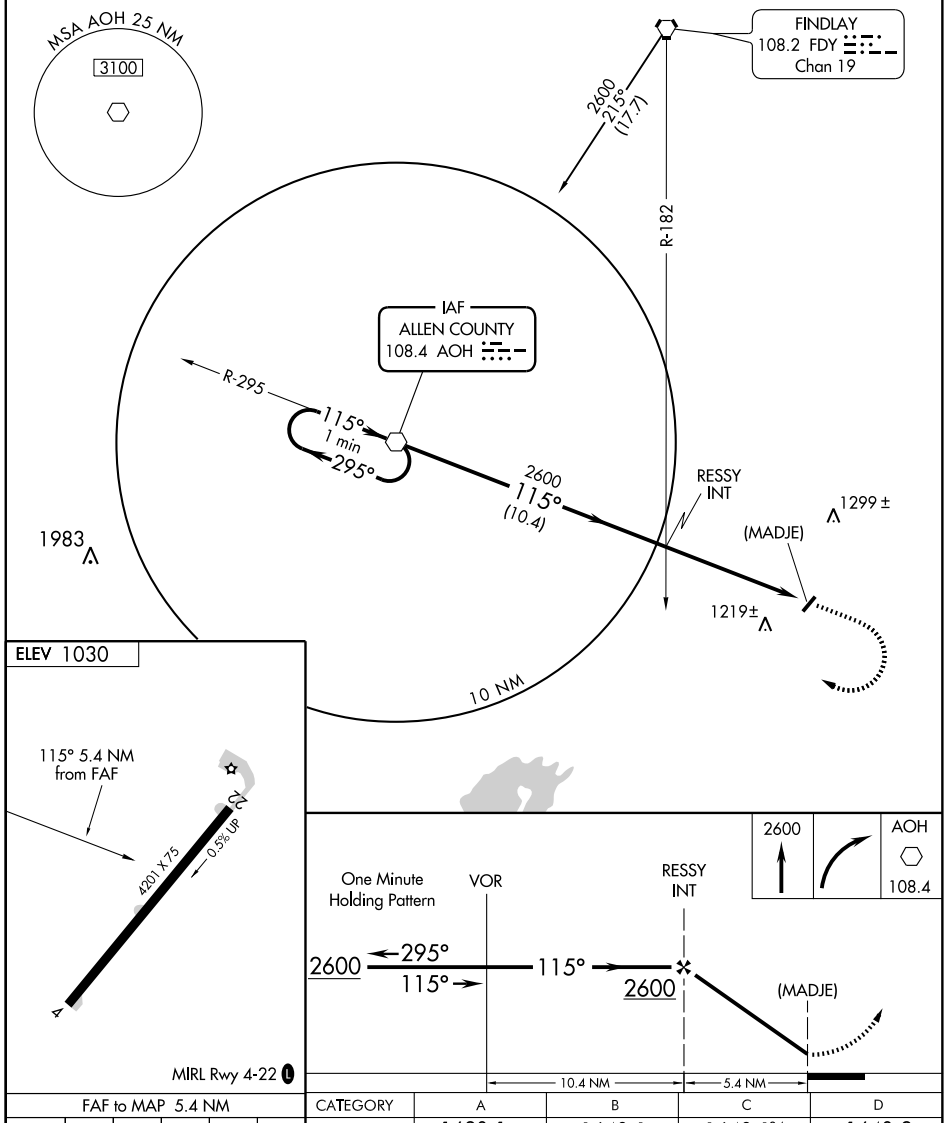
KENTON/HARDIN COUNTY (I95)

Use Findlay altimeter setting.

NA

MISSED APPROACH: Climb to 2600 then right turn direct AOH VOR and hold.

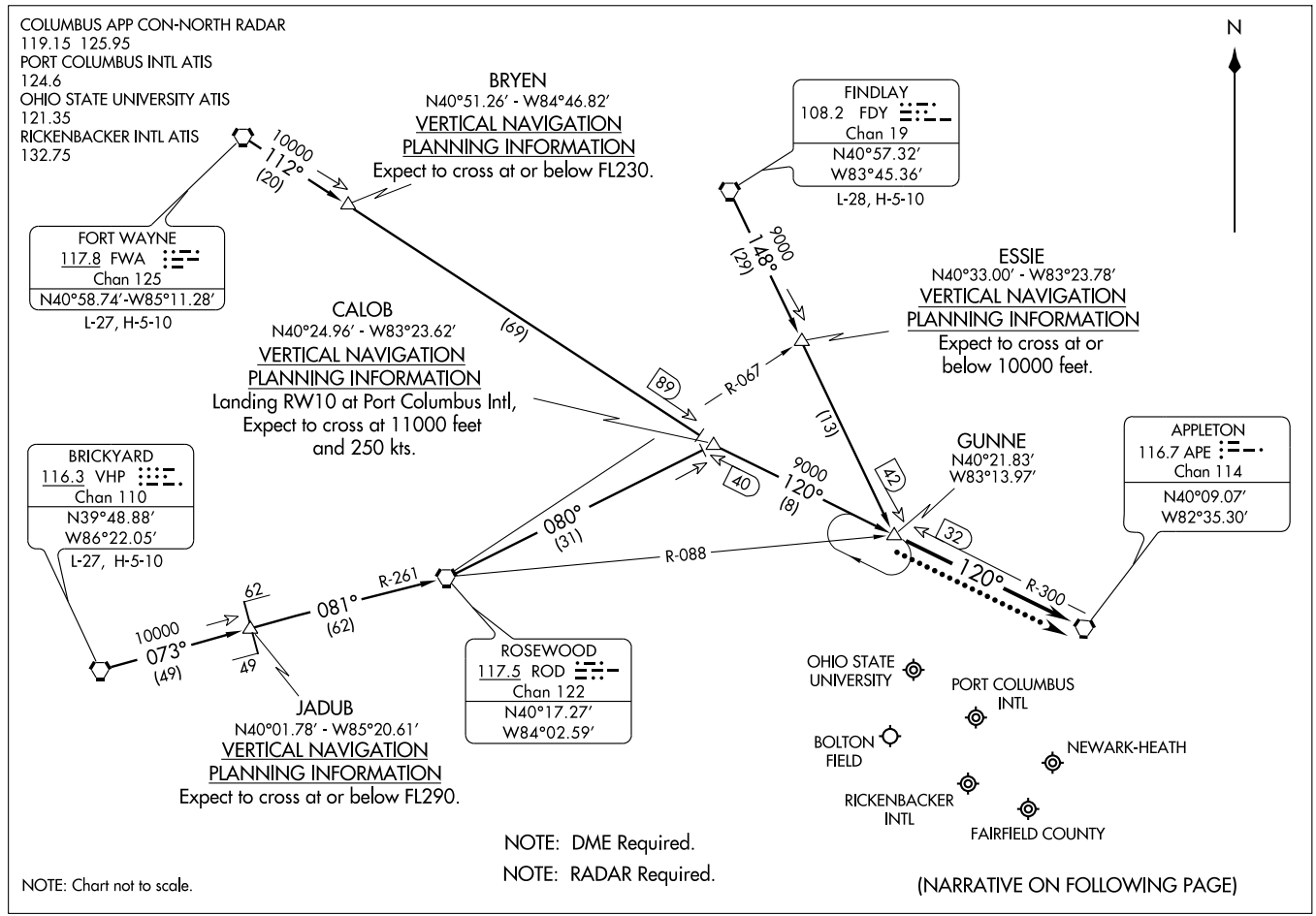
FINDLAY ASOS	INDIANAPOLIS CENTER	UNICOM
124.425	128.075 269.0	122.8 (CTAF)



FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
CIRCLING	1620-1 590 (600-1)	1640-1 610 (700-1)	1640-1¾ 610 (700-1¾)	1640-2 610 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010



(GUNNE.GUNNE1) 09239

GUNNE ONE ARRIVAL

ST-94 (FAA)

COLUMBUS, OHIO

ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-LHQ	APP CRS	Rwy Idg	4725
111.9	280°	TDZE	864
		Apt Elev	869

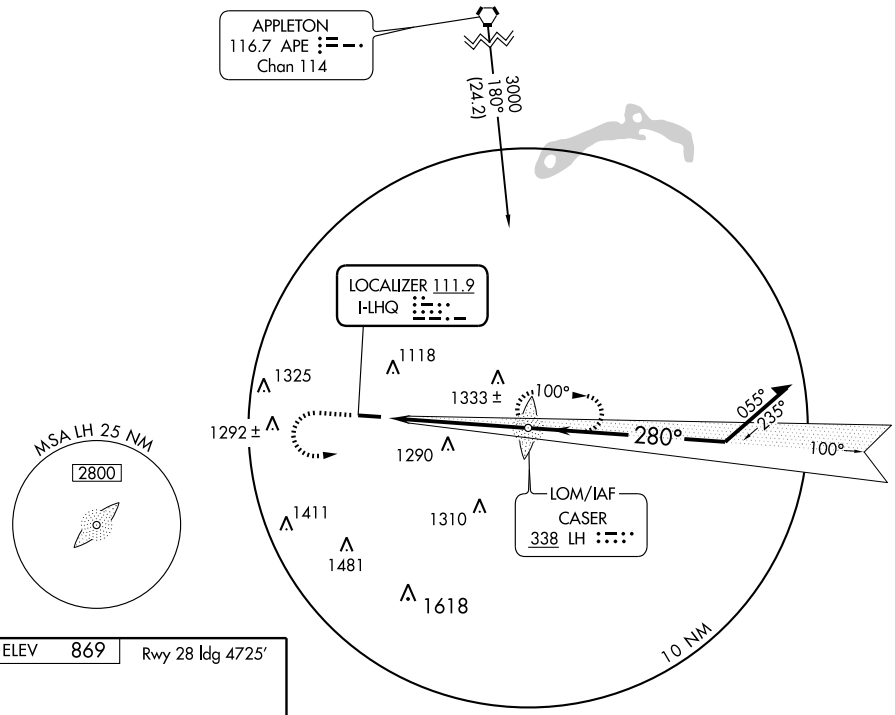
LOC RWY 28

LANCASTER/FAIRFIELD COUNTY (LHQ)

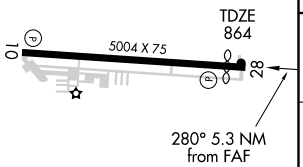
NA

MISSED APPROACH: Climb to 2700 then left turn direct CASER LOM and hold.

ASOS	COLUMBUS APP CON	CLNC DEL	UNICOM
118.375	132.3 279.6	121.65	122.725 (CTAF) L

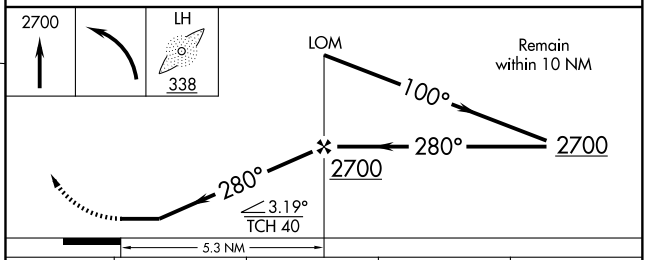


ELEV 869 Rwy 28 ldg 4725′



REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

ADF or RADAR REQUIRED



FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-28	1520-1	656 (700-1)	1520-1¾ 656 (700-1¾)	NA
CIRCLING	1520-1 651 (700-1)	1540-1 671 (700-1)	1640-2¼ 771 (800-2¼)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5004
CH 97701	100°	TDZE	857
W10A		Apt Elev	868

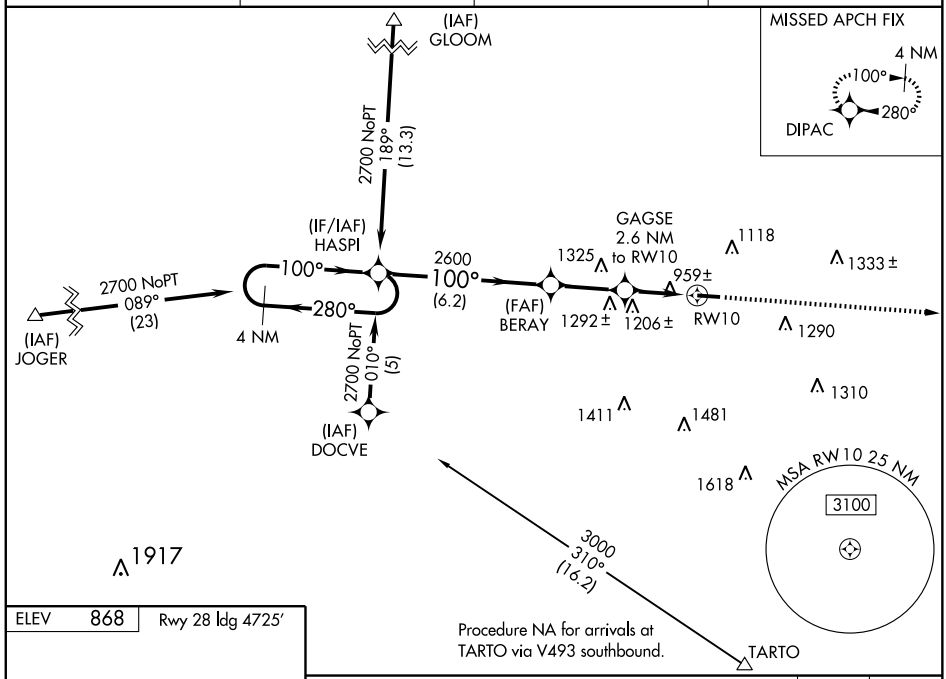
RNAV (GPS) RWY 10

LANCASTER/FAIRFIELD COUNTY (LHQ)

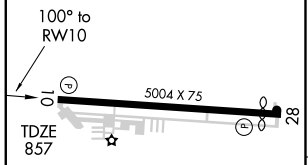
Baro-VNAV NA when using Rickenbacker Intl altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all DAs 48 feet, and all MDAs 60 feet, and increase LPV, LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile.

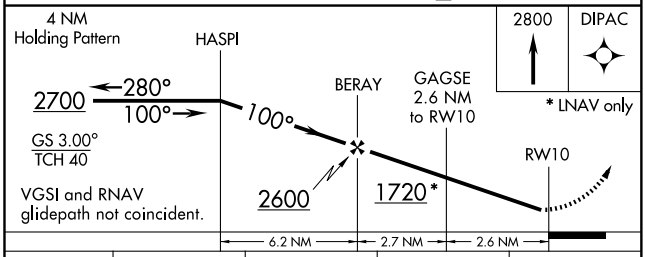
MISSED APPROACH: Climb to 2800 direct DIPAC and hold.

ASOS	COLUMBUS APP CON	CLNC DEL	UNICOM
118.375	132.3 279.6	121.65	122.725 (CTAF) L



ELEV	868	Rwy 28 ldg 4725′





CATEGORY	A	B	C	D
LPV DA	1170-1 313 (400-1)			NA
LNAV/VNAV DA	1291-1½ 434 (500-1½)			NA
LNAV MDA	1460-1 603 (600-1)		1460-1¾ 603 (600-1¾)	NA
CIRCLING	1520-1 652 (700-1)	1540-1 672 (700-1)	1560-2 692 (700-2)	NA

REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4725
280°	TDZE	864
	Apt Elev	868

RNAV (GPS) RWY 28

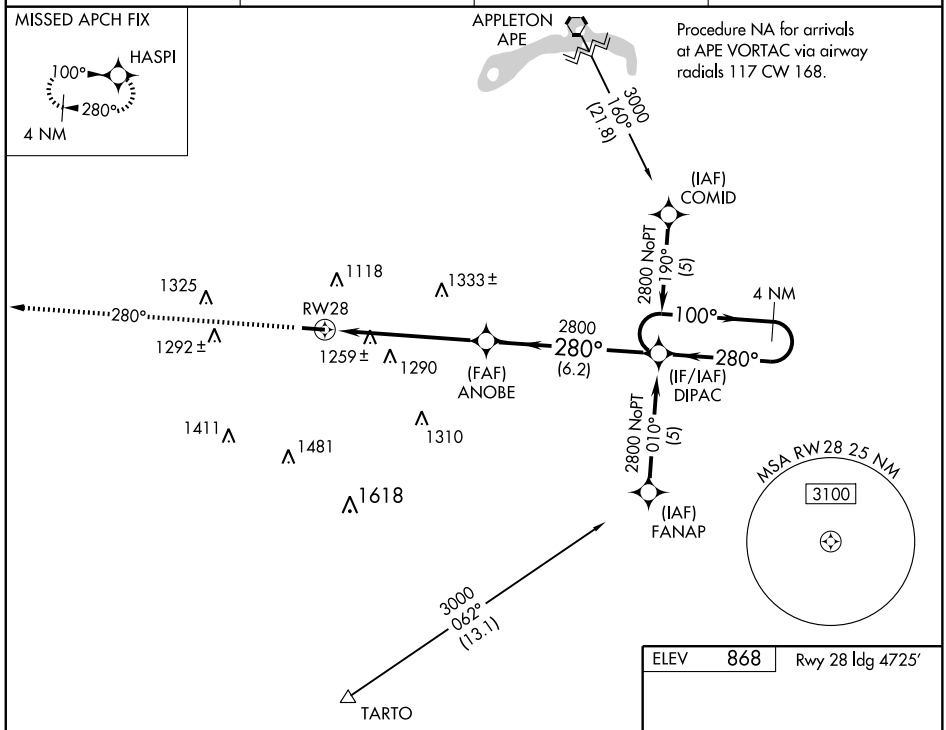
LANCASTER/FAIRFIELD COUNTY (LHQ)

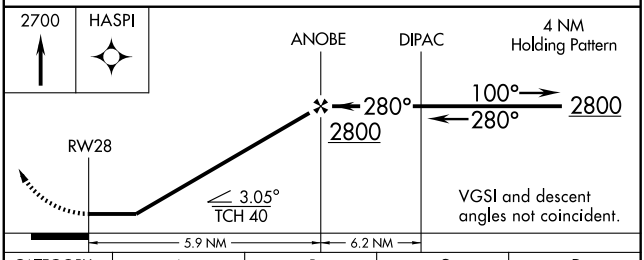
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all MDAs 60 feet, and LNAV/Circling visibility Cat C ¼ mile.

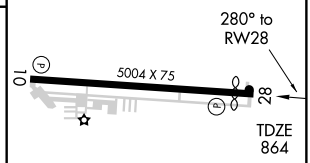
MISSED APPROACH: Climb to 2700 direct HASPI and hold.

ASOS	COLUMBUS APP CON	CLNC DEL	UNICOM
118.375	132.3 279.6	121.65	122.725 (CTAF) L

MISSED APCH FIX







CATEGORY	A	B	C	D
LNAV MDA	1520-1 656 (700-1)		1520-1¾ 656 (700-1¾)	NA
CIRCLING	1520-1 652 (700-1)	1540-1 672 (700-1)	1560-2 692 (700-2)	NA

REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC APE	APP CRS	Rwy Idg	N/A
116.7	194°	TDZE	N/A
Chan 114		Apt Elev	869

VOR or GPS-A

LANCASTER/FAIRFIELD COUNTY (LHQ)

NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct APE VORTAC and hold.

ASOS	COLUMBUS APP CON	CLNC DEL	UNICOM
118.375	132.3 279.6	121.65	122.725 (CTAF) L

2046

IAF
APPLETON
116.7 APE
Chan 114

014° 194°

3000
194° (18)

DME or RADAR REQUIRED

10 NM

JUBBI
APE 18
RADAR

194°

(MAGCO)

1325 1118 1333± 1292± 1290 1310 1411

MSA APE 25 NM
3100

ELEV 869
Rwy 28 ldg 4725'

194° 5.9 NM from FAF

10 5004 X 75 28

REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

2000	3000	APE
		116.7

JUBBI
APE 18
RADAR

VORTAC

(MAGCO)
APE 23.9

194° 3000

3000

Procedure Turn NA

5.9 NM 18 NM

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
CIRCLING	1580-1 711 (800-1)	1580-1¼ 771 (800-1¼)	1640-2¼ 771 (800-2¼)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

LOM MW	APP CRS	Rwy Idg	N/A
223	158°	TDZE	N/A
		Apt Elev	898

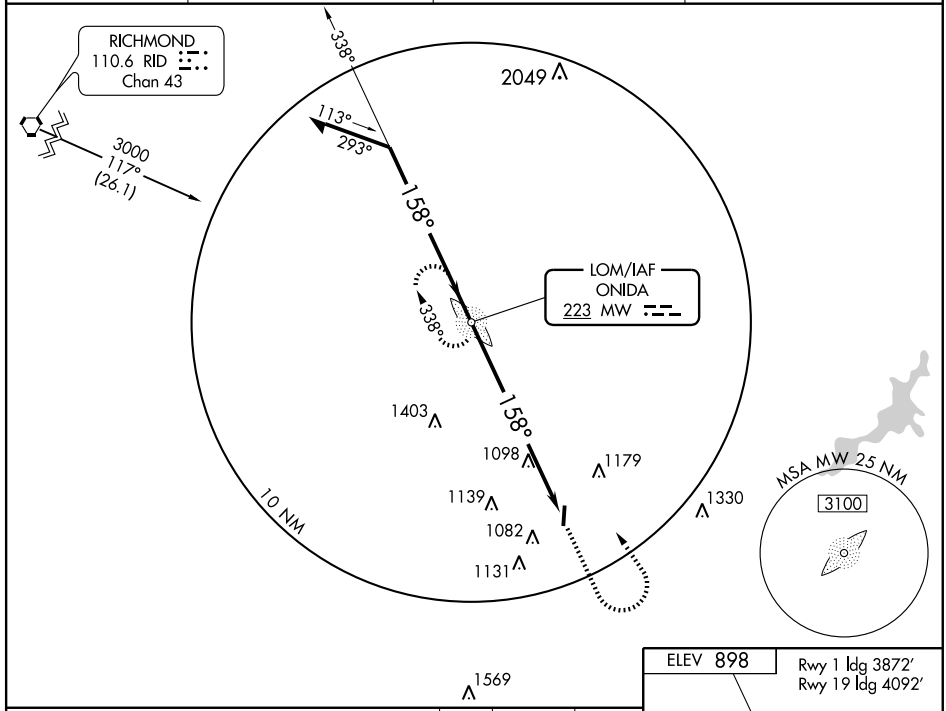
NDB-A

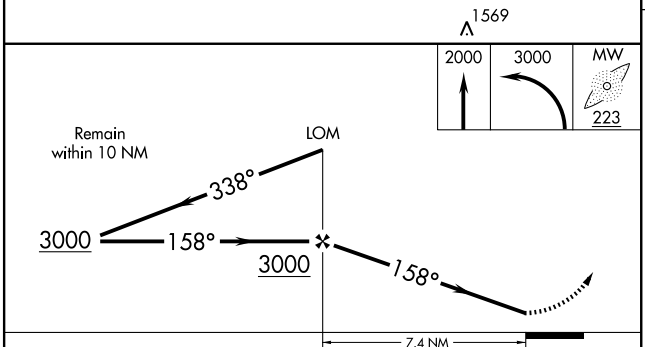
LEBANON-WARREN COUNTY (I68)

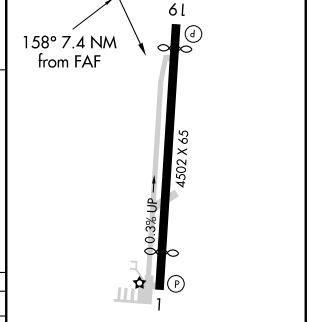
NA — Obtain local altimeter setting on CTAF; when not received, use Dayton-Wright Brothers altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MW LOM and hold.

AWOS-3	DAYTON APP CON	DAYTON CLNC DEL	UNICOM
120.55	118.85 127.225 327.1	119.4	123.075 (CTAF) L







MIRL Rwy 1-19 L
REIL Rwys 1 and 19

CATEGORY	A	B	C	D
CIRCLING	1560-1 662 (700-1)		1560-1¾ 662 (700-1¾)	1560-2 662 (700-2)
DAYTON-WRIGHT BROTHERS ALTIMETER SETTING MINIMUMS				
CIRCLING	1580-1 682 (700-1)		1580-2 682 (700-2)	1580-2¼ 682 (700-2¼)

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3872
009°	TDZE	889
	Apt Elev	898

RNAV (GPS) RWY 1

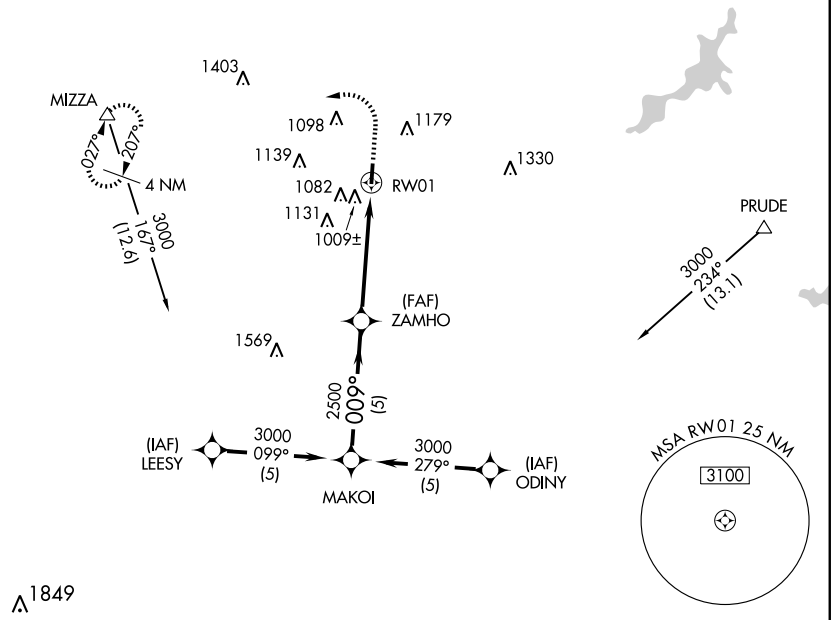
LEBANON-WARREN COUNTY (I68)

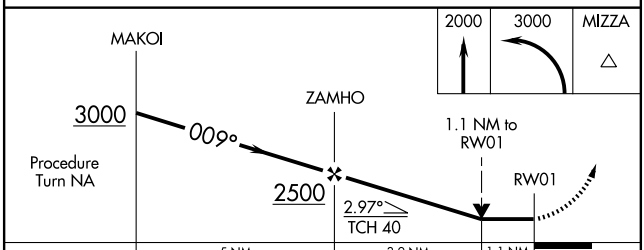
NA

Obtain local altimeter setting on CTAF; when not received use Dayton-Wright Brothers altimeter setting.
VDP NA with Dayton-Wright Brothers altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MIZZA WP and hold.

AWOS-3	DAYTON APP CON	DAYTON CLNC DEL	UNICOM
120.55	118.85 127.225 327.1	119.4	123.075 (CTAF) L

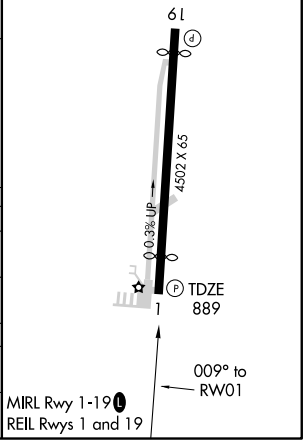




CATEGORY	A	B	C	D
LNAV MDA	1260-1 371 (400-1)			1260-1¼ 371 (400-1¼)
CIRCLING	1380-1 482 (500-1)	1400-1 502 (600-1)	1480-1½ 582 (600-1½)	1480-2 582 (600-2)
DAYTON-WRIGHT BROTHERS ALTIMETER SETTING MINIMUMS				
LNAV MDA	1300-1 411 (500-1)		1300-1¼ 411 (500-1¼)	
CIRCLING	1420-1 522 (600-1)		1520-1¾ 622 (700-1¾)	1520-2 622 (700-2)

ELEV 898

Rwy 1 ldg 3872'
Rwy 19 ldg 4092'



EC-2, 14 JAN 2010 to 11 FEB 2010

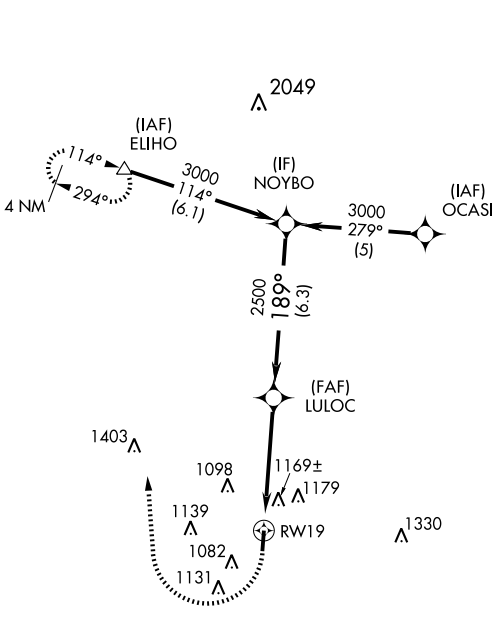
APP CRS	Rwy ldg	4092
189°	TDZE	897
	Apt Elev	898

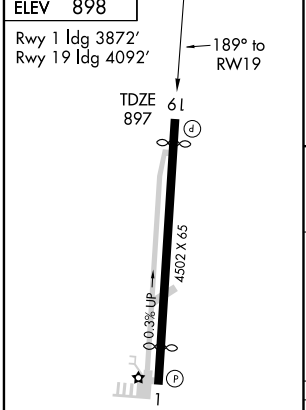
RNAV (GPS) RWY 19
LEBANON-WARREN COUNTY (I68)

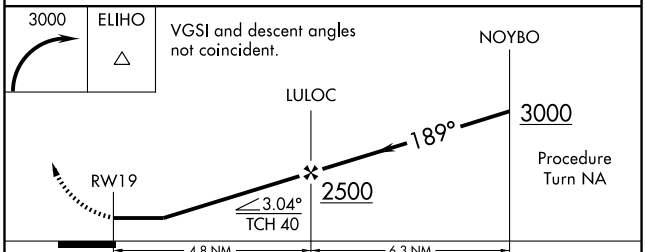
⚠ NA — When local altimeter not received, use Dayton-Wright Brothers altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 3000 direct ELIHO and hold.

AWOS-3	DAYTON APP CON	DAYTON CLNC DEL	UNICOM
120.55	118.85 127.225 327.1	119.4	123.075 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1420-1	523 (600-1)	1420-1½ 523 (600-1½)	1420-1¾ 523 (600-1¾)
CIRCLING	1480-1	582 (600-1)	1480-1½ 582 (600-1½)	1480-2 582 (600-2)

MIRL Rwy 1-19 L
REIL Rwys 1 and 19

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-AOH	APP CRS	Rwy Idg	5149
109.3	274°	TDZE	975
		Apt Elev	975

ILS or LOC RWY 27

LIMA ALLEN COUNTY (AOH)

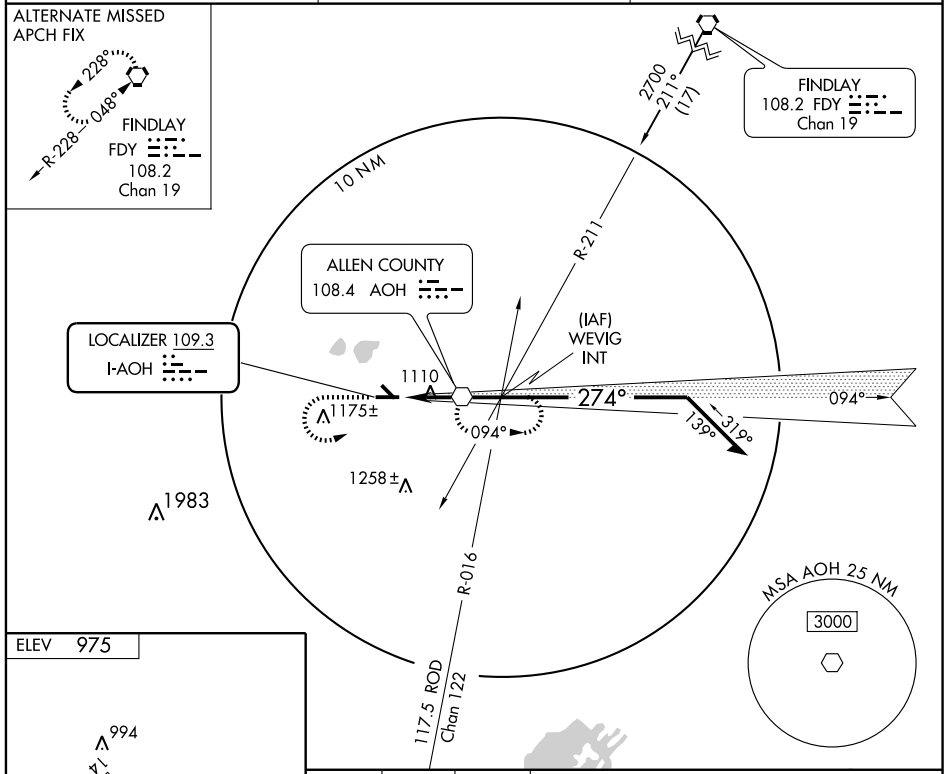
Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 80 feet, increase S-ILS 27 all Cats visibility ¼ mile and increase S-LOC 27 Cat D visibility ¼ mile.

NA

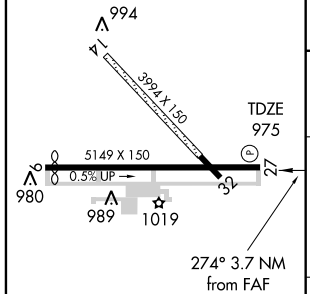
MISSED APPROACH: Climb to 3000, then left turn direct AOH VOR and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
108.4	128.075 269.0	122.7 (CTAF) L

ALTERNATE MISSED APCH FIX

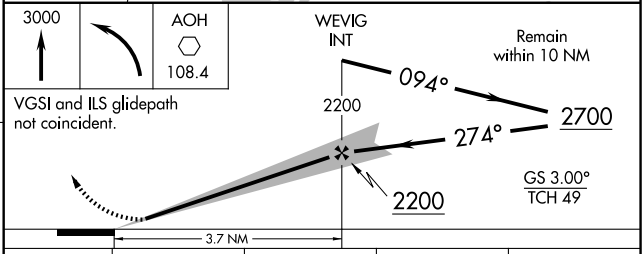


ELEV 975



REIL Rwy 27 L
HIRL Rwy 9-27 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



VGSI and ILS glidepath not coincident.

CATEGORY	A	B	C	D
S-ILS 27	1225-1 250 (300-1)			
S-LOC 27	1380-1 405 (500-1)		1380-1¼ 405 (500-1¼)	
CIRCLING	1420-1 445 (500-1)	1440-1 465 (500-1)	1440-1½ 465 (500-1½)	1540-2 565 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB LYL	APP CRS	Rwy Idg	5011
362	097°	TDZE	963
		Apt Elev	975

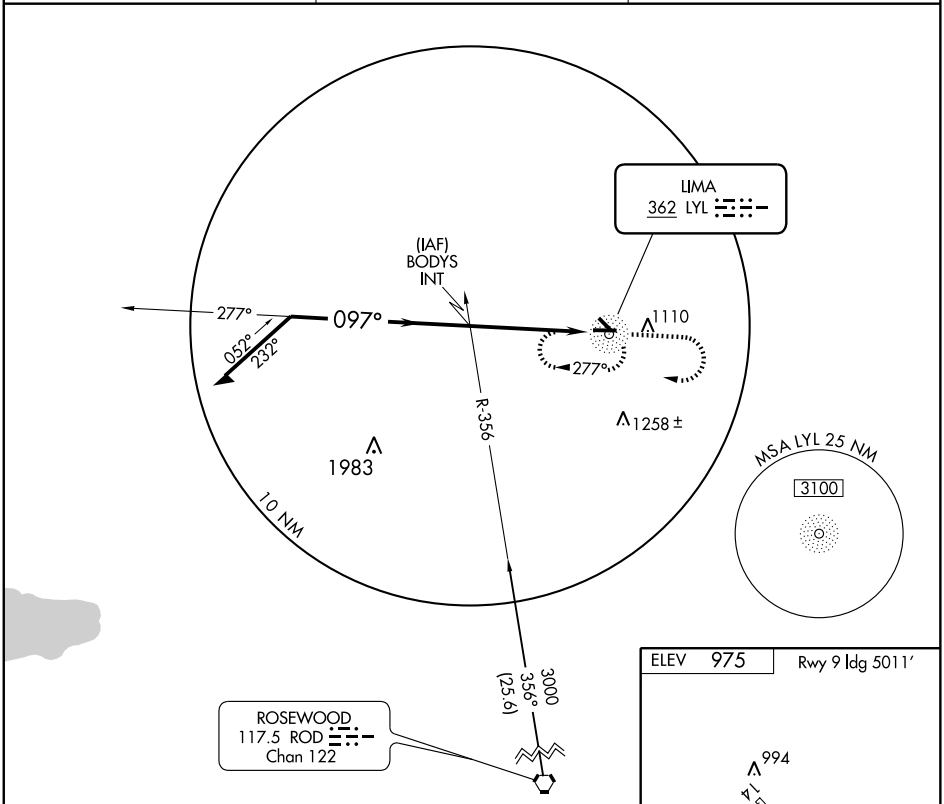
NDB or GPS RWY 9

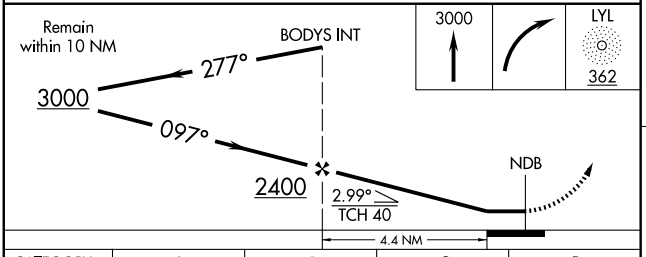
LIMA ALLEN COUNTY (AOH)

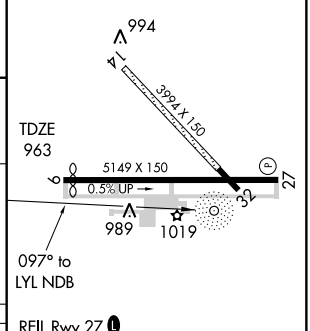
NA

MISSED APPROACH: Climb to 3000, then right turn direct LYL NDB and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
108.4	128.075 269.0	122.7 (CTAF) L







REIL Rwy 27 L
HIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-9	1540-1	577 (600-1)	1540-1½ 577 (600-1½)	1540-1¾ 577 (600-1¾)
CIRCLING	1540-1	565 (600-1)	1540-1½ 565 (600-1½)	1540-2 565 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5149
Ch 50511	274°	TDZE	975
W27A		Apt Elev	975

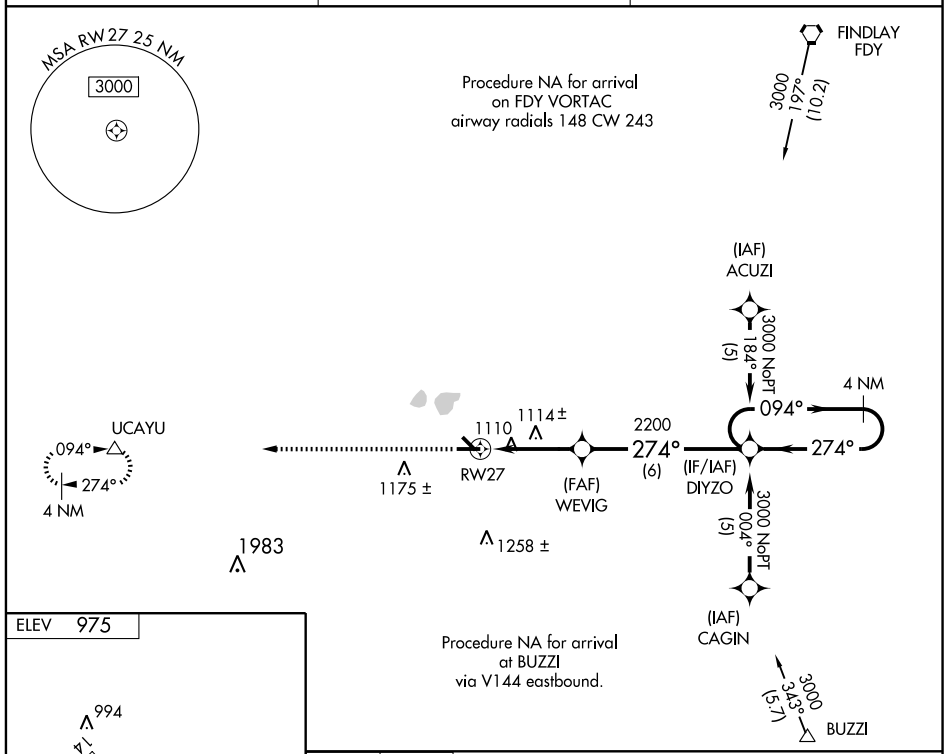
RNAV (GPS) RWY 27

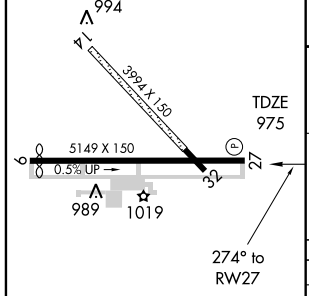
LIMA ALLEN COUNTY (AOH)

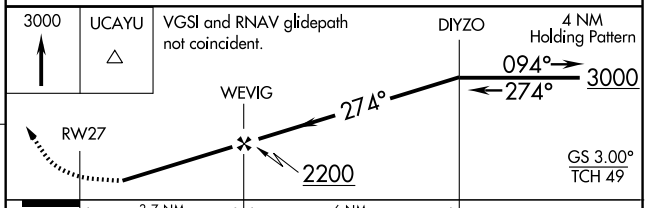
Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibilities ¼ mile, and increase LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct UCAYU and hold. When authorized by ATC, climb-in-hold to 6000.

ASOS	INDIANAPOLIS CENTER	UNICOM
108.4	128.075 269.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1270-1 295 (300-1)			
LNAV/VNAV DA	1391-1½ 416 (500-1½)			
LNAV MDA	1380-1 405 (500-1)		1380-1¼ 405 (500-1¼)	
CIRCLING	1420-1 445 (500-1)	1440-1 465 (500-1)	1440-1½ 465 (500-1½)	1540-2 565 (600-2)

REIL Rwy 27 L
HIRL Rwy 9-27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

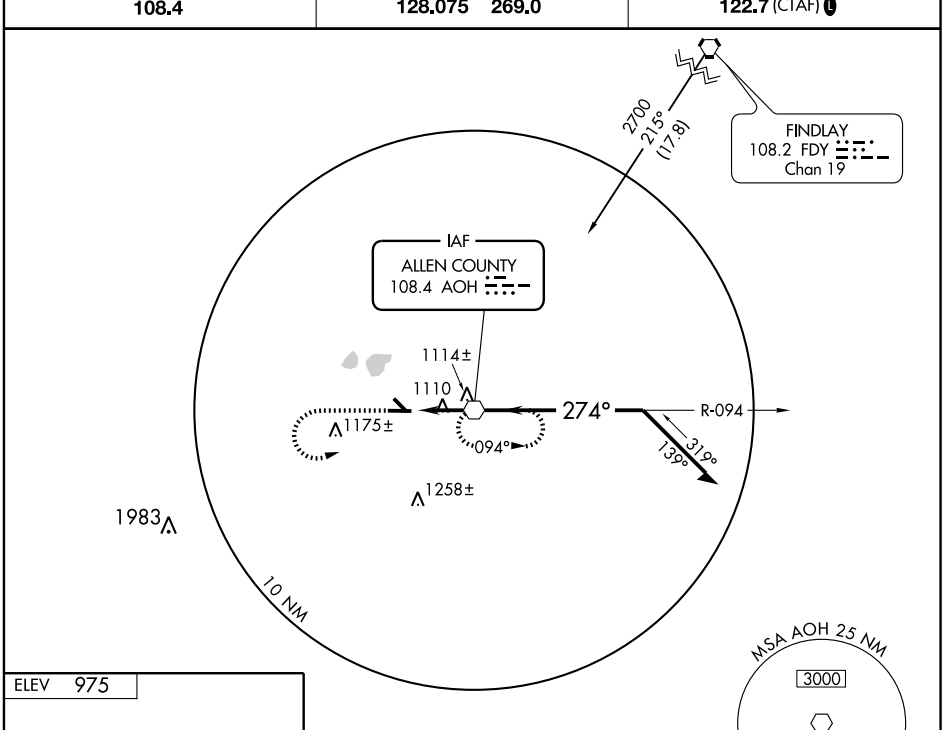
VOR AOH 108.4	APP CRS 274°	Rwy Idg 5149 TDZE 975 Apt Elev 975

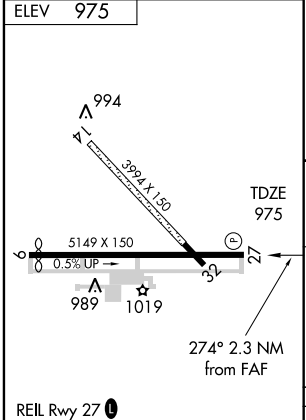
VOR RWY 27
LIMA ALLEN COUNTY (AOH)

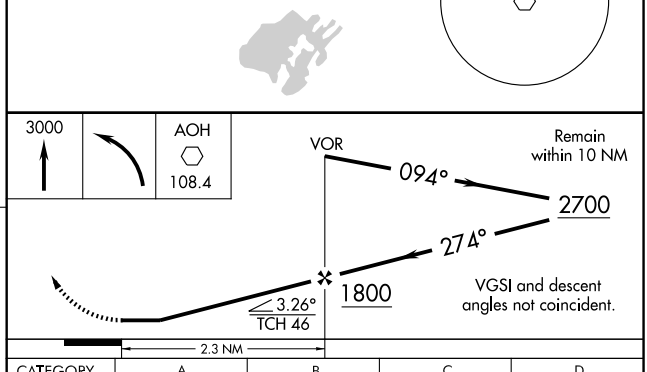
Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 80 feet and S-27 Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 then left turn direct AOH VOR and hold.

ASOS 108.4	INDIANAPOLIS CENTER 128.075 269.0	UNICOM 122.7 (CTAF) L







REIL Rwy 27 L
HIRL Rwy 9-27 L

FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

CATEGORY	A	B	C	D
S-27	1380-1 405 (500-1)		1380-1¼ 405 (500-1¼)	
CIRCLING	1420-1 445 (500-1)	1440-1 465 (500-1)	1440-1½ 465 (500-1½)	1540-2 565 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB UYF 263	APP CRS 091°	Rwy Idg 4001 TDZE 1082 Apt Elev 1082

NDB RWY 9

LONDON/ MADISON COUNTY (UYF)

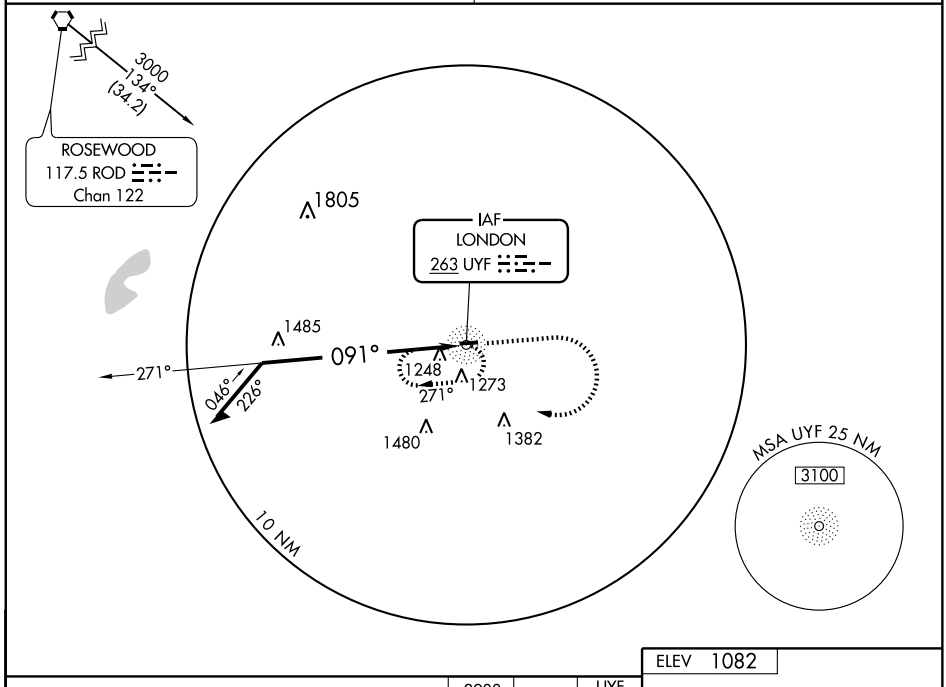
Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting.
Visibility reduction by helicopters NA.

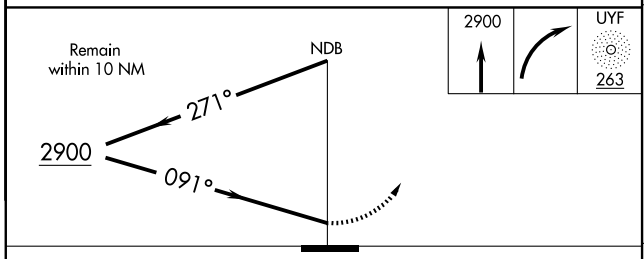
NA

MISSED APPROACH: Climb to 2900 then right turn direct UYF NDB and hold.

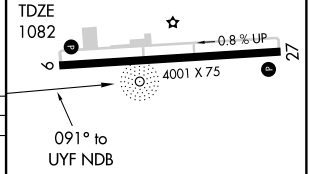
DAYTON APP CON
118.85 127.225 327.1

UNICOM
123.0 (CTAF) L





ELEV 1082



CATEGORY	A	B	C	D
S-9	1900-1 818 (900-1)	1900-1¼ 818 (900-1¼)	1900-2½ 818 (900-2½)	1900-2¾ 818 (900-2¾)
CIRCLING	1900-1 818 (900-1)	1900-1¼ 818 (900-1¼)	1900-2½ 818 (900-2½)	1900-2¾ 818 (900-2¾)
SPRINGFIELD ALTIMETER SETTING MINIMUMS				
S-9	1940-1 858 (900-1)	1940-1¼ 858 (900-1¼)	1940-2½ 858 (900-2½)	1940-2¾ 858 (900-2¾)
CIRCLING	1940-1 858 (900-1)	1940-1¼ 858 (900-1¼)	1940-2½ 858 (900-2½)	1940-2¾ 858 (900-2¾)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4001
CH 53409	093°	TDZE	1082
W09A		Apt Elev	1082

RNAV (GPS) RWY 9

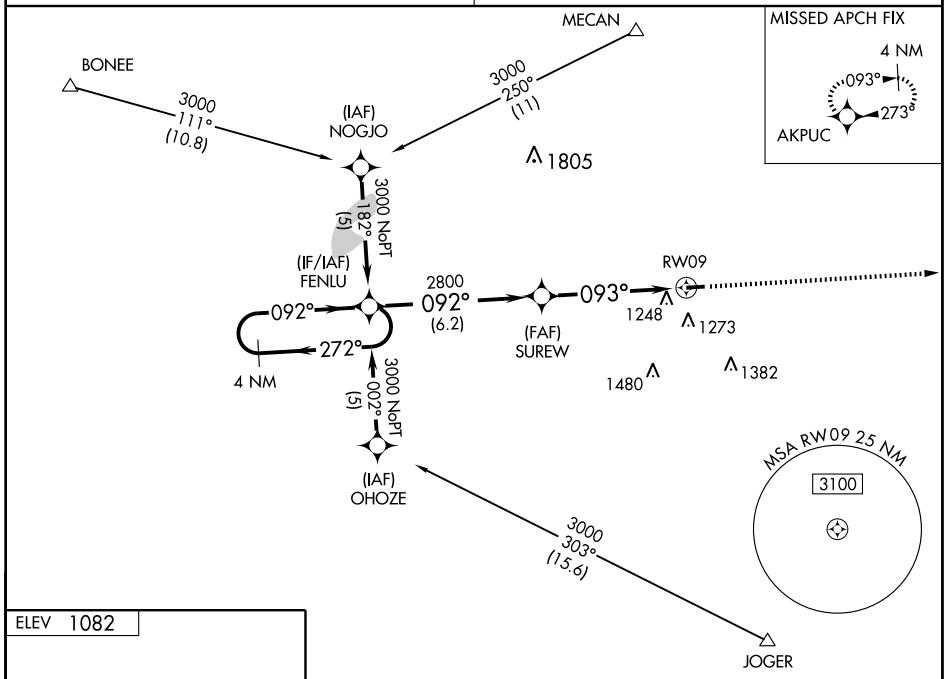
LONDON/ MADISON COUNTY (UYF)

Baro-VNAV NA when using Springfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting and increase all DA 47 feet and all MDA 60 feet and LNAV Cat C/D and Circling Cat C visibility ¼ mile.

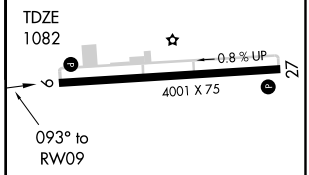
NA

MISSED APPROACH: Climb to 3000 direct AKPUC and hold.

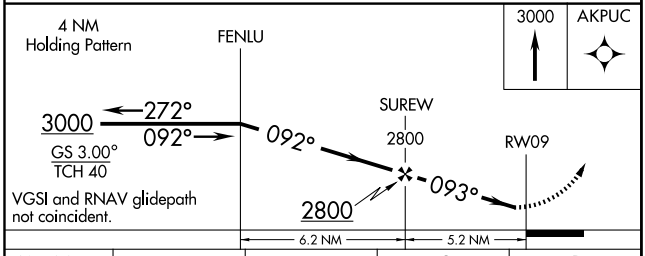
DAYTON APP CON	UNICOM
118.85 127.225 327.1	123.0 (CTAF) L



ELEV 1082



REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L



CATEGORY	A	B	C	D
LPV DA	1332-1 250 (300-1)			
LNAV/ VNAV DA	1548-1¾ 466 (500-1¾)			
LNAV MDA	1580-1 498 (500-1)		1580-1¼ 498 (500-1¼)	1580-1½ 498 (500-1½)
CIRCLING	1600-1 518 (600-1)	1640-1 558 (600-1)	1640-1½ 558 (600-1½)	1640-2 558 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4001
CH 61009	273°	TDZE	1073
W27A		Apt Elev	1082

RNAV (GPS) RWY 27

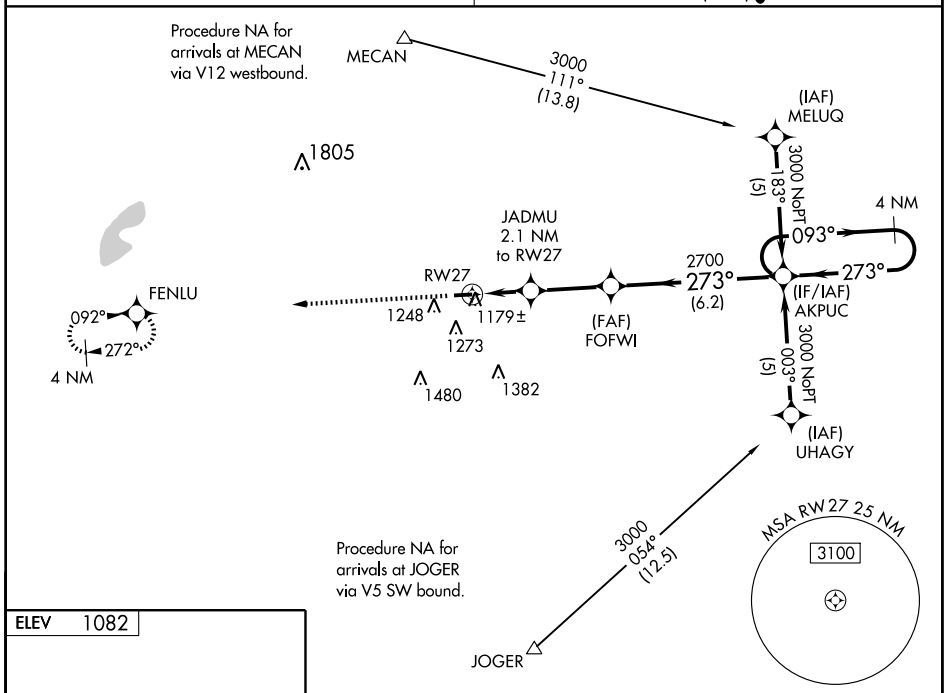
LONDON/ MADISON COUNTY (UYF)

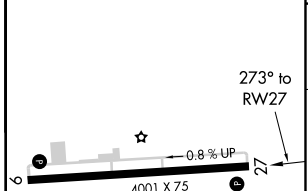
Baro-VNAV and VDP NA when using Springfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting and increase all DA 47 feet and all MDA 60 feet and LPV visibility ¼ mile all Cats, LNAV Cat C/D ¼ mile, and Circling Cat C ¼ mile.

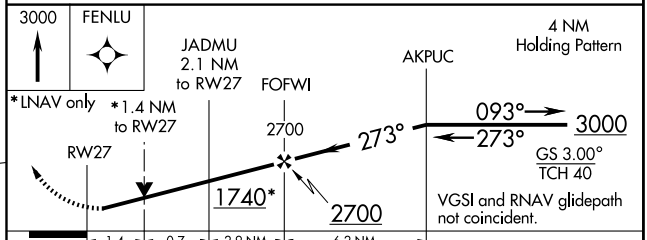
NA

MISSED APPROACH: Climb to 3000 direct FENLU and hold.

DAYTON APP CON	UNICOM
118.85 127.225 327.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1400-1¼ 327 (400-1¼)			
LNAV/ VNAV DA	1449-1½ 376 (400-1½)			
LNAV MDA	1540-1 467 (500-1)		1540-1¼ 467 (500-1¼)	1540-1½ 467 (500-1½)
CIRCLING	1600-1 518 (600-1)	1640-1 558 (600-1)	1640-1½ 558 (600-1½)	1640-2 558 (600-2)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

CLEVELAND DEP CON
126.35 346.32

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7, 25: Climb via assigned heading to 3000 thence. . . .

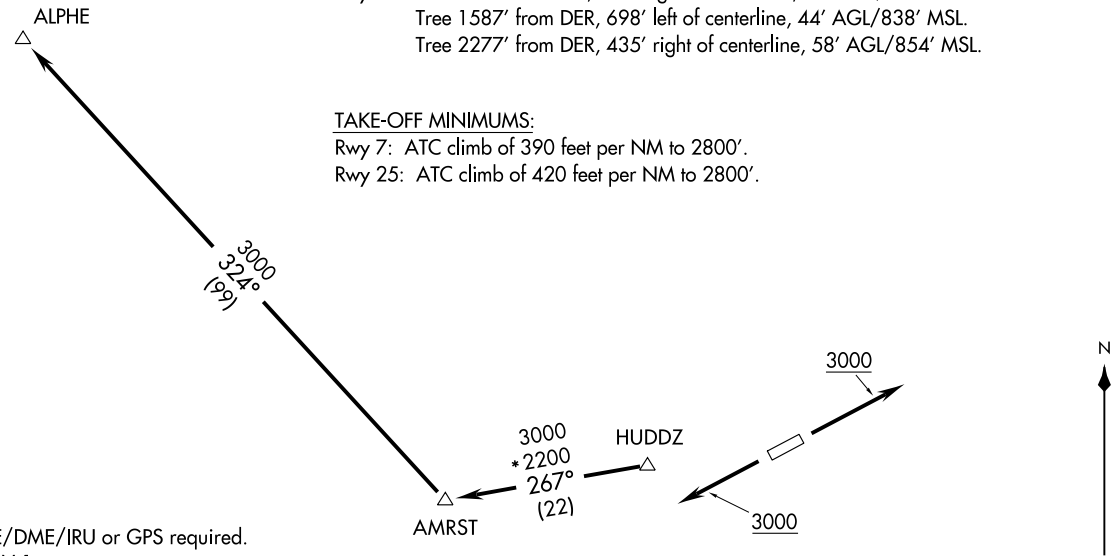
. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 7: Multiple Trees beginning 973′ from DER, 293′ right of centerline, up to 75′ AGL/865′ MSL.
Multiple Trees beginning 839′ from DER, 636′ left of centerline, up to 47′ AGL/836′ MSL.
Rwy 25: Bush 583′ from DER, 468′ right of centerline, 10′ AGL/809′ MSL.
Tree 1587′ from DER, 698′ left of centerline, 44′ AGL/838′ MSL.
Tree 2277′ from DER, 435′ right of centerline, 58′ AGL/854′ MSL.

TAKE-OFF MINIMUMS:

Rwy 7: ATC climb of 390 feet per NM to 2800′.
Rwy 25: ATC climb of 420 feet per NM to 2800′.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED.

NOTE: Chart not to scale.

(ALPHE2.ALPHE) 09127

ALPHE TWO DEPARTURE (RNAV)

SL-5703 (FAA)

LORAIN COUNTY RGNL (LPR)
LORAIN/ELYRIA, OHIO

CLEVELAND DEP CON
126.35 346.325

TAKE-OFF MINIMUMS:
Rwys 7, 25: STANDARD.

NOTE: RADAR REQUIRED

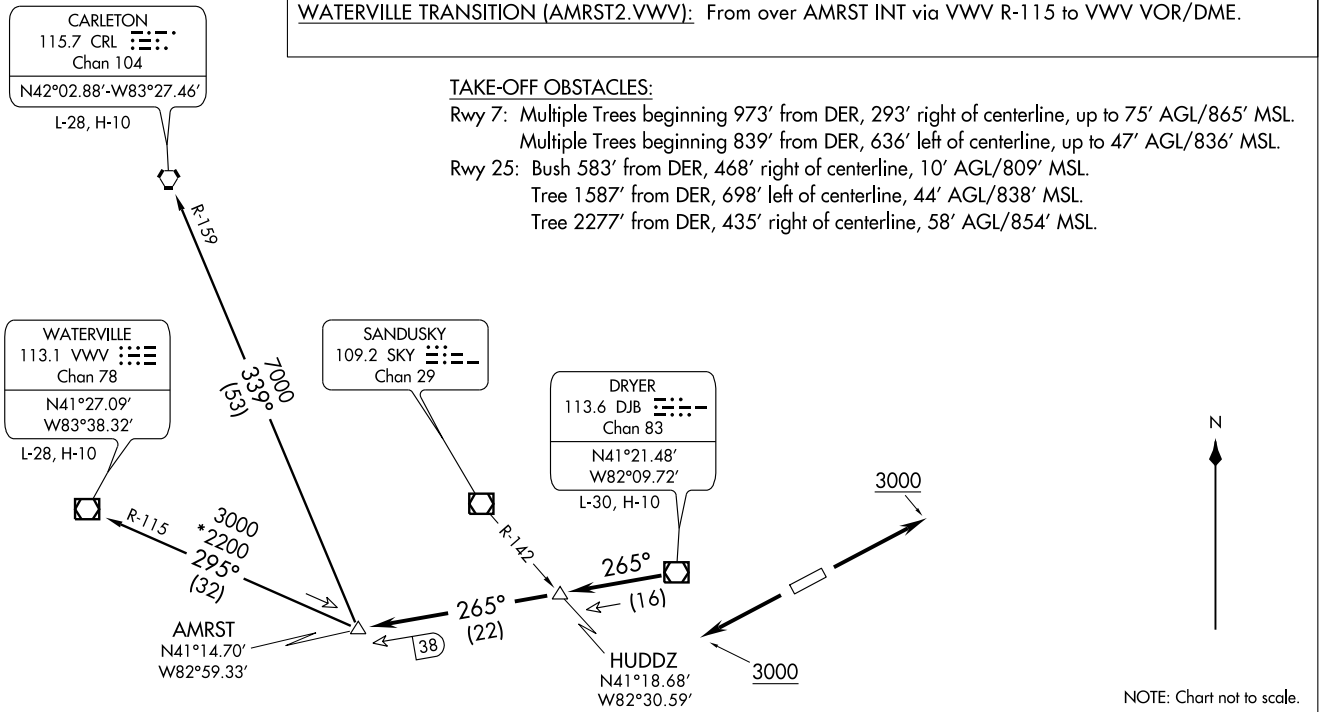
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7, 25: Climb via assigned heading to 3000 thence. . . .

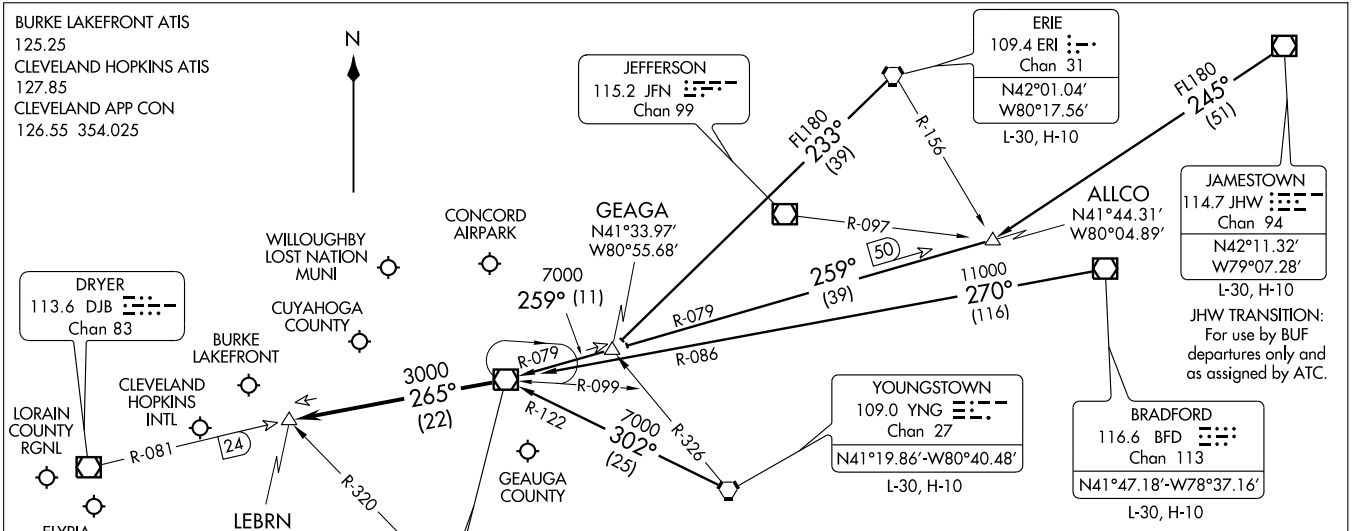
. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 7: Multiple Trees beginning 973' from DER, 293' right of centerline, up to 75' AGL/865' MSL.
Multiple Trees beginning 839' from DER, 636' left of centerline, up to 47' AGL/836' MSL.
Rwy 25: Bush 583' from DER, 468' right of centerline, 10' AGL/809' MSL.
Tree 1587' from DER, 698' left of centerline, 44' AGL/838' MSL.
Tree 2277' from DER, 435' right of centerline, 58' AGL/854' MSL.



CHARDON TWO ARRIVAL



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

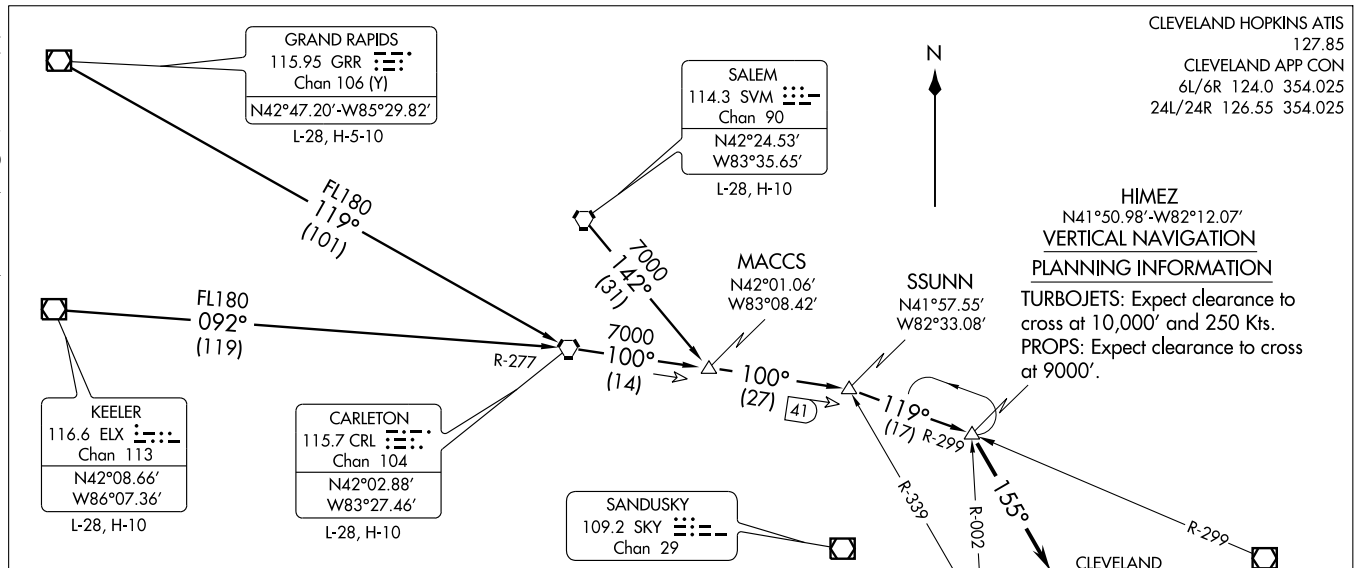
BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.



ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.HIMEZ2): From over CRL VORTAC via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.HIMEZ2): From over GRR VOR/DME via GRR R-119 to CRL VORTAC, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

KEELER TRANSITION (ELX.HIMEZ2): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

SALEM TRANSITION (SVM.HIMEZ2): From over SVM VORTAC via SVM R-142 to MACCS INT, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

. . . . From over HIMEZ INT, fly heading 155°. Expect radar vectors to final approach course.

NOTE: RADAR Required.

NOTE: Chart not to scale.

LOC I-LQG	APP CRS	Rwy Idg	5002
111.7	070°	TDZE	794
		Apt Elev	794

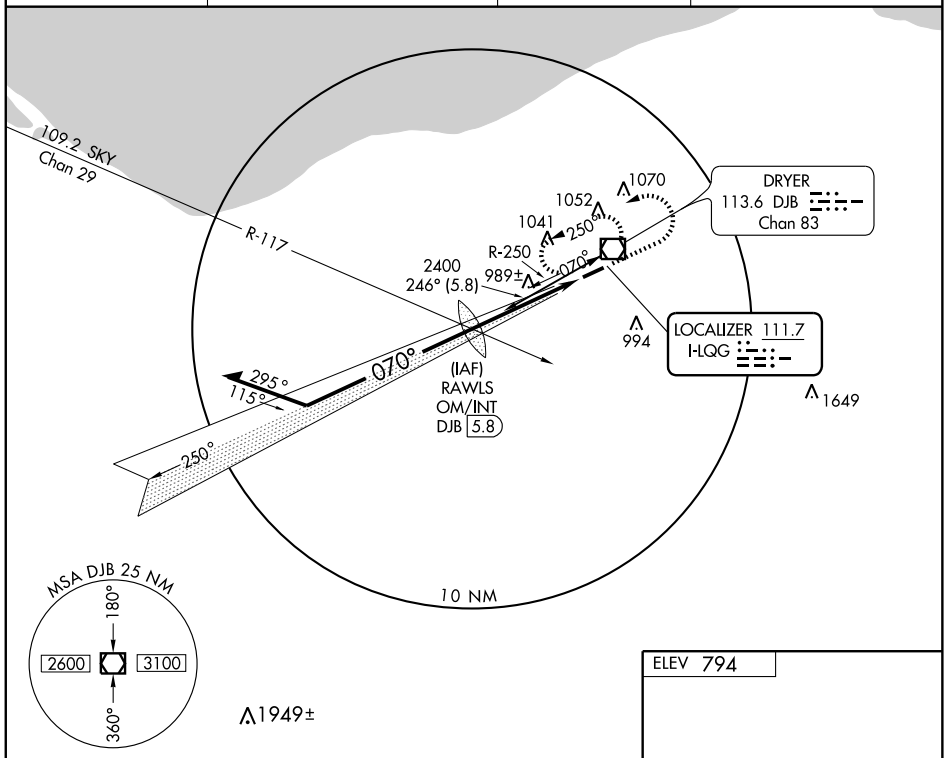
ILS or LOC RWY 7

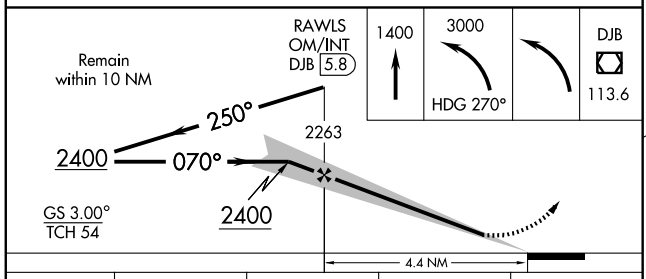
LORAIN COUNTY RGNL (LPR)

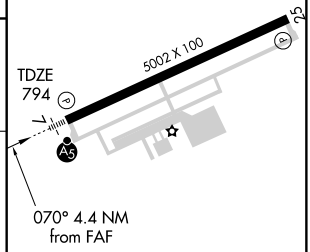
MALSR

MISSED APPROACH: Climb to 1400, then climbing left turn to 3000 via heading 270° then left turn direct DJB VOR/DME and hold.

ASOS	CLEVELAND APP CON	CLNC DEL	UNICOM
121.425	126.35 354.025	125.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 7	994-½ 200 (200-½)			
S-LOC 7	1240-½ 446 (500-½)		1240-¾ 446 (500-¾)	1240-1 446 (500-1)
CIRCLING	1240-1 446 (500-1)	1260-1 466 (500-1)	1260-1½ 466 (500-1½)	1360-2 566 (600-2)

REIL Rwy 25
HIRL Rwy 7-25 L

FAF to MAP 4.4 NM

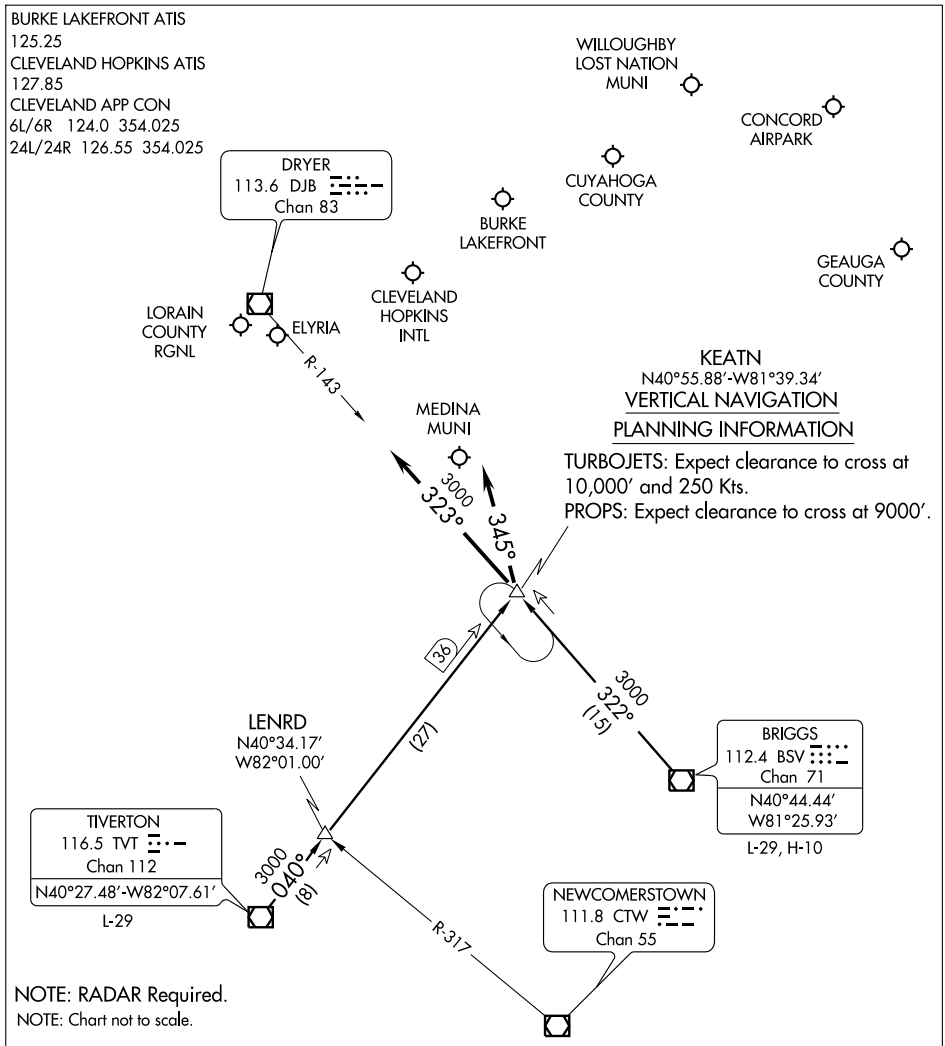
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-2, 14 JAN 2010 to 11 FEB 2010

KEATN FOUR ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

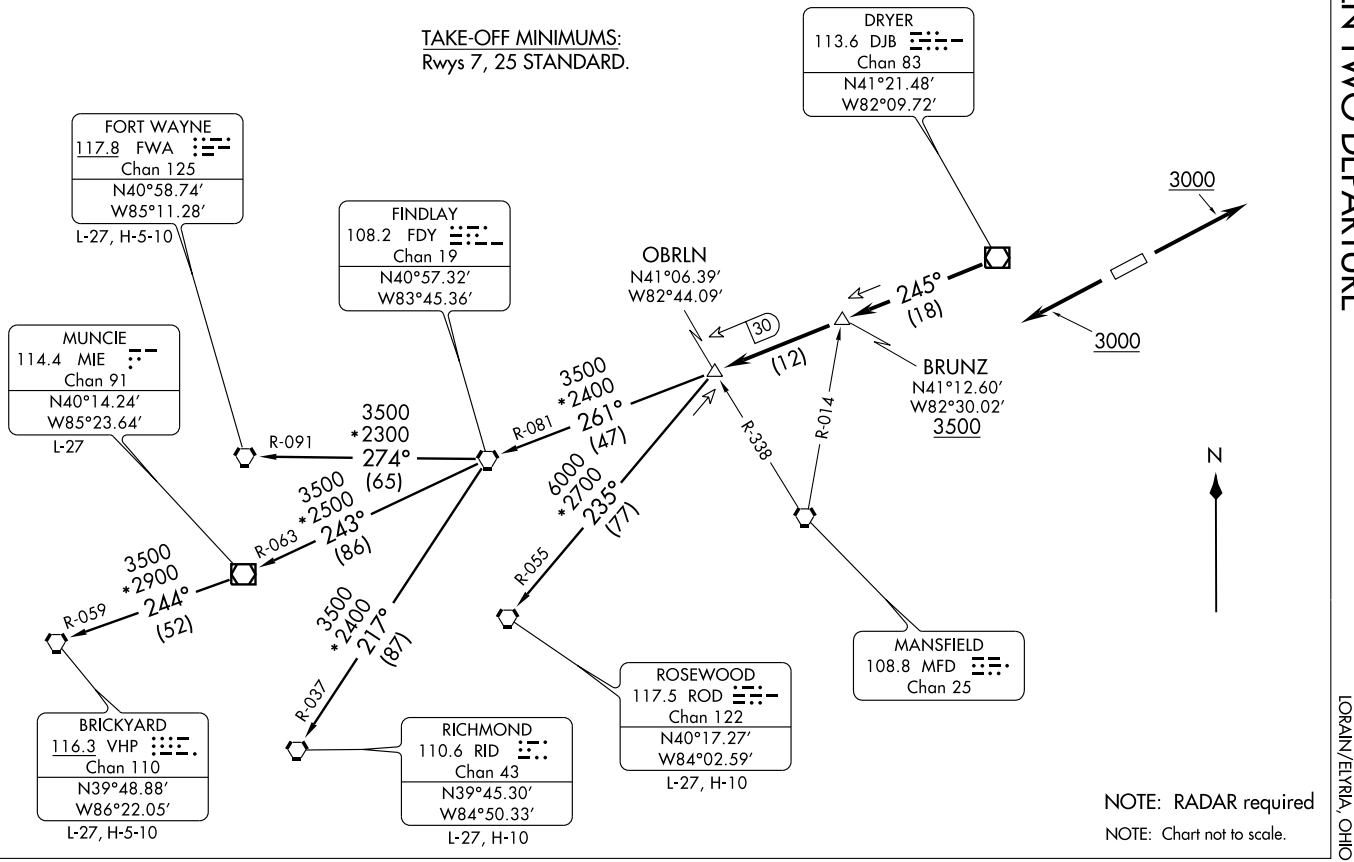
LANDING CLE RWY 6L/R: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

CLEVELAND DEP CON
126.35 346.325

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
Rwys 7, 25 STANDARD.



NOTE: RADAR required

NOTE: Chart not to scale.

(OBRLN2.OBRLN) 09239

OBRLN TWO DEPARTURE

SL-5703 (FAA)

LORAIN COUNTY RGNL (LPR)
LORAIN/ELYRIA, OHIO

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7, 25: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.
FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.
MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.
RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.
ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 7: Multiple Trees beginning 973′ from DER, 293′ right of centerline, up to 75′ AGL/865′ MSL.
Multiple Trees beginning 839′ from DER, 636′ left of centerline, up to 47′ AGL/836′ MSL.
Rwy 25: Bush 583′ from DER, 468′ right of centerline, 10′ AGL/809′ MSL.
Tree 1587′ from DER, 698′ left of centerline, 44′ AGL/838′ MSL.
Tree 2277′ from DER, 435′ right of centerline, 58′ AGL/854′ MSL.

WAAS	APP CRS	Rwy Idg	5002
CH 99612	069°	TDZE	793
W07A		Apt Elev	793

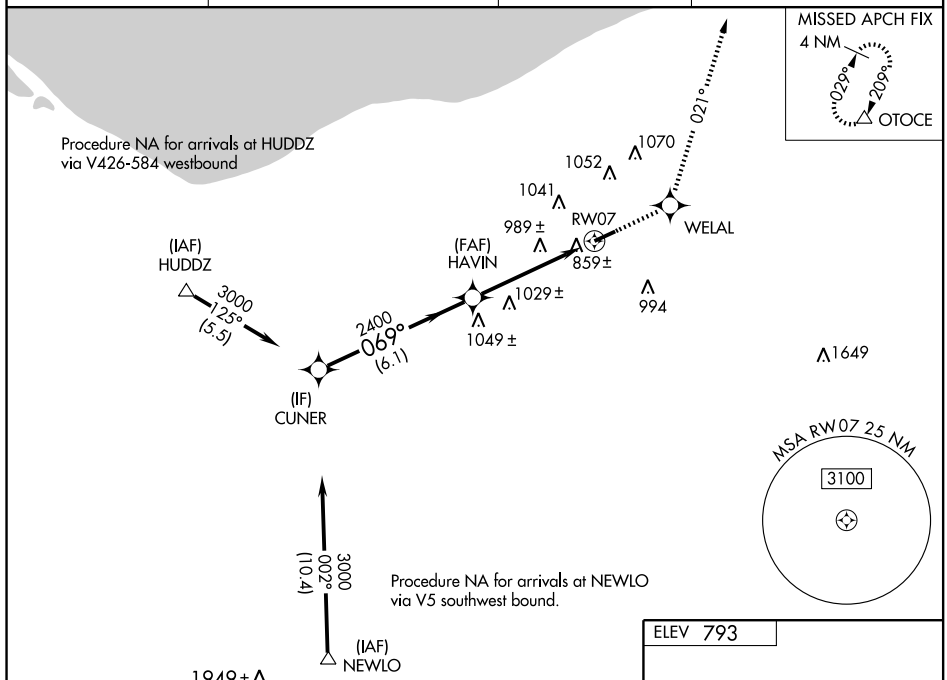
RNAV (GPS) RWY 7
LORAIN COUNTY RGNL (LPR)

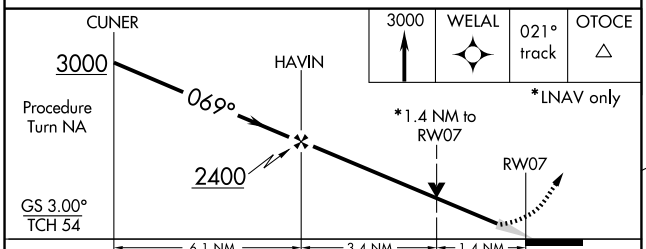
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all DA 36 feet, all MDA 40 feet, increase LNAV Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Cleveland-Hopkins Intl altimeter setting.

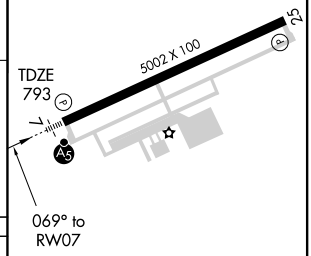
MALSR A5

MISSED APPROACH: Climb to 3000 direct WELAL and via 021° track to OTOCE and hold.

ASOS	CLEVELAND APP CON	CLNC DEL	UNICOM
121.425	126.35 354.025	125.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	993-½ 200 (200-½)			
LNAV/VNAV DA	1133-¾ 340 (400-¾)			
LNAV MDA	1280-½ 487 (500-½)		1280-¾ 487 (500-¾)	1280-1 487 (500-1)
CIRCLING	1280-1 487 (500-1)		1280-1½ 487 (500-1½)	1360-2 567 (600-2)

REIL Rwy 25
HIRL Rwy 7-25 L

SANDUSKY TWO DEPARTURE (SKY2.SKY) 09183

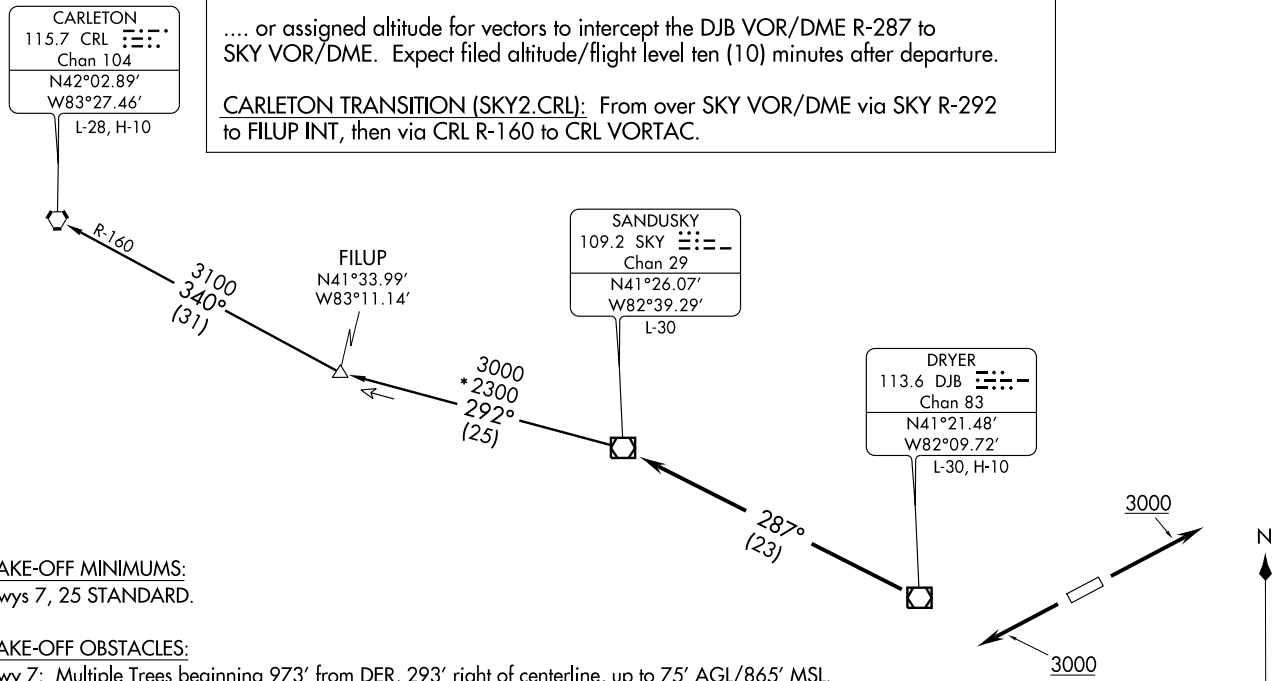
SL-5703 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7, 25: Climb via assigned heading to 3000 thence....

.... or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.



TAKE-OFF MINIMUMS:
Rwys 7, 25 STANDARD.

TAKE-OFF OBSTACLES:
Rwy 7: Multiple Trees beginning 973' from DER, 293' right of centerline, up to 75' AGL/865' MSL.
Multiple Trees beginning 839' from DER, 636' left of centerline, up to 47' AGL/836' MSL.
Rwy 25: Bush 583' from DER, 468' right of centerline, 10' AGL/809' MSL.
Tree 1587' from DER, 698' left of centerline, 44' AGL/838' MSL.
Tree 2277' from DER, 435' right of centerline, 58' AGL/854' MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only
NOTE: Chart not to scale.

LORAIN COUNTY RGNL (LPR)
LORAIN/ELYRIA, OHIO

VOR/DME DJB	APP CRS	Rwy Idg	N/A
113.6	070°	TDZE	N/A
Chan 83		Apt Elev	793

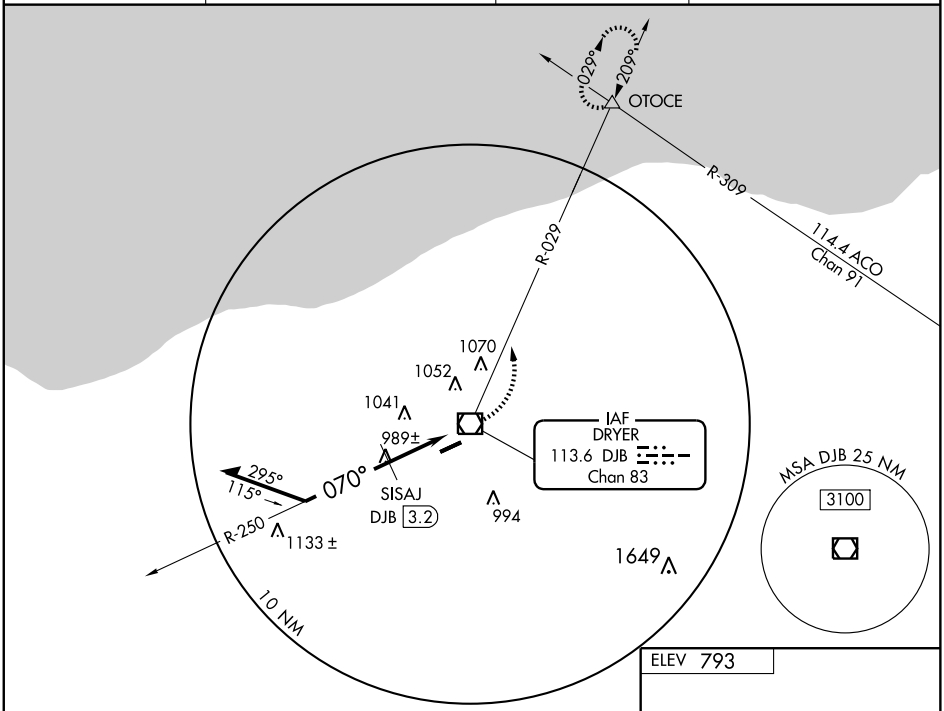
VOR-A

LORAIN COUNTY RGNL (LPR)

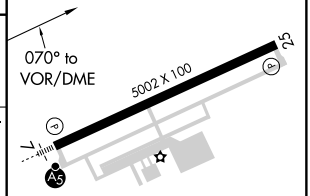
When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet, increase circling Cat C/D visibility ¼ mile.

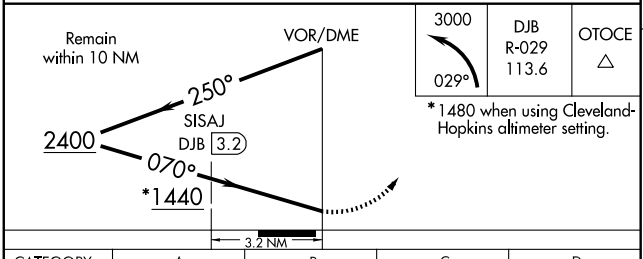
MISSED APPROACH: Climbing left turn to 3000 via heading 029° and DJB VOR/DME R-029 direct OTOCE INT and hold.

ASOS	CLEVELAND APP CON	CLNC DEL	UNICOM
121.425	126.35 354.025	125.7	122.7 (CTAF) L



ELEV 793





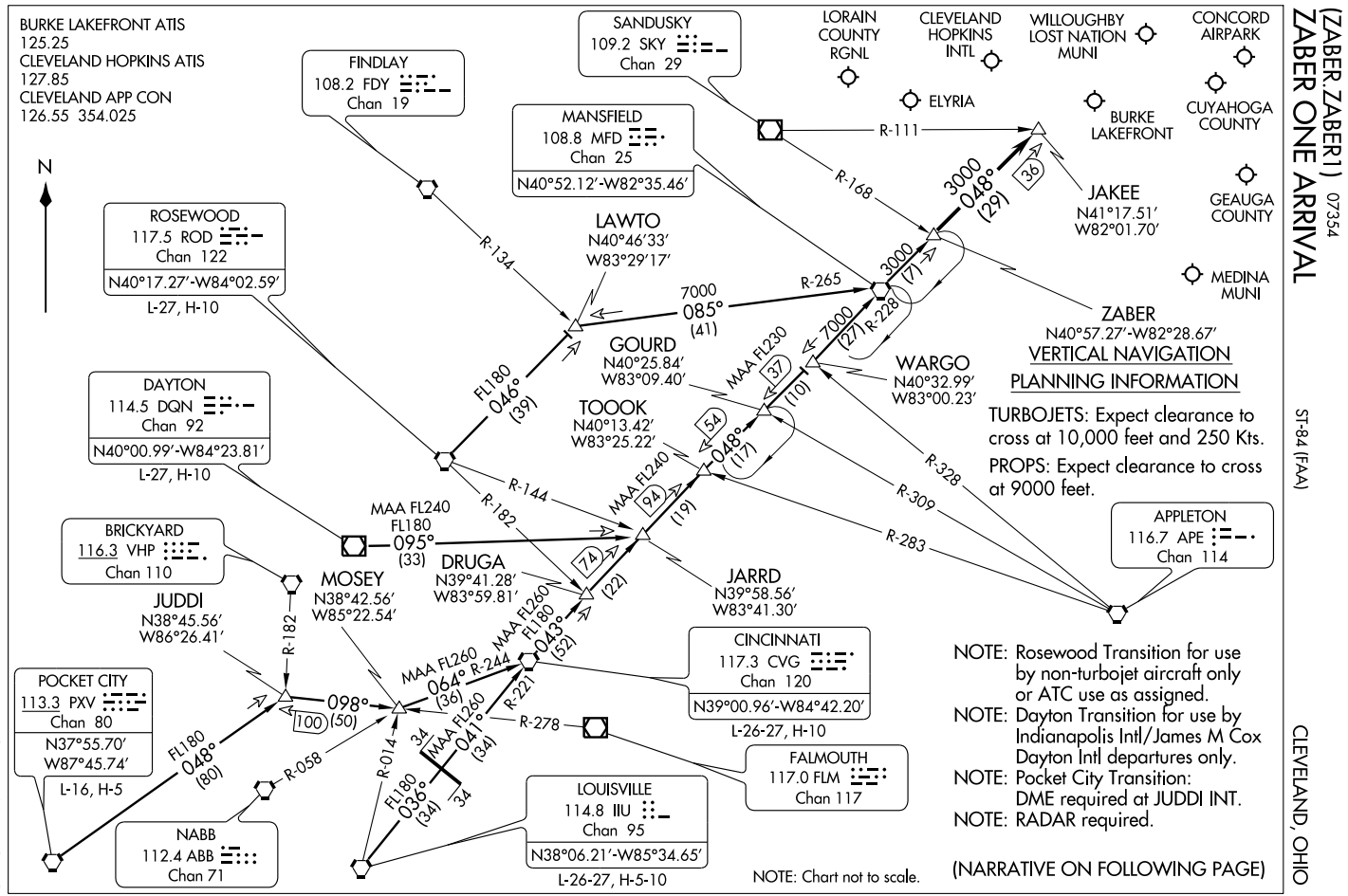
3000	DJB	OTOCE
029°	R-029	△
	113.6	

*1480 when using Cleveland-Hopkins altimeter setting.

CATEGORY	A	B	C	D
CIRCLING	1440-1	647 (700-1)	1440-1¾ 647 (700-1¾)	1440-2 647 (700-2)
SISAJ DME MINIMUMS				
CIRCLING	1300-1	507 (600-1)	1300-1½ 507 (600-1½)	1360-2 567 (600-2)

REIL Rwy 25
HIRL Rwy 7-25 L

EC-2, 14 JAN 2010 to 11 FEB 2010



(ZABER.ZABER1) 07354

ZABER ONE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

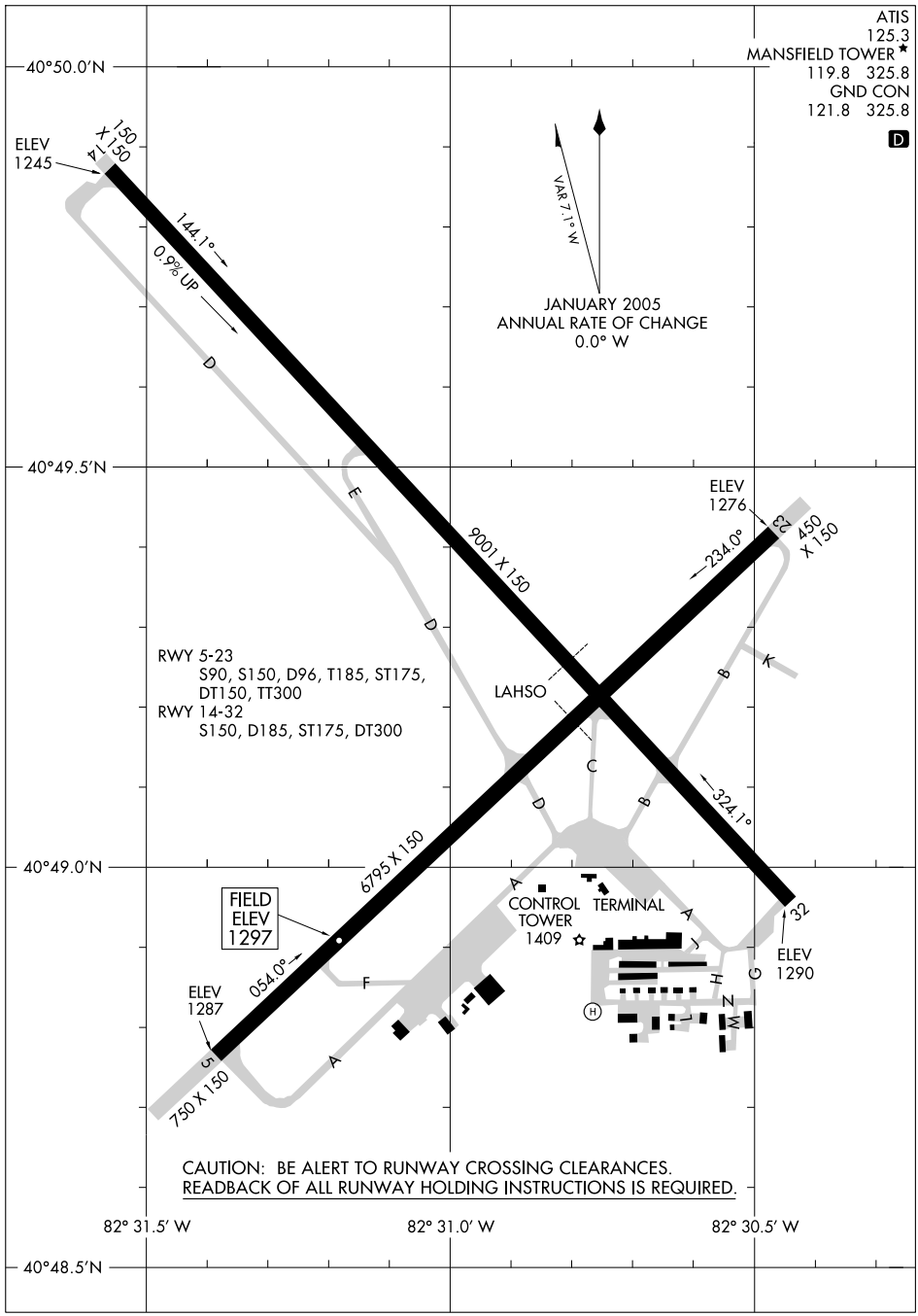
EC-2, 14 JAN 2010 to 11 FEB 2010

09351

AIRPORT DIAGRAM

AL-860 (FAA)

MANSFIELD LAHM RGNL (MFD)
MANSFIELD, OHIO



EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC MFD 108.8 Chan 25	APCH CRS 130°	Rwy Idg 9001 TDZE 1276 Arpt Elev 1297

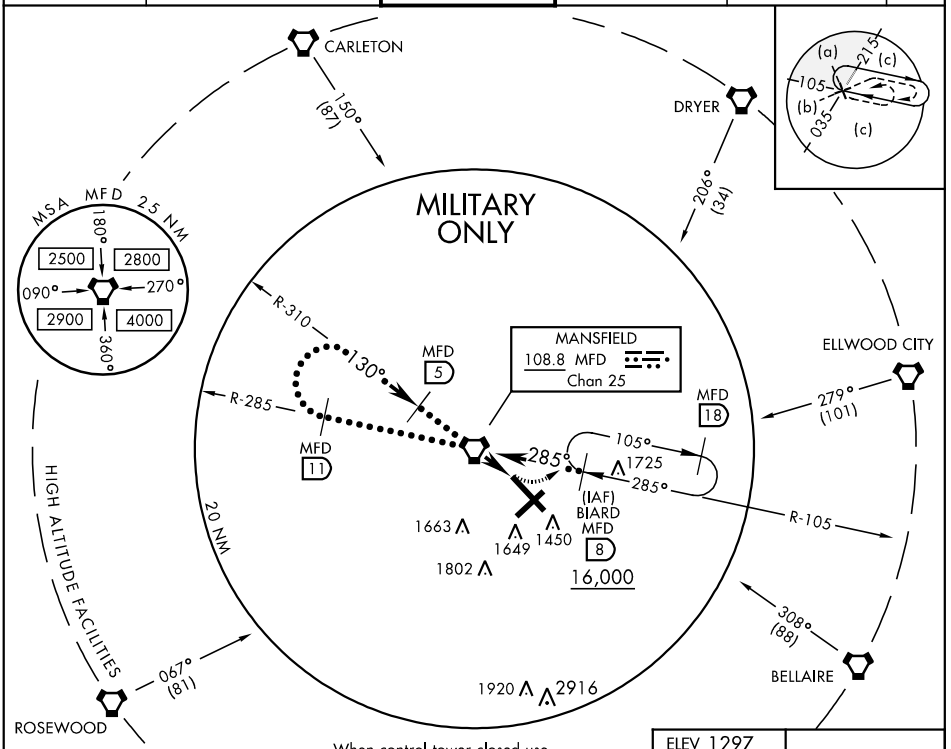
HI-VOR/DME or TACAN RWY 14

JAL-860 [USAF]

MANSFIELD LAHM RGNL (KMFD)

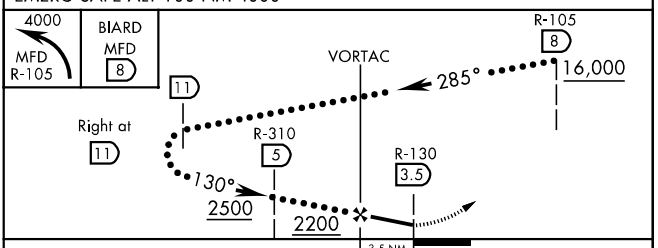
MISSED APPROACH: Climbing left turn to 4000 via MFD R-105 to BIARD 8 DME and hold.

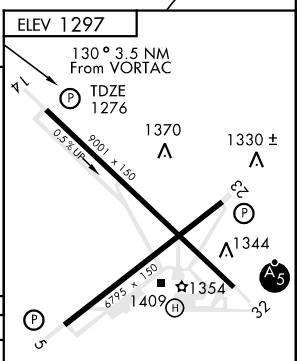
ATIS	MANSFIELD APP CON	MANSFIELD TOWER	GND CON	UNICOM	ASR
125.3	124.2 390.8	119.8 Ⓛ 325.8	121.8 325.8	122.95	



EMERG SAFE ALT 100 NM 4000

When control tower closed use Cleveland-Hopkins altimeter setting.





CATEGORY	C	D	E
S-14	1620-1 344 (400-1)	1620-1¼ 344 (400-1¼)	
CIRCLING	1760-1½ 463 (500-1½)	1860-2 563 (600-2)	2000-2¼ 703 (800-2¼)
CLEVELAND-HOPKINS ALTIMETER SETTINGS MINIMUMS			
S-14	1920-1¾ 644 (700-1¾)	1920-2 644 (700-2)	1920-2½ 644 (700-2¼)
CIRCLING	2060-2¼ 763 (800-2¼)	2120-2¾ 823(900-2¾)	2300-3 1003 (1100-3)

HIRL Rwy 5-23 and 14-32 Ⓛ
REIL Rwy 5 and 23 Ⓛ

LOC I-MFD	APP CRS	Rwy Idg	9001
110.5	323°	TDZE	1293
		Apt Elev	1297

ILS or LOC RWY 32

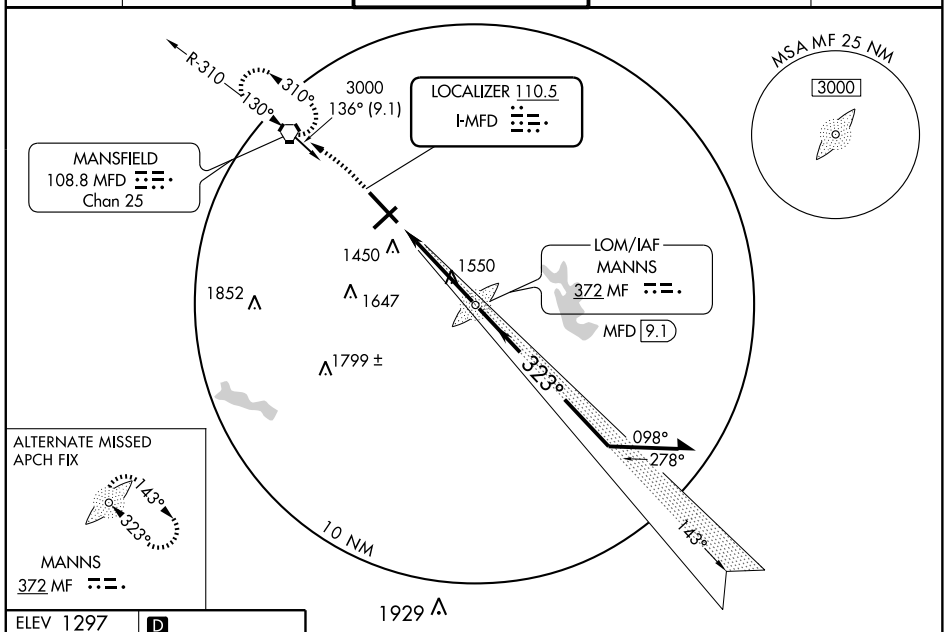
MANSFIELD LAHM RGNL (MFD)

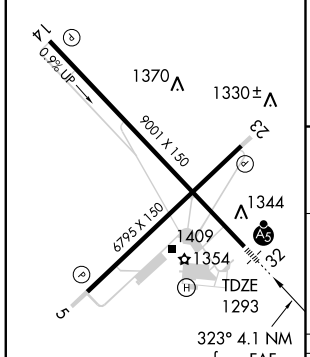
T A ASR — When local altimeter setting not received, use Marion altimeter setting and increase all DA 107 feet, all MDA 120 feet, increase S-LOC 32 Cat C/D visibility ½ mile and Circling Cat C visibility ½ mile, Cat D ¼ mile. For inoperative MALSR when using Marion altimeter setting, increase S-ILS 32 visibility ½ mile all Cats.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MFD VORTAC and hold.

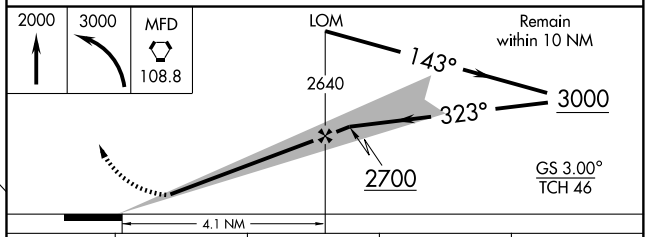
ATIS	MANSFIELD APP CON ★	MANSFIELD TOWER ★	GND CON	UNICOM
125.3	124.2 390.8	119.8 (CTAF) L 325.8	121.8 325.8	122.95





FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

ADF or DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 32	1493/24 200 (200-½)			
S-LOC 32	1860/24 567 (600-½)		1860/50 567 (600-1)	1860/60 567 (600-1¼)
CIRCLING	1860-1 563 (600-1)		1860-1½ 563 (600-1½)	1880-2 583 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

LOM MF	APP CRS	Rwy Idg	9001
372	323°	TDZE	1293
		Apt Elev	1297

NDB RWY 32

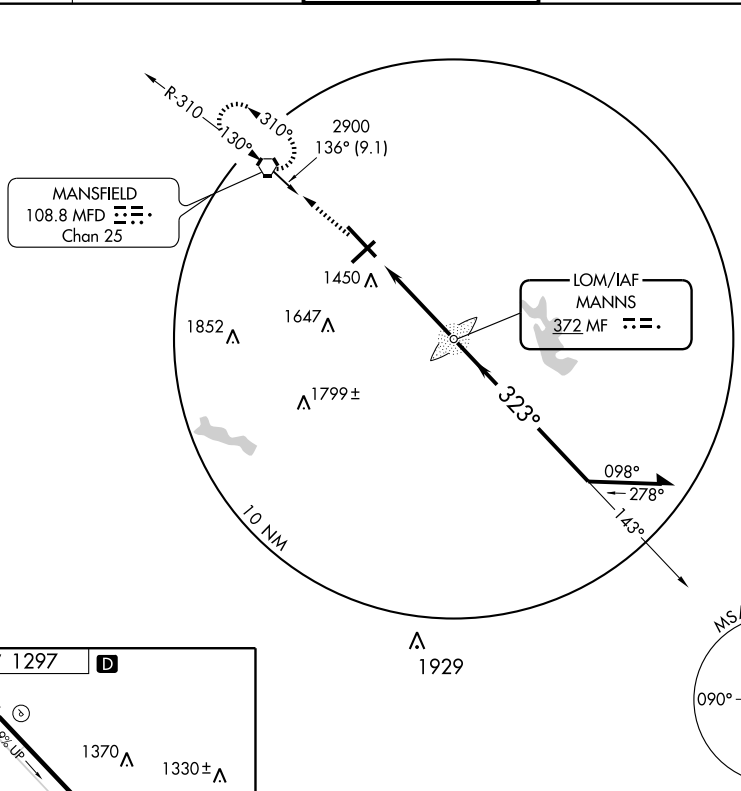
MANSFIELD LAHM RGNL (MFD)

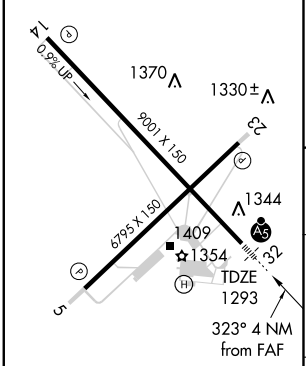
ASR

MALSR

MISSED APPROACH: Climb to 2900 direct MFD VORTAC and hold.

ATIS	MANSFIELD APP CON ★	MANSFIELD TOWER ★	GND CON	UNICOM
125.3	124.2 390.8	119.8 (CTAF) L 325.8	121.8 325.8	122.95

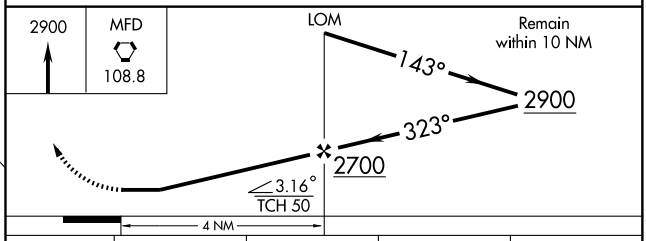




HIRL Rwys 5-23 and 14-32 L

REIL Rwys 5 and 23 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-32	1900/40 607 (700-¾)		1900/60 607 (700-1¼)	1900-1¾ 607 (700-1¾)
CIRCLING	1900-1 603 (700-1)		1900-1¾ 603 (700-1¾)	1900-2 603 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	9001
143°	TDZE	1276
	Apt Elev	1297

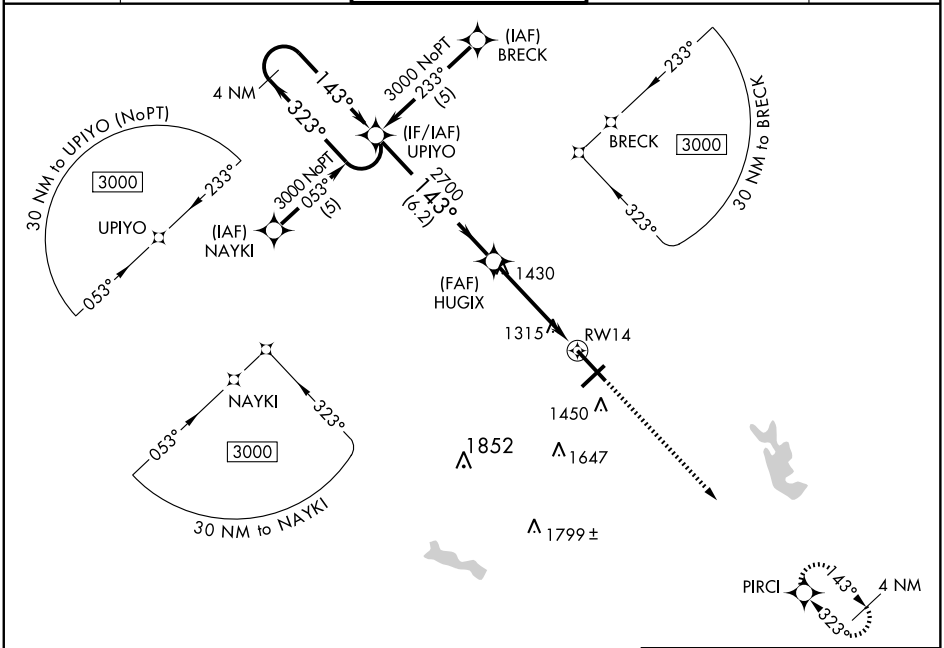
RNAV (GPS) RWY 14

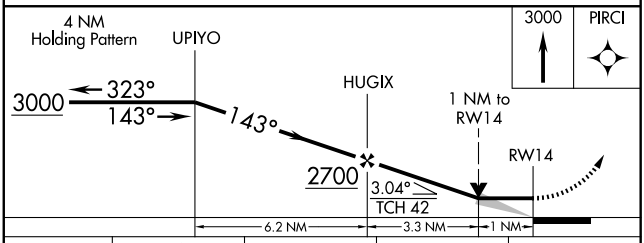
MANSFIELD LAHM RGNL (MFD)

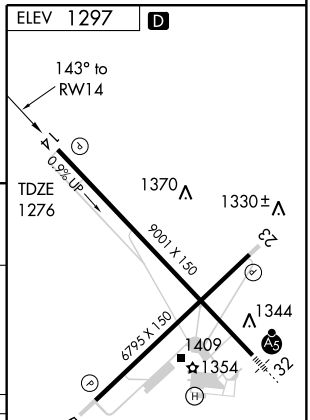
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Marion altimeter setting and increase all MDA 120 feet and LNAV Cat C and Circling Cat D visibility ¼ mile. VDP NA with Marion altimeter setting.

MISSED APPROACH: Climb to 3000 direct PIRCI and hold.

ATIS	MANSFIELD APP CON ★	MANSFIELD TOWER ★	GND CON	UNICOM
125.3	124.2 390.8	119.8 (CTAF) L 325.8	121.8 325.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	1620-1 344 (400-1)			1620-1¼ 344 (400-1¼)
CIRCLING	1760-1 463 (500-1)		1760-1½ 463 (500-1½)	1880-2 583 (600-2)

HIRL Rwys 5-23 and 14-32 L
REIL Rwys 5 and 23 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	9001
CH 99611	323°	TDZE	1293
W32A		Apt Elev	1297

RNAV (GPS) RWY 32

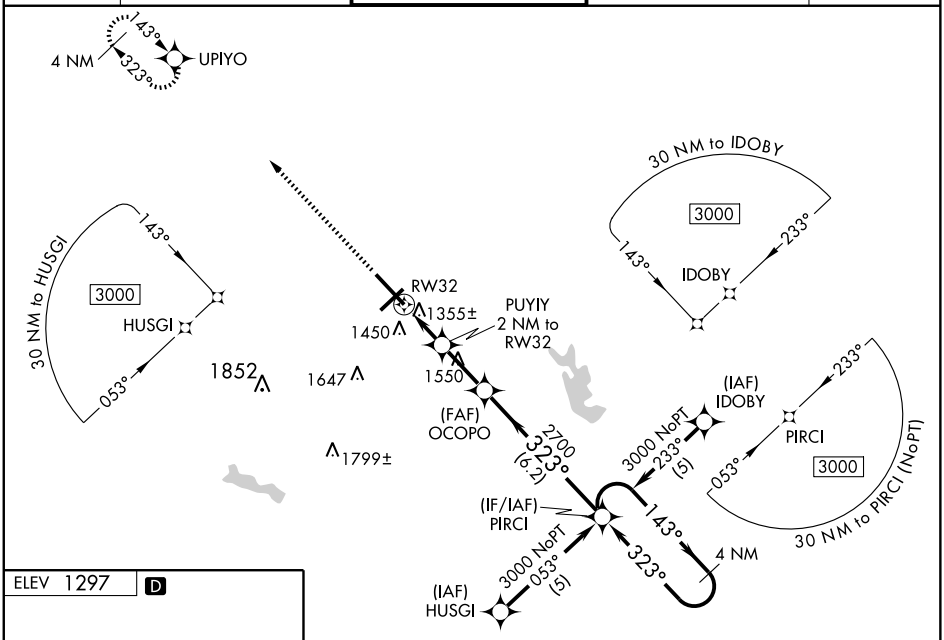
MANSFIELD LAHM RGNL (MFD)

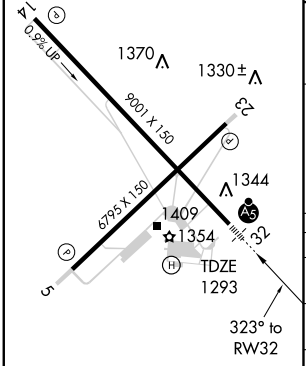
V A — Baro-VNAV NA when using Marion altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Marion altimeter setting and increase all DA 107 feet and all MDA 120 feet, LNAV Cat C and Circling Cat D visibility ¼ mile, LNAV/VNAV all Cats ½ mile. For inoperative MALSR increase LNAV Cat D visibility ¼ mile. For inoperative MALSR when using Marion altimeter setting increase LPV all Cats visibility to 1. VDP NA with Marion altimeter setting.

MALSR (A5)

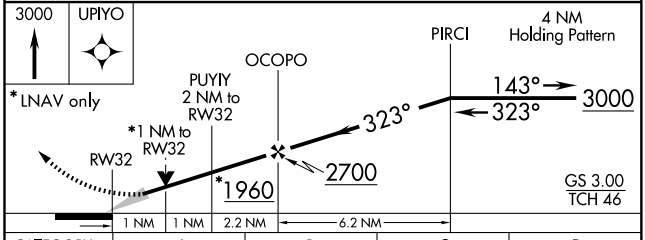
MISSED APPROACH: Climb to 3000 direct UPIYO and hold.

ATIS	MANSFIELD APP CON ★	MANSFIELD TOWER ★	GND CON	UNICOM
125.3	124.2 390.8	119.8 (CTAF) L 325.8	121.8 325.8	122.95





HIRL Rwys 5-23 and 14-32 L
REIL Rwys 5 and 23 L



CATEGORY	A	B	C	D
LPV DA	1493/24 200 (200-½)			
LNAV/VNAV DA	1789/60 496 (500-1¼)			
LNAV MDA	1660/24 367 (400-½)			1660/50 367 (400-1)
CIRCLING	1760-1 463 (500-1)		1760-1½ 463 (500-1½)	1880-2 583 (600-2)

MANSFIELD, OHIO

AL-860 (FAA)

VORTAC MFD	APP CRS	Rwy Idg	6795
108.8	230°	TDZE	1295
Chan 25		Apt Elev	1297

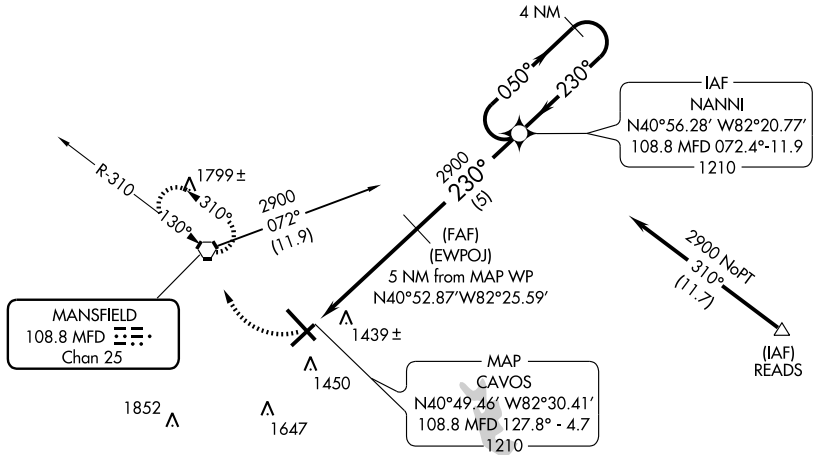
VOR/DME RNAV or GPS RWY 23

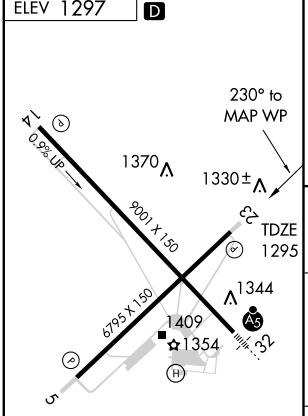
MANSFIELD LAHM RGNL (MFD)

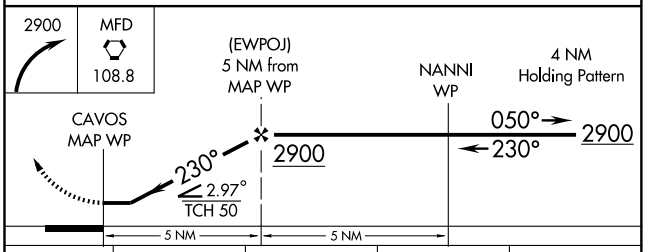
ASR

MISSED APPROACH: Climbing right turn to 2900 direct MFD VORTAC and hold.

ATIS	MANSFIELD APP CON ★	MANSFIELD TOWER ★	GND CON	UNICOM
125.3	124.2 390.8	119.8 (CTAF) L 325.8	121.8 325.8	122.95







CATEGORY	A	B	C	D
S-23	1700-1 405 (500-1)		1700-1¼	405 (500-1¼)
CIRCLING	1760-1 463 (500-1)		1760-1½ 463 (500-1½)	1860-2 563 (600-2)

HIRL Rwys 5-23 and 14-32 L

REIL Rwys 5 and 23 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC MFD	APP CRS	Rwy Idg	9001
108.8	130°	TDZE	1276
Chan 25		Apt Elev	1297

VOR RWY 14

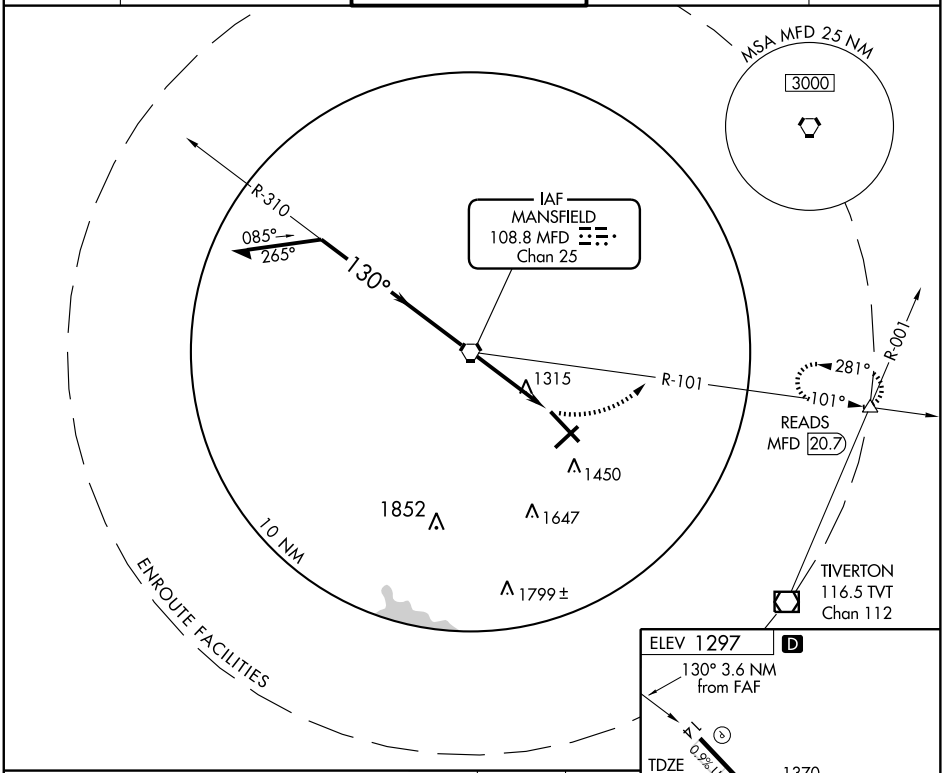
MANSFIELD LAHM RGNL (MFD)

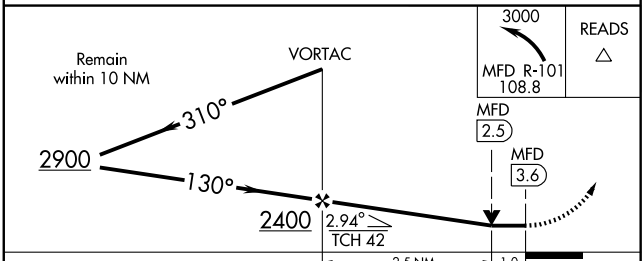
ASR

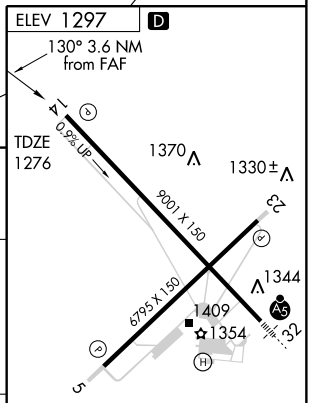
When local altimeter setting not received, use Marion altimeter setting and increase all MDA 120 feet, S-14 visibility Cats C and D ¼ mile and Circling Cat D ¼ mile. VDP NA with Marion altimeter setting. Inoperative table does not apply.

MISSED APPROACH: Climbing left turn to 3000 via MFD R-101 to READS Int/MFD 20.7 DME and hold.

ATIS	MANSFIELD APP CON ★	MANSFIELD TOWER ★	GND CON	UNICOM
125.3	124.2 390.8	119.8 (CTAF) L 325.8	121.8 325.8	122.95







CATEGORY	A	B	C	D
S-14	1620-1 344 (400-1)			1620-1¼ 344 (400-1¼)
CIRCLING	1760-1 463 (500-1)		1760-1½ 463 (500-1½)	1880-2 583 (600-2)

HIRL Rwys 5-23 and 14-32 L
REIL Rwys 5 and 23 L

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC MFD	APP CRS	Rwy Idg	9001
108.8	313°	TDZE	1293
Chan 25		Apt Elev	1297

VOR RWY 32

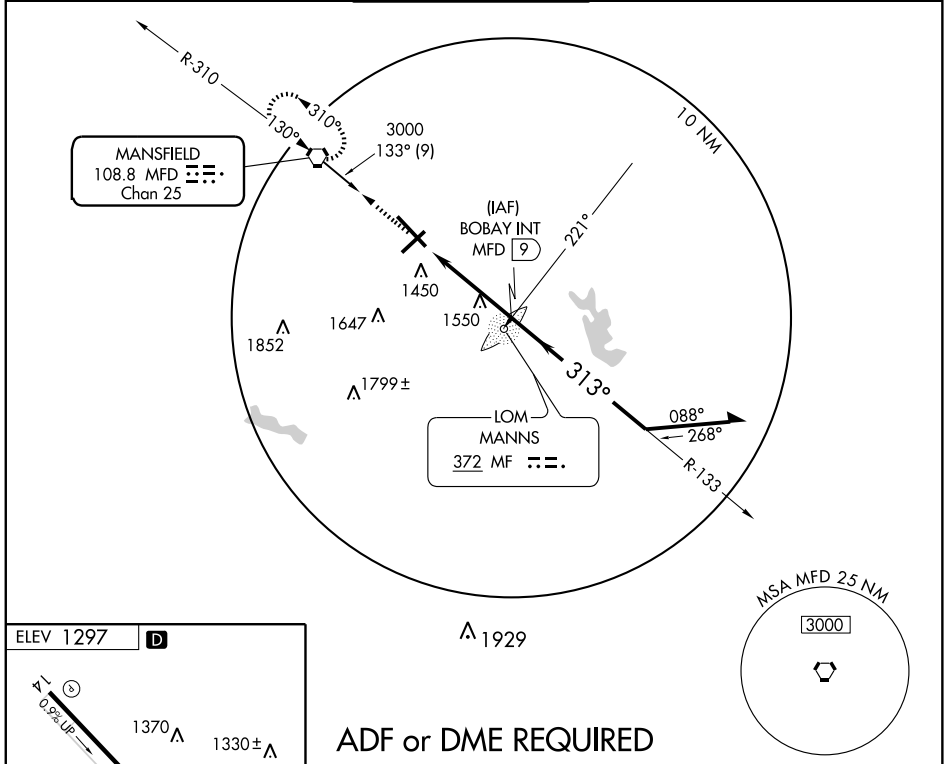
MANSFIELD LAHM RGNL (MFD)

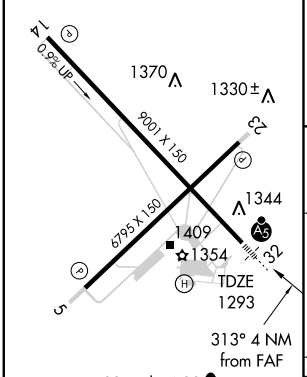
ASR — When local altimeter setting not received, use Marion altimeter setting and increase all MDA 120 feet, S-32 visibility Cats C and D ½ mile and Circling Cat C ½ mile, Cat D ¼ mile. VDP NA with Marion altimeter setting. ADF or DME Required.

MALSR

MISSED APPROACH: Climb to 3000 direct MFD VORTAC and hold.

ATIS	MANSFIELD APP CON ★	MANSFIELD TOWER ★	GND CON	UNICOM
125.3	124.2 390.8	119.8 (CTAF) L 325.8	121.8 325.8	122.95



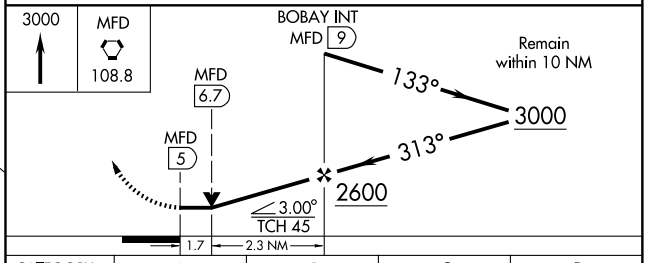


HIRL Rwys 5-23 and 14-32 L

REIL Rwys 5 and 23 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-32	1860/24 567 (600-½)		1860/50 567 (600-1)	1860/60 567 (600-1¼)
CIRCLING	1860-1 563 (600-1)		1860-1½ 563 (600-1½)	1880-2 583 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-AEF	APP CRS	Rwy Idg	5000
110.35	245°	TDZE	993
Chan 40 (Y)		Apt Elev	993

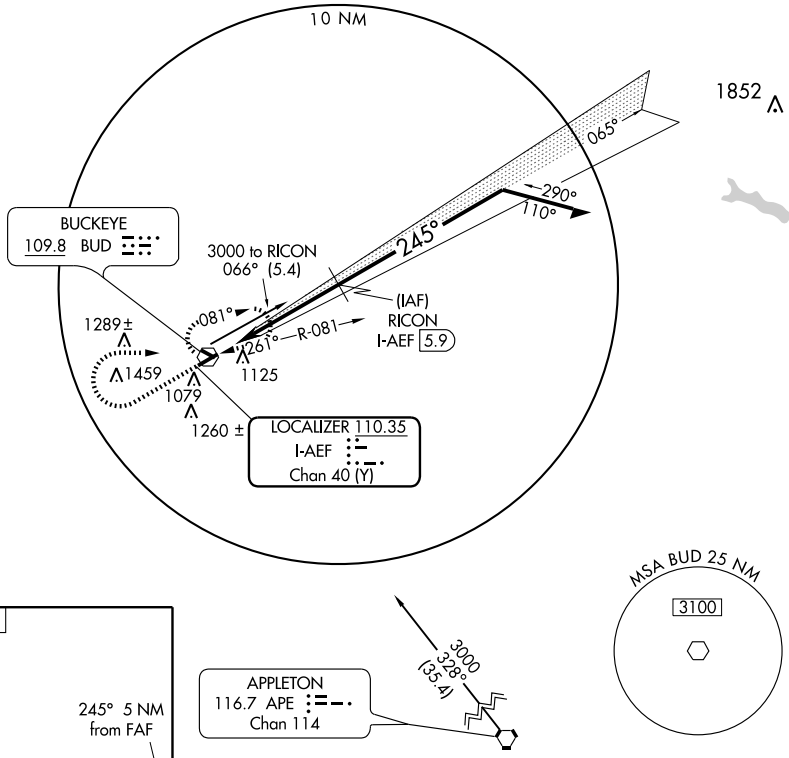
LOC/DME RWY 25

MARION MUNI (MNN)

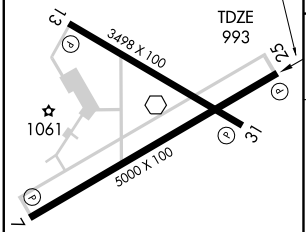
If local altimeter setting not received, use Ohio State University altimeter setting and increase all MDA 100 feet. Visibility reduction by helicopters NA.

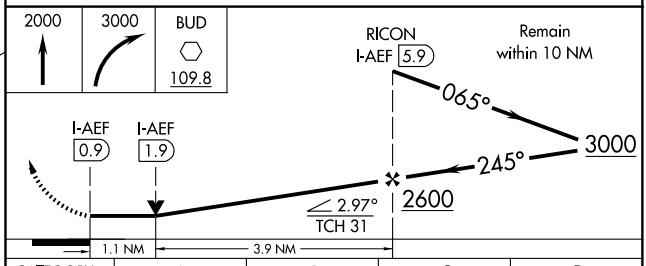
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct BUD VOR and hold.

ASOS	MANSFIELD APP CON ★	CLNC DEL	UNICOM
119.975	124.2 390.8	126.8	122.8 (CTAF) L



ELEV 993





CATEGORY	A	B	C	D
S-25	1360-1 367 (400-1)			1360-1¼ 367 (400-1¼)
CIRCLING	1480-1 486 (500-1)	1500-1 507 (600-1)	1540-1½ 547 (600-1½)	1560-2 566 (600-2)

REIL Rwys 7, 13, 25 and 31 L
MIRL Rwys 7-25 and 13-31 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5000
CH 93604	065°	TDZE	990
W07A		Apt Elev	993

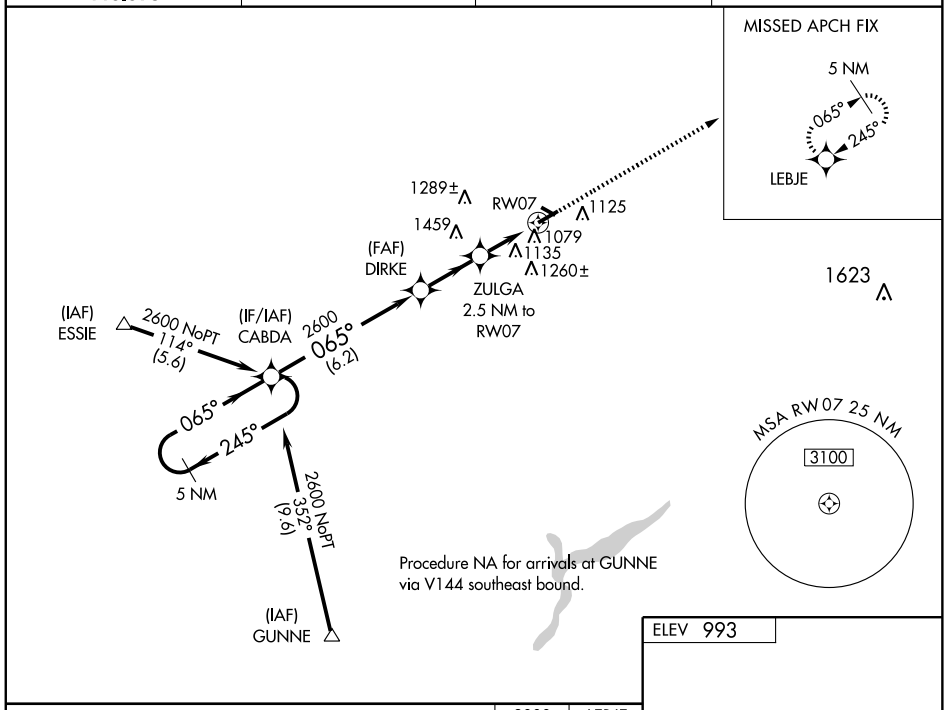
RNAV (GPS) RWY 7

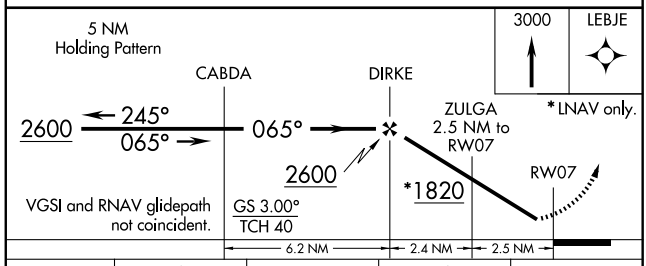
MARION MUNI (MNN)

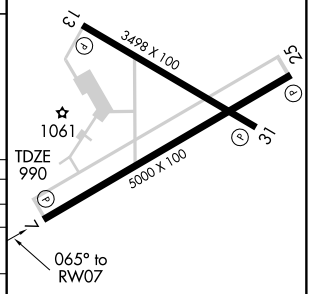
If local altimeter setting not received, use Ohio State University altimeter setting and increase LPV DA 87 feet, LNAV/VNAV DA 195 feet, and all MDAS 100 feet. Baro-VNAV NA when using Ohio State University altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct LEBJE and hold.

ASOS	MANSFIELD APP CON ★	CLNC DEL	UNICOM
119.975	124.2 390.8	126.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1240-1 250 (300-1)			
LNAV/VNAV DA	1379-1½ 389 (400-1½)			
LNAV MDA	1440-1 450 (500-1)		1440-1¼ 450 (500-1¼)	1440-1½ 450 (500-1½)
CIRCLING	1480-1 487 (500-1)	1500-1 507 (600-1)	1540-1½ 547 (600-1½)	1560-2 567 (600-2)

REIL Rwys 7, 13, 25 and 31 L
MIRL Rwys 7-25 and 13-31 L

EC-2, 14 JAN 2010 to 11 FEB 2010

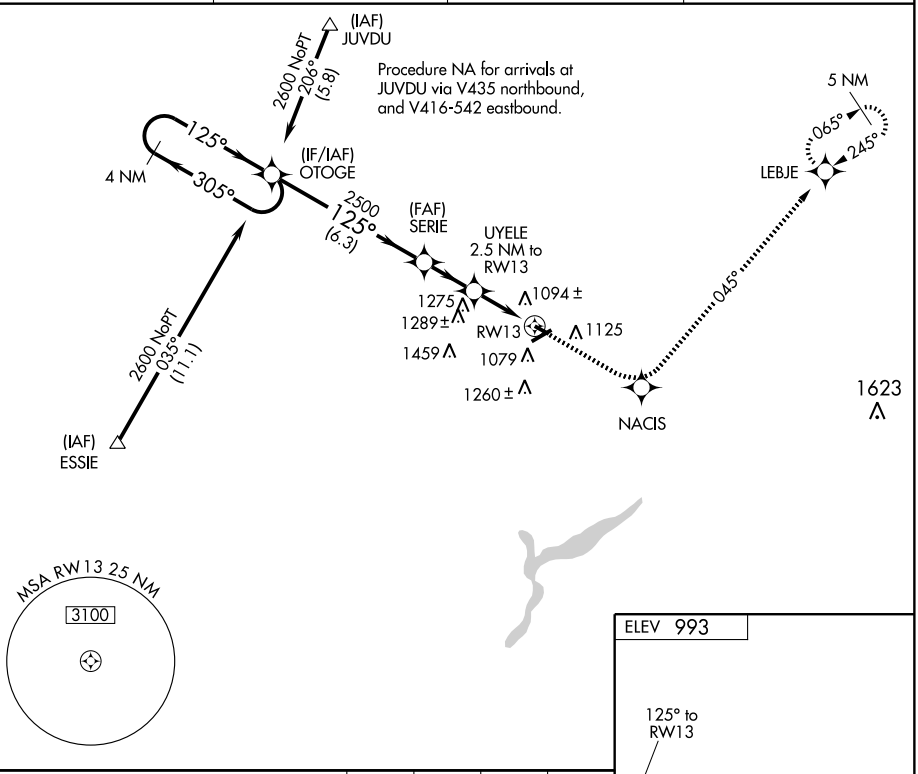
APP CRS	Rwy Idg	3498
125°	TDZE	990
	Apt Elev	993

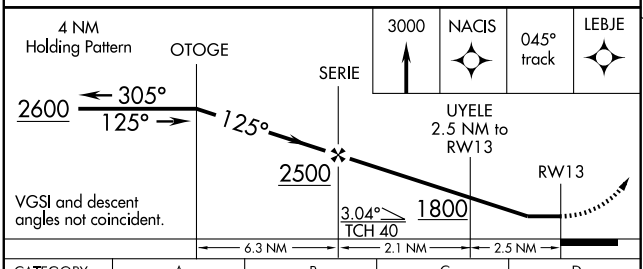
RNAV (GPS) RWY 13
MARION MUNI (MNN)

▼ DME/DME RNP-0.3 NA.
▲ Visibility reduction by helicopters NA.
When local altimeter setting not received, use Ohio State altimeter setting and increase all MDAs 100 feet and visibility Cats C and D and circling Cat C ¼ mile.

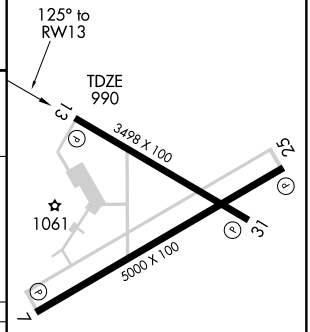
MISSED APPROACH: Climb to 3000 direct NACIS and via 045° track to LEBJE and hold.

ASOS	MANSFIELD APP CON ★	CLNC DEL	UNICOM
119.975	124.2 390.8	126.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1360-1 370 (400-1)			1360-1¼ 370 (400-1¼)
CIRCLING	1480-1 487 (500-1)	1500-1 507 (600-1)	1540-1½ 547 (600-1½)	1560-2 567 (600-2)



REIL Rwys 7, 13, 25 and 31 L
MIRL Rwys 7-25 and 13-31 L

EC-2, 14 JAN 2010 to 11 FEB 2010

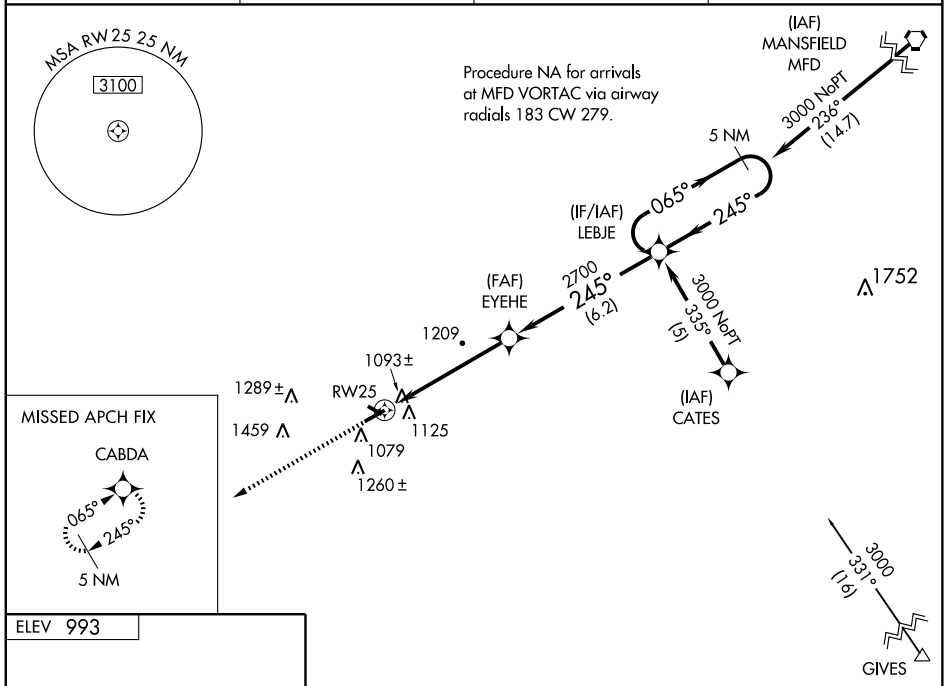
WAAS	APP CRS	Rwy Idg	5000
CH 62904	245°	TDZE	993
W25A		Apt Elev	993

RNAV (GPS) RWY 25
MARION MUNI (MNN)

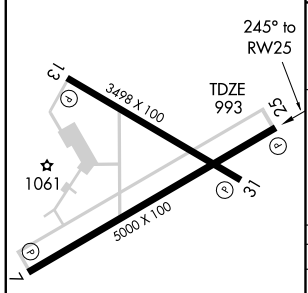
If local altimeter setting not received, use Ohio State University altimeter setting and increase all DAs 87 feet and all MDAs 100 feet. Baro-VNAV NA when using Ohio State University altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

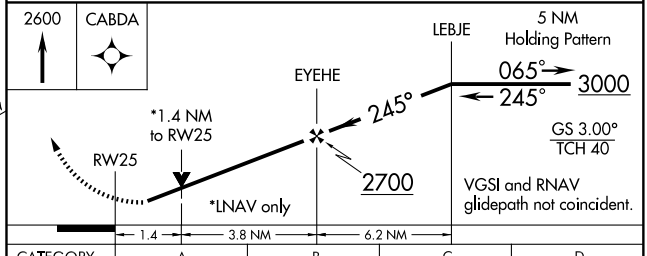
MISSED APPROACH: Climb to 2600 direct CABDA and hold.

ASOS	MANSFIELD APP CON ★	CLNC DEL	UNICOM
119.975	124.2 390.8	126.8	122.8 (CTAF) L



ELEV 993





CATEGORY	A	B	C	D
LPV DA	1334-1¼ 341 (400-1¼)			
LNAV/VNAV DA	1443-1½ 450 (500-1½)			
LNAV MDA	1460-1 467 (500-1)		1460-1¼ 467 (500-1¼)	1460-1½ 467 (500-1½)
CIRCLING	1480-1 487 (500-1)	1500-1 507 (600-1)	1540-1½ 547 (600-1½)	1560-2 567 (600-2)

REIL Rwys 7, 13, 25 and 31 L
MIRL Rwys 7-25 and 13-31 L

EC-2, 14 JAN 2010 to 11 FEB 2010

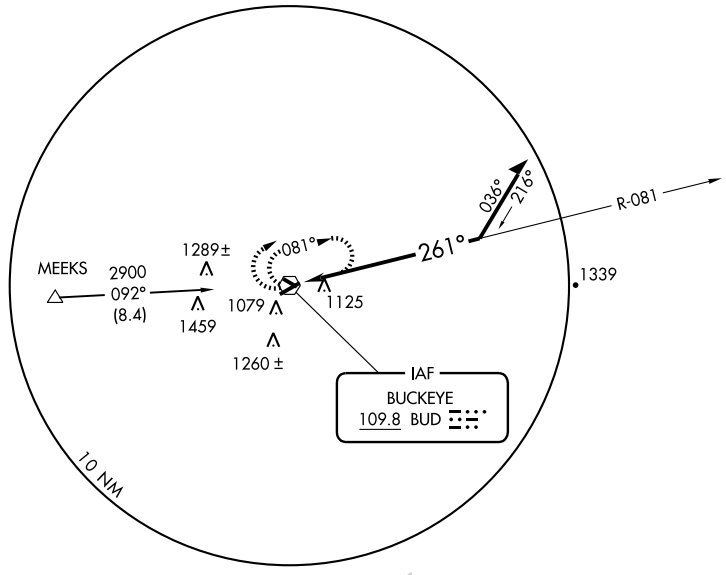
VOR BUD	APP CRS	Rwy Idg	N/A
109.8	261°	TDZE	N/A
		Apt Elev	993

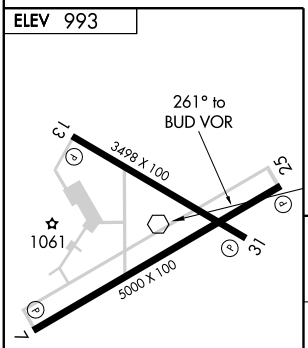
VOR-A
MARION MUNI (MNN)

If local altimeter setting not received, use Ohio State University altimeter setting and increase all MDAs 100 feet.

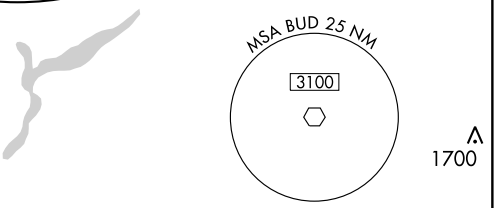
MISSED APPROACH: Climbing right turn to 2900 in BUD VOR holding pattern.

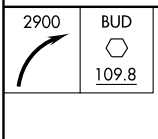
ASOS	MANSFIELD APP CON ★	CLNC DEL	UNICOM
119.975	124.2 390.8	126.8	122.8 (CTAF) L

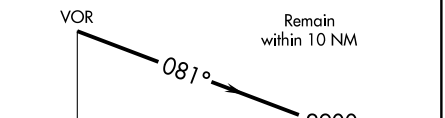




REIL Rwys 7, 13, 25 and 31 L
MIRL Rwys 7-25 and 13-31 L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1640-1	647 (700-1)	1640-1¾ 647 (700-1¾)	1640-2 647 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4218
088°	TDZE	1021
	Apt Elev	1021

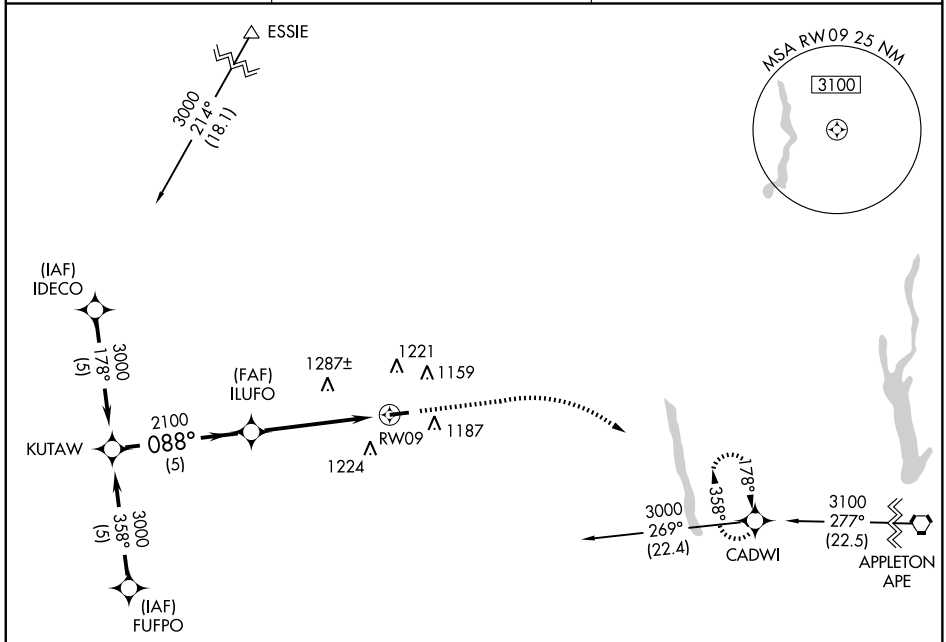
GPS RWY 9

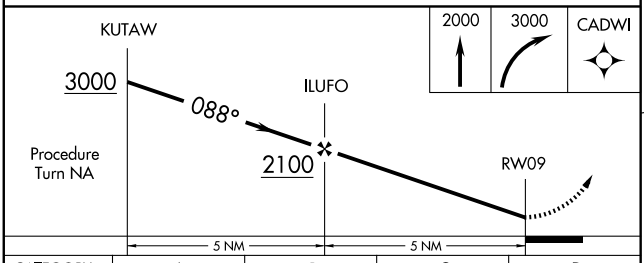
MARYSVILLE / UNION COUNTY (MRT)

NA

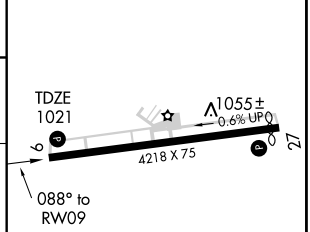
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct CADWI WP and hold.

AWOS-3	COLUMBUS APP CON	UNICOM
119.275	120.2 317.775	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-9	1520-1	499 (500-1)	1520-1¼ 499 (500-1¼)	1520-1½ 499 (500-1½)
CIRCLING	1540-1	519 (600-1)	1560-1½ 539 (600-1½)	1580-2 559 (600-2)



MIRL Rwy 9-27 L

REIL Rwys 9 and 27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4094
268°	TDZE	1015
	Apt Elev	1021

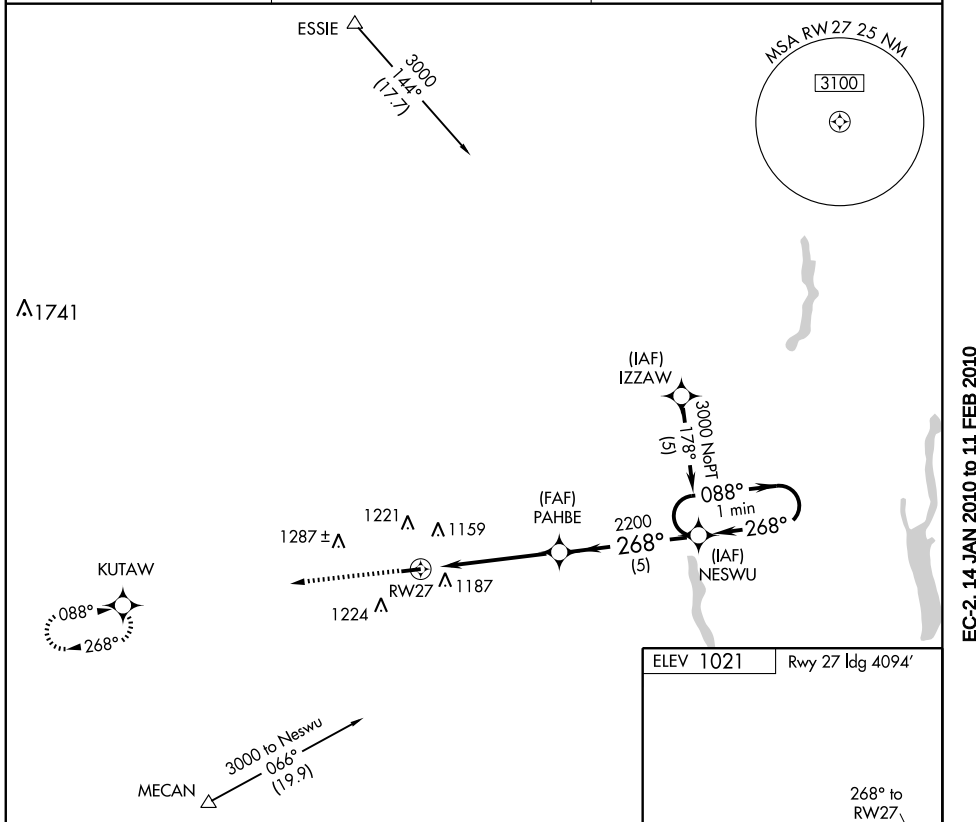
GPS RWY 27

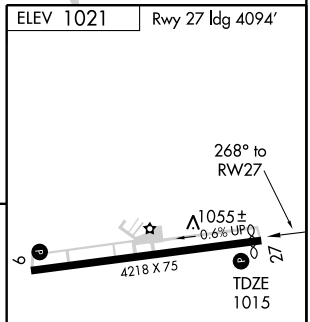
MARYSVILLE / UNION COUNTY (MRT)

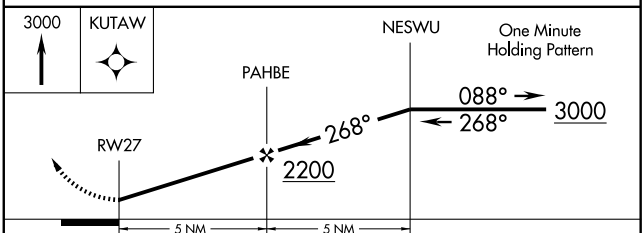
NA

MISSED APPROACH: Climb to 3000 direct KUTAW WP and hold.

AWOS-3	COLUMBUS APP CON	UNICOM
119.275	120.2 317.775	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-27	1520-1	505 (500-1)	1520-1½	505 (500-1½)
CIRCLING	1540-1	519 (600-1)	1560-1½ 539 (600-1½)	1580-2 559 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

CLEVELAND DEP CON
125.35 354.025

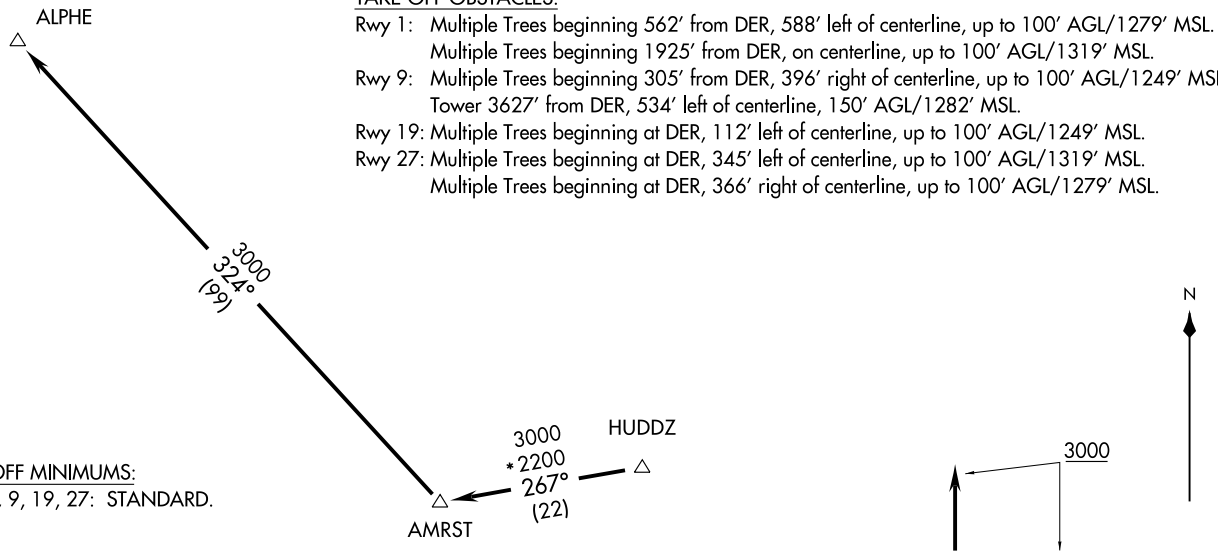
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1, 9, 19, 27: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 1: Multiple Trees beginning 562′ from DER, 588′ left of centerline, up to 100′ AGL/1279′ MSL.
Multiple Trees beginning 1925′ from DER, on centerline, up to 100′ AGL/1319′ MSL.
Rwy 9: Multiple Trees beginning 305′ from DER, 396′ right of centerline, up to 100′ AGL/1249′ MSL.
Tower 3627′ from DER, 534′ left of centerline, 150′ AGL/1282′ MSL.
Rwy 19: Multiple Trees beginning at DER, 112′ left of centerline, up to 100′ AGL/1249′ MSL.
Rwy 27: Multiple Trees beginning at DER, 345′ left of centerline, up to 100′ AGL/1319′ MSL.
Multiple Trees beginning at DER, 366′ right of centerline, up to 100′ AGL/1279′ MSL.



TAKE-OFF MINIMUMS:
Rwys 1, 9, 19, 27: STANDARD.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED.

NOTE: Chart not to scale.

(ALPHE2.ALPHE) 09127

ALPHE TWO DEPARTURE (RNAV)

SL-5763 (FAA)

MEDINA MUNI (1G5)
MEDINA, OHIO

CLEVELAND DEP CON
125.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1, 9, 19, 27: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

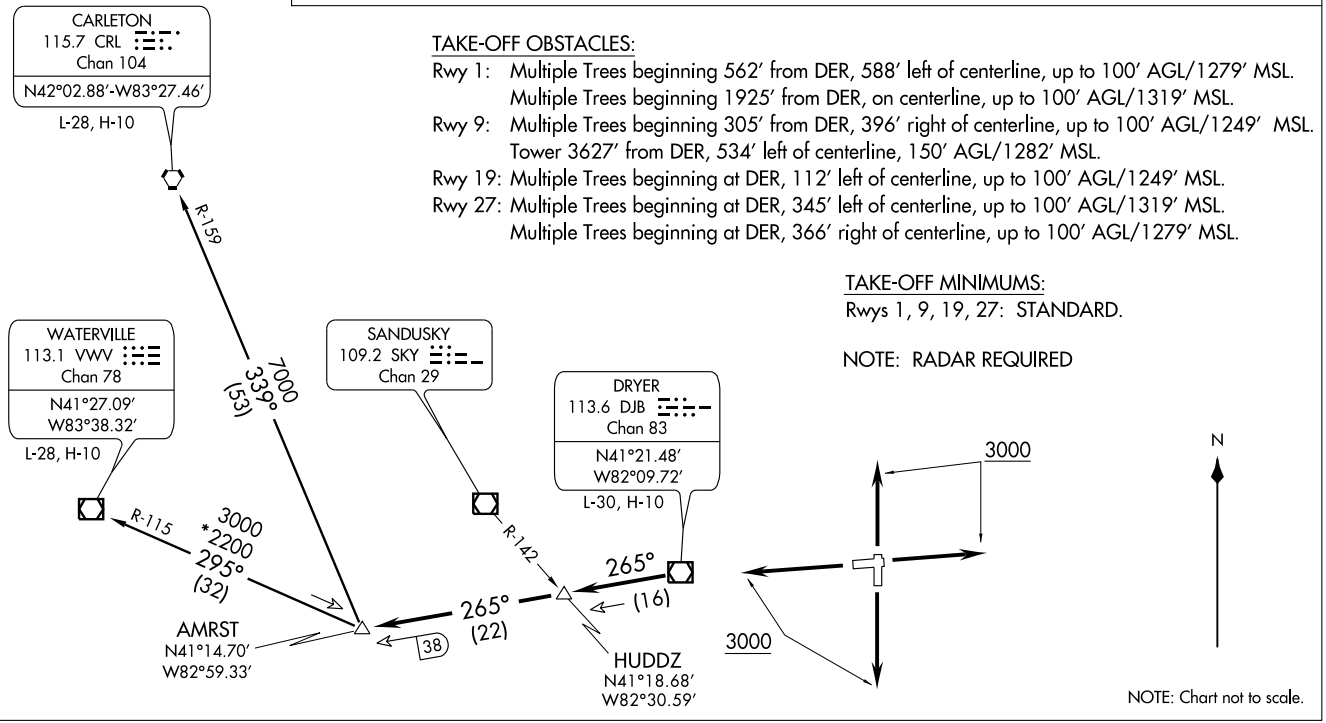
CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF OBSTACLES:

Rwy 1: Multiple Trees beginning 562′ from DER, 588′ left of centerline, up to 100′ AGL/1279′ MSL.
Multiple Trees beginning 1925′ from DER, on centerline, up to 100′ AGL/1319′ MSL.
Rwy 9: Multiple Trees beginning 305′ from DER, 396′ right of centerline, up to 100′ AGL/1249′ MSL.
Tower 3627′ from DER, 534′ left of centerline, 150′ AGL/1282′ MSL.
Rwy 19: Multiple Trees beginning at DER, 112′ left of centerline, up to 100′ AGL/1249′ MSL.
Rwy 27: Multiple Trees beginning at DER, 345′ left of centerline, up to 100′ AGL/1319′ MSL.
Multiple Trees beginning at DER, 366′ right of centerline, up to 100′ AGL/1279′ MSL.

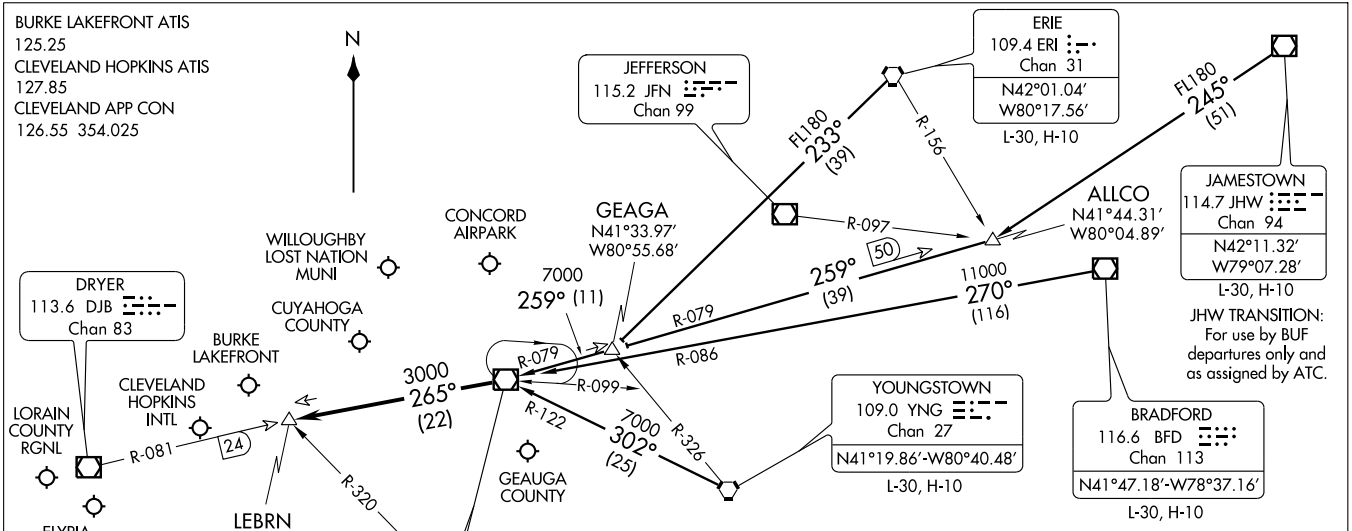
TAKE-OFF MINIMUMS:
Rwys 1, 9, 19, 27: STANDARD.

NOTE: RADAR REQUIRED



(AMRST2.AMRST) 09183
AMRST TWO DEPARTURE
SL-5763 (FAA)
MEDINA MUNI (1G5)
MEDINA, OHIO

CHARDON TWO ARRIVAL



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

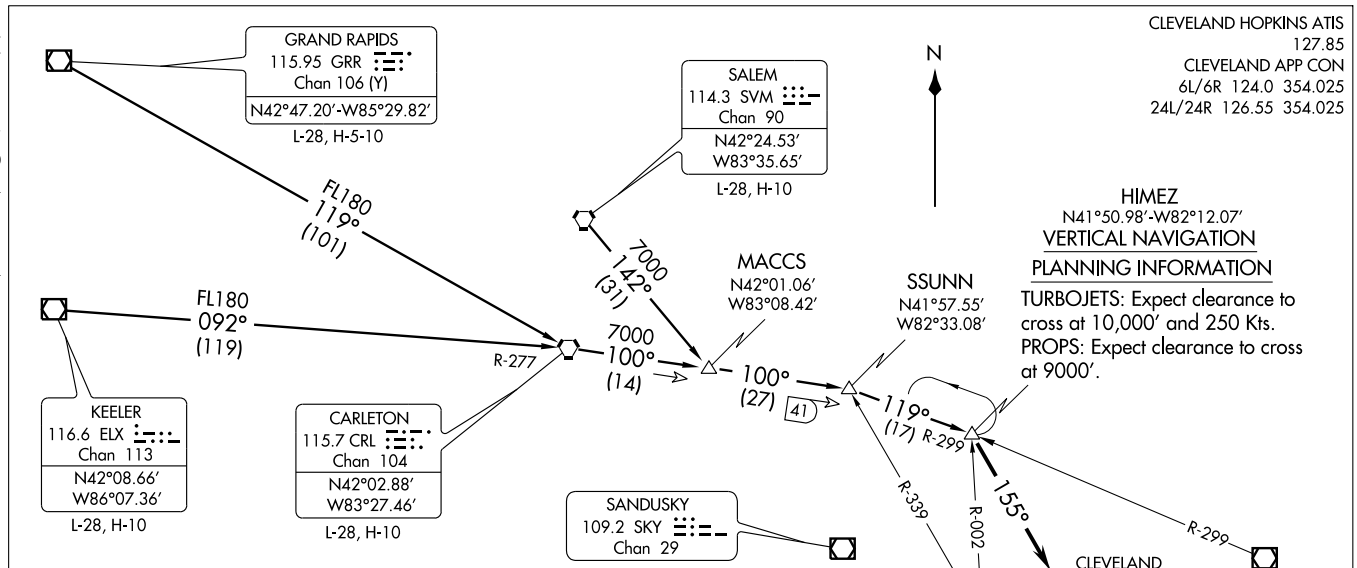
BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.



ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.HIMEZ2): From over CRL VORTAC via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.HIMEZ2): From over GRR VOR/DME via GRR R-119 to CRL VORTAC, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

KEELER TRANSITION (ELX.HIMEZ2): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

SALEM TRANSITION (SVM.HIMEZ2): From over SVM VORTAC via SVM R-142 to MACCS INT, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

. . . . From over HIMEZ INT, fly heading 155°. Expect radar vectors to final approach course.

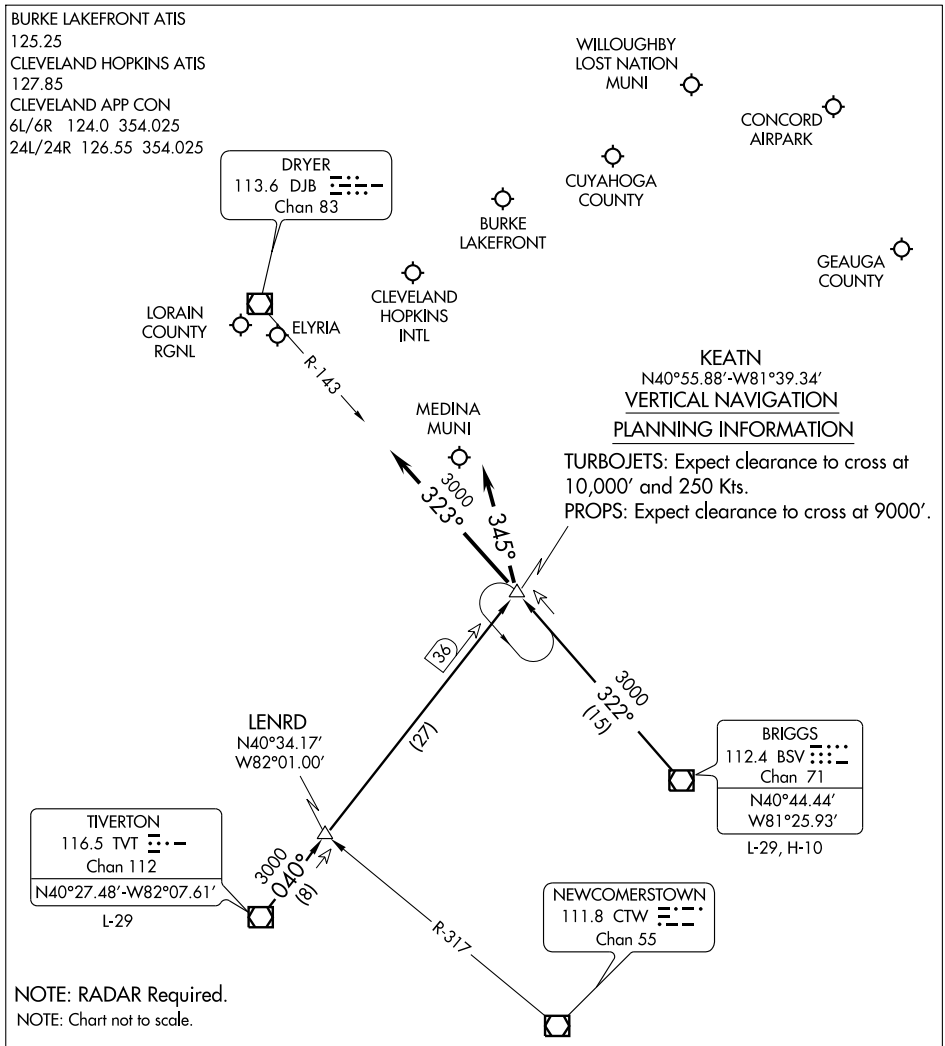
NOTE: RADAR Required.

NOTE: Chart not to scale.

KEATN FOUR ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

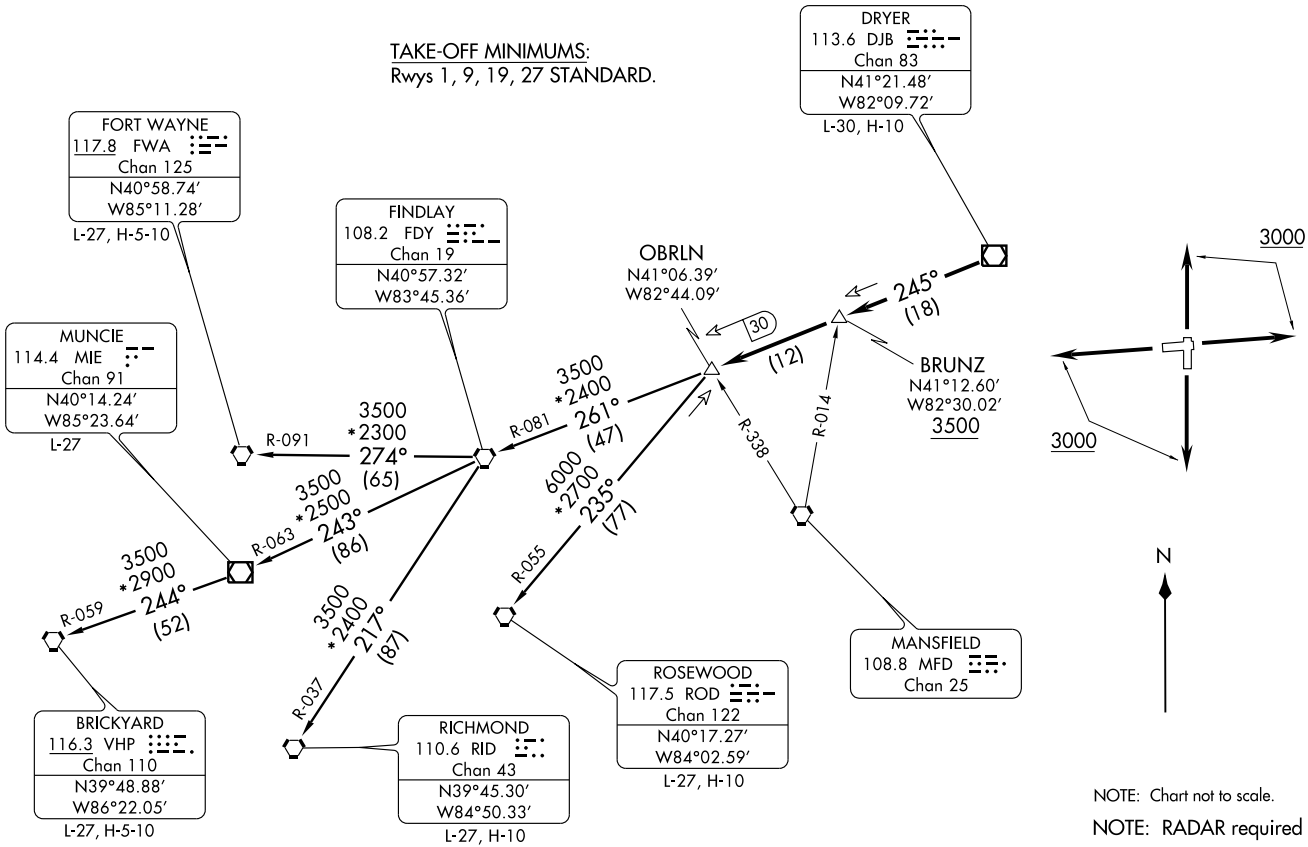
LANDING CLE RWY 6L/R: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

CLEVELAND DEP CON
125.35 346.325

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
Rwys 1, 9, 19, 27 STANDARD.



NOTE: Chart not to scale.

NOTE: RADAR required

(OBRLN2.OBRLN) 09183

OBRLN TWO DEPARTURE

SL-5763 (FAA)

MEDINA MUNI (1G5)
MEDINA, OHIO

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1, 9, 19, 27: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.
FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.
MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.
RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.
ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 1: Multiple Trees beginning 562′ from DER, 588′ left of centerline, up to 100′ AGL/1279′ MSL.
Multiple Trees beginning 1925′ from DER, on centerline, up to 100′ AGL/1319′ MSL.
Rwy 9: Multiple Trees beginning 305′ from DER, 396′ right of centerline, up to 100′ AGL/1249′ MSL.
Tower 3627′ from DER, 534′ left of centerline, 150′ AGL/1282′ MSL.
Rwy 19: Multiple Trees beginning at DER, 112′ left of centerline, up to 100′ AGL/1249′ MSL.
Rwy 27: Multiple Trees beginning at DER, 345′ left of centerline, up to 100′ AGL/1319′ MSL.
Multiple Trees beginning at DER, 366′ right of centerline, up to 100′ AGL/1279′ MSL.

EC-2, 14 JAN 2010 to 11 FEB 2010

MEDINA, OHIO

AL-5763 (FAA)

APP CRS	Rwy Idg	3556
091°	TDZE	1179
	Apt Elev	1190

RNAV (GPS) RWY 9

MEDINA MUNI (1G5)

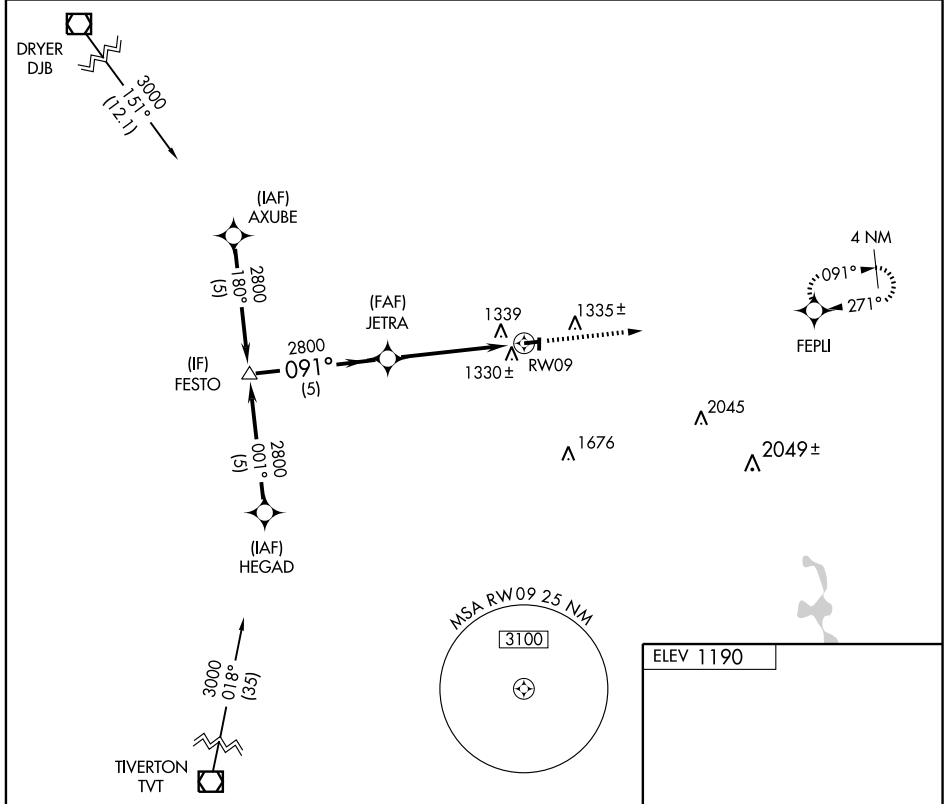
Use Cleveland-Hopkins altimeter setting.
DME/DME RNP-0.3 NA.

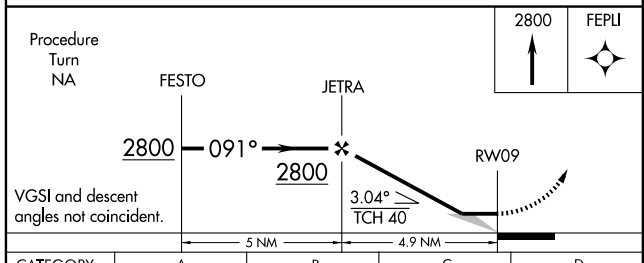
NA

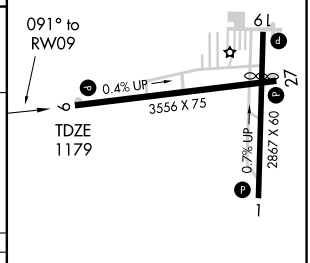
MISSED APPROACH: Climb to 2800 direct FEPLI WP and hold.

CLEVELAND APP CON
125.35 354.025

UNICOM
123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1700-1	521 (600-1)	1700-1½ 521 (600-1½)	NA
CIRCLING	1740-1	550 (600-1)	1740-1½ 550 (600-1½)	NA

REIL Rwy 27
MIRL Rwy 9-27, 1-19 L

EC-2, 14 JAN 2010 to 11 FEB 2010

MEDINA, OHIO

AL-5763 (FAA)

APP CRS	Rwy Idg	3556
271°	TDZE	1183
	Apt Elev	1190

RNAV (GPS) RWY 27

MEDINA MUNI (1G5)

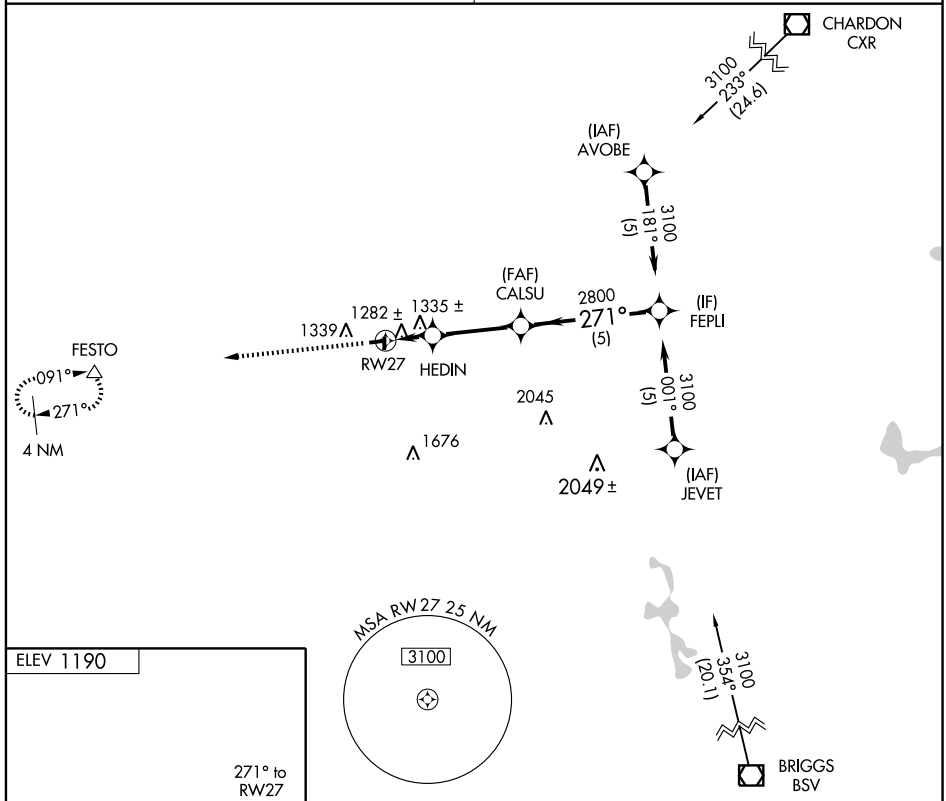
Use Cleveland Hopkins altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

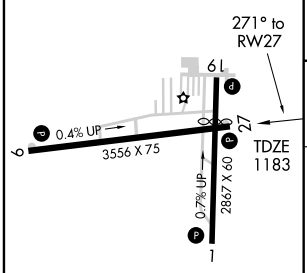
NA

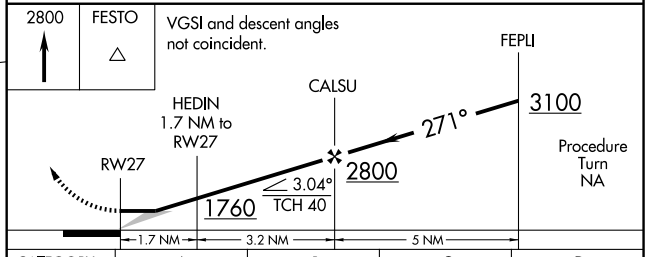
MISSED APPROACH: Climb to 2800 direct FESTO WP and hold.

CLEVELAND APP CON
125.35 354.025

UNICOM
123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1680-1	497 (500-1)	1680-1¼ 497 (500-1¼)	NA
CIRCLING	1740-1	550 (600-1)	1740-1½ 550 (600-1½)	NA

REIL Rwy 27
MIRL Rwy 9-27, 1-19 L

EC-2, 14 JAN 2010 to 11 FEB 2010

SANDUSKY TWO DEPARTURE (SKY2.SKY) 09183

SL-5763 (FAA)

MEDINA MUNI (1G5)
MEDINA, OHIO

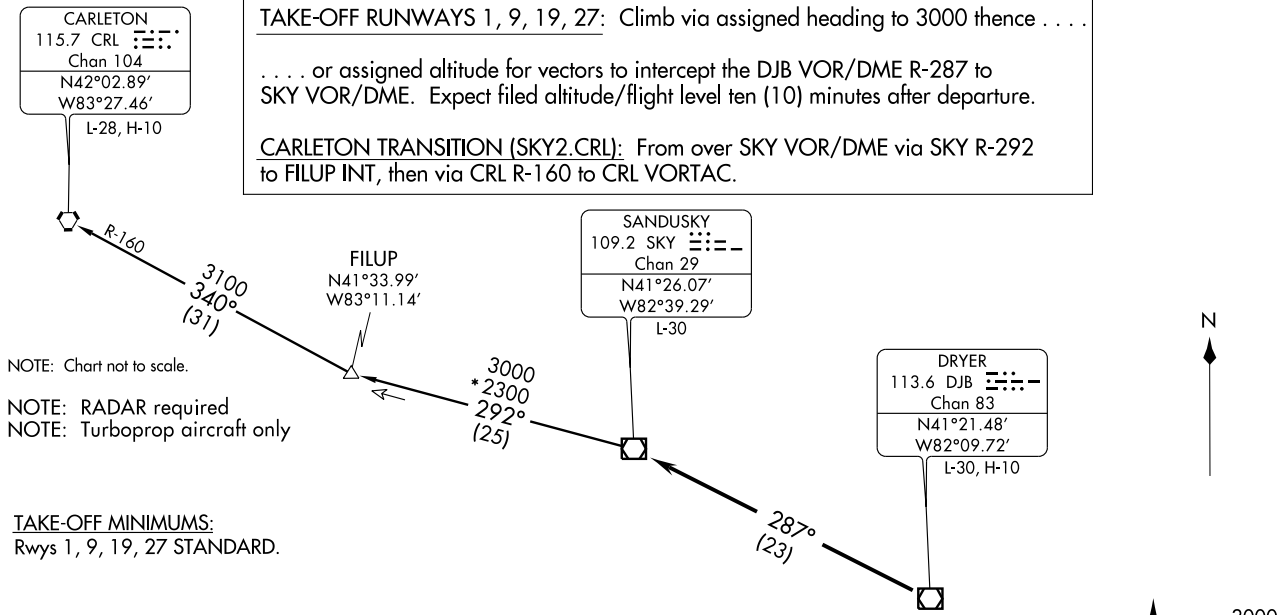
CLEVELAND DEP CON
125.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1, 9, 19, 27: Climb via assigned heading to 3000 thence . . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

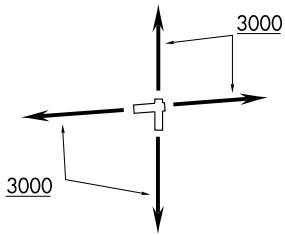
CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.



NOTE: Chart not to scale.

NOTE: RADAR required
NOTE: Turboprop aircraft only

TAKE-OFF MINIMUMS:
Rwys 1, 9, 19, 27 STANDARD.



TAKE-OFF OBSTACLES:

Rwy 1: Multiple Trees beginning 562' from DER, 588' left of centerline, up to 100' AGL/1279' MSL.
Multiple Trees beginning 1925' from DER, on centerline, up to 100' AGL/1319' MSL.

Rwy 9: Multiple Trees beginning 305' from DER, 396' right of centerline, up to 100' AGL/1249' MSL.
Tower 3627' from DER, 534' left of centerline, 150' AGL/1282' MSL.

Rwy 19: Multiple Trees beginning at DER, 112' left of centerline, up to 100' AGL/1249' MSL.

Rwy 27: Multiple Trees beginning at DER, 345' left of centerline, up to 100' AGL/1319' MSL.
Multiple Trees beginning at DER, 366' right of centerline, up to 100' AGL/1279' MSL.

MEDINA, OHIO

AL-5763 (FAA)

VOR/DME ACO 114.4 Chan 91	APP CRS 278°	Rwy Idg 3556 TDZE 1183 Apt Elev 1190

VOR RWY 27

MEDINA MUNI (1G5)

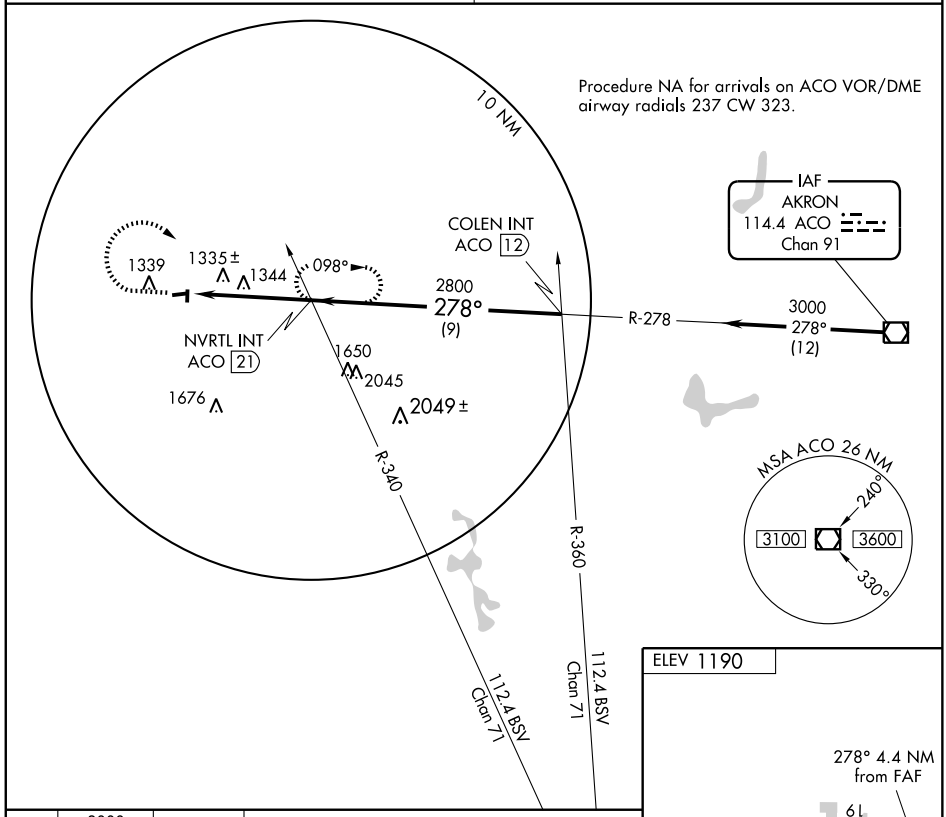
NA

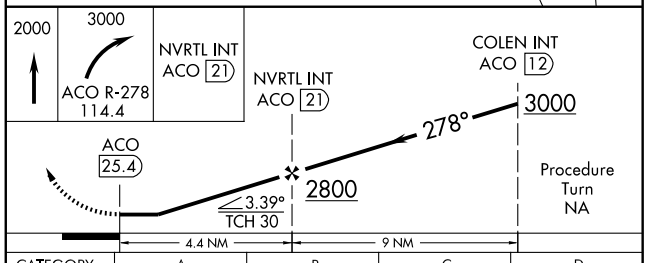
Use Cleveland-Hopkins Intl altimeter setting.

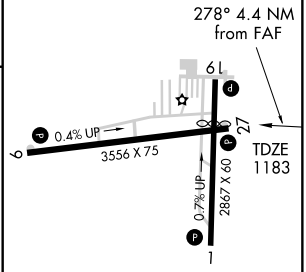
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via ACO R-278 to NVRTL Int/21 DME and hold, continue climb-in-hold to 3000.

CLEVELAND APP CON
125.35 354.025

UNICOM
123.0 (CTAF) L







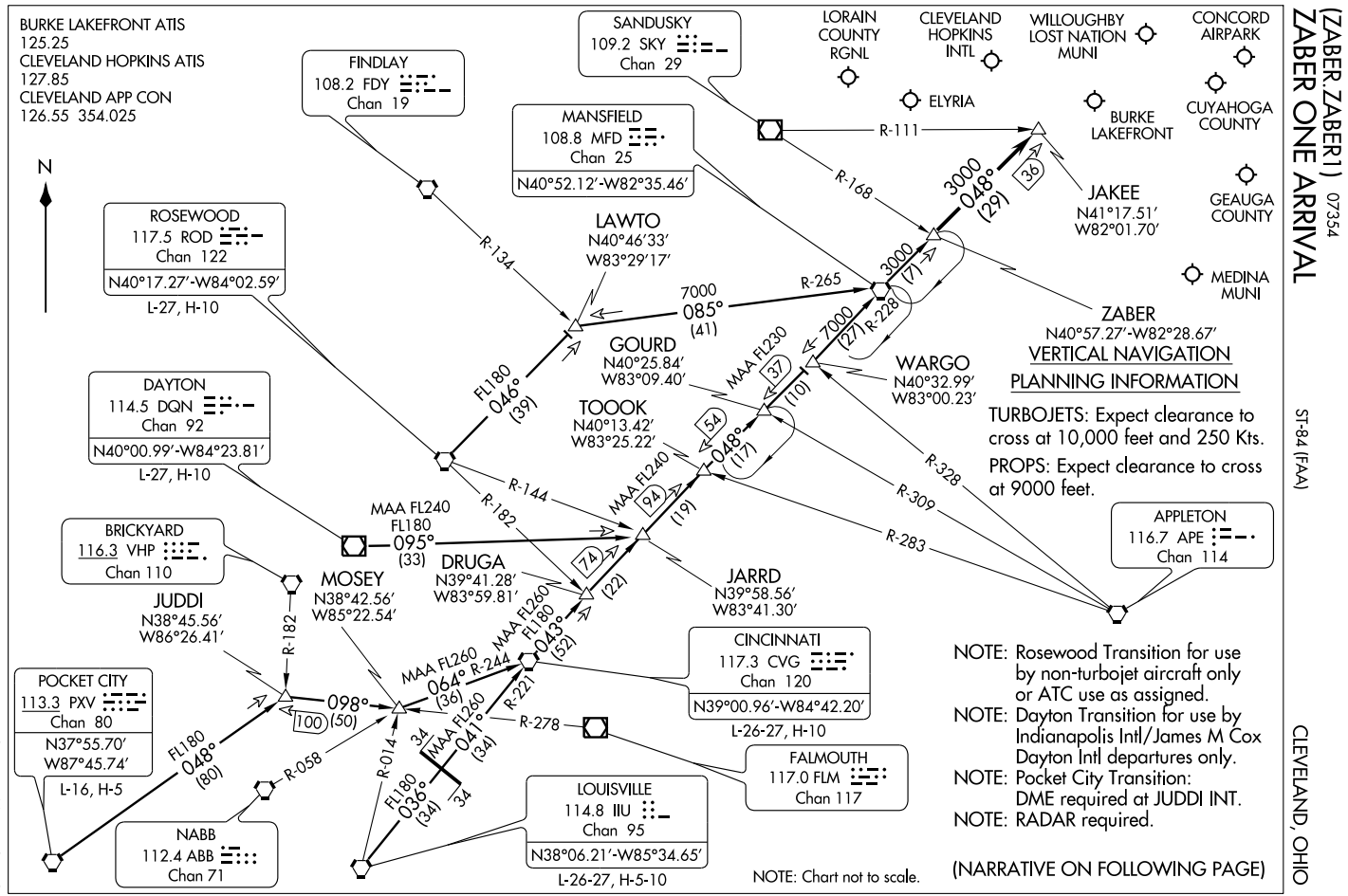
CATEGORY	A	B	C	D
S-27	1760-1 577 (600-1)	1760-1¼ 577 (600-1¼)	1760-1½ 577 (600-1½)	NA
CIRCLING	1800-1 610 (700-1)	1800-1¼ 610 (700-1¼)	1800-1¾ 610 (700-1¾)	NA

REIL Rwy 27
MIRL Rwy 9-27, 1-19 L

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-2, 14 JAN 2010 to 11 FEB 2010



(ZABER.ZABER1) 07354

ZABER ONE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 14 JAN 2010 to 11 FEB 2010

CLEVELAND DEP CON
125.35 346.32

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11, 29: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

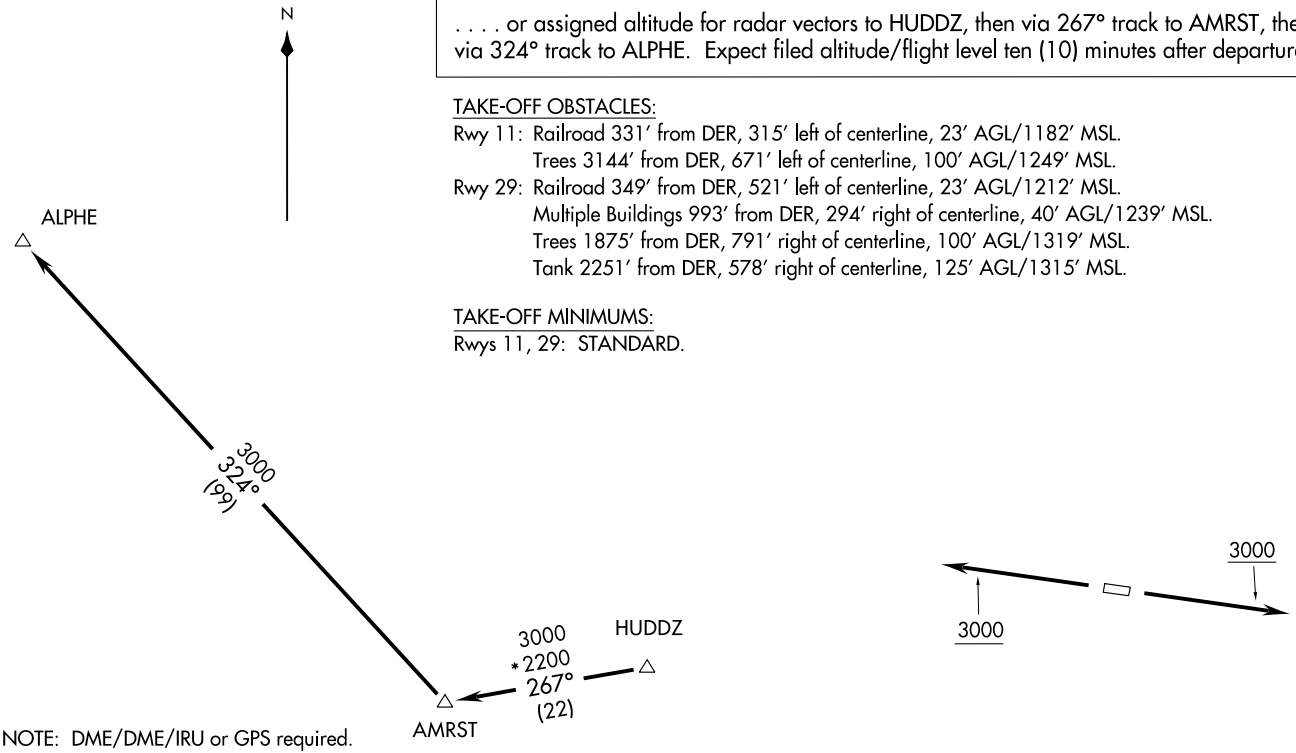
TAKE-OFF OBSTACLES:

Rwy 11: Railroad 331′ from DER, 315′ left of centerline, 23′ AGL/1182′ MSL.
Trees 3144′ from DER, 671′ left of centerline, 100′ AGL/1249′ MSL.

Rwy 29: Railroad 349′ from DER, 521′ left of centerline, 23′ AGL/1212′ MSL.
Multiple Buildings 993′ from DER, 294′ right of centerline, 40′ AGL/1239′ MSL.
Trees 1875′ from DER, 791′ right of centerline, 100′ AGL/1319′ MSL.
Tank 2251′ from DER, 578′ right of centerline, 125′ AGL/1315′ MSL.

TAKE-OFF MINIMUMS:

Rwys 11, 29: STANDARD.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED.

NOTE: Chart not to scale.

ALPHE TWO DEPARTURE (RNAV)

(ALPHE2.ALPHE) 09183

SL-6254 (FAA)

MIDDLEFIELD / GEAUGA COUNTY (7G8)

MIDDLEFIELD, OHIO

CLEVELAND DEP CON
125.35 346.325

TAKE-OFF MINIMUMS:
Rwys 11, 29: STANDARD.

NOTE: RADAR REQUIRED

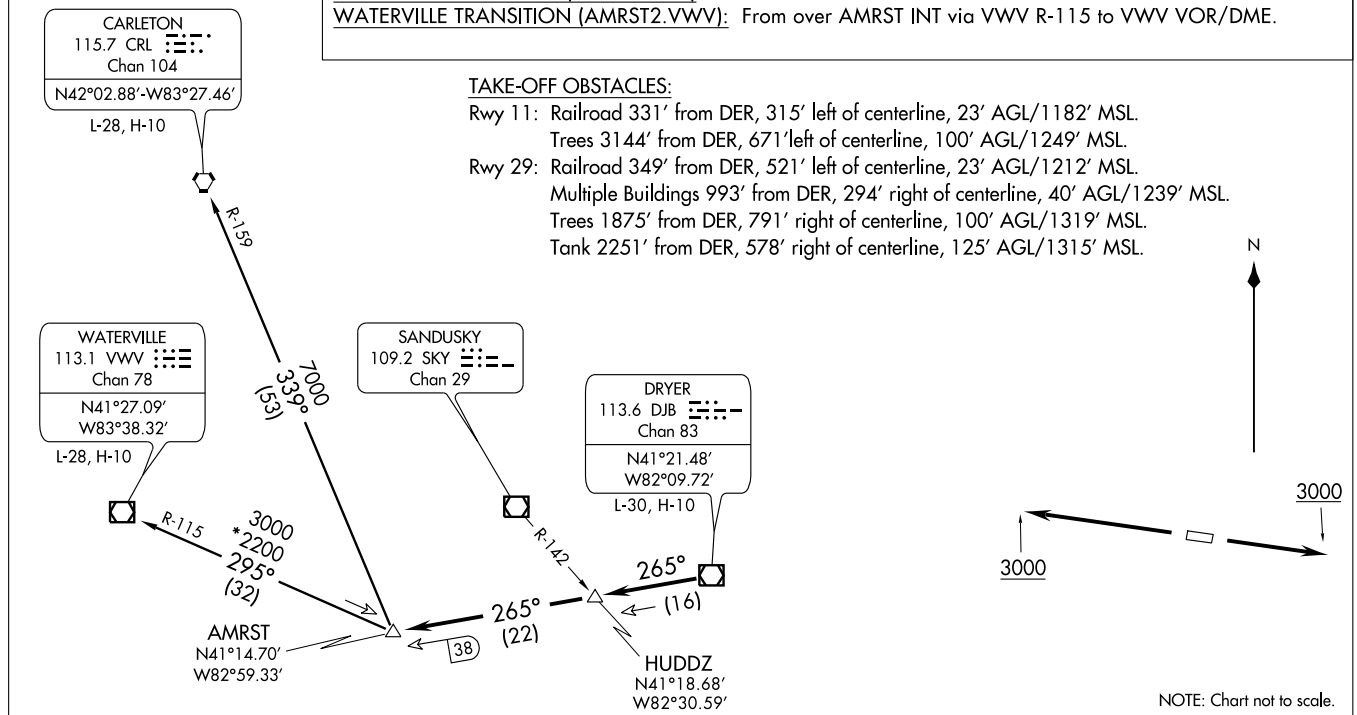
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11, 29: Climb via assigned heading to 3000 thence. . . .

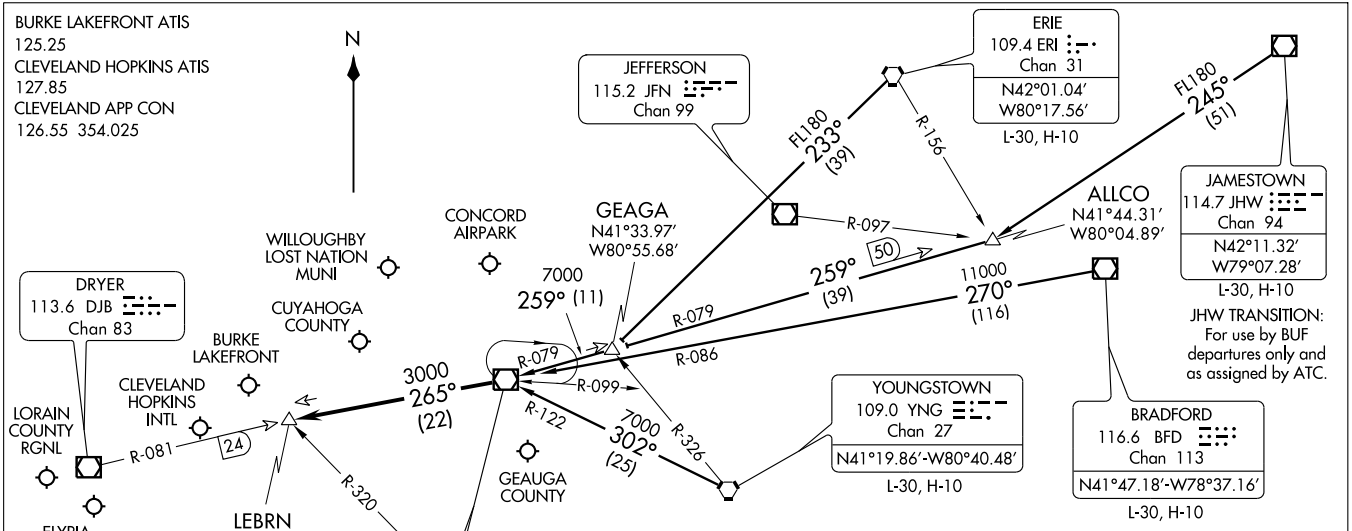
. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 11: Railroad 331′ from DER, 315′ left of centerline, 23′ AGL/1182′ MSL.
Trees 3144′ from DER, 671′left of centerline, 100′ AGL/1249′ MSL.
Rwy 29: Railroad 349′ from DER, 521′ left of centerline, 23′ AGL/1212′ MSL.
Multiple Buildings 993′ from DER, 294′ right of centerline, 40′ AGL/1239′ MSL.
Trees 1875′ from DER, 791′ right of centerline, 100′ AGL/1319′ MSL.
Tank 2251′ from DER, 578′ right of centerline, 125′ AGL/1315′ MSL.



CHARDON TWO ARRIVAL



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

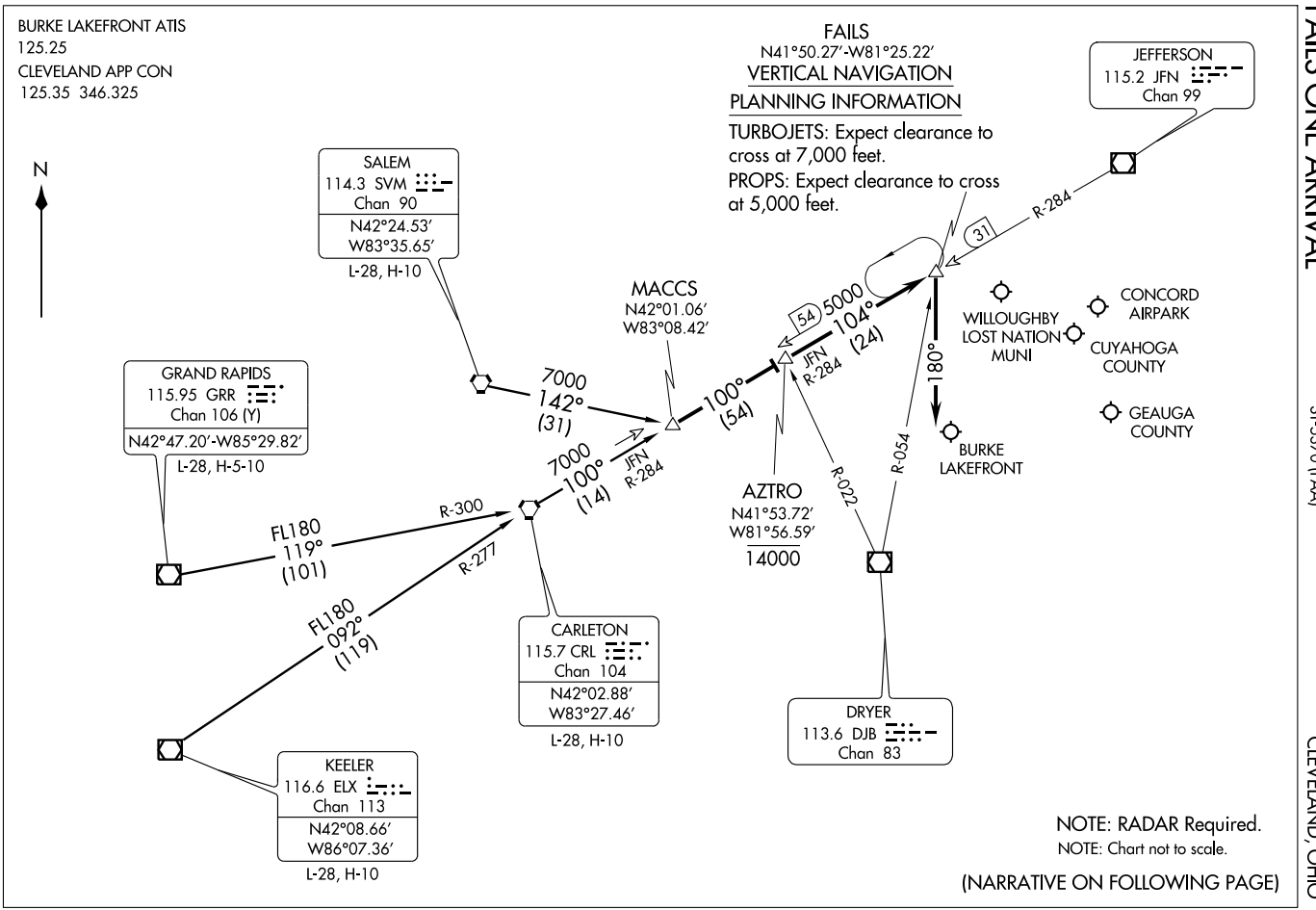
BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.


BURKE LAKEFRONT ATIS
125.25
CLEVELAND APP CON
125.35 346.325
N
FAILS
N41°50.27′-W81°25.22′
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 7,000 feet.
PROPS: Expect clearance to cross at 5,000 feet.
JEFFERSON
115.2 JFN
Chan 99
SALEM
114.3 SVM
Chan 90
N42°24.53′
W83°35.65′
L-28, H-10
MACCS
N42°01.06′
W83°08.42′
GRAND RAPIDS
115.95 GRR
Chan 106 (Y)
N42°47.20′-W85°29.82′
L-28, H-5-10
7000
142°
(31)
7000
100°
(14)
JFN
R-284
100°
(54)
5000
104°
(24)
54
31
R-284
180°
WILLOUGHBY
LOST NATION
MUNI
CONCORD
AIRPARK
CUYAHOGA
COUNTY
GEAUGA
COUNTY
BURKE
LAKEFRONT
AZTRO
N41°53.72′
W81°56.59′
14000
R-022
R-054
R-300
FL180
119°
(101)
R-277
FL180
092°
(119)
CARLETON
115.7 CRL
Chan 104
N42°02.88′
W83°27.46′
L-28, H-10
DRYER
113.6 DJB
Chan 83
KEELER
116.6 ELX
Chan 113
N42°08.66′
W86°07.36′
L-28, H-10
NOTE: RADAR Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.FAILS1): From over CRL VORTAC via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.FAILS1): From over GRR VOR/DME via GRR R-119 and CRL R-300 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

KEELER TRANSITION (ELX.FAILS1): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

SALEM TRANSITION (SVM.FAILS1): From over SVM VORTAC via heading 142° to MACCS INT. Thence. . . .

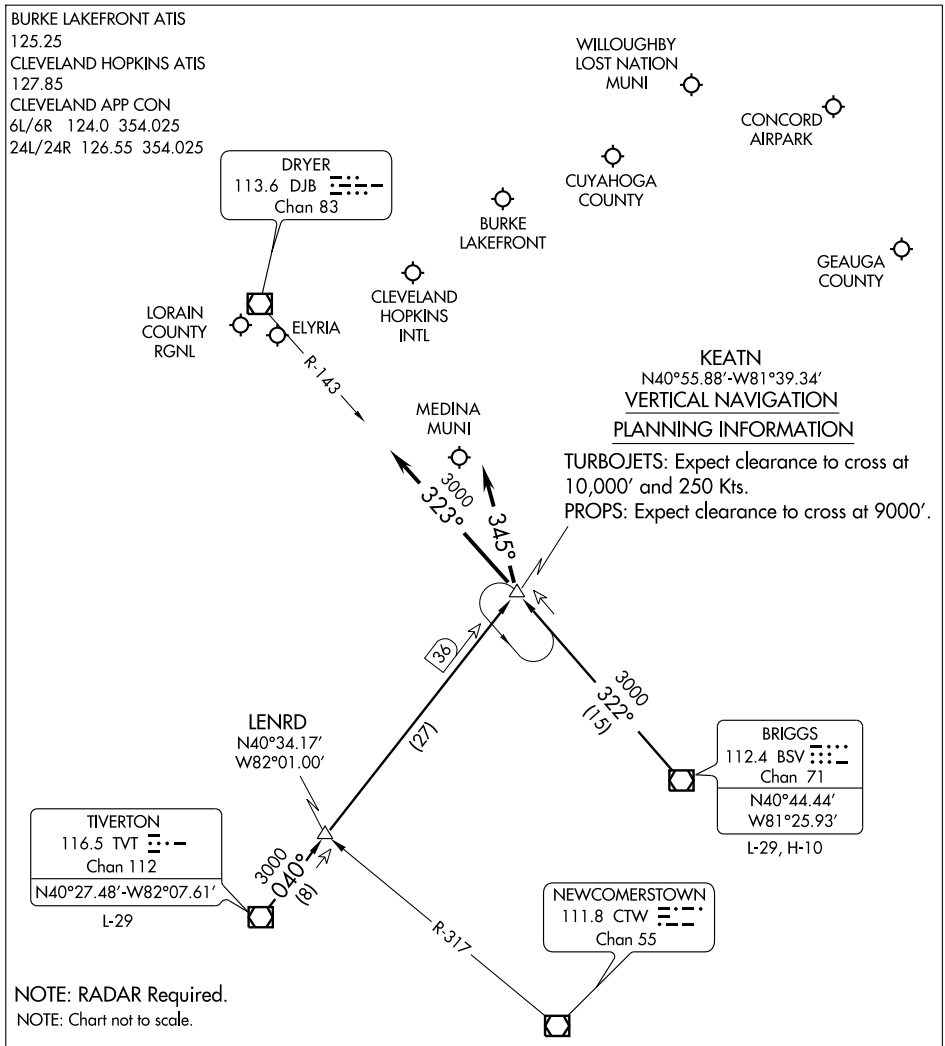
. . . . From over MACCS INT, via CRL VORTAC R-100 to AZTRO INT, then via JFN VOR/DME R-284 to FAILS INT. From FAILS fly heading 180°.
Expect radar vectors to final approach course.

EC-2, 14 JAN 2010 to 11 FEB 2010

KEATN FOUR ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

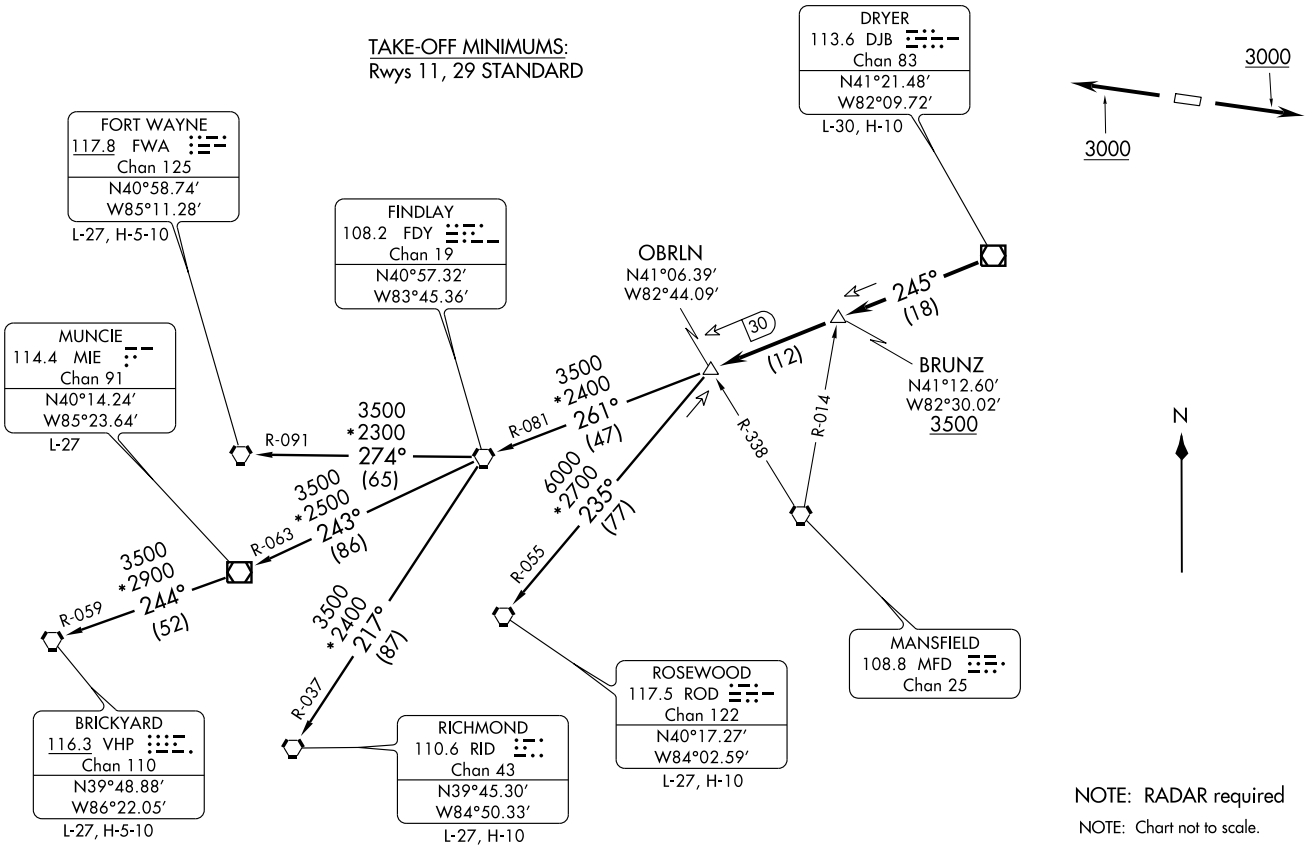
LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

OBRLN TWO DEPARTURE

CLEVELAND DEP CON
125.35 346.325

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
Rwys 11, 29 STANDARD



NOTE: RADAR required

NOTE: Chart not to scale.

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11, 29: Climb via assigned heading to 3000 thence. . .

. . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.
FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.
MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.
RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.
ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 11: Railroad 331′ from DER, 315′ left of centerline, 23′ AGL/1182′ MSL.
Trees 3144′ from DER, 671′ left of centerline, 100′ AGL/1249′ MSL.
Rwy 29: Railroad 349′ from DER, 521′ left of centerline, 23′ AGL/1212′ MSL.
Multiple Buildings 993′ from DER, 294′ right of centerline, 40′ AGL/1239′ MSL.
Trees 1875′ from DER, 791′ right of centerline, 100′ AGL/1319′ MSL.
Tank 2251′ from DER, 578′ right of centerline, 125′ AGL/1315′ MSL.

EC-2, 14 JAN 2010 to 11 FEB 2010

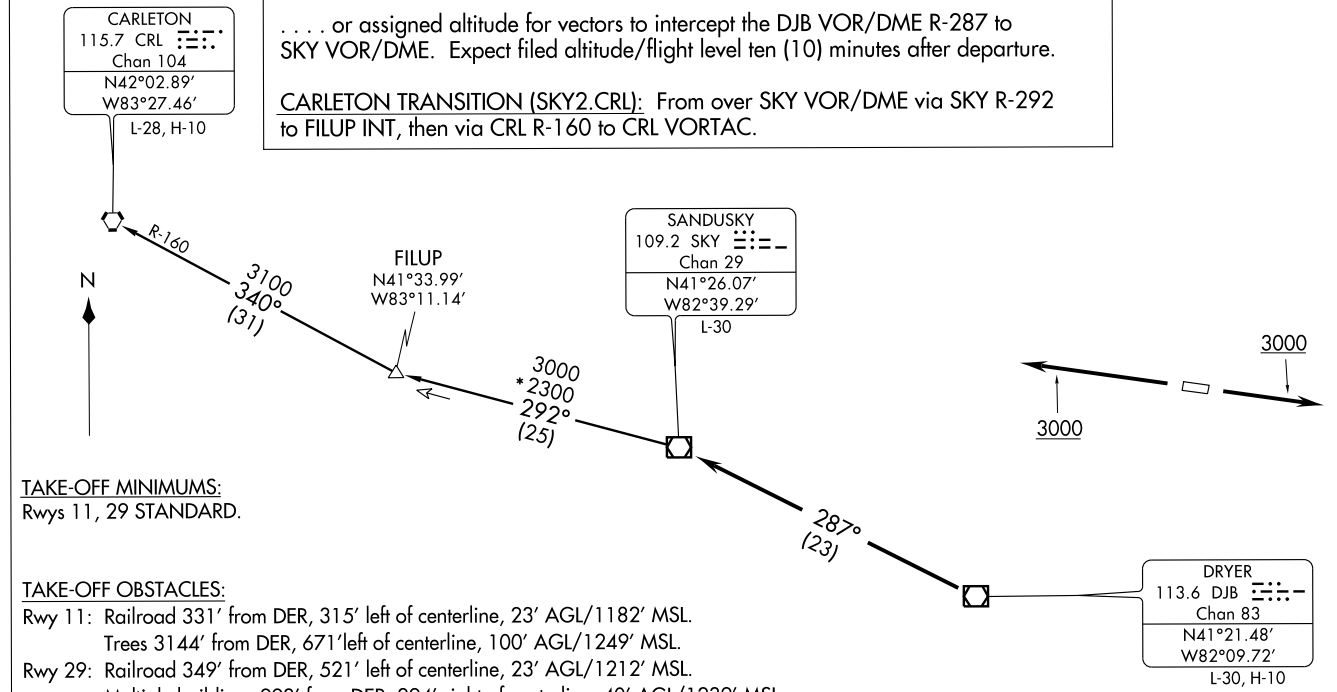
SANDUSKY TWO DEPARTURE (SKY2.SKY) 09183

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11, 29: Climb via assigned heading to 3000 thence . . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.



TAKE-OFF MINIMUMS:
Rwys 11, 29 STANDARD.

TAKE-OFF OBSTACLES:
Rwy 11: Railroad 331′ from DER, 315′ left of centerline, 23′ AGL/1182′ MSL.
Trees 3144′ from DER, 671′left of centerline, 100′ AGL/1249′ MSL.
Rwy 29: Railroad 349′ from DER, 521′ left of centerline, 23′ AGL/1212′ MSL.
Multiple buildings 993′ from DER, 294′ right of centerline, 40′ AGL/1239′ MSL.
Trees 1875′ from DER, 791′ right of centerline, 100′ AGL/1319′ MSL.
Tank 2251′ from DER, 578′ right of centerline, 125′ AGL/1315′ MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only

NOTE: Chart not to scale.

VOR/DME CXR	APP CRS	Rwy Idg	N/A
112.7	137°	TDZE	N/A
Chan 74		Apt Elev	1175

VOR or GPS-A

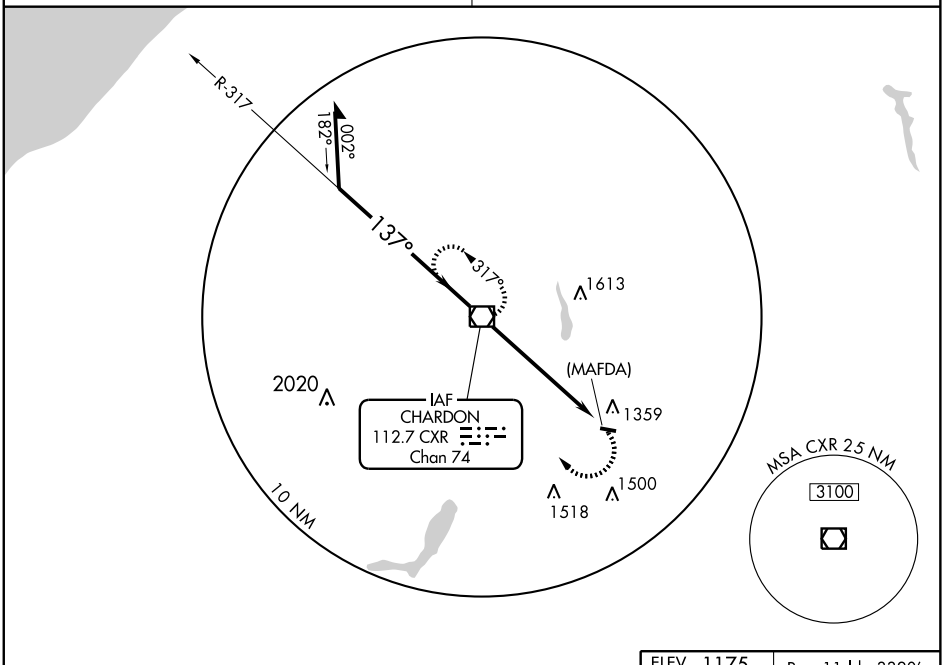
MIDDLEFIELD/ GEAUGA COUNTY (7G8)

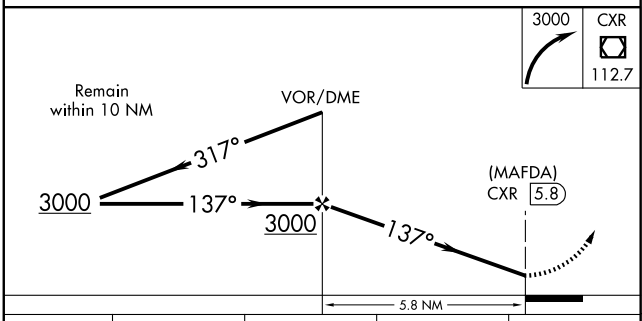
Use Youngstown-Warren Rgnl altimeter setting.
NA

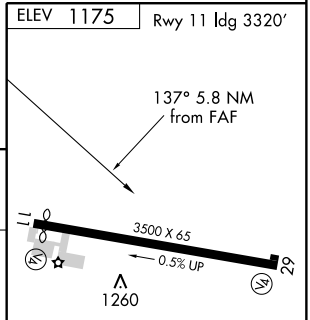
MISSED APPROACH: Climbing right turn to 3000 direct CXR VOR/DME and hold.

CLEVELAND APP CON
125.35 354.025

UNICOM
123.0 (CTAF) L







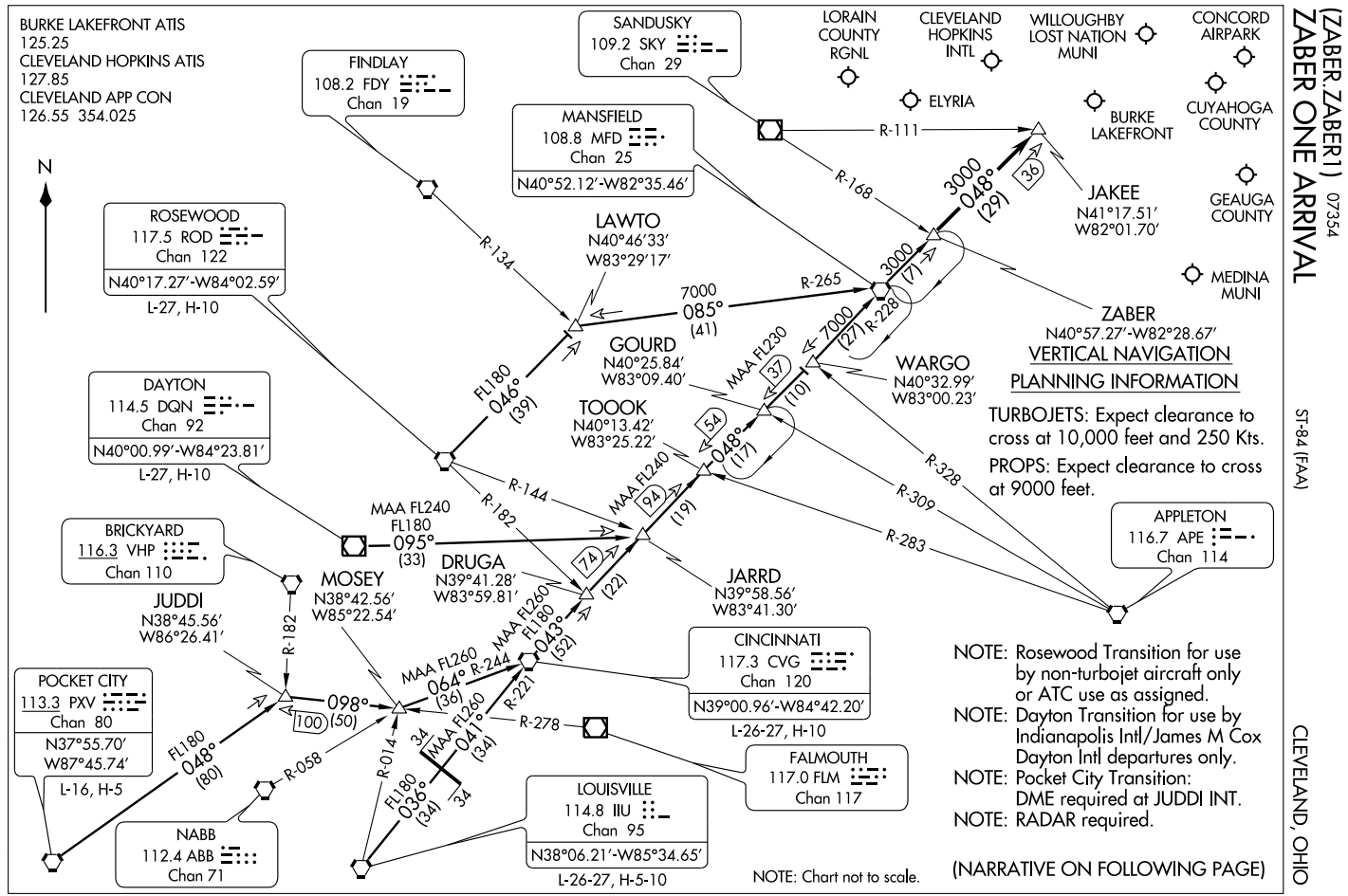
REIL Rwys 11 and 29 L
HIRL Rwy 11-29 L

CATEGORY	A	B	C	D
CIRCLING	1800-1 627 (700-1)		1800-1¾ 627 (700-1¾)	NA

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

EC-2, 14 JAN 2010 to 11 FEB 2010



(ZABER.ZABER1) 07354

ZABER ONE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

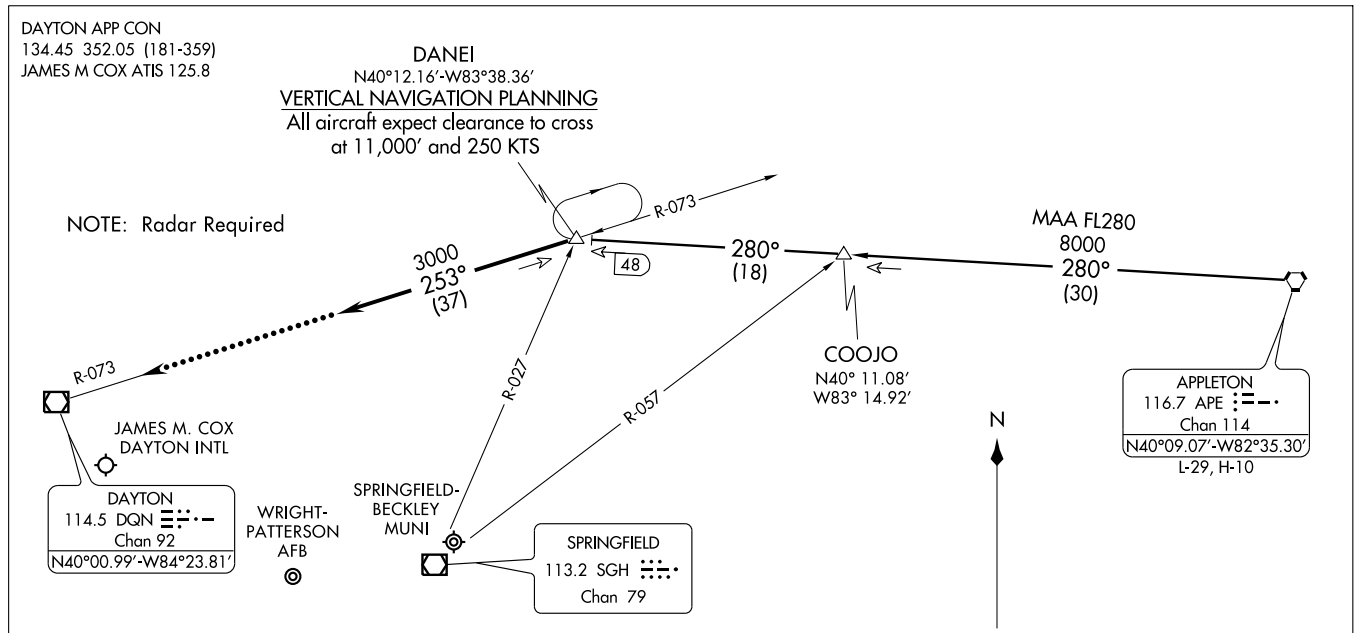
LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 14 JAN 2010 to 11 FEB 2010



APPLETON TRANSITION (APE.DANEI2): From over APE VORTAC via APE R-280 to DANEI INT. Thence . . . .

. . . . From over DANEI INT via heading 253°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:
In the event of lost comunications: At DANEI INT, proceed direct DQN VOR/DME maintain 3000 feet until DQN VOR/DME.

NOTE: Chart not to scale.

LOC I-MWO	APP CRS	Rwy Idg	5801
111.1	233°	TDZE	651
		Apt Elev	651

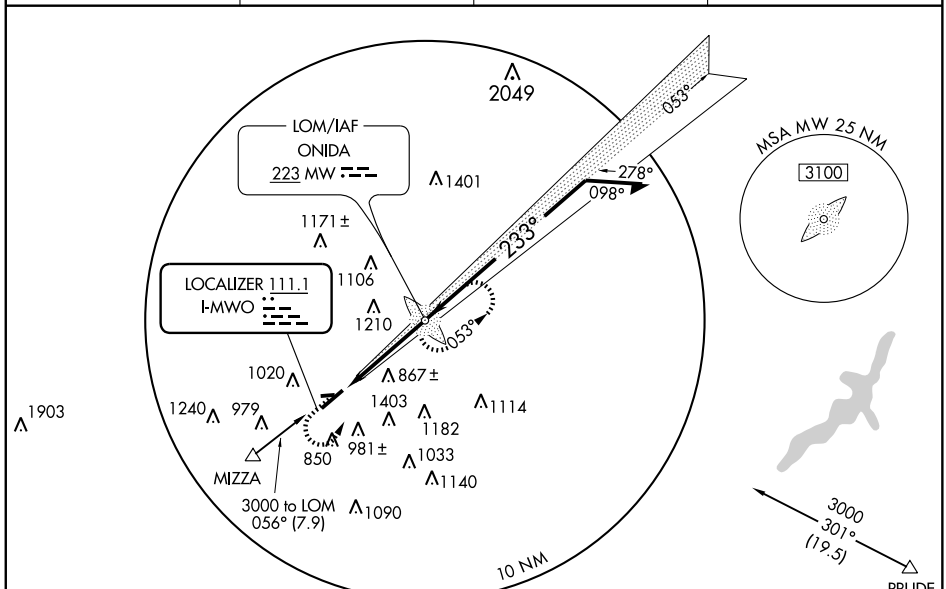
LOC RWY 23

MIDDLETOWN RGNL/ HOOK FIELD (MWO)

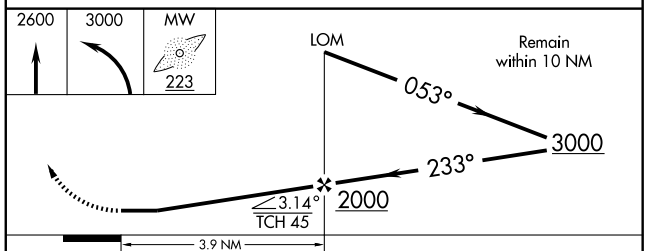
NA

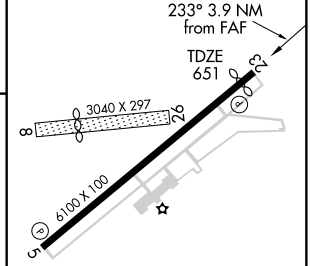
MISSED APPROACH: Climb to 2600 then climbing left turn to 3000 direct MW LOM and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
120.025	118.85 127.225 327.1	119.4	123.0 (CTAF) L



ADF REQUIRED





855

MIRL Rwy 5-23

REIL Rwys 5 and 23 L

CATEGORY	A	B	C	D
S-23	1080-1	429 (500-1)	1080-1¼ 429 (500-1¼)	1080-1½ 429 (500-1½)
CIRCLING	1320-1	669 (700-1)	1320-1¾ 669 (700-1¾)	1720-3 1069 (1100-3)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB HKF	APP CRS	Rwy Idg	N/A
239	056°	TDZE	N/A
		Apt Elev	651

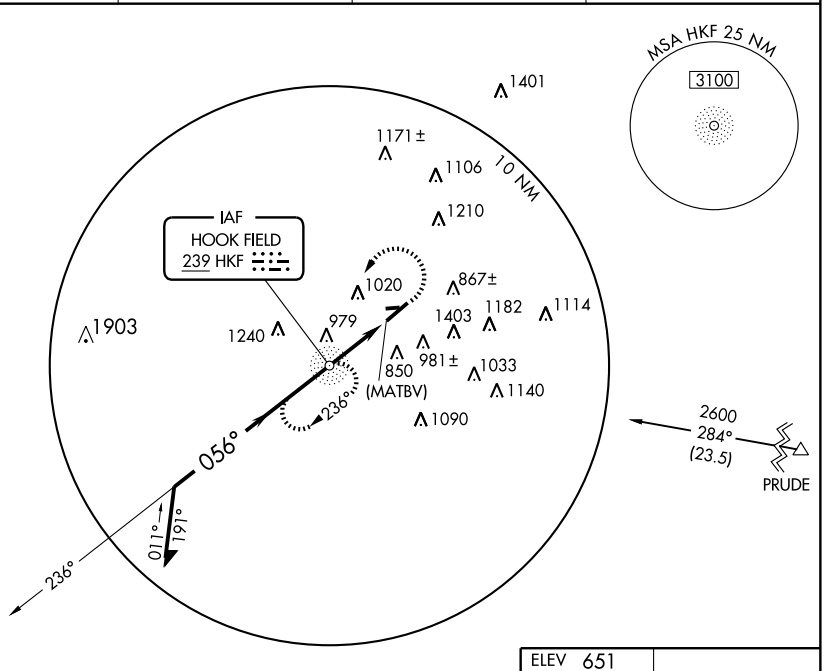
NDB or GPS-A

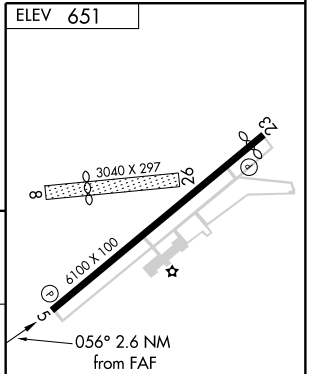
MIDDLETOWN RGNL/ HOOK FIELD (MWO)

NA

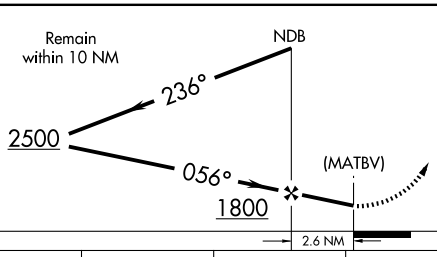
MISSED APPROACH: Climbing left turn to 2500 direct HKF NDB and hold.

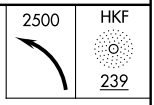
AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
120.025	118.85 127.225 327.1	119.4	123.0 (CTAF) L





MIRL Rwy 5-23
REIL Rwys 5 and 23 L





CATEGORY	A	B	C	D
CIRCLING	1320-1	669 (700-1)	1320-1¾ 669 (700-1¾)	1720-3 1069 (1100-3)

FAF to MAP 2.6 NM

Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

EC-2, 14 JAN 2010 to 11 FEB 2010

LOM MW	APP CRS	Rwy Idg	5801
223	234°	TDZE	651
		Apt Elev	651

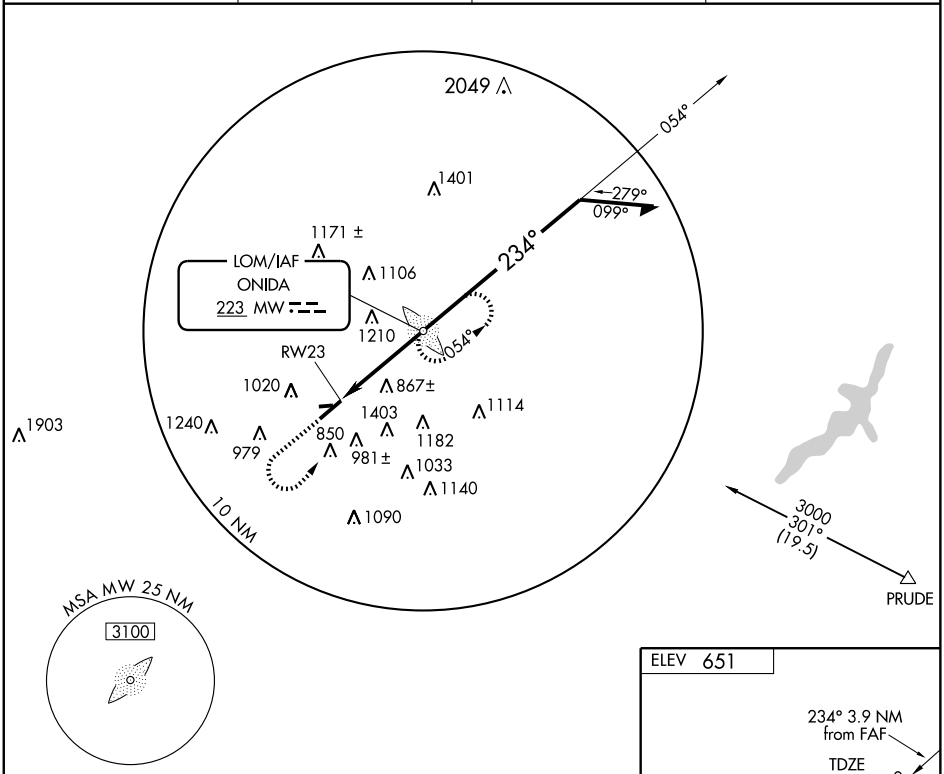
NDB or GPS RWY 23

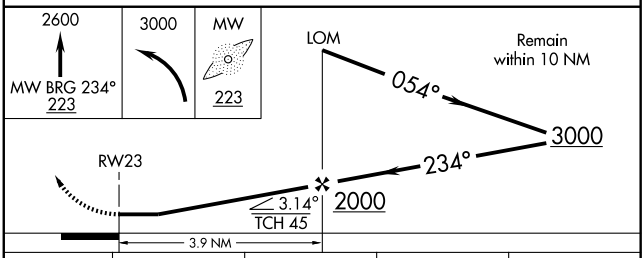
MIDDLETOWN RGNL/ HOOK FIELD (MWO)

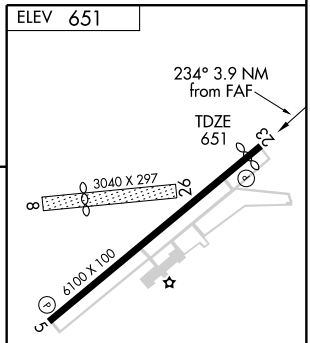
NA

MISSED APPROACH: Climb to 2600 via 234° bearing from MW LOM, then climbing left turn to 3000 direct MW LOM and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
120.025	118.85 127.225 327.1	119.4	123.0 (CTAF) L







MIRL Rwy 5-23
REIL Rwys 5 and 23 L

CATEGORY	A	B	C	D
S-23	1280-1	629 (700-1)	1280-1¾ 629 (700-1¾)	1280-2 629 (700-2)
CIRCLING	1320-1	669 (700-1)	1320-1¾ 669 (700-1¾)	1720-3 1069 (1100-3)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3498
273°	TDZE	1216
	Apt Elev	1218

GPS RWY 27

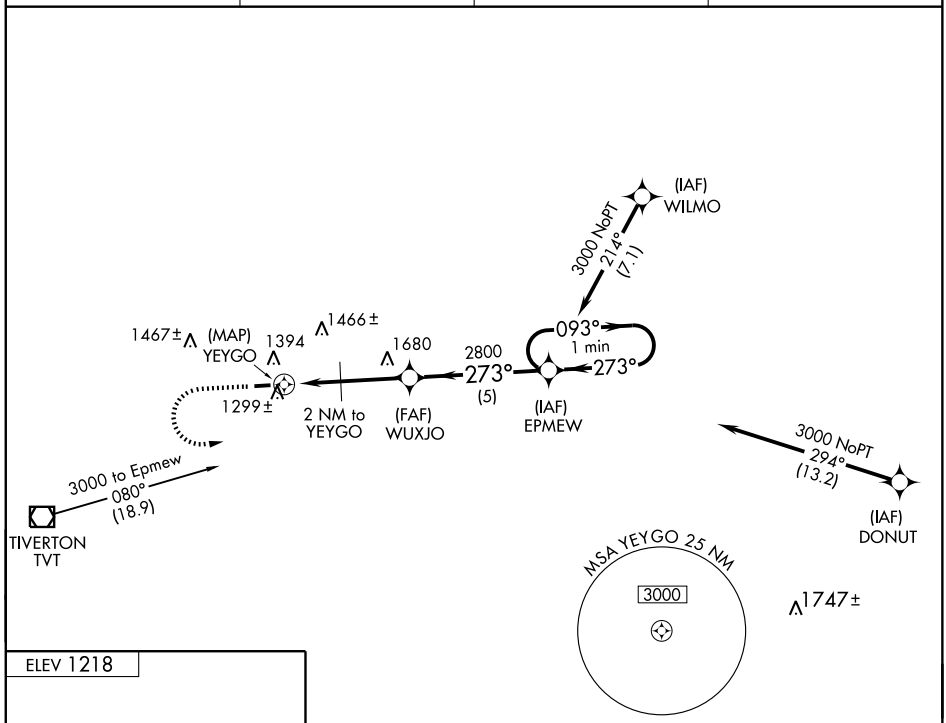
MILLERSBURG/HOLMES COUNTY(1ØG)

Obtain local altimeter setting on CTAF; when not received, use Akron-Canton Rgnl altimeter setting.

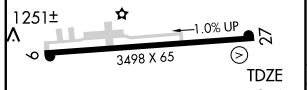
NA

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct EPMEW WP and hold.

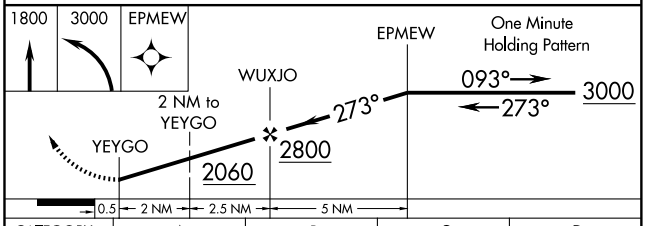
AWOS-3	INDIANAPOLIS CENTER	UNICOM	123.4 L
128.325	124.45 370.9	123.0 (CTAF)	



ELEV 1218



MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L



CATEGORY	A	B	C	D
S-27	1600-1 384 (400-1)			1600-1¼ 384 (400-1¼)
CIRCLING	1760-1 542 (600-1)		1760-1½ 542 (600-1½)	1780-2 562 (600-2)
AKRON-CANTON RGNL ALTIMETER SETTING MINIMUMS				
S-27	1680-1 464 (500-1)		1680-1¼ 464 (500-1¼)	1680-1½ 464 (500-1½)
CIRCLING	1820-1 602 (700-1)		1820-1¾ 602 (700-1¾)	1820-2 602 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME TVT	APP CRS	Rwy Idg	N/A
116.5	062°	TDZE	N/A
Chan112		Apt Elev	1218

VOR or GPS-A

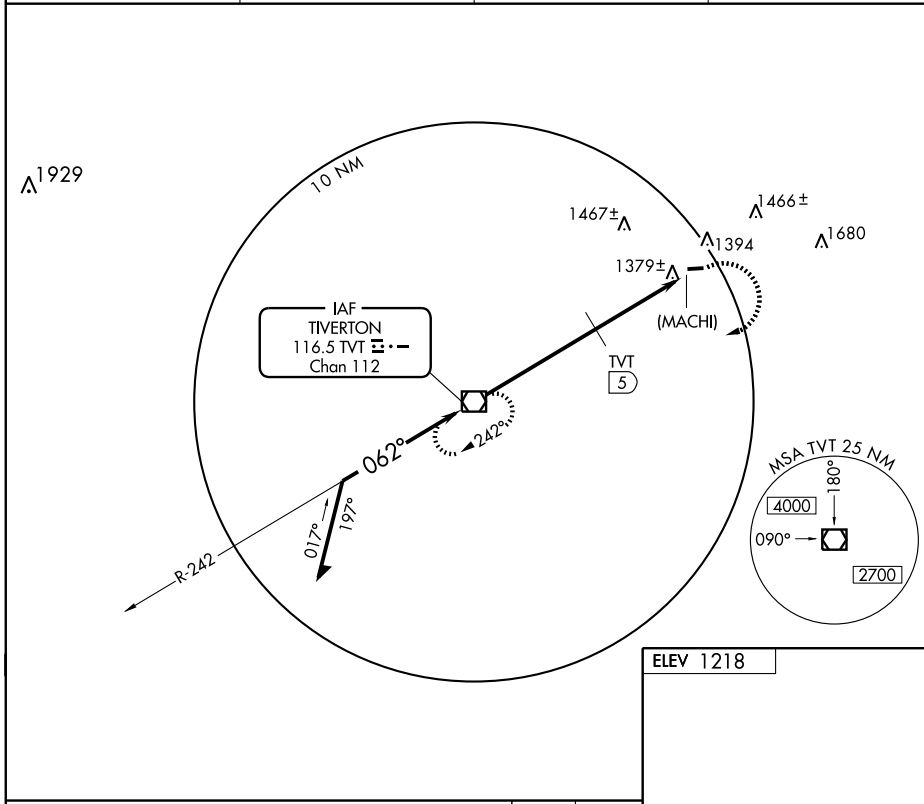
MILLERSBURG/ HOLMES COUNTY (1ØG)

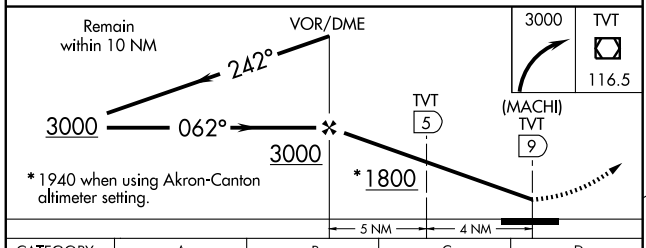
Obtain local altimeter setting on CTAF; when not available, use Akron-Canton altimeter setting and increase all MDAs 140 feet and all visibilities ½ mile.

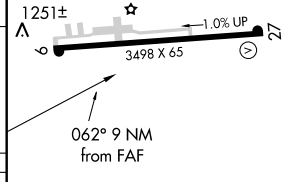
NA

MISSED APPROACH: Climbing right turn to 3000 direct TVT VOR/DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM	123.4 L
128.325	124.45 370.9	123.0 (CTAF)	







CATEGORY	A	B	C	D
CIRCLING	1800-1	582 (600-1)	1800-1½ 582 (600-1½)	1800-2 582 (600-2)
DME MINIMUMS				
CIRCLING	1760-1	542 (600-1)	1760-1½ 542 (600-1½)	1780-2 562 (600-2)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

FAF to MAP 9 NM

Knots	60	90	120	150	180
Min:Sec	9:00	6:00	4:30	3:36	3:00

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR BUD 109.8	APP CRS 304°	Rwy Idg N/A TDZE N/A Apt Elev 1085

VOR or GPS-A

MOUNT GILEAD/MORROW COUNTY (4I9)

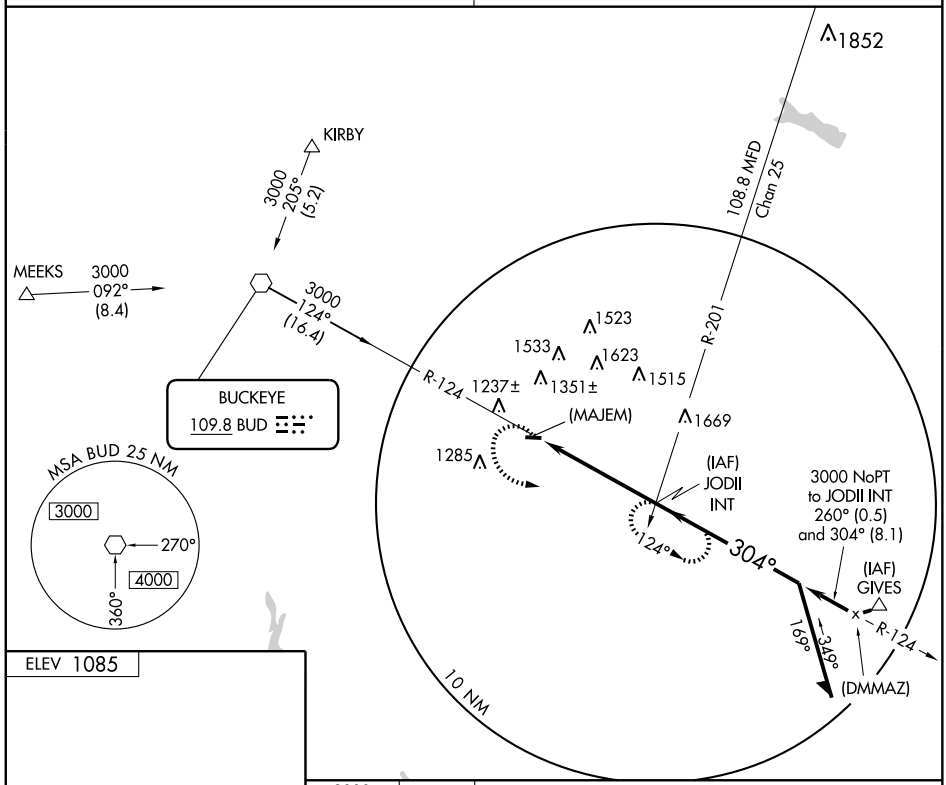
Use Mansfield altimeter setting; when not avalable, use Columbus altimeter setting.

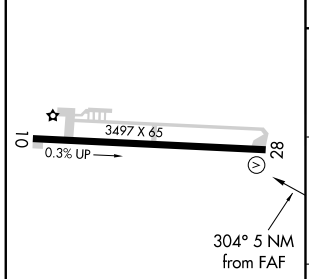
NA

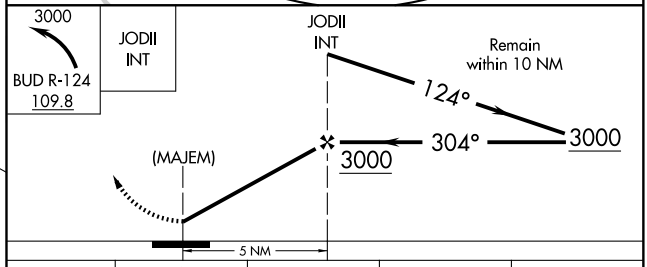
MISSED APPROACH: Climbing left turn to 3000 via BUD R-124 to JODII Int and hold.

MANSFIELD APP CON* 124.2 390.8

UNICOM 122.8 (CTAF) L







MIRL Rwy 10-28 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1700-1 615 (700-1)	1720-1 635 (700-1)	1720-1¾ 635 (700-1¾)	NA
COLUMBUS ALTIMETER SETTING MINIMUMS				
CIRCLING	1740-1 655 (700-1)	1760-1 675 (700-1)	1760-2 675 (700-2)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5500
104°	TDZE	1188
	Apt Elev	1191

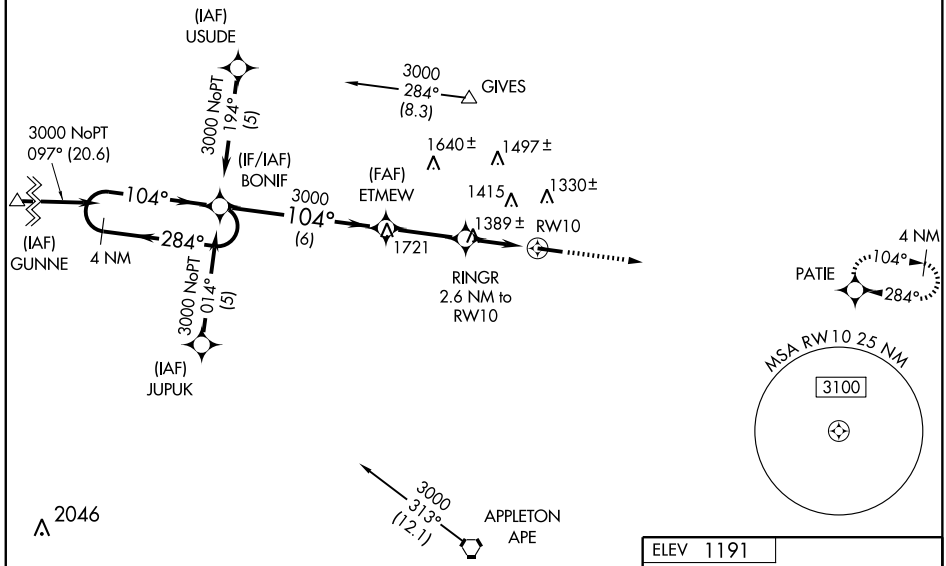
RNAV (GPS) RWY 10

MOUNT VERNON / KNOX COUNTY (4I3)

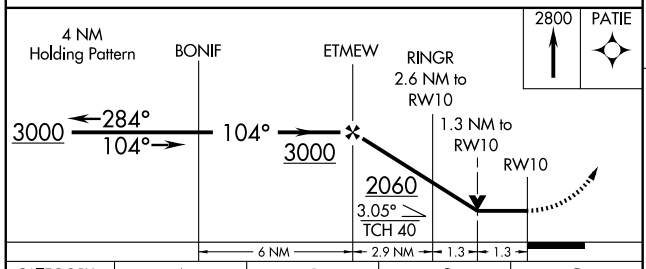
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Newark altimeter setting and increase all MDA 100 feet, LNAV Cat C and D and Circling Cat D visibility ¼ mile. VDP NA with Newark altimeter setting. Visibility reduction by helicopters NA.

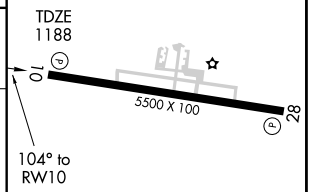
MISSED APPROACH: Climb to 2800 direct PATIE and hold.

AWOS-3	COLUMBUS APP CON	CLNC DEL	UNICOM
126.05	120.2 317.775	119.45	123.05 (CTAF) L



Procedure NA for arrivals on APE VORTAC airway radials 271 CW 006.





ELEV 1191

CATEGORY	A	B	C	D
LNAV MDA	1640-1	452 (500-1)	1640-1¼ 452 (500-1¼)	1640-1½ 452 (500-1½)
CIRCLING	1660-1	469 (500-1)	1680-1½ 489 (500-1½)	1780-2 589 (600-2)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28

EC-2, 14 JAN 2010 to 11 FEB 2010

MOUNT VERNON, OHIO AL-5447 (FAA)

APP CRS	Rwy Idg	5500
284°	TDZE	1185
	Apt Elev	1191

RNAV (GPS) RWY 28

MOUNT VERNON / KNOX COUNTY (4I3)

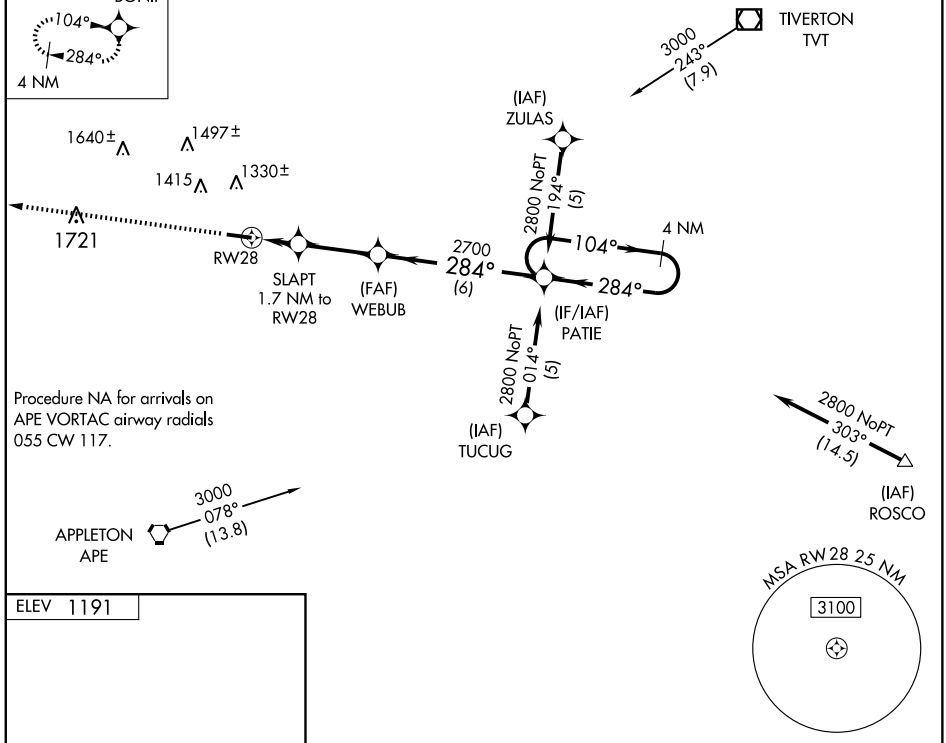
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Newark altimeter setting and increase all MDA 100 feet, LNAV Cat C and D and Circling Cat D visibility ¼ mile.
VDP NA with Newark altimeter setting.

MISSED APPROACH: Climb to 3000 direct BONIF and hold.

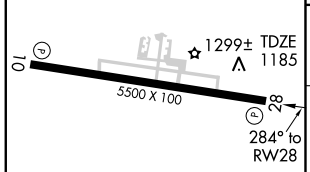
AWOS-3	COLUMBUS APP CON	CLNC DEL	UNICOM
126.05	120.2 317.775	119.45	123.05 (CTAF) L

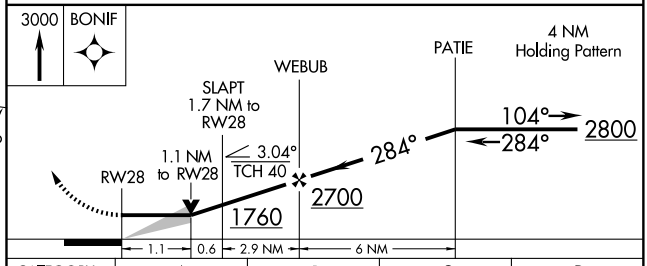
MISSED APCH FIX
BONIF
104°
284°
4 NM

Procedure NA for arrivals at TVT VOR/DME via V210 Eastbound.



ELEV 1191





CATEGORY	A	B	C	D
LNAV MDA	1560-1 375 (400-1)			1560-1¼ 375 (400-1¼)
CIRCLING	1660-1 469 (500-1)		1680-1½ 489 (500-1½)	1780-2 589 (600-2)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC APE 116.7 Chan 114	APP CRS 022°	Rwy Idg N/A TDZE N/A Apt Elev 1192

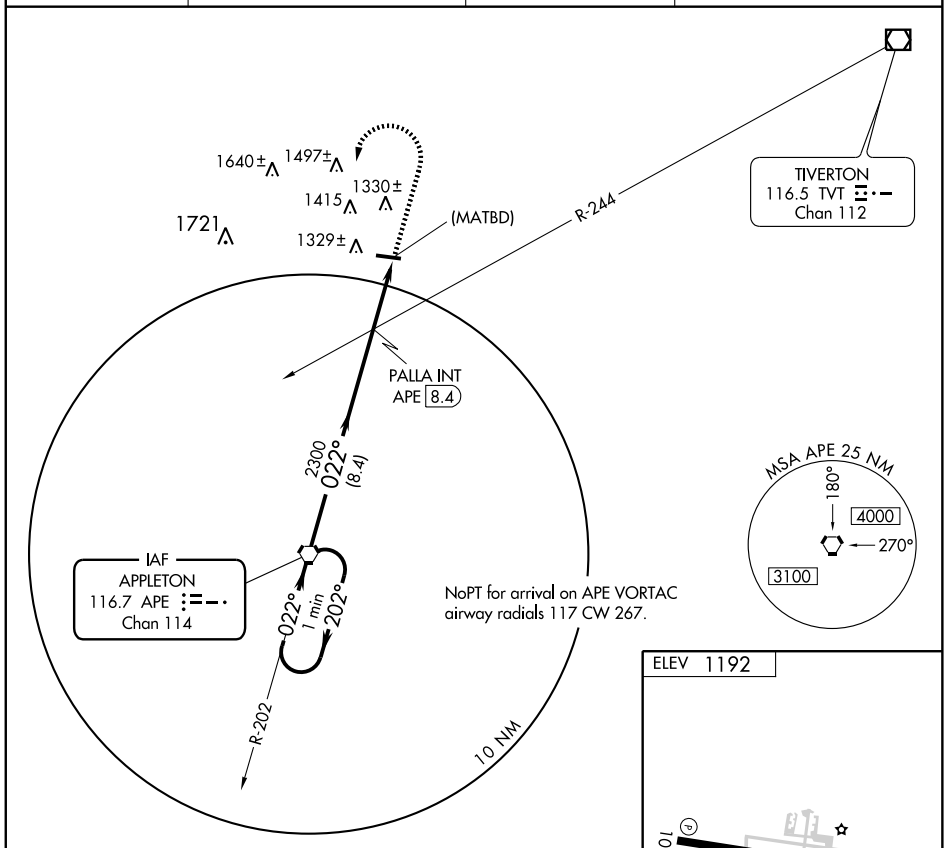
VOR or GPS-A

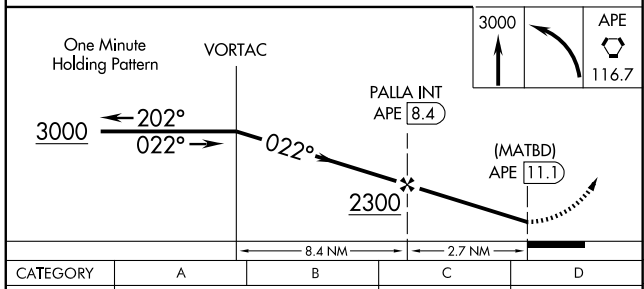
MOUNT VERNON / KNOX COUNTY (4I3)

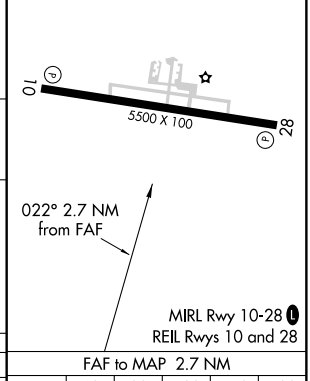
NA

MISSED APPROACH: Climb to 3000 then left turn direct APE VORTAC and hold.

AWOS-3	COLUMBUS APP CON	CLNC DEL	UNICOM
126.05	120.2 317.775	119.45	123.05 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1660-1 468 (500-1)		1660-1½ 468 (500-1½)	1760-2 568 (600-2)

FAF to MAP 2.7 NM

Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

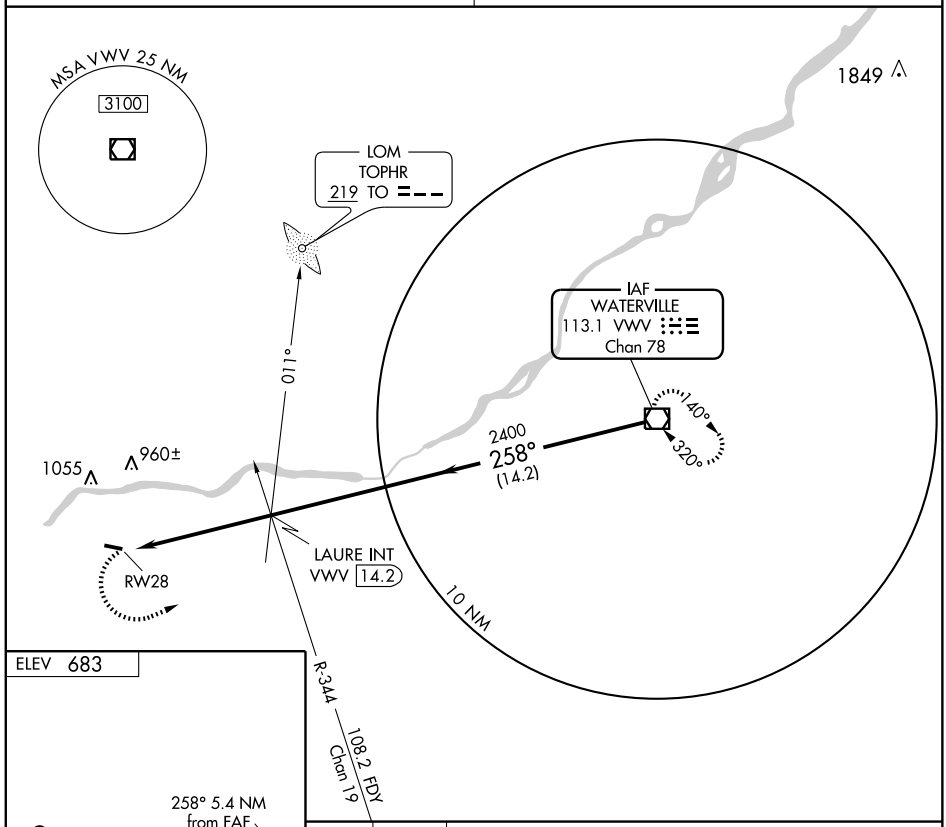
EC-2, 14 JAN 2010 to 11 FEB 2010

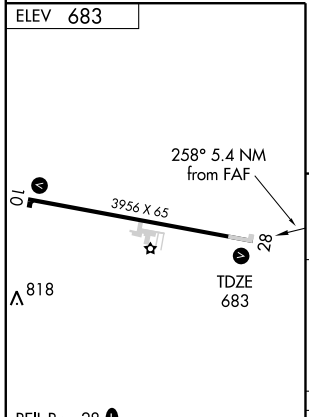
VOR/DME VWV 113.1 Chan 78	APP CRS 258°	Rwy Idg 3956 TDZE 683 Apt Elev 683

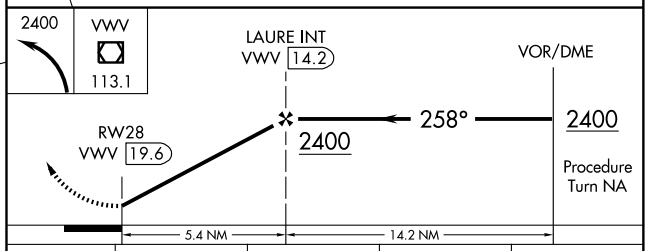
VOR or GPS RWY 28

NAPOLEON / HENRY COUNTY (7W5)

⚠ NA Use Toledo altimeter setting.	MISSED APPROACH: Climbing left turn to 2400 direct VWV VOR/DME and hold.
TOLEDO APP CON 134.35 307.0	UNICOM 123.0 (CTAF) L







REIL Rwy 28 L
MIRL Rwy 10-28 L

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-28	1140-1	457 (500-1)	1140-1¼ 457 (500-1¼)	1140-1½ 457 (500-1½)
CIRCLING	1240-1	557 (600-1)	1240-1½ 557 (600-1½)	1420-2¼ 737 (800-2¼)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3498
259°	TDZE	1047
	Apt Elev	1051

RNAV (GPS) RWY 26

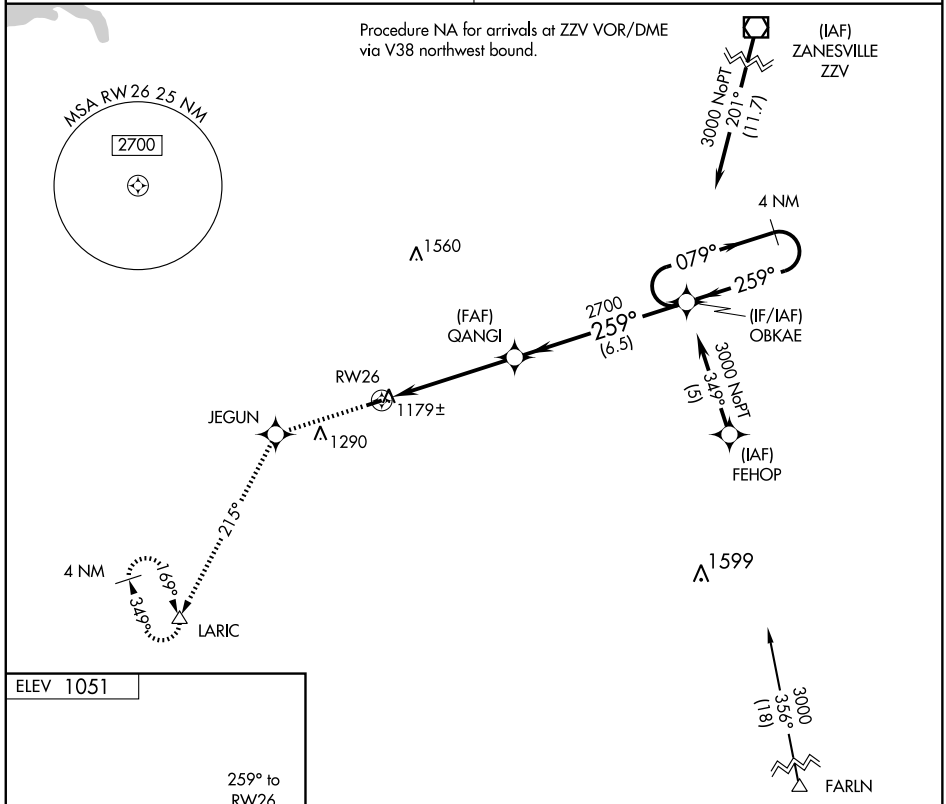
NEW LEXINGTON/ PERRY COUNTY (I86)

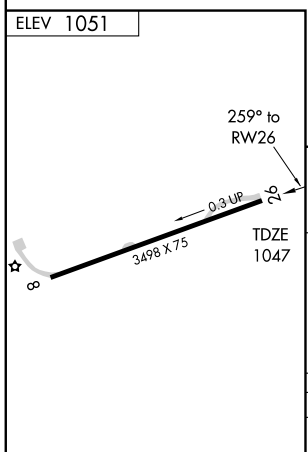
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Zanesville altimeter setting; when not received, use Lancaster altimeter setting and increase all MDA 20 feet.

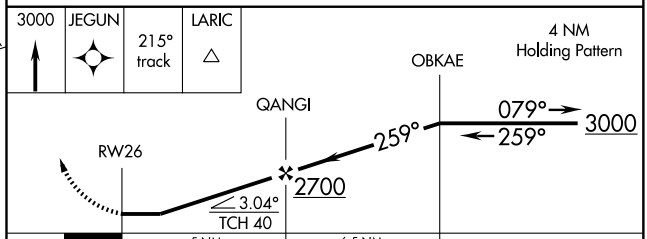
MISSED APPROACH: Climb to 3000 direct JEGUN and via 215° track to LARIC and hold.

INDIANAPOLIS CENTER	UNICOM
124.45 370.9	122.8 (CTAF) L

Procedure NA for arrivals at ZZV VOR/DME via V38 northwest bound.







CATEGORY	A	B	C	D
LNAV MDA	1500 - 1	453 (500-1)	1500 - 1¼ 453 (500-1¼)	NA
CIRCLING	1600 - 1	549 (600-1)	1600 - 1½ 549 (600-1½)	NA

REIL Rwy 26 L
MIRL Rwy 8-26 L

EC-2, 14 JAN 2010 to 11 FEB 2010

NEW LEXINGTON, OHIO

AL-6802 (FAA)

VOR/DME ZZV	APP CRS	Rwy Idg	3498
111.4	229°	TDZE	1047
Chan 51		Apt Elev	1051

VOR/DME RWY 26

NEW LEXINGTON/ PERRY COUNTY (I86)

T A NA — Visibility reduction by helicopters NA. Use Zanesville altimeter setting; when not received, use Lancaster altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3000 via ZZV VOR/DME R-229 to LARIC INT/ZZV 31 DME and hold.

INDIANAPOLIS CENTER	UNICOM
124.45 370.9	122.8 (CTAF) L

NoPT for arrival on ZZV VOR/DME airway radials 298 CW 147.

049° 1 min 229° R-049

IF/IAF ZANESVILLE 111.4 ZZV Chan 51

10 NM

2700 229° (14.9)

1560

GOFAR ZZV 14.9

1186

1290

R-229

1599

MISSED APCH FIX

116.7 APE Chan 114

111.4 ZZV Chan 51

168° R-229 348° R-168

LARIC ZZV 31

MSA ZZV 25 NM

2700

ELEV 1051

229° 5.4 NM from FAF

0.3 UP

TDZE 1047

3498 X 75

26

8

3000	ZZV R-229 111.4	LARIC △ ZZV 31

One Minute Holding Pattern

VOR/DME

GOFAR ZZV 14.9

ZZV 20.3

049° 3000

229° 229°

2.82° TCH 40

2700

5.4 NM 14.9 NM

CATEGORY	A	B	C	D
S-26	1620-1 573 (600-1)	1620-1¼ 573 (600-1¼)	1620-1½ 573 (600-1½)	NA
CIRCLING	1620-1 569 (600-1)	1620-1¼ 569 (600-1¼)	1620-1½ 569 (600-1½)	NA

REIL Rwy 26 L

MIRL Rwy 8-26 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3621
147°	TDZE	894
	Apt Elev	894

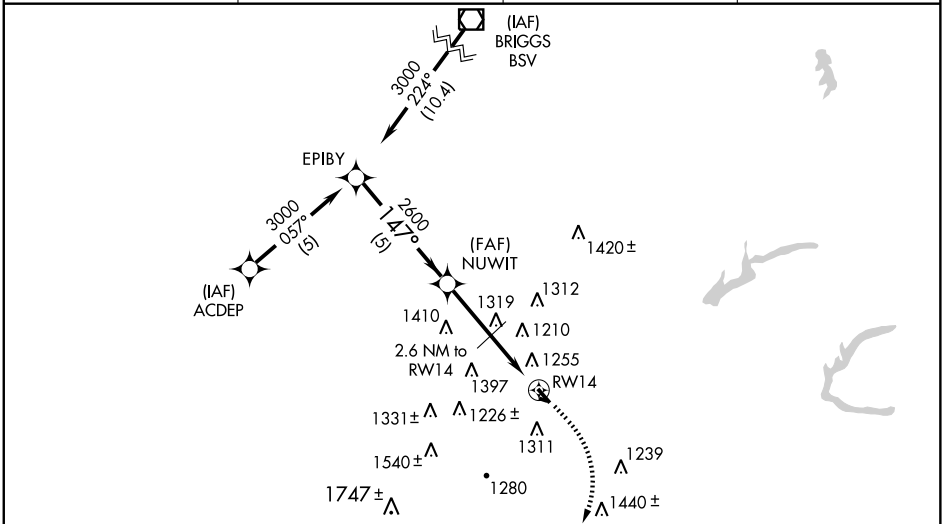
GPS RWY 14

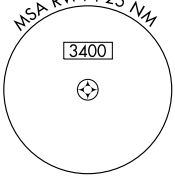
NEW PHILADELPHIA/ HARRY CLEVER FIELD (PHD)

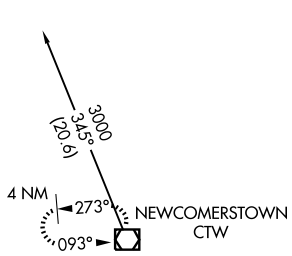
NA

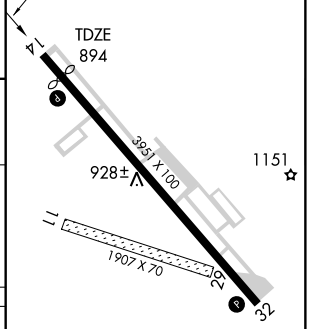
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct CTW VOR/DME and hold.

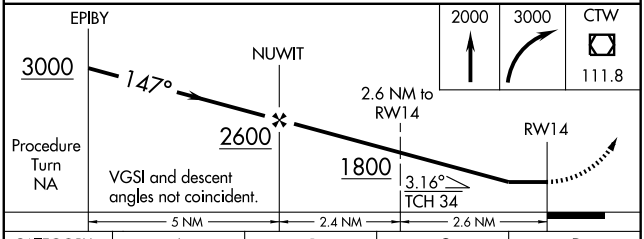
ASOS	AKRON-CANTON APP CON★	UNICOM	
121.425	125.5 371.875	122.8 (CTAF)	123.3 L











CATEGORY	A	B	C	D
S-14	1560-1	666 (700-1)	1560-1¾ 666 (700-1¾)	NA
CIRCLING	1620-1	726 (800-1)	1620-2 726 (800-2)	NA

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME BSV	APP CRS	Rwy Idg	N/A
112.4	182°	TDZE	N/A
Chan 71		Apt Elev	894

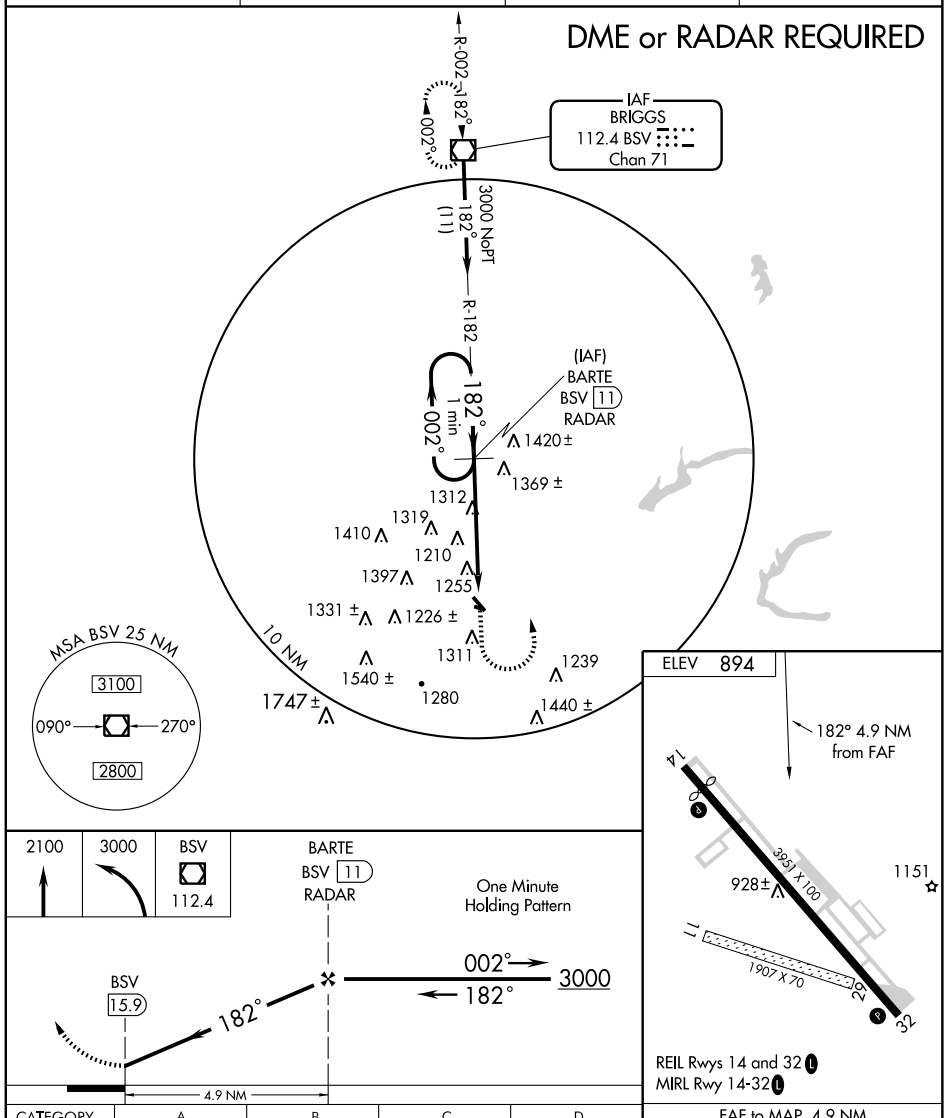
VOR-A

NEW PHILADELPHIA/ HARRY CLEVER FIELD (PHD)

MISSED APPROACH: Climb to 2100, then climbing left turn to 3000 direct BSV VOR/DME and hold.

ASOS	AKRON-CANTON APP CON★	UNICOM	
121.425	125.5 371.875	122.8 (CTAF)	123.3 L

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
CIRCLING	1620-1 726 (800-1)		1620-2 726 (800-2)	NA

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME CTW 111.8 Chan 55	APP CRS 017°	Rwy Idg N/A TDZE N/A Apt Elev 895

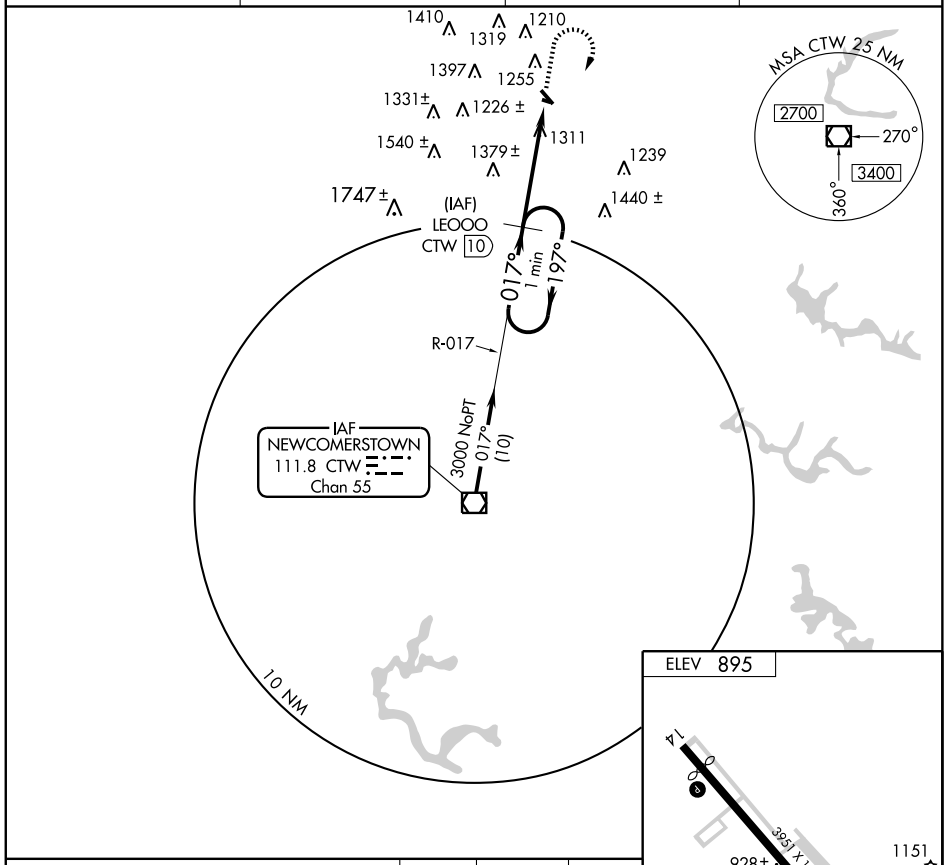
VOR/DME or GPS-B

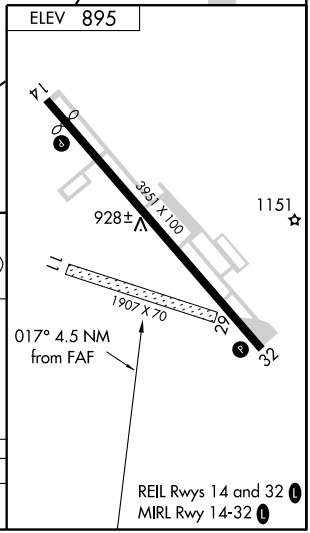
NEW PHILADELPHIA/ HARRY CLEVER FIELD (PHD)

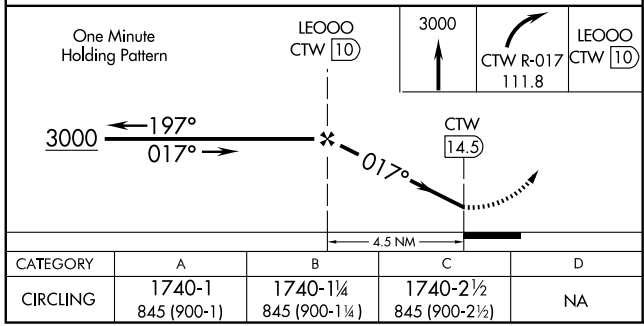
NA

MISSED APPROACH: Climb to 3000 then right turn via CTW R-017 to LEOOO 10 DME and hold.

ASOS	AKRON-CANTON APP CON★	UNICOM	
121.425	125.5 371.875	122.8 (CTAF)	123.3 L







CATEGORY	A	B	C	D
CIRCLING	1740-1 845 (900-1)	1740-1¼ 845 (900-1¼)	1740-2½ 845 (900-2½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

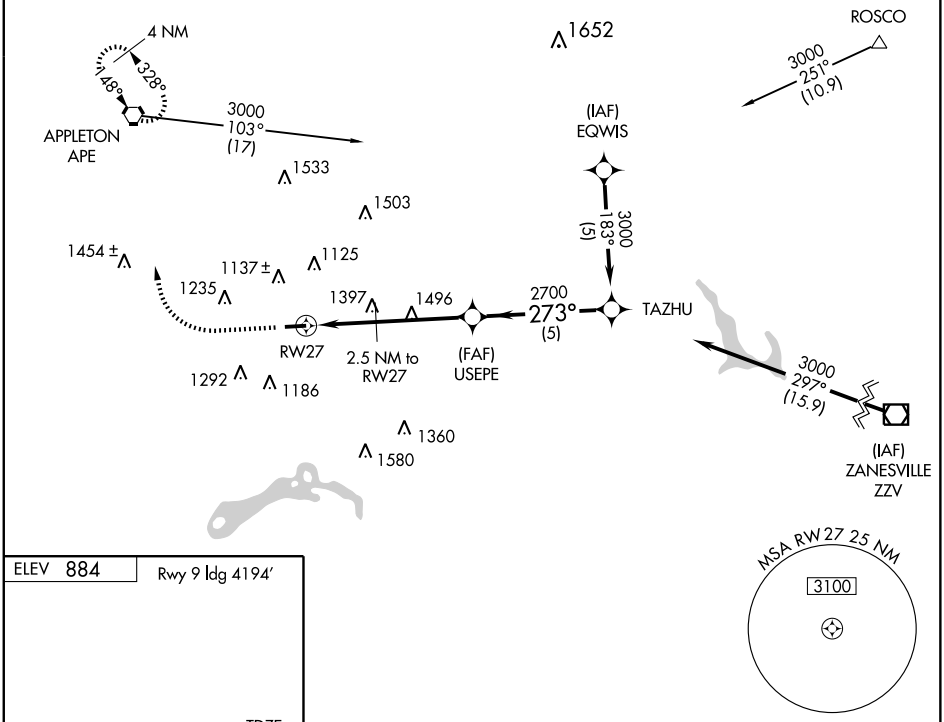
APP CRS	Rwy Idg	4649
273°	TDZE	879
	Apt Elev	884

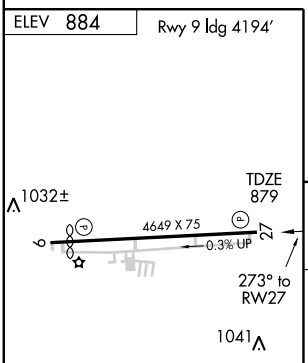
GPS RWY 27
NEWARK-HEATH (VTA)

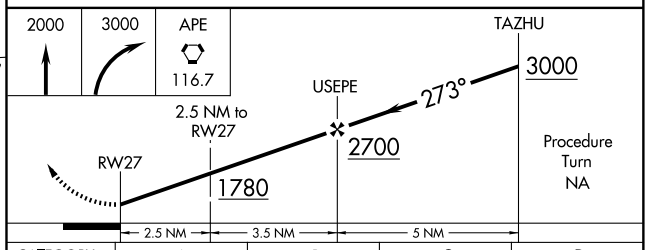
NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct APE VORTAC and hold.

ASOS	COLUMBUS APP CON	CLNC DEL	UNICOM	
121.125	120.2 317.775	124.85	122.7 (CTAF)	123.3 L



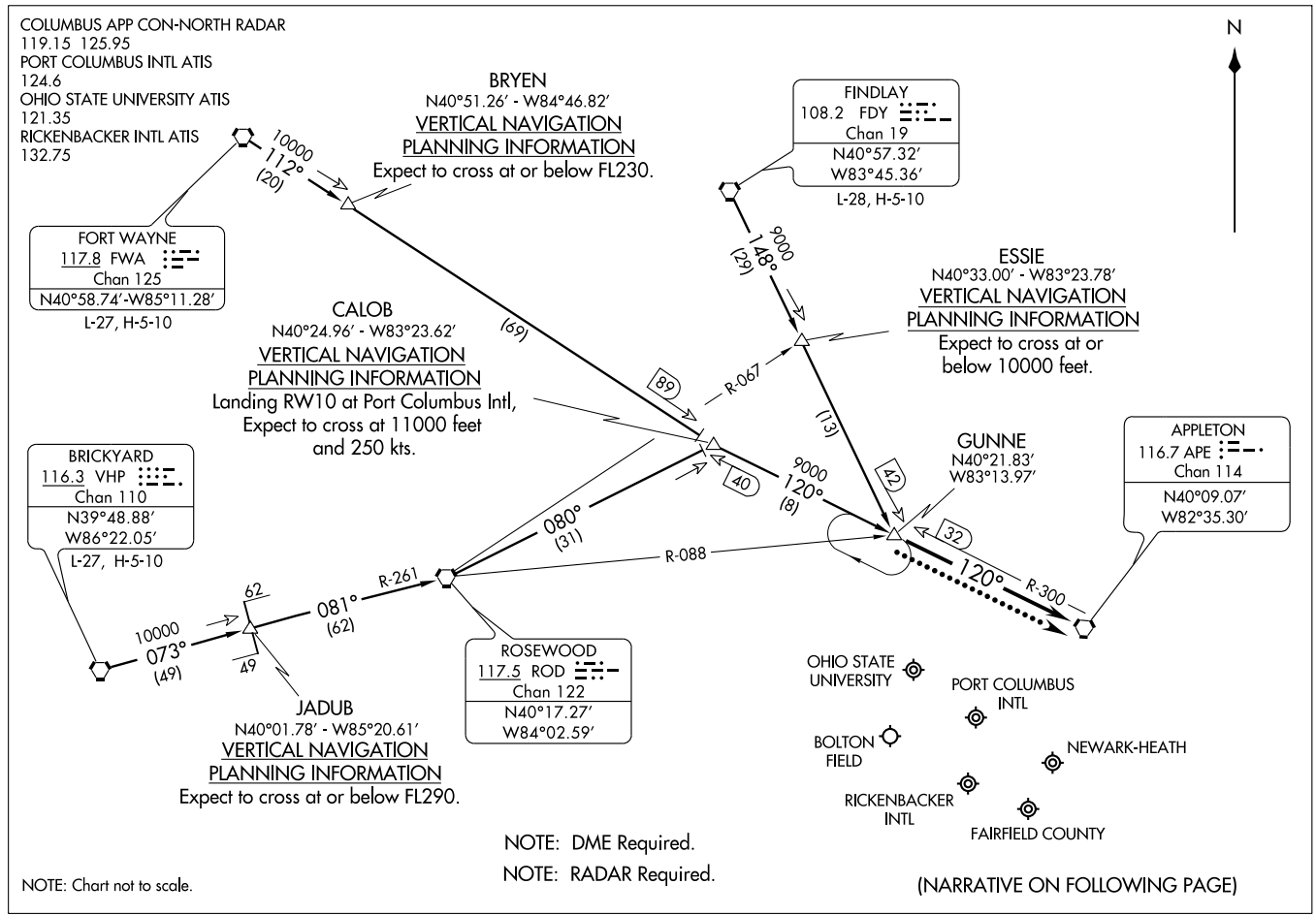




CATEGORY	A	B	C	D
S-27	1660-1 781 (800-1)	1660-1¼ 781 (800-1¼)	1660-2¼ 781 (800-2¼)	1660-2½ 781 (800-2½)
CIRCLING	1660-1 776 (800-1)	1660-1¼ 776 (800-1¼)	1660-2¼ 776 (800-2¼)	1660-2½ 776 (800-2½)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 14 JAN 2010 to 11 FEB 2010



(GUNNE.GUNNE1) 09239

GUNNE ONE ARRIVAL

ST-94 (FAA)

COLUMBUS, OHIO

ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

EC-2, 14 JAN 2010 to 11 FEB 2010

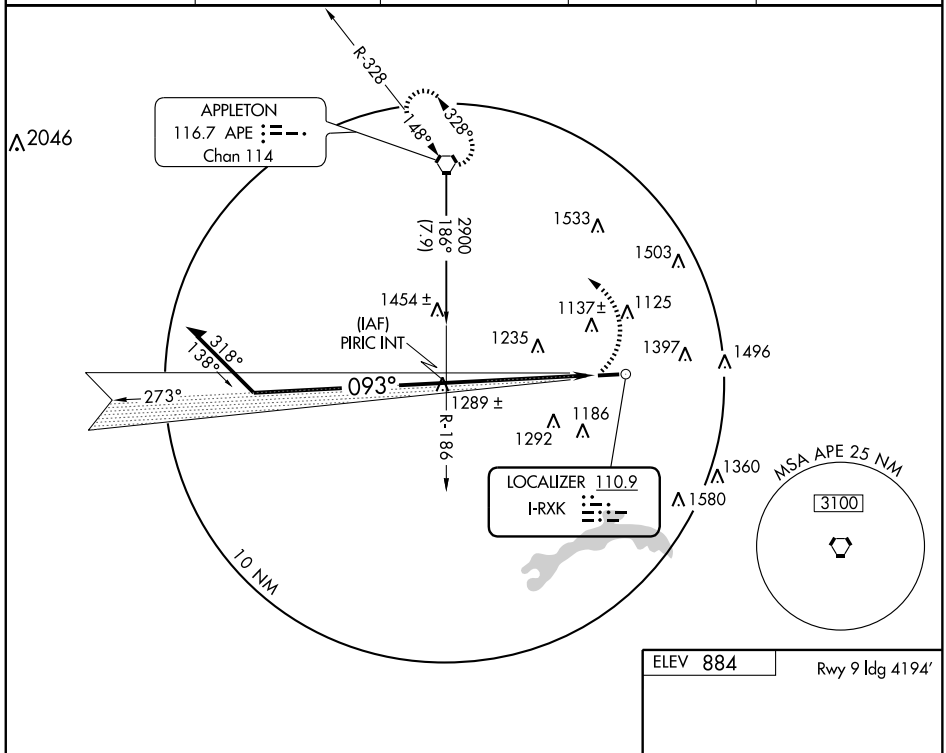
LOC I-RXK	APP CRS	Rwy Idg	4194
110.9	093°	TDZE	883
		Apt Elev	884

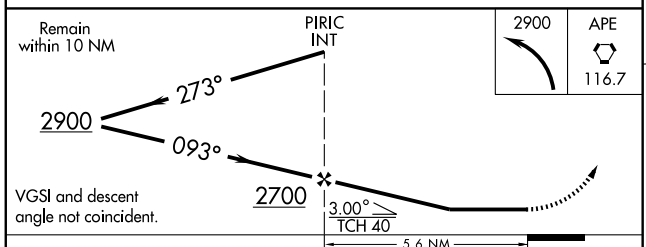
LOC RWY 9
NEWARK-HEATH (VTA)

If local altimeter not received, use Port Columbus Intl altimeter setting and increase all MDAs 60 feet.

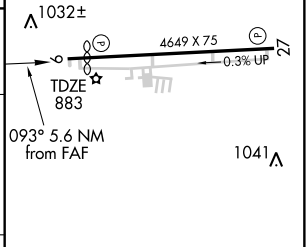
MISSED APPROACH: Climbing left turn to 2900 direct APE VORTAC and hold.

ASOS	COLUMBUS APP CON	CLNC DEL	UNICOM	
121.125	120.2 317.775	124.85	122.7 (CTAF)	123.3 L





2900	APE
	116.7



CATEGORY	A	B	C	D
S-9	1420-1	537 (600-1)	1420-1½ 537 (600-1½)	1420-1¾ 537 (600-1¾)
CIRCLING	1480-1	596 (600-1)	1480-1½ 596 (600-1½)	1560-2¼ 676 (700-2¼)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

EC-2, 14 JAN 2010 to 11 FEB 2010

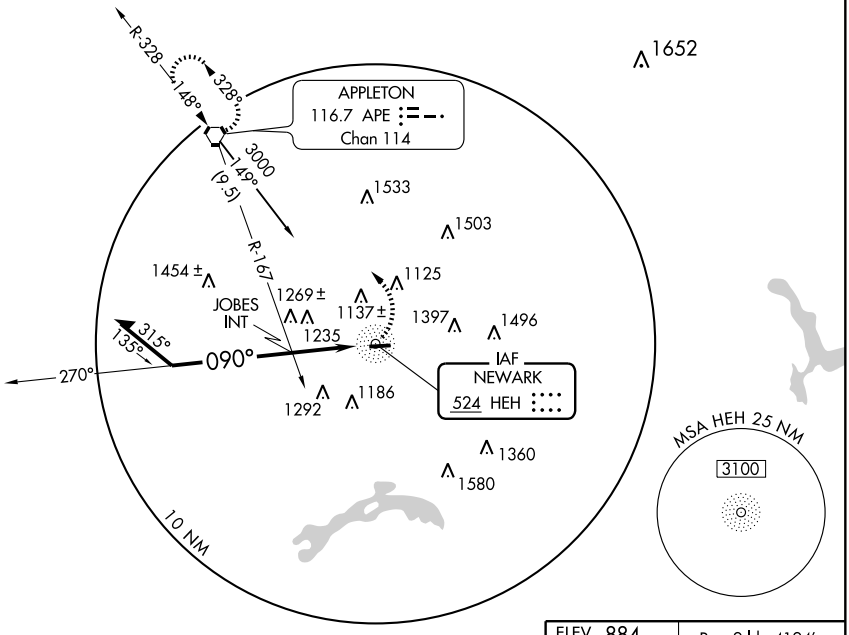
NDB HEH 524	APP CRS 090°	Rwy Idg 4194 TDZE 883 Apt Elev 884

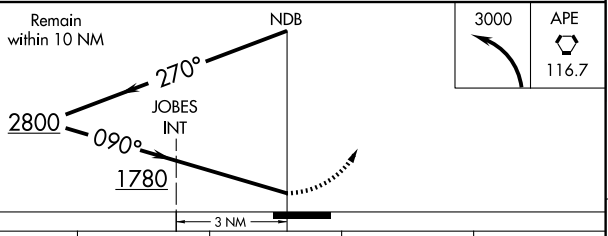
NDB or GPS RWY 9
NEWARK-HEATH (VTA)

NA

MISSED APPROACH: Climbing left turn to 3000 direct APE VORTAC and hold.

ASOS	COLUMBUS APP CON	CLNC DEL	UNICOM	
121.125	120.2 317.775	124.85	122.7 (CTAF)	123.3 L

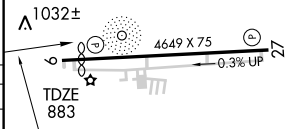




CATEGORY	A	B	C	D
S-9	1780-1¼ 897 (900-1¼)		1780-2¾ 897 (900-2¾)	1780-3 897 (900-3)
CIRCLING	1780-1¼ 896 (900-1¼)		1780-2¾ 896 (900-2¾)	1780-3 896 (900-3)
JOBES FIX MINIMUMS				
S-9	1580-1 697 (700-1)		1580-2 697 (700-2)	1580-2¼ 697 (700-2¼)
CIRCLING	1580-1 696 (700-1)		1580-2 696 (700-2)	1580-2¼ 696 (700-2¼)

ELEV 884

Rwy 9 ldg 4194′



REIL Rwys 9 and 27 L

MIRL Rwy 9-27 L

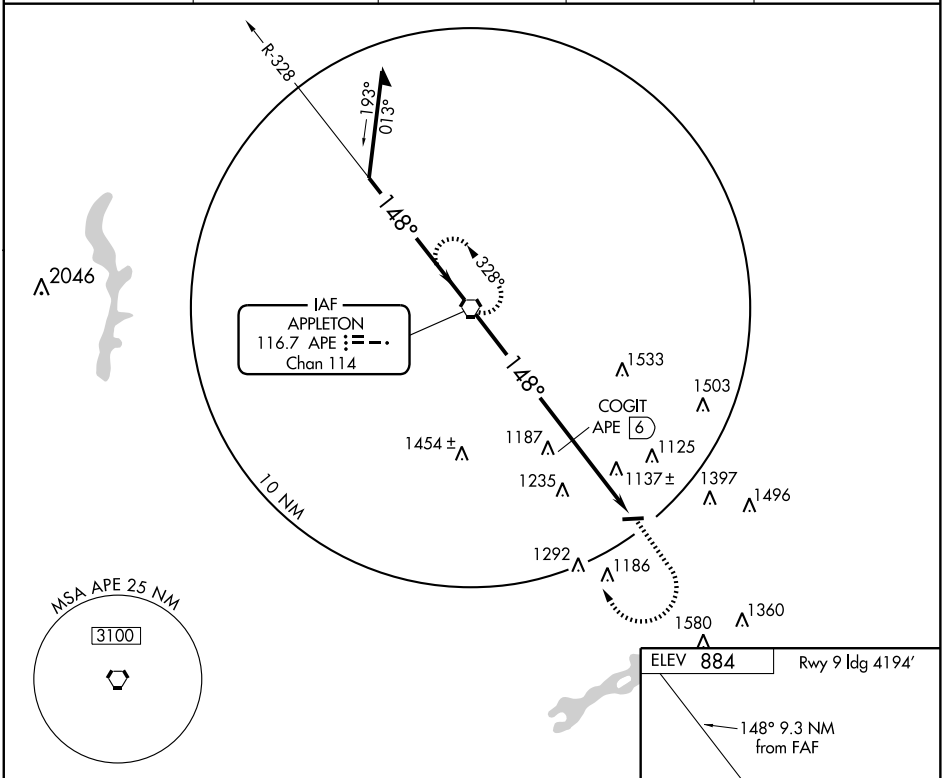
VORTAC APE 116.7 Chan 114	APP CRS 148°	Rwy Idg N/A TDZE N/A Apt Elev 884

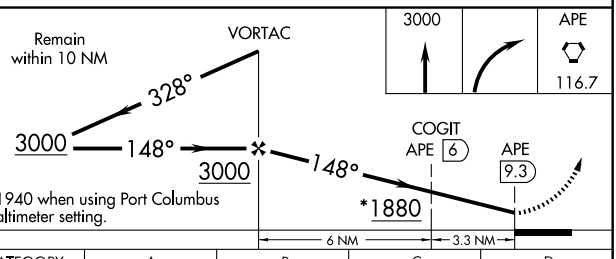
VOR-A
NEWARK-HEATH (VTA)

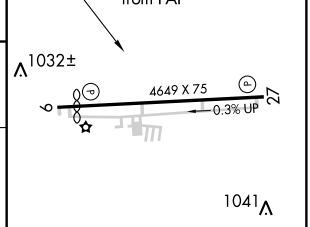
When local altimeter setting not received, use Port Columbus altimeter setting and increase all MDA 60 feet and COGIT fix minimums Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 then right turn direct APE VORTAC and hold.

ASOS	COLUMBUS APP CON	CLNC DEL	UNICOM	
121.125	120.2 317.775	124.85	122.7 (CTAF)	123.3 L







CATEGORY	A	B	C	D
CIRCLING	1880-1¼ 996 (1000-1¼)	1880-1½ 996 (1000-1½)	1880-3	996 (1000-3)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

COGIT FIX MINIMUMS			
CIRCLING	1520-1 636 (700-1)	1520-1¾ 636 (700-1¾)	1560-2¼ 676 (700-2¼)

FAF to MAP 9.3 NM					
Knots	60	90	120	150	180
Min:Sec	9:18	6:12	4:39	3:43	3:06

EC-2, 14 JAN 2010 to 11 FEB 2010

NORWALK, OHIO

AL-6640 (FAA)

APP CRS	Rwy ldg	3542
276°	TDZE	851
	Apt Elev	852

GPS RWY 28

NORWALK-HURON COUNTY (5A1)

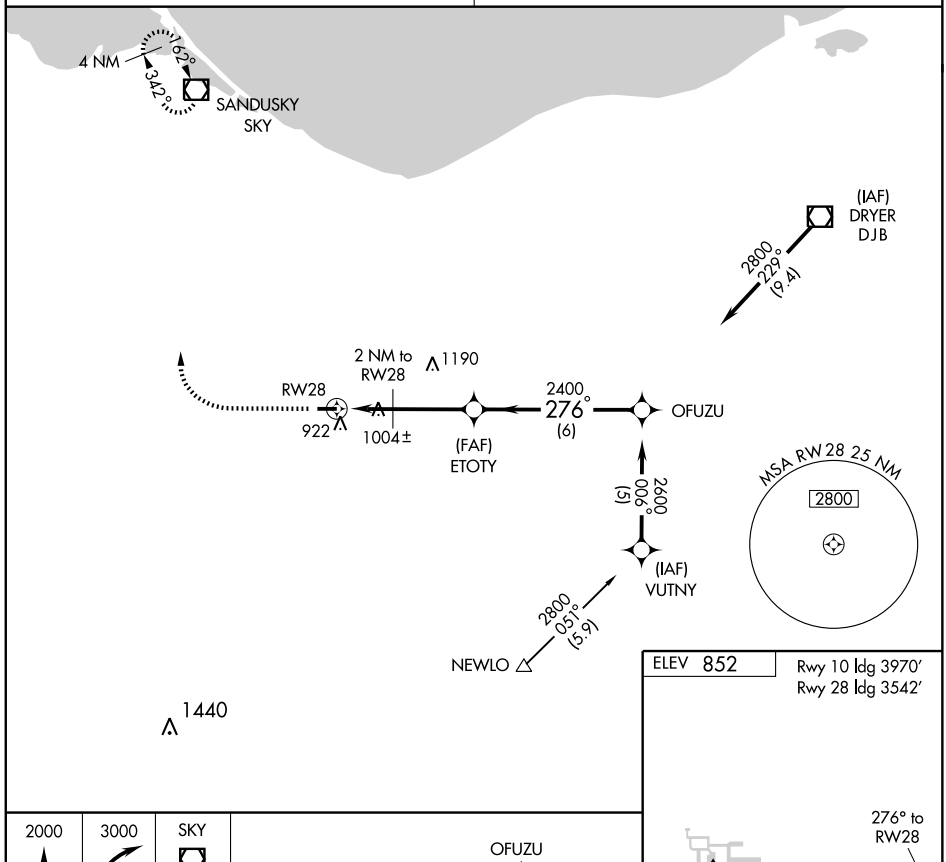
NA

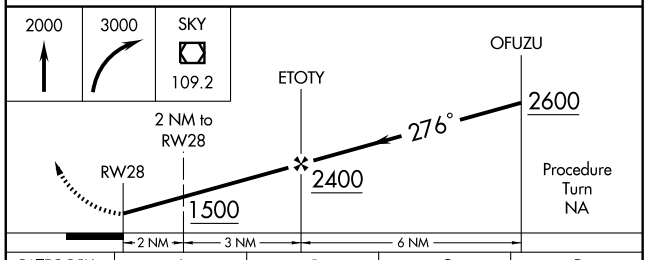
Use Cleveland-Hopkins altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct SKY VOR/DME and hold.

MANSFIELD APP CON ★
124.2 390.8

UNICOM
122.8 (CTAF) L

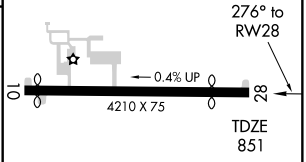




CATEGORY	A	B	C	D
S-28	1340-1 489 (500-1)		1340-1¼ 489 (500-1¼)	1340-1½ 489 (500-1½)
CIRCLING	1360-1 508 (600-1)	1400-1 548 (600-1)	1400-1½ 548 (600-1½)	1420-2 568 (600-2)

ELEV 852

Rwy 10 ldg 3970′
Rwy 28 ldg 3542′



MIRL Rwy 10-28 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME SKY 109.2 Chan 29	APP CRS 162°	Rwy Idg N/A TDZE N/A Apt Elev 852

VOR or GPS-A
NORWALK-HURON COUNTY (5A1)

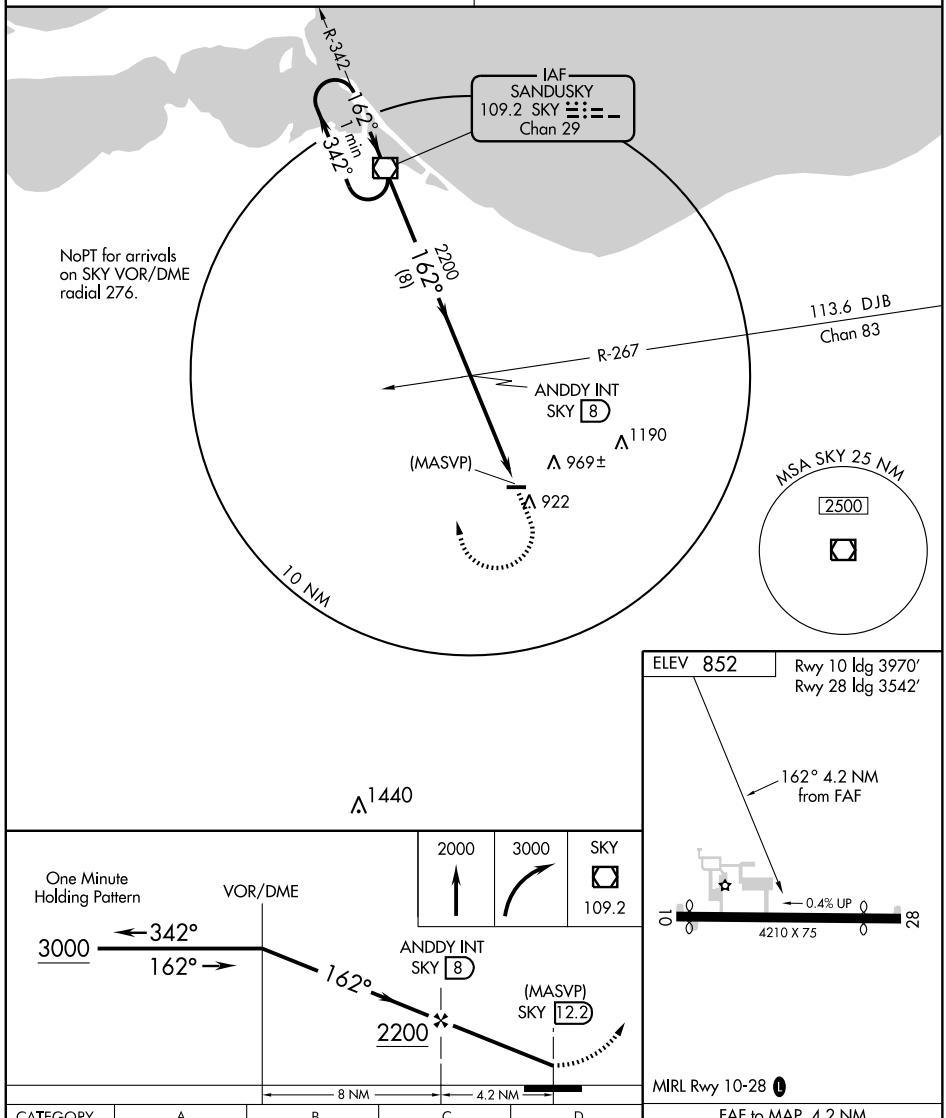
NA

Use Cleveland-Hopkins altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct SKY VOR/DME and hold.

MANSFIELD APP CON ★
124.2 390.8

UNICOM
122.8 (CTAF) L



MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
CIRCLING	1400-1 548 (600-1)		1420-1½ 568 (600-1½)	1520-2 668 (700-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH **86514** **W09A**	APP CRS **095°**	Rwy ldg **4427** TDZE **759** Apt Elev **764**

RNAV (GPS) RWY 9

OTTAWA / PUTNAM COUNTY (OWX)

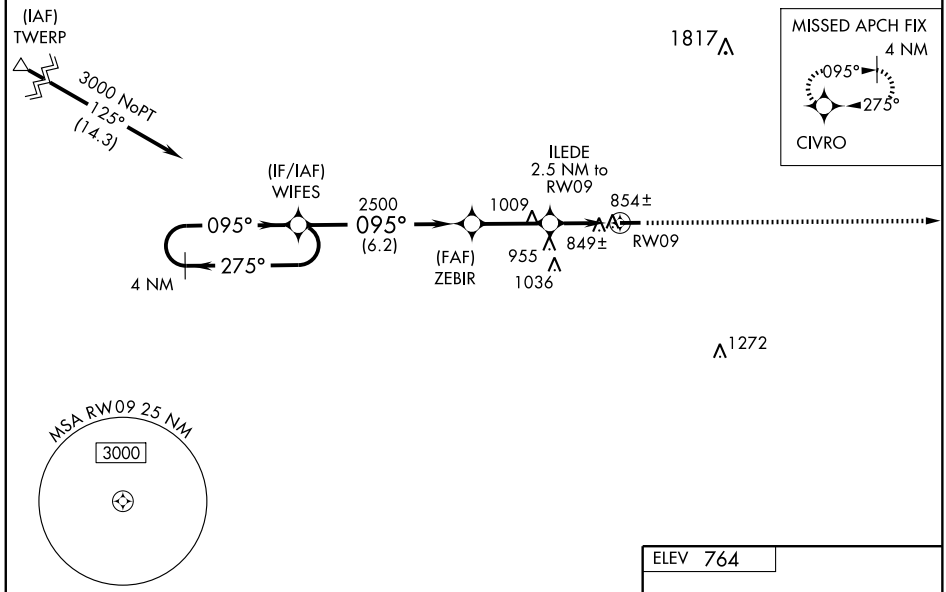
Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

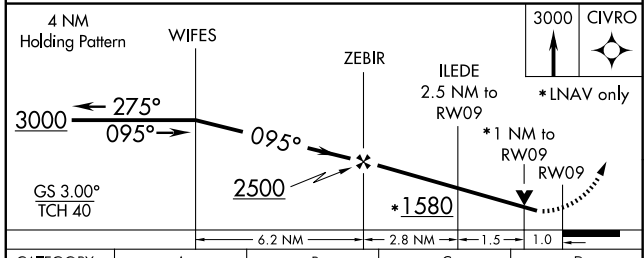
NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 40 feet, increase LPV all Cats visibility ¼ mile. VDP NA when using Findlay altimeter setting.

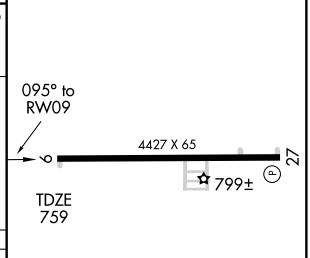
MISSED APPROACH: Climb to 3000 direct CIVRO and hold.

AWOS-3	TOLEDO APP CON	UNICOM
120.525	**120.8 317.55**	**122.7** (CTAF) L

Procedure NA for arrivals at TWERP via V8-422 westbound and V96 westbound.







CATEGORY	A	B	C	D
LPV DA	1047-1	288 (300-1)	NA	
LNAV/VNAV DA	1146-1½	387 (400-1½)	NA	
LNAV MDA	1120-1	361 (400-1)	NA	
CIRCLING	1200-1 436 (500-1)	1220-1 456 (500-1)	NA	

REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 97614 W27A	APP CRS 275°	Rwy ldg 4427 TDZE 764 Apt Elev 764

RNAV (GPS) RWY 27

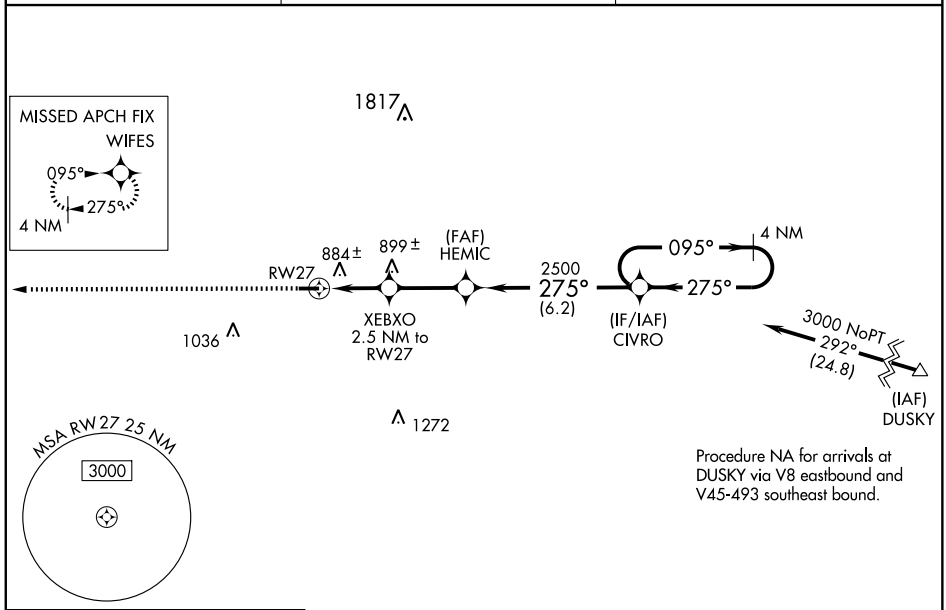
OTTAWA / PUTNAM COUNTY (OWX)

Baro-VNAV NA when using Findlay altimeter setting. For uncompsated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Findlay altimeter setting.

NA

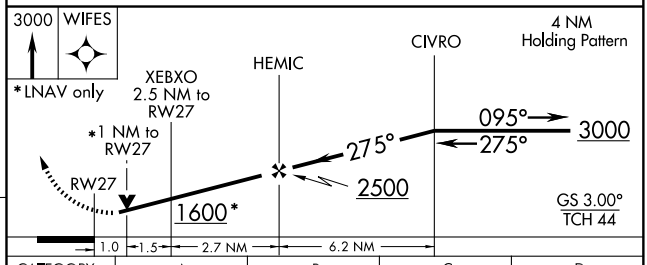
MISSED APPROACH: Climb to 3000 direct WIFES and hold.

AWOS-3	TOLEDO APP CON	UNICOM
120.525	120.8 317.55	122.7 (CTAF) L



Procedure NA for arrivals at DUSKY via V8 eastbound and V45-493 southeast bound.

ELEV 764



CATEGORY	A	B	C	D
LPV DA	1049-1	285 (300-1)	NA	
LNAV/VNAV DA	1186-1½	422 (500-1½)	NA	
LNAV MDA	1140-1	376 (400-1)	NA	
CIRCLING	1200-1 436 (500-1)	1220-1 456 (500-1)	NA	

REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC FDY 108.2 Chan 19	APP CRS 298°	Rwy Idg 4427 TDZE 764 Apt Elev 764

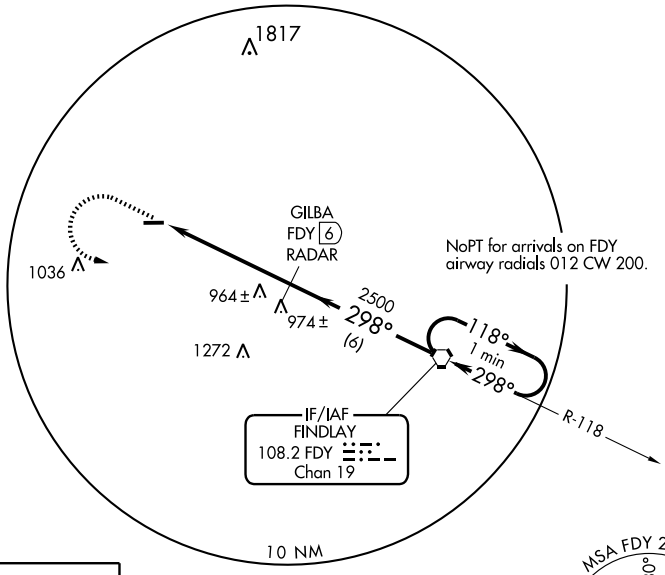
VOR RWY 27

OTTAWA / PUTNAM COUNTY (OWX)

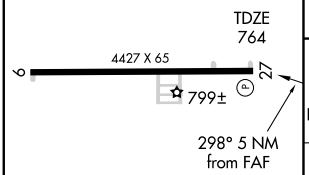
DME or Radar Required.
NA Visibility reduction by helicopters NA.
When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2500 via FDY VORTAC R-298, then left turn direct FDY VORTAC and hold.

AWOS-3	TOLEDO APP CON	UNICOM
120.525	120.8 317.55	122.7 (CTAF) L

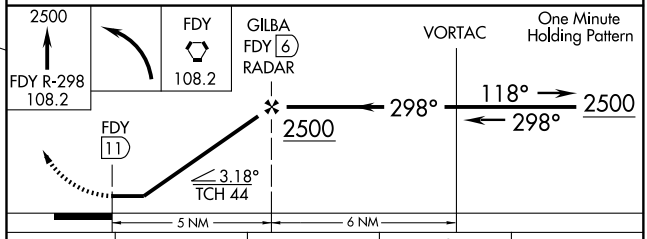


ELEV 764



REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-27	1220-1 456 (500-1)		NA	
CIRCLING	1220-1 456 (500-1)		NA	

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB OXD 282	APP CRS 042°	Rwy Idg 3741 TDZE 1045 Apt Elev 1045

NDB or GPS RWY 5

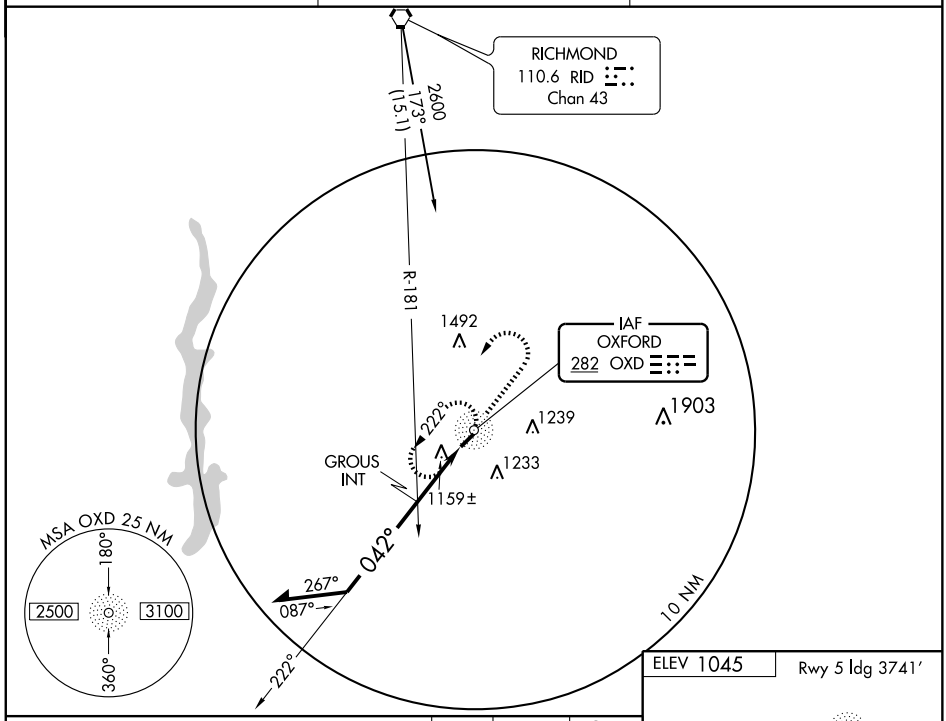
OXFORD / MIAMI UNIVERSITY (OXD)

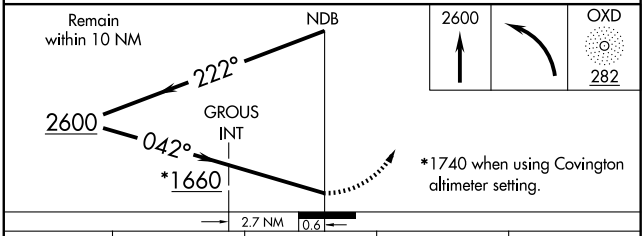
Obtain local altimeter setting on CTAF; when not received, use Covington/Cincinnati/Northern Kentucky altimeter setting and increase all MDAs 100 feet and all visibilities ¼ mile.

NA

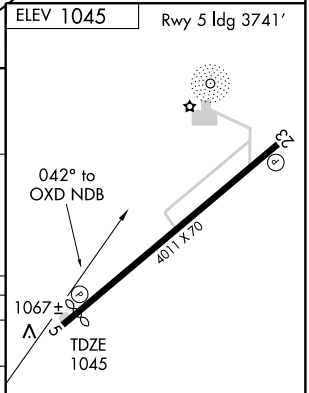
MISSED APPROACH: Climb to 2600 then left turn direct OXD NDB and hold.

CINCINNATI APP CON	UNICOM	
121.0 257.725	122.8 (CTAF)	122.9 L





CATEGORY	A	B	C	D
S-5	1660-1 615 (700-1)		1660-1¾ 615 (700-1¾)	NA
CIRCLING	1660-1 615 (700-1)		1660-1¾ 615 (700-1¾)	NA
GROUS FIX MINIMUMS				
S-5	1460-1 415 (500-1)		1460-1¼ 415 (500-1¼)	NA
CIRCLING	1460-1 415 (500-1)	1500-1 455 (500-1)	1600-1½ 555 (600-1½)	NA



LIRL Rwy 5-23 L ★
REIL Rwys 5 and 23 L

Knots	60	90	120	150	180
Min:Sec					

EC-2, 14 JAN 2010 to 11 FEB 2010

CLEVELAND DEP CON
125.35 346.32

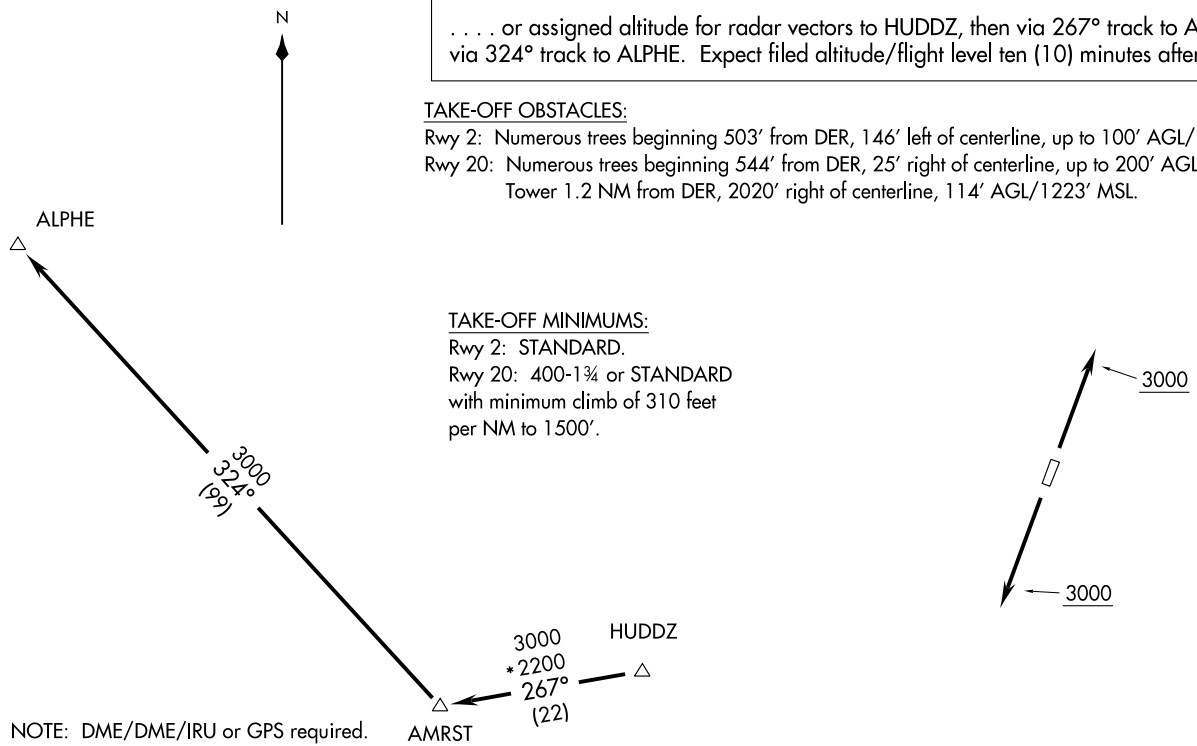
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 20: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:
Rwy 2: Numerous trees beginning 503′ from DER, 146′ left of centerline, up to 100′ AGL/1039′ MSL.
Rwy 20: Numerous trees beginning 544′ from DER, 25′ right of centerline, up to 200′ AGL/1349′ MSL.
Tower 1.2 NM from DER, 2020′ right of centerline, 114′ AGL/1223′ MSL.

TAKE-OFF MINIMUMS:
Rwy 2: STANDARD.
Rwy 20: 400-1¾ or STANDARD with minimum climb of 310 feet per NM to 1500′.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED.

NOTE: Chart not to scale.

(ALPHE2.ALPHE) 09127

ALPHE TWO DEPARTURE (RNAV)

SL-5432 (FAA)

PAINESVILLE / CONCORD AIRPARK (2G1)
PAINESVILLE, OHIO

CLEVELAND DEP CON
125.35 346.325

DEPARTURE ROUTE DESCRIPTION

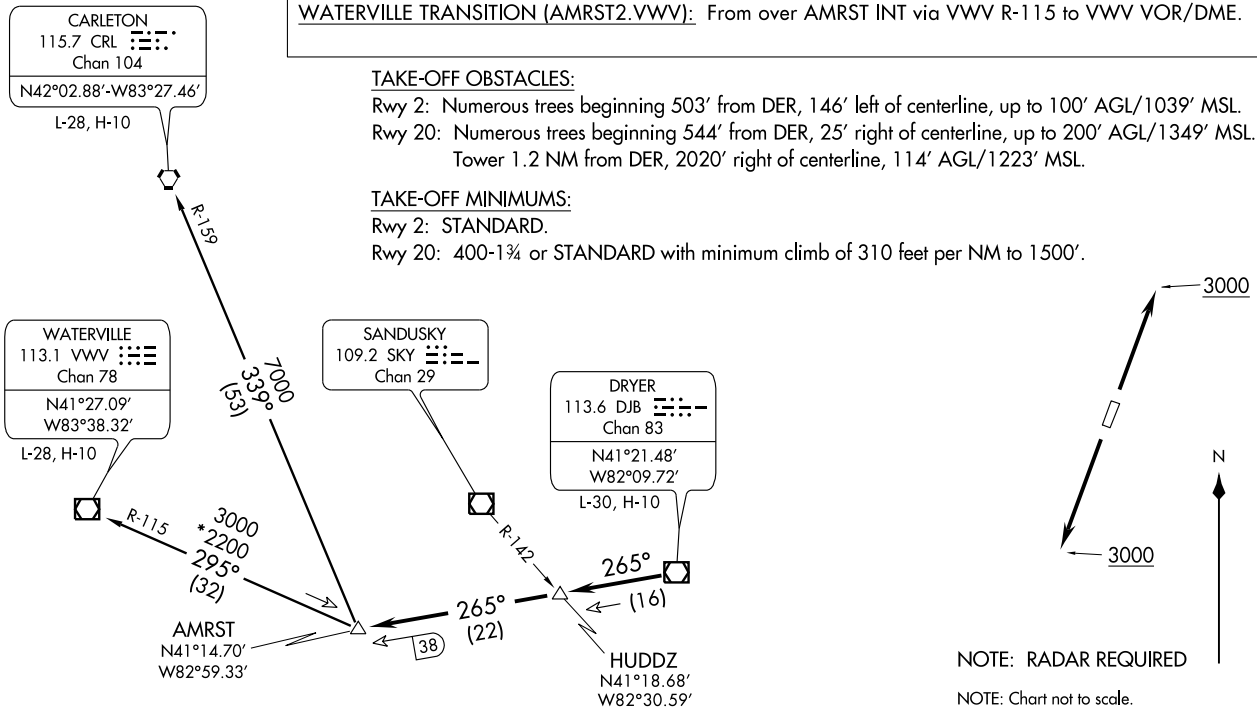
TAKE-OFF RUNWAYS 2, 20: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

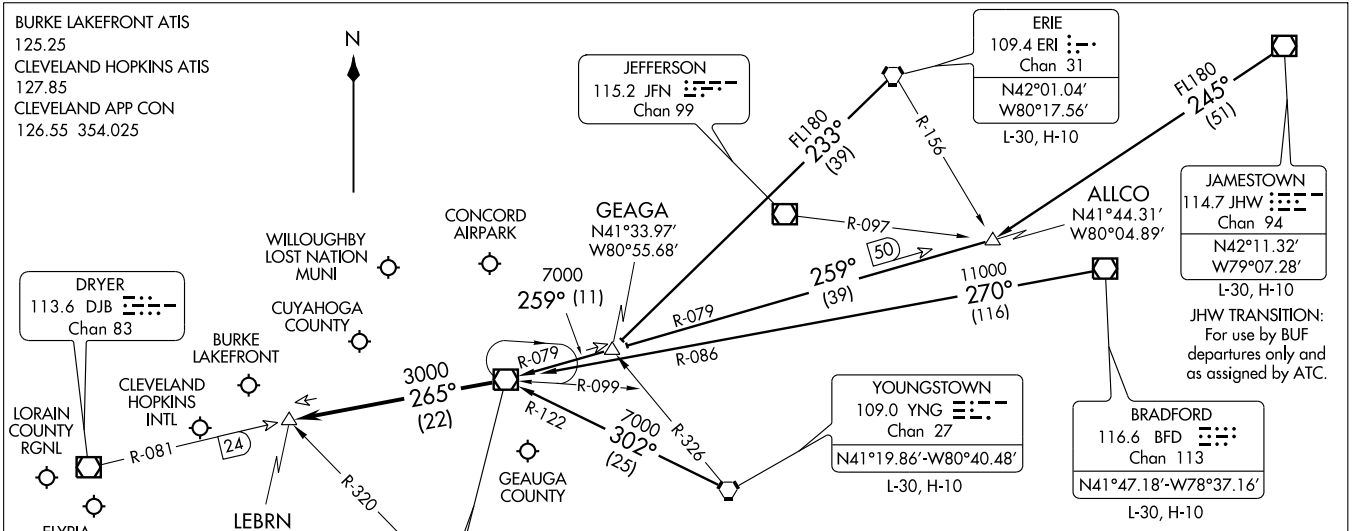
TAKE-OFF OBSTACLES:
Rwy 2: Numerous trees beginning 503′ from DER, 146′ left of centerline, up to 100′ AGL/1039′ MSL.
Rwy 20: Numerous trees beginning 544′ from DER, 25′ right of centerline, up to 200′ AGL/1349′ MSL.
Tower 1.2 NM from DER, 2020′ right of centerline, 114′ AGL/1223′ MSL.

TAKE-OFF MINIMUMS:
Rwy 2: STANDARD.
Rwy 20: 400-1¾ or STANDARD with minimum climb of 310 feet per NM to 1500′.



AMRST TWO DEPARTURE (AMRST2.AMRST1) 09183
SL-5432 (FAA)
PAINESVILLE / CONCORD AIRPARK (2G1)
PAINESVILLE, OHIO

CHARDON TWO ARRIVAL



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

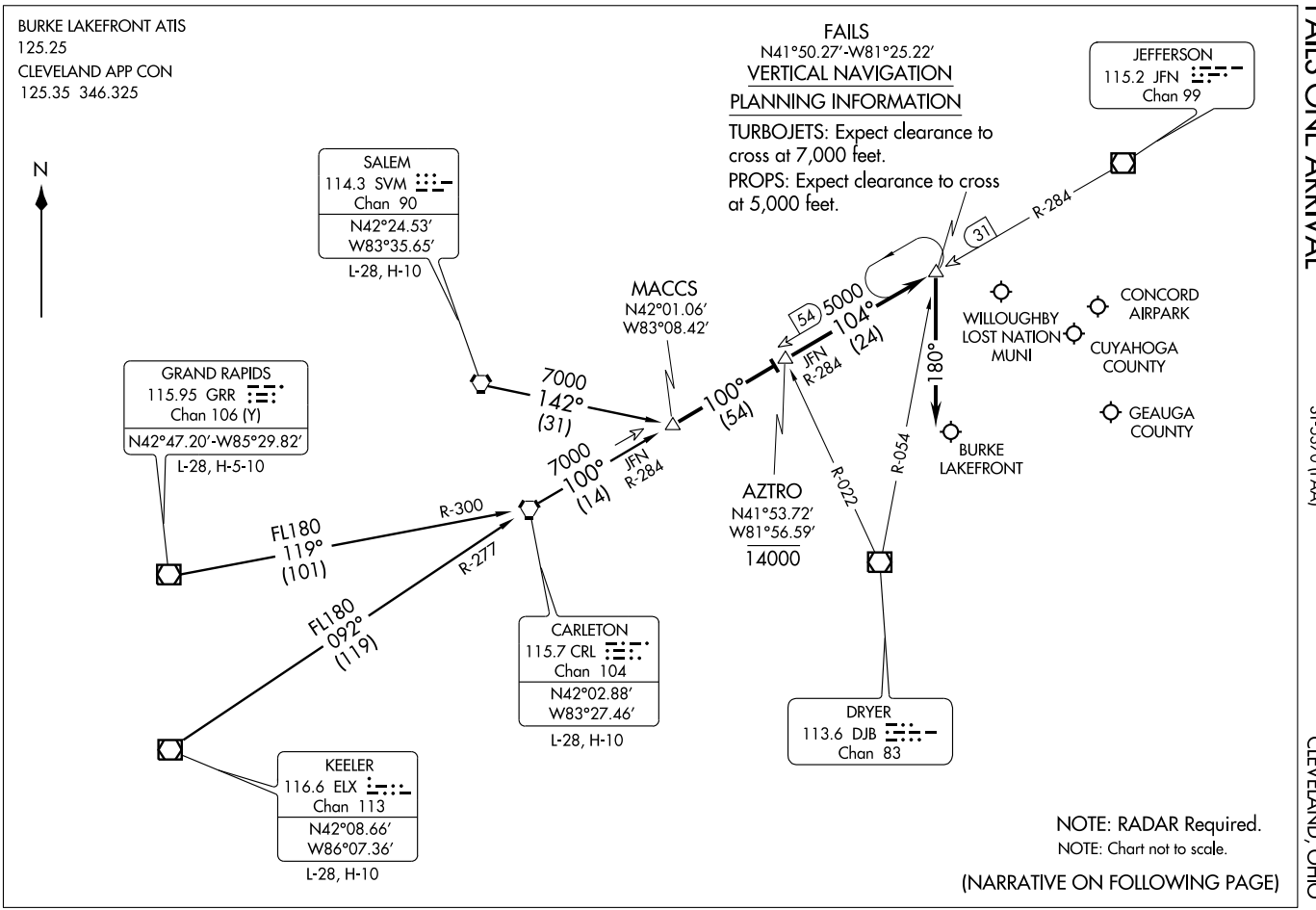
BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.


BURKE LAKEFRONT ATIS
125.25
CLEVELAND APP CON
125.35 346.325
N
FAILS
N41°50.27′-W81°25.22′
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 7,000 feet.
PROPS: Expect clearance to cross at 5,000 feet.
JEFFERSON
115.2 JFN
Chan 99
SALEM
114.3 SVM
Chan 90
N42°24.53′
W83°35.65′
L-28, H-10
MACCS
N42°01.06′
W83°08.42′
GRAND RAPIDS
115.95 GRR
Chan 106 (Y)
N42°47.20′-W85°29.82′
L-28, H-5-10
7000
142°
(31)
7000
100°
(14)
JFN
R-284
100°
(54)
5000
104°
(24)
54
31
R-284
180°
WILLOUGHBY
LOST NATION
MUNI
CONCORD
AIRPARK
CUYAHOGA
COUNTY
GEAUGA
COUNTY
BURKE
LAKEFRONT
AZTRO
N41°53.72′
W81°56.59′
14000
R-022
R-054
R-300
FL180
119°
(101)
R-277
FL180
092°
(119)
CARLETON
115.7 CRL
Chan 104
N42°02.88′
W83°27.46′
L-28, H-10
DRYER
113.6 DJB
Chan 83
KEELER
116.6 ELX
Chan 113
N42°08.66′
W86°07.36′
L-28, H-10
NOTE: RADAR Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.FAILS1): From over CRL VORTAC via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.FAILS1): From over GRR VOR/DME via GRR R-119 and CRL R-300 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

KEELER TRANSITION (ELX.FAILS1): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

SALEM TRANSITION (SVM.FAILS1): From over SVM VORTAC via heading 142° to MACCS INT. Thence. . . .

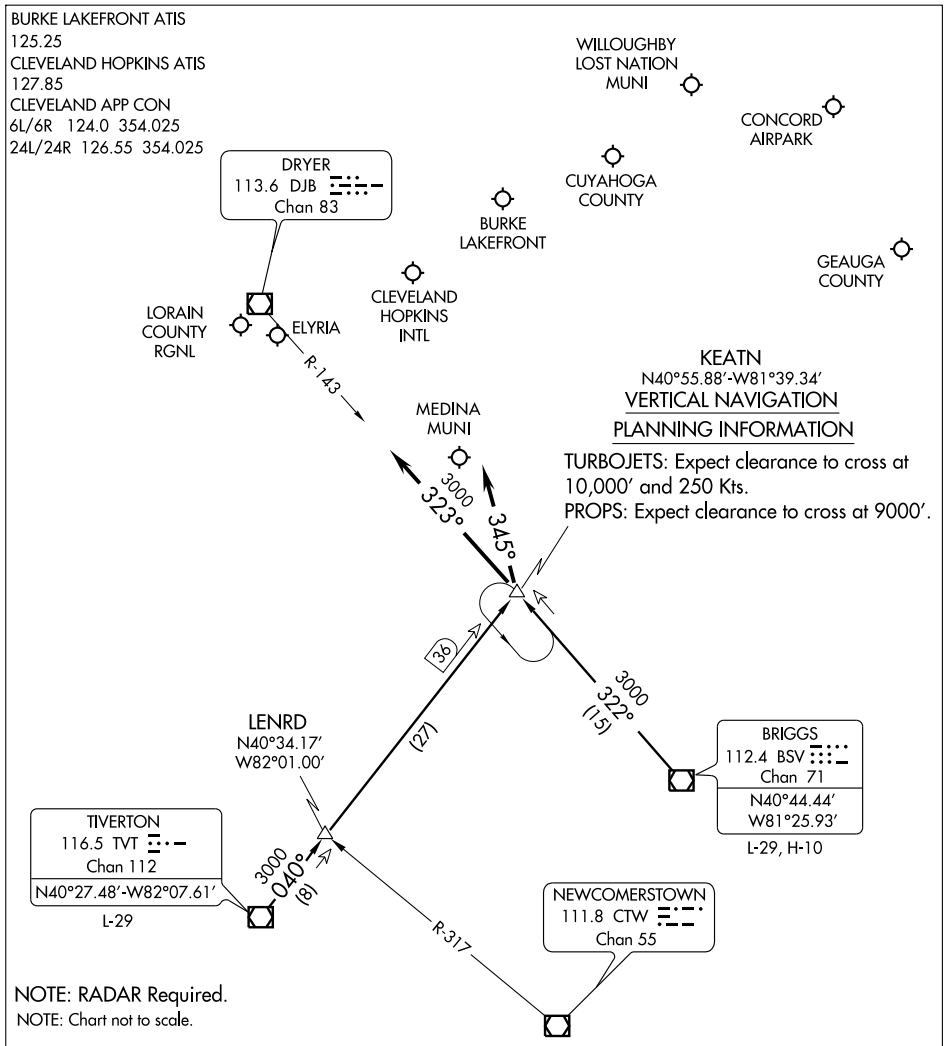
. . . . From over MACCS INT, via CRL VORTAC R-100 to AZTRO INT, then via JFN VOR/DME R-284 to FAILS INT. From FAILS fly heading 180°.
Expect radar vectors to final approach course.

EC-2, 14 JAN 2010 to 11 FEB 2010

KEATN FOUR ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

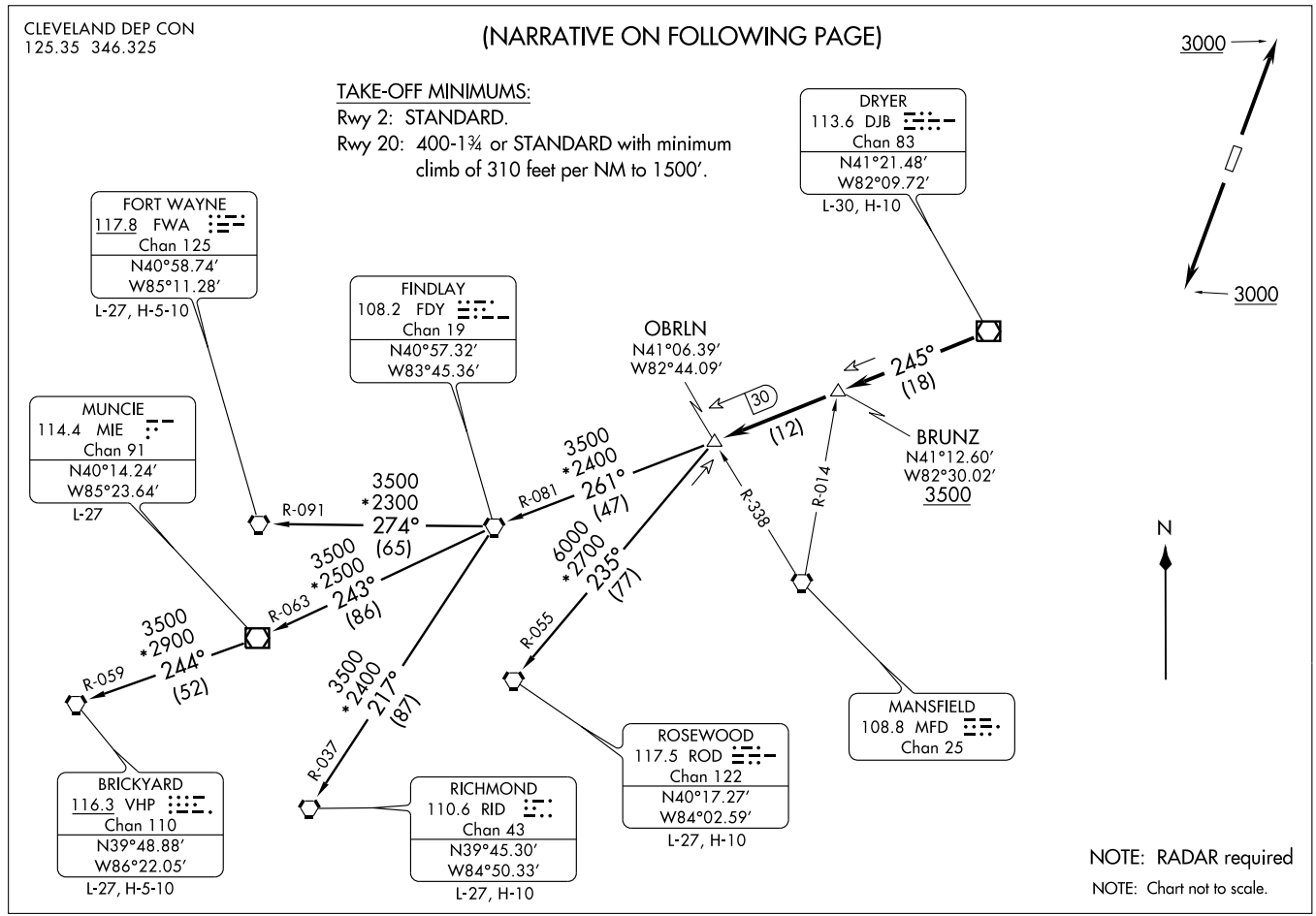
LANDING CLE RWY 6L/R: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

CLEVELAND DEP CON
125.35 346.325

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
Rwy 2: STANDARD.
Rwy 20: 400-1¾ or STANDARD with minimum climb of 310 feet per NM to 1500'.



NOTE: RADAR required
NOTE: Chart not to scale.

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 20: Climb via assigned heading to 3000, thence. . . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 2: Numerous trees beginning 503′ from DER, 146′ left of centerline, up to 100′ AGL/1039′ MSL.

Rwy 20: Numerous trees beginning 544′ from DER, 25′ right of centerline, up to 200′ AGL/1349′ MSL. Tower 1.2 NM from DER, 2020′ right of centerline, 114′ AGL/1223′ MSL.

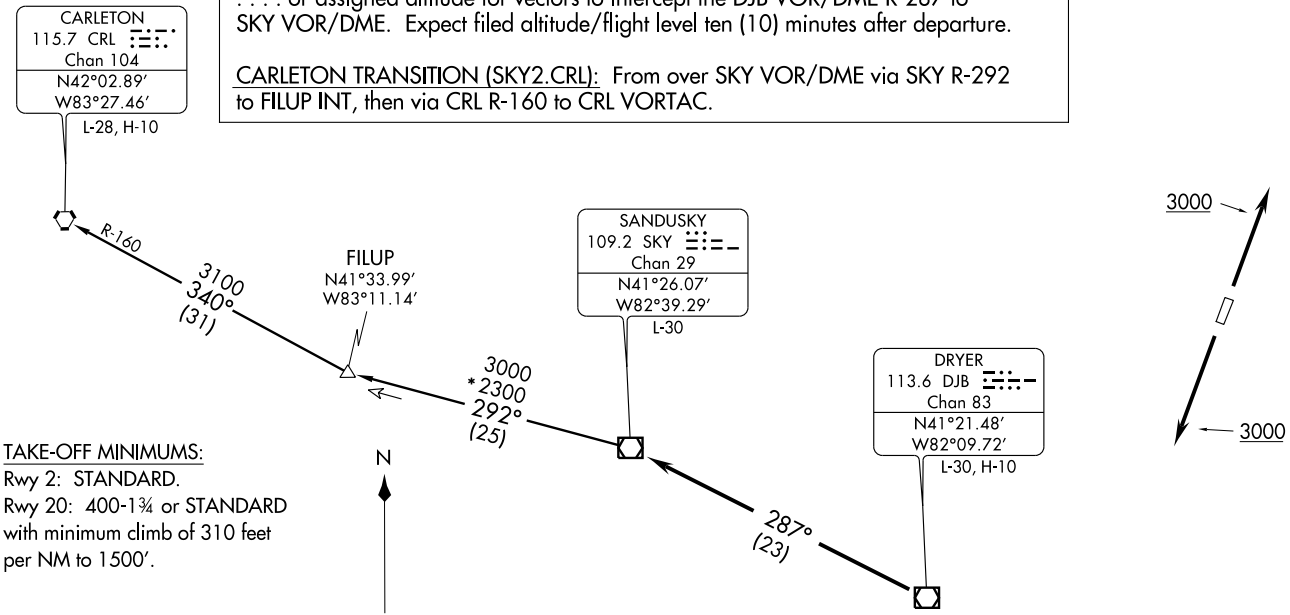
SANDUSKY TWO DEPARTURE (SKY2.SKY) 09183

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 20: Climb via assigned heading to 3000 thence . . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.



TAKE-OFF MINIMUMS:
Rwy 2: STANDARD.
Rwy 20: 400-1¾ or STANDARD with minimum climb of 310 feet per NM to 1500′.

TAKE-OFF OBSTACLES:
Rwy 2: Numerous trees beginning 503′ from DER, 146′ left of centerline, up to 100′ AGL/1039′ MSL.
Rwy 20: Numerous trees beginning 544′ from DER, 25′ right of centerline, up to 200′ AGL/1349′ MSL.
Tower 1.2 NM from DER, 2020′ right of centerline, 114′ AGL/1223′ MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only
NOTE: Chart not to scale.

PAINESVILLE, OHIO

AL-5432 (FAA)

VOR/DME CXR	APP CRS	Rwy Idg	N/A
112.7	355°	TDZE	N/A
Chan 74		Apt Elev	999

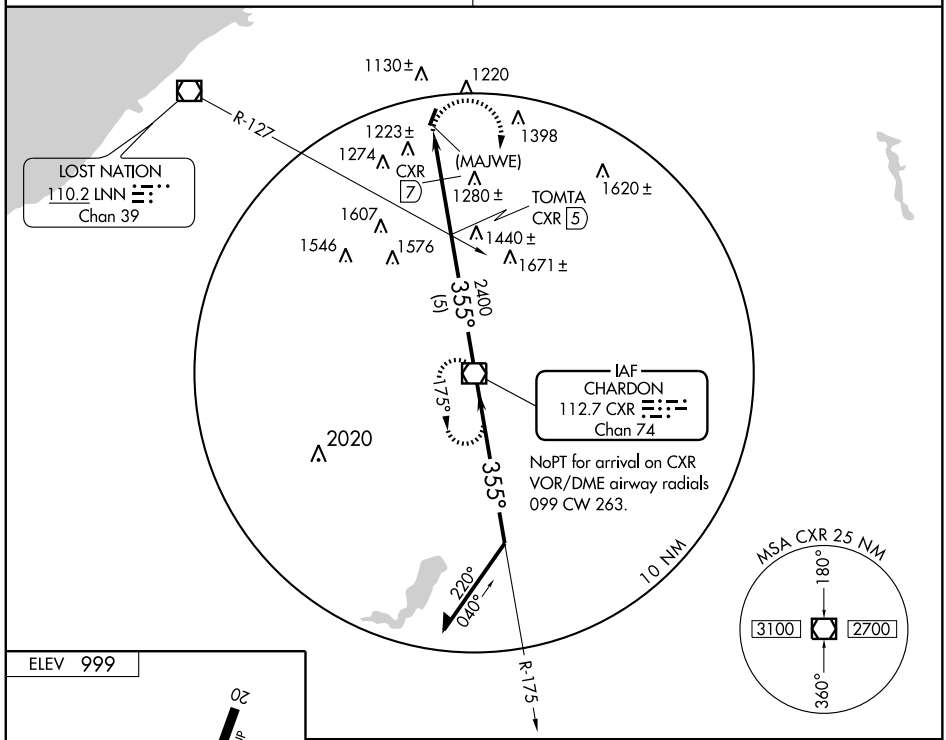
VOR or GPS-A

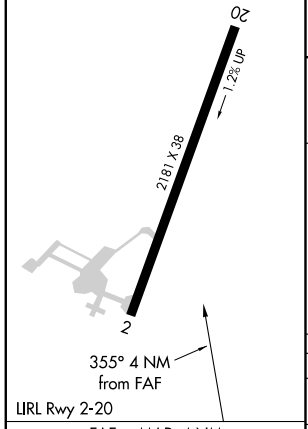
PAINESVILLE/ CONCORD AIRPARK (2G1)

Procedure not authorized at night.
NA
Use Cleveland-Hopkins altimeter setting.

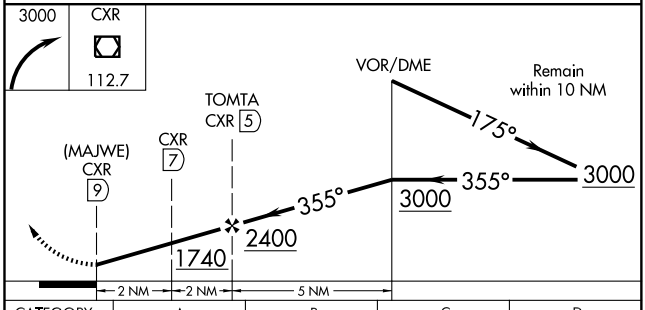
MISSED APPROACH: Climbing right turn to 3000 direct CXR VOR/DME and hold.

CLEVELAND APP CON	UNICOM
125.35 354.025	122.8 (CTAF)



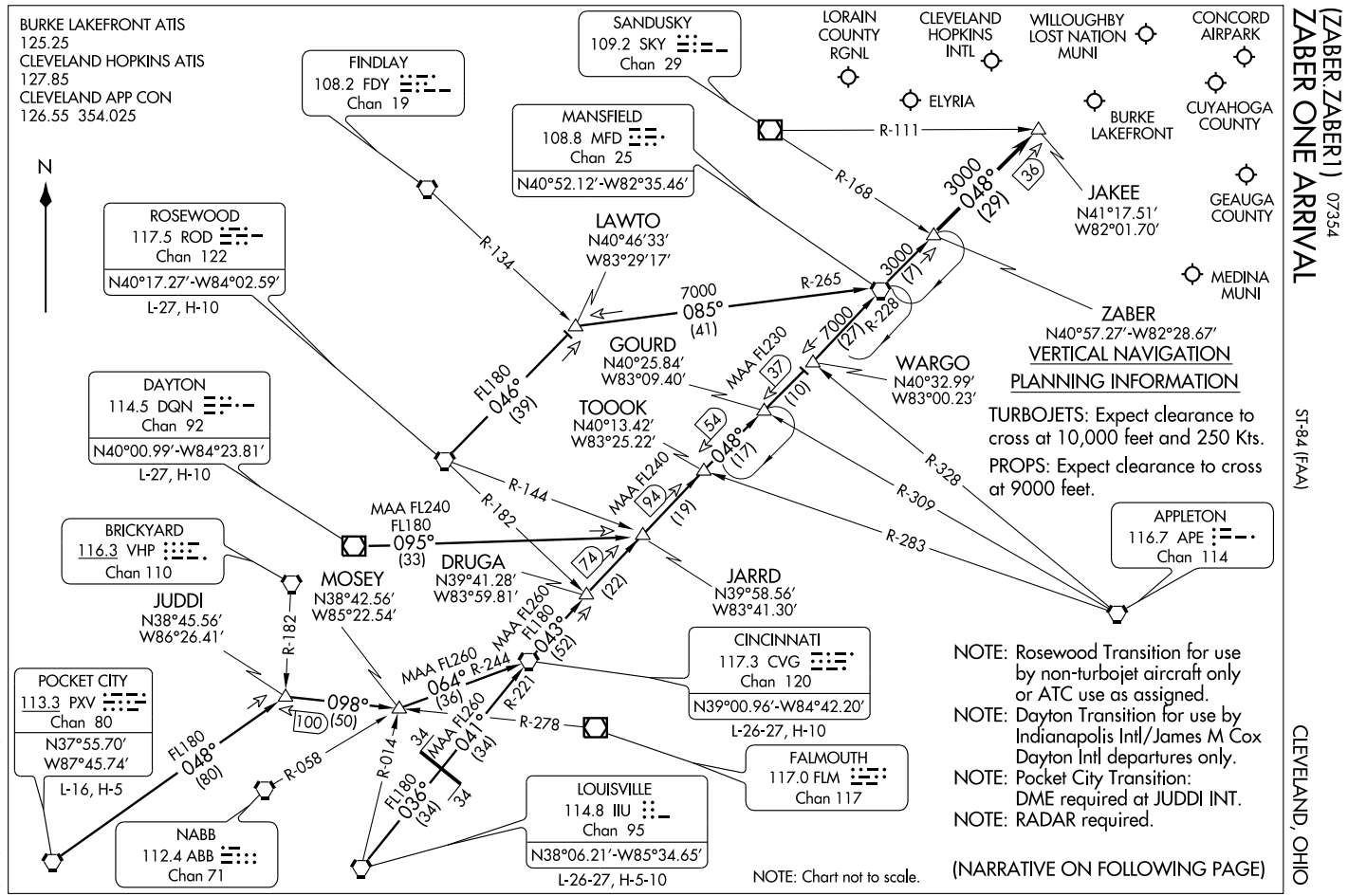


FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
CIRCLING	1740-1 741 (800-1)	1740-1¼ 741 (800-1¼)	1740-2¼ 741 (800-2¼)	NA
DME MINIMUMS				
CIRCLING	1640-1 641 (700-1)		1640-1¾ 641 (700-1¾)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010



(ZABER.ZABER1) 07354

ZABER ONE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME DQN	APP CRS	Rwy Idg	3000
114.5	182°	TDZE	1031
Chan 92		Apt Elev	1031

VOR or GPS RWY 21

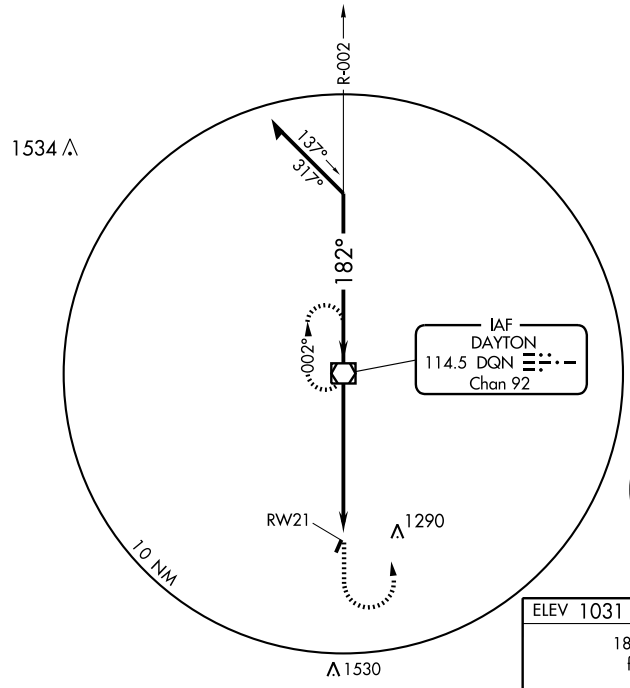
PHILLIPSBURG (3I7)

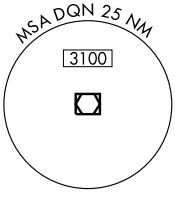
NA

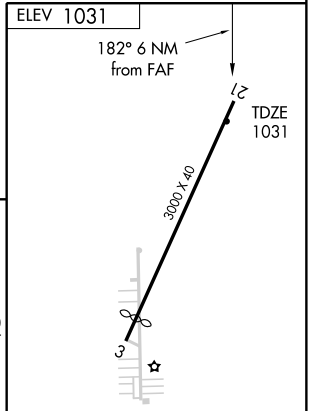
Use Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn direct DQN VOR/DME and hold.

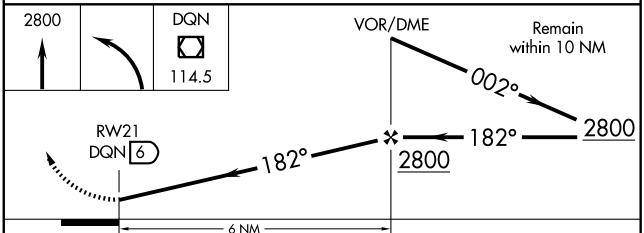
DAYTON APP CON	UNICOM
134.45 352.05	122.7 (CTAF)







LIRL Rwy 3-21
REIL Rwys 3 and 21



CATEGORY	A	B	C	D
S-21	1420-1 389 (400-1)			NA
CIRCLING	1540-1 509 (600-1)		1540-1½ 509 (600-1½)	NA

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3997
081°	TDZE	994
	Apt Elev	994

RNAV (GPS) RWY 8

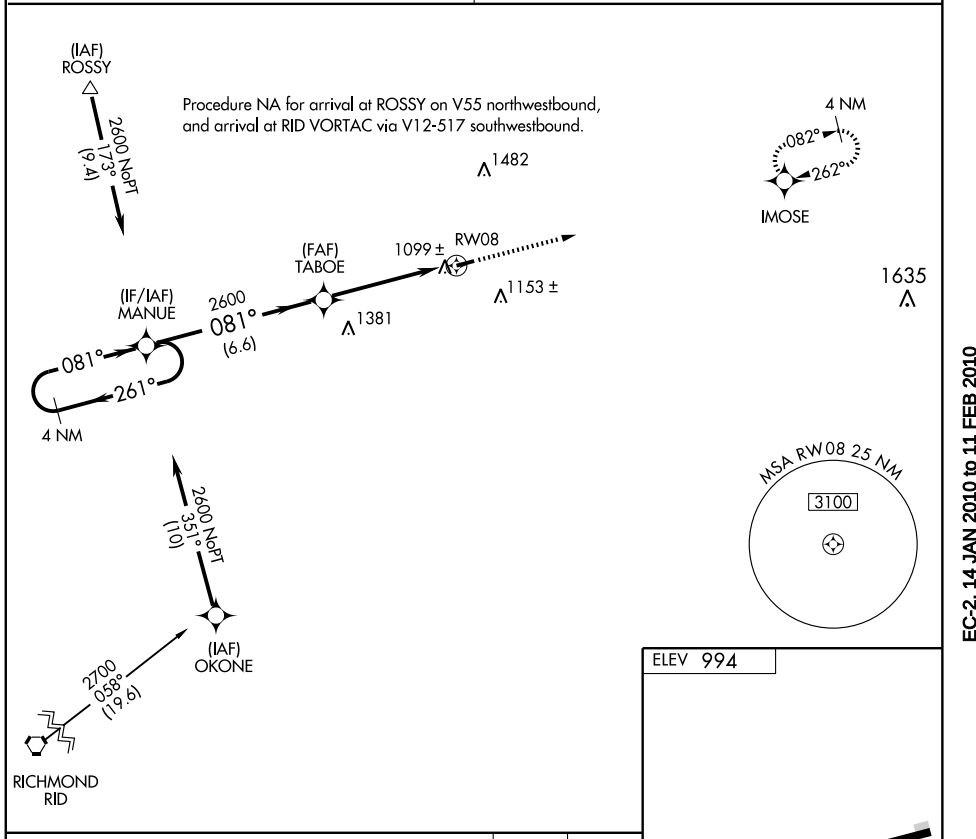
PIQUA AIRPORT-HARTZELL FIELD (I17)

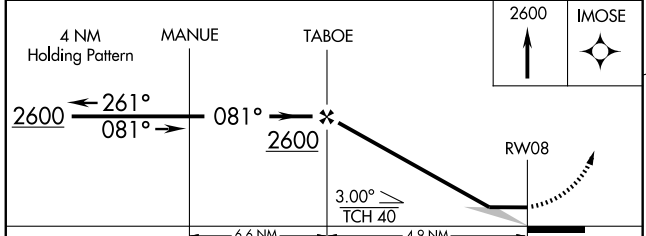
⚠ NA

Use James M. Cox Dayton Intl altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct IMOSE WP and hold.

DAYTON APP CON	UNICOM
118.425 134.45 294.5 352.05	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1400-1	406 (500-1)	1400-1¼	406 (500-1¼)
CIRCLING	1440-1 446 (500-1)	1460-1 466 (500-1)	1460-1½ 466 (500-1½)	1560-2 566 (600-2)

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

EC-2, 14 JAN 2010 to 11 FEB 2010

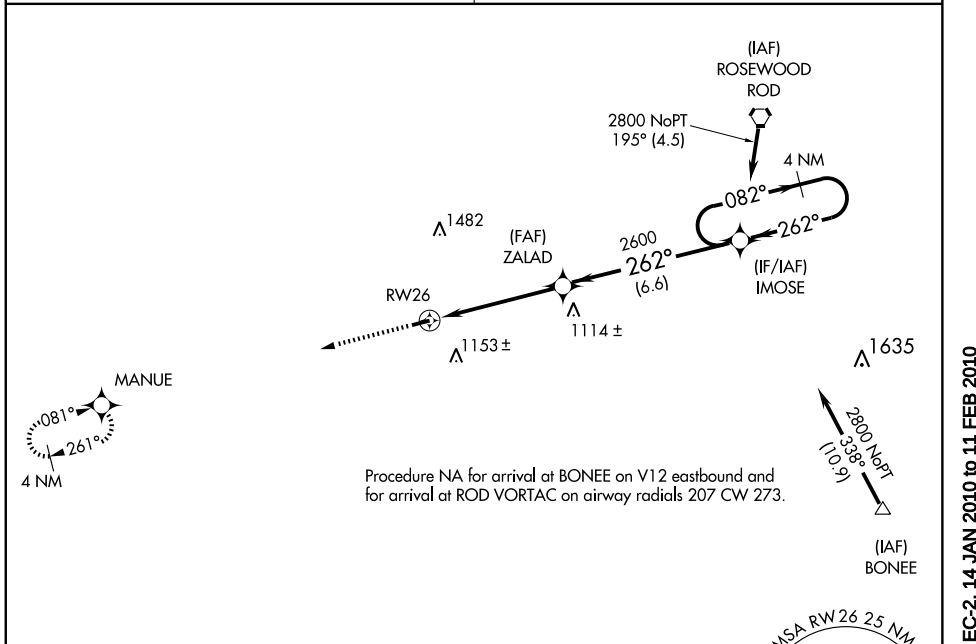
APP CRS	Rwy ldg	3997
262°	TDZE	987
	Apt Elev	994

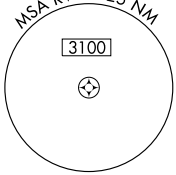
RNAV (GPS) RWY 26

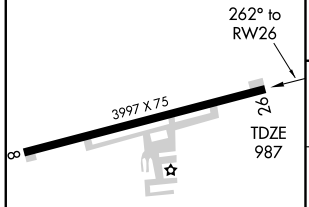
PIQUA AIRPORT-HARTZELL FIELD (I17)

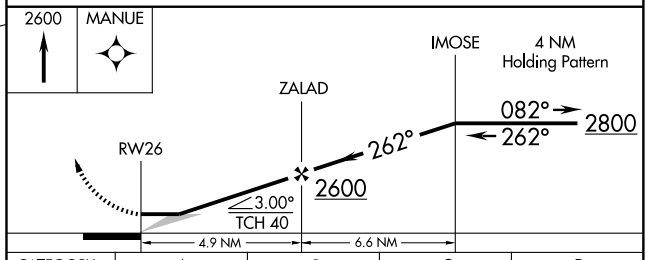
NA	Use James M. Cox Dayton Intl altimeter setting. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2600 direct MANUE WP and hold.

DAYTON APP CON	UNICOM
118.425 134.45 294.5 352.05	123.0 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	1500-1 513 (600-1)		1500-1½ 513 (600-1½)	1500-1¾ 513 (600-1¾)
CIRCLING	1500-1 506 (600-1)		1500-1½ 506 (600-1½)	1560-2 566 (600-2)

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME DQN	APP CRS	Rwy Idg	N/A
114.5	025°	TDZE	N/A
Chan 92		Apt Elev	994

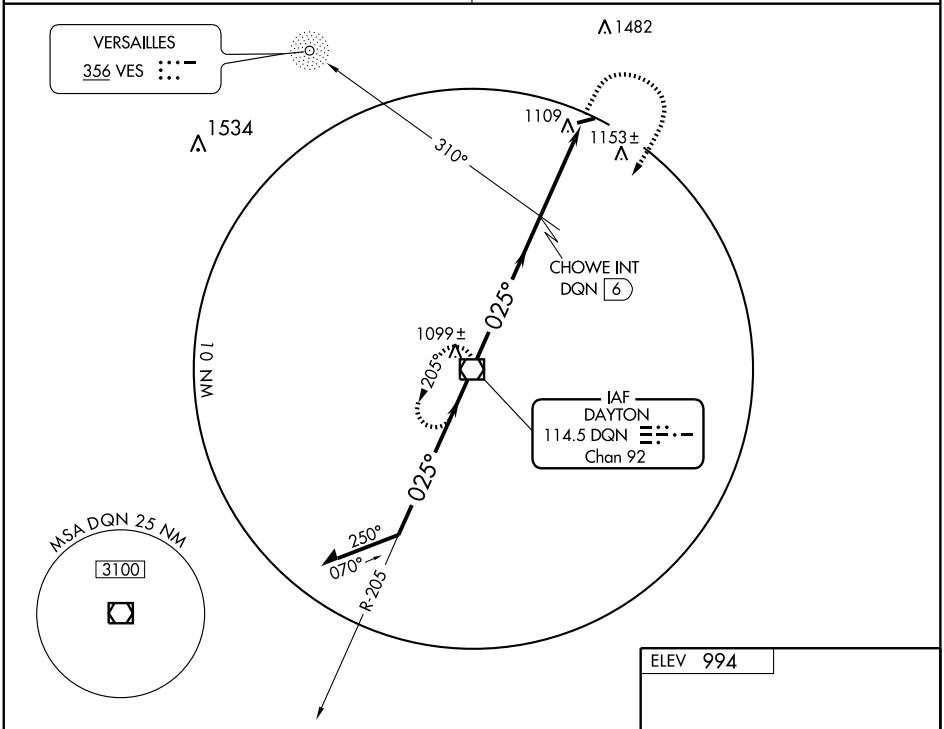
VOR-A

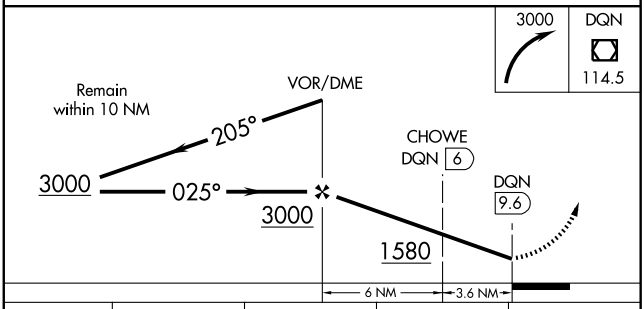
PIQUA AIRPORT-HARTZELL FIELD (I17)

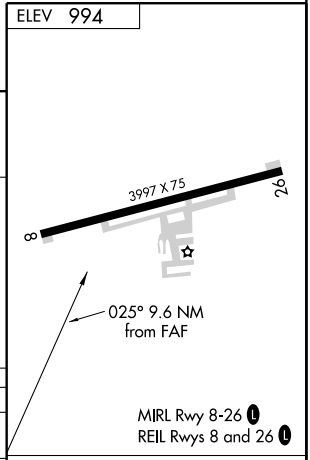
NA Use James M. Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct DQN VOR/DME and hold.

DAYTON APP CON	UNICOM
118.425 134.45 294.5 352.05	123.0 (CTAF) L







MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

CATEGORY	A	B	C	D
CIRCLING	1580-1 586 (600-1)		1580-1½ 586 (600-1½)	1580-2 586 (600-2)
CHOWE FIX MINIMUMS				
CIRCLING	1460-1 466 (500-1)		1460-1½ 466 (500-1½)	1560-2 566 (600-2)

FAF to MAP 9.6 NM					
Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

EC-2. 14 JAN 2010 to 11 FEB 2010

PIQUA, OHIO

AL-5022 (FAA)

VORTAC ROD	APP CRS	Rwy Idg	3997
117.5	243°	TDZE	987
Chan 122		Apt Elev	994

VOR RWY 26

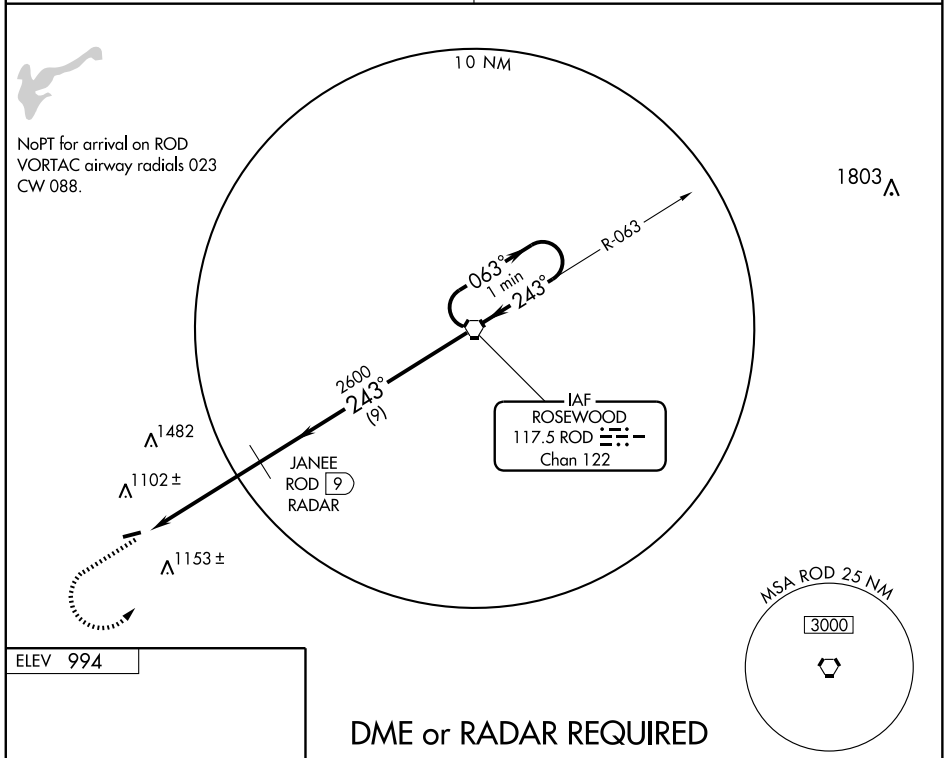
PIQUA AIRPORT-HARTZELL FIELD (I17)

NA Use James M. Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn direct ROD VORTAC and hold.

DAYTON APP CON
118.425 134.45 294.5 352.05

UNICOM
123.0 (CTAF) L

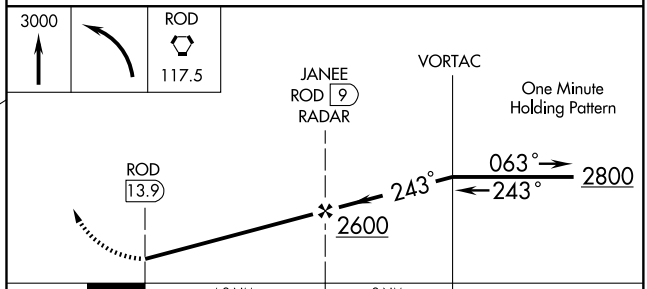


ELEV 994

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-26	1500-1 513 (600-1)		1500-1½ 513 (600-1½)	1500-1¾ 513 (600-1¾)
CIRCLING	1500-1 506 (600-1)		1500-1½ 506 (600-1½)	1560-2 565 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB PCW	APP CRS	Rwy Idg	5445
423	276°	TDZE	588
		Apt Elev	590

NDB RWY 27

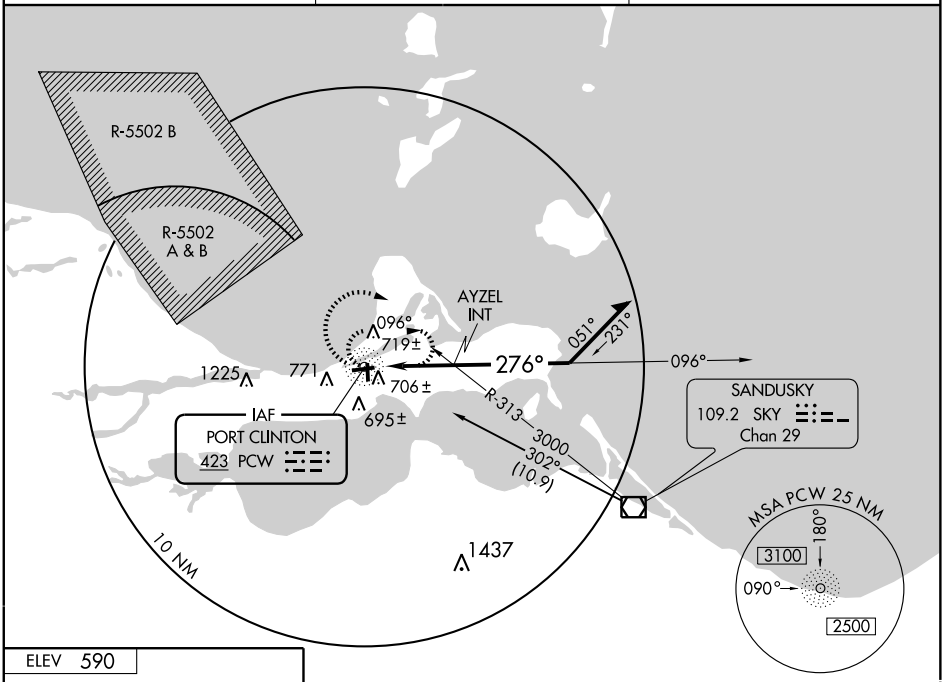
PORT CLINTON / CARL R. KELLER FIELD (PCW)

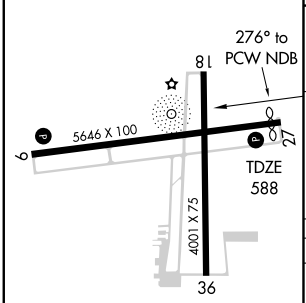
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Metcalf Field altimeter setting and increase all MDA 80 feet and all visibilities ¼ mile.

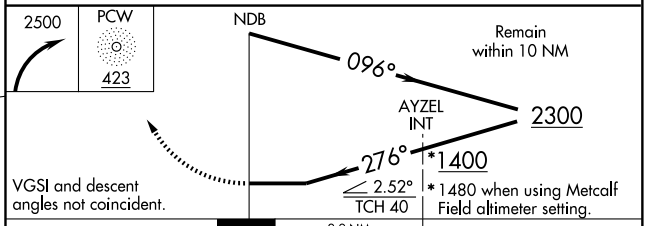
NA

MISSED APPROACH: Climbing right turn to 2500 in PCW NDB holding pattern.

AWOS-3	CLEVELAND APP CON	UNICOM
118.775	126.35 354.025	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-27	1400-1 812 (900-1)	1400-1¼ 812 (900-1¼)	1400-2½ 812 (900-2½)	1400-2¾ 812 (900-2¾)
CIRCLING	1400-1 810 (900-1)	1400-1¼ 810 (900-1¼)	1400-2½ 810 (900-2½)	1400-2¾ 810 (900-2¾)
AYZEL FIX MINIMUMS				
S-27	1060-1	472 (500-1)	1060-1¼ 472 (500-1¼)	1060-1½ 472 (500-1½)
CIRCLING	1140-1	550 (600-1)	1140-1½ 550 (600-1½)	1140-2 550 (600-2)

MIRL Rwys 9-27 and 18-36 L
REIL Rwys 9 and 27 L

EC-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5646
090°	TDZE	590
	Apt Elev	590

RNAV (GPS) RWY 9

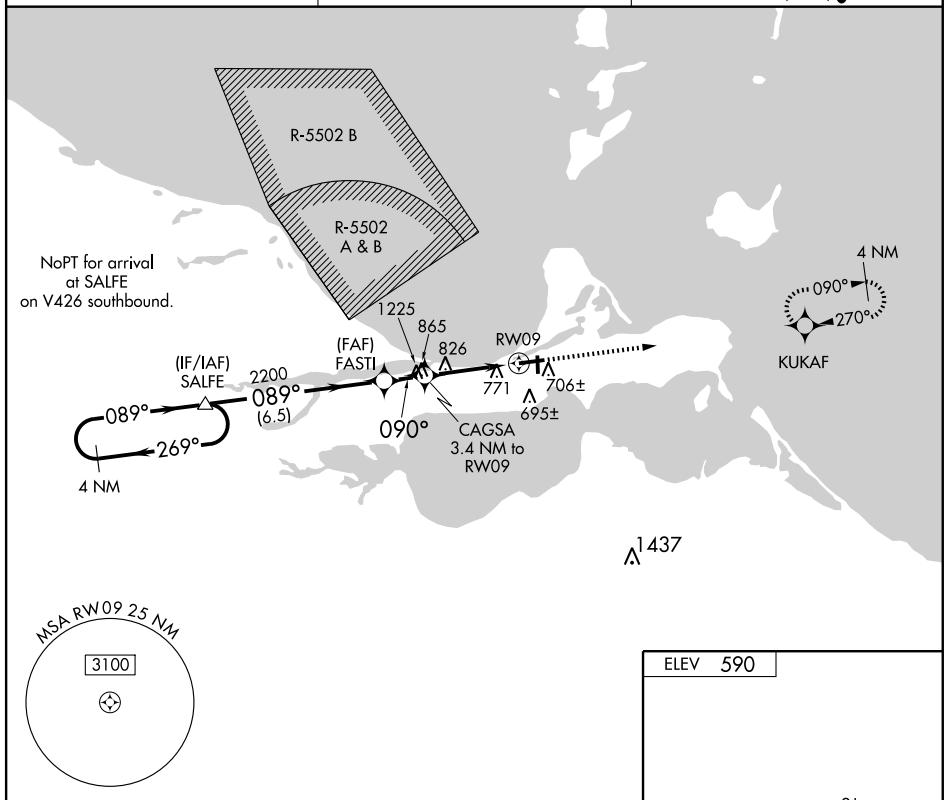
PORT CLINTON/CARL R. KELLER FIELD (PCW)

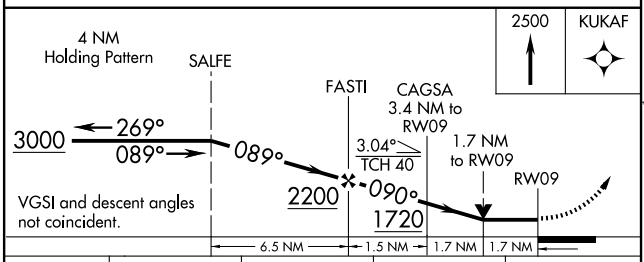
NA

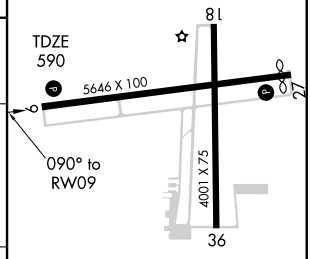
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Metcalf Field altimeter setting and increase all MDA 80 feet, increase LNAV visibility Cat C and D ¼ mile, and Circling visibility Cat C ¼ mile. VDP NA when using Metcalf Field altimeter setting.

MISSED APPROACH: Climb to 2500 direct KUKAF and hold.

AWOS-3	CLEVELAND APP CON	UNICOM
118.775	126.35 354.025	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1140-1	550 (600-1)	1140-1½ 550 (600-1½)	1140-1¾ 550 (600-1¾)
CIRCLING	1140-1	550 (600-1)	1140-1½ 550 (600-1½)	1140-2 550 (600-2)

MIRL Rwys 9-27 and 18-36 L
REIL Rwys 9 and 27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5445
CH 58012	270°	TDZE	588
W27A		Apt Elev	590

RNAV (GPS) RWY 27

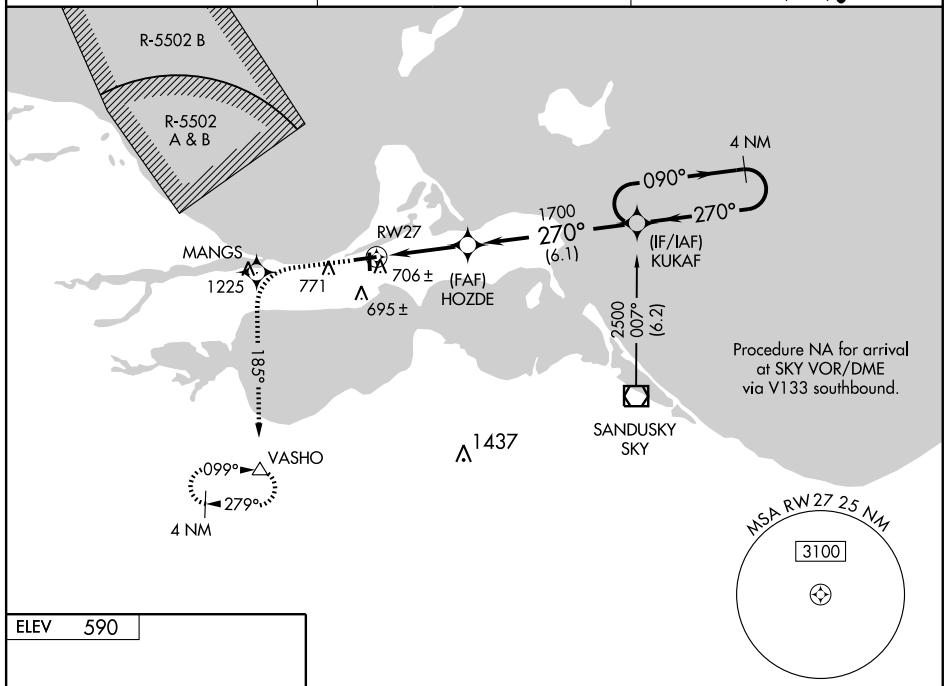
PORT CLINTON/CARL R. KELLER FIELD (PCW)

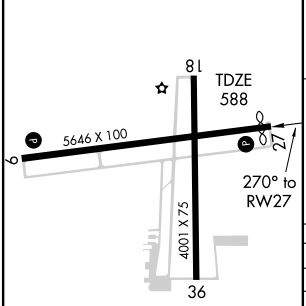
Baro-VNAV NA when using Metcalf Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Metcalf Field altimeter setting and increase all DA 69 feet, and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV visibility Cat C and D ¼ mile, and Circling visibility Cat C ¼ mile.

NA

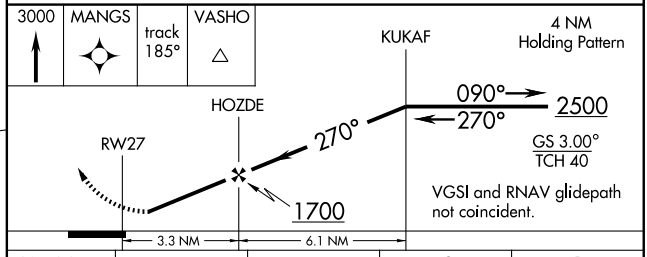
MISSED APPROACH: Climb to 3000 direct MANGS and via track 185° to VASHO and hold, continue climb-in-hold to 3000.

AWOS-3	CLEVELAND APP CON	UNICOM
118.775	126.35 354.025	122.8 (CTAF) L





MIRL Rwys 9-27 and 18-36 L
REIL Rwys 9 and 27 L



CATEGORY	A	B	C	D
LPV DA	910-1¼ 322 (400-1¼)			
LNAV/VNAV DA	956-1¼ 368 (400-1¼)			
LNAV MDA	980-1 392 (400-1)			980-1¼ 392 (400-1¼)
CIRCLING	1140-1 550 (600-1)		1140-1½ 550 (600-1½)	1140-2 550 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME SKY 109.2 Chan 29	APP CRS 301°	Rwy Idg N/A TDZE N/A Apt Elev 590

VOR/DME-A

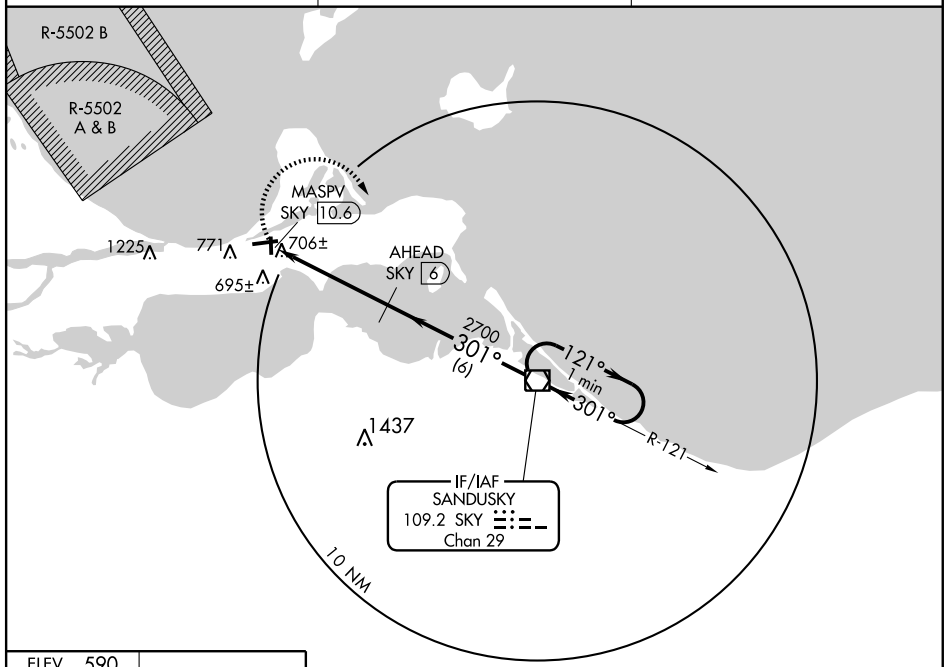
PORT CLINTON/CARL R. KELLER FIELD (PCW)

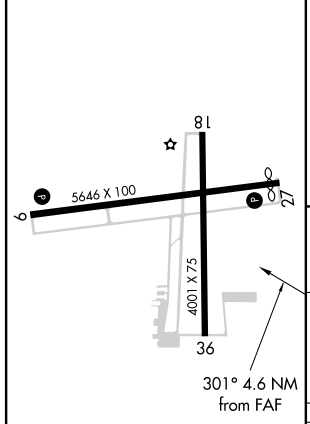
When local altimeter setting not received, use Metcalf Field altimeter setting and increase all MDA 80 feet, and visibility Cat C ¼ mile.

NA

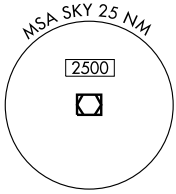
MISSED APPROACH: Climbing right turn to 3000 direct SKY VOR/DME and hold.

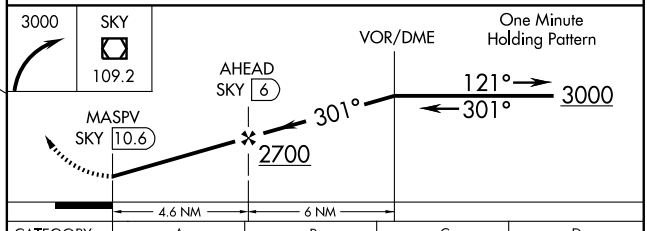
AWOS-3	CLEVELAND APP CON	UNICOM
118.775	126.35 354.025	122.8 (CTAF) L





NoPT for arrival at SKY VOR/DME on airway radials 105 CW 179.





CATEGORY	A	B	C	D
CIRCLING	1140-1 550 (600-1)		1140-1½ 550 (600-1½)	1140-2 550 (600-2)

MIRL Rwys 9-27 and 18-36 L
REIL Rwys 9 and 27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5001
CH 45907	183°	TDZE	663
W18A		Apt Elev	663

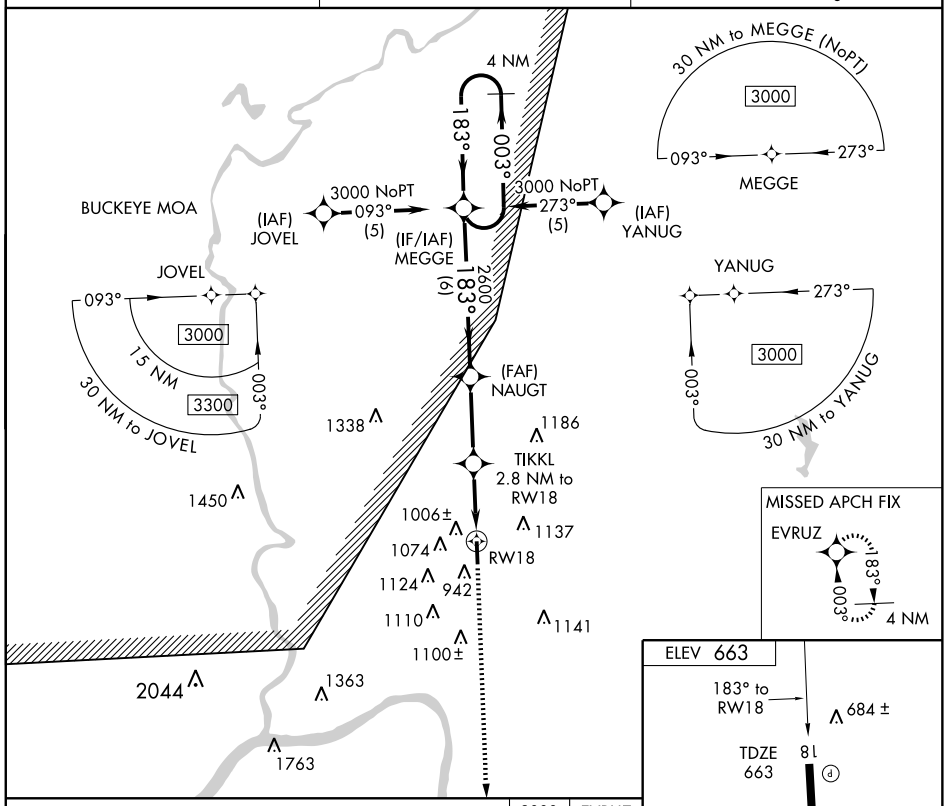
RNAV (GPS) RWY 18

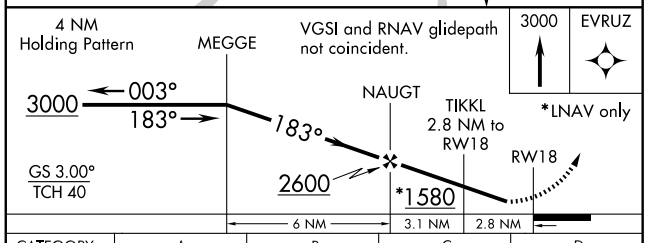
PORTSMOUTH/GREATER PORTSMOUTH RGNL (PMH)

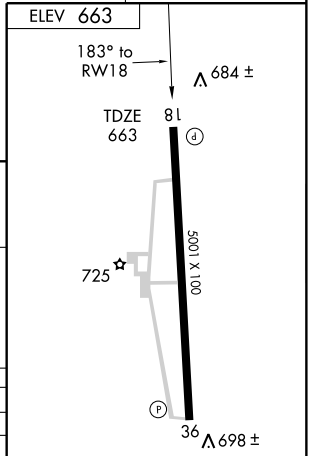
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Huntington altimeter setting and increase all DA 96 feet and all MDA 100 feet and LPV visibility ¼ mile all Cats, LNAV Cat C, D visibility ½ mile and Circling Cat B, D visibility ¼ mile, Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct EVRUZ and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
125.175	128.4 270.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1010-1¼ 347 (400-1¼)			
LNAV MDA	1260-1 597 (600-1)		1260-1½ 597 (600-1½)	1260-1¾ 597 (600-1¾)
CIRCLING	1320-1 657 (700-1)	1380-1 717 (800-1)	1380-2 717 (800-2)	1440-2½ 777 (800-2½)

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5001
CH 70408	003°	TDZE	662
W36A		Apt Elev	663

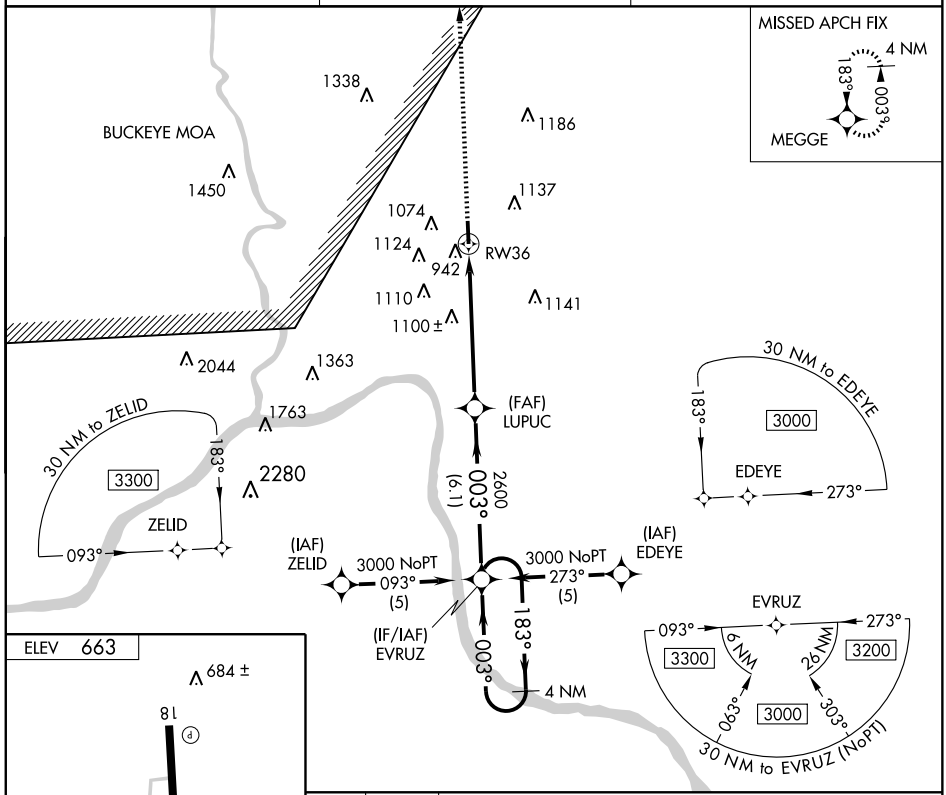
RNAV (GPS) RWY 36

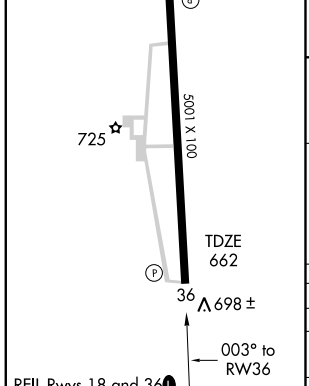
PORTSMOUTH/GREATER PORTSMOUTH RGNL (PMH)

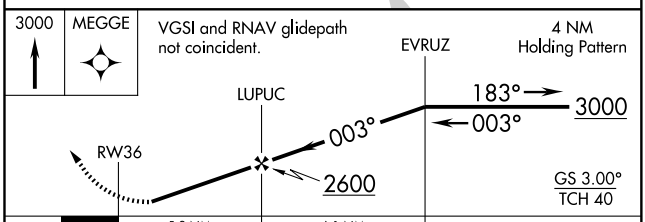
When local altimeter setting not received, use Huntington altimeter setting and increase all DA 96 feet and all MDA 100 feet and LPV visibility ¼ mile all Cats, LNAV Cat B visibility ¼ mile, Cat C, D visibility ½ mile, and Circling Cat B visibility ¼ mile, Cat C visibility ½ mile and Cat D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct MEGGE and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
125.175	128.4 270.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	912-1 250 (300-1)			
LNAV MDA	1400-1 738 (800-1)		1400-2 738 (800-2)	1400-2¼ 738 (800-2¼)
CIRCLING	1400-1 737 (800-1)		1400-2 737 (800-2)	1440-2½ 777 (800-2½)

VORTAC YRK 112.8 Chan 75	APP CRS 033°	Rwy Idg N/A TDZE N/A Apt Elev 663

VOR/DME-A

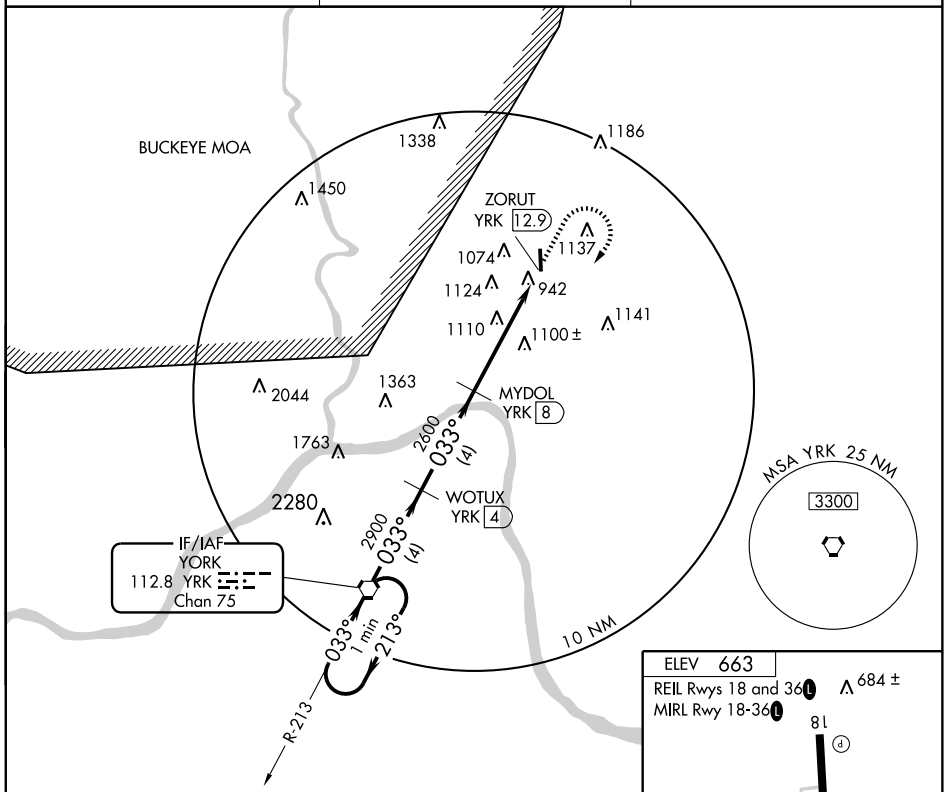
PORTSMOUTH/GREATER PORTSMOUTH RGNL (PMH)

When local altimeter setting not received, use Huntington altimeter setting and increase all MDA 100 feet and increase Cat B, D visibility ¼ mile, Cat C visibility ½ mile.

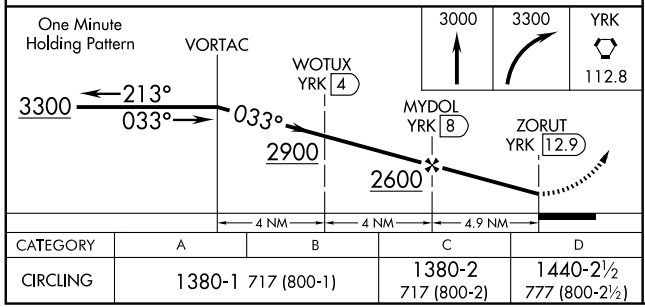
NA

MISSED APPROACH: Climb to 3000 then climbing right turn to 3300 direct YRK VORTAC and hold.

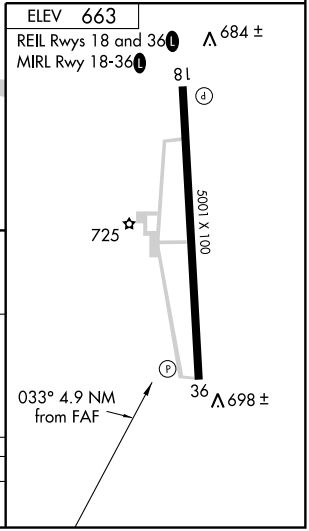
AWOS-3	HUNTINGTON APP CON	UNICOM
125.175	128.4 270.1	122.8 (CTAF) L



NoPT for arrivals on YRK VORTAC airway radials 246 CW 291.



CATEGORY	A	B	C	D
CIRCLING	1380-1 717 (800-1)		1380-2 717 (800-2)	1440-2½ 777 (800-2½)



EC-2, 14 JAN 2010 to 11 FEB 2010

RAVENNA, OHIO

AL-5844 (FAA)

VOR/DME ACO	APP CRS	Rwy Idg	3500
114.4	269°	TDZE	1197
Chan 91		Apt Elev	1197

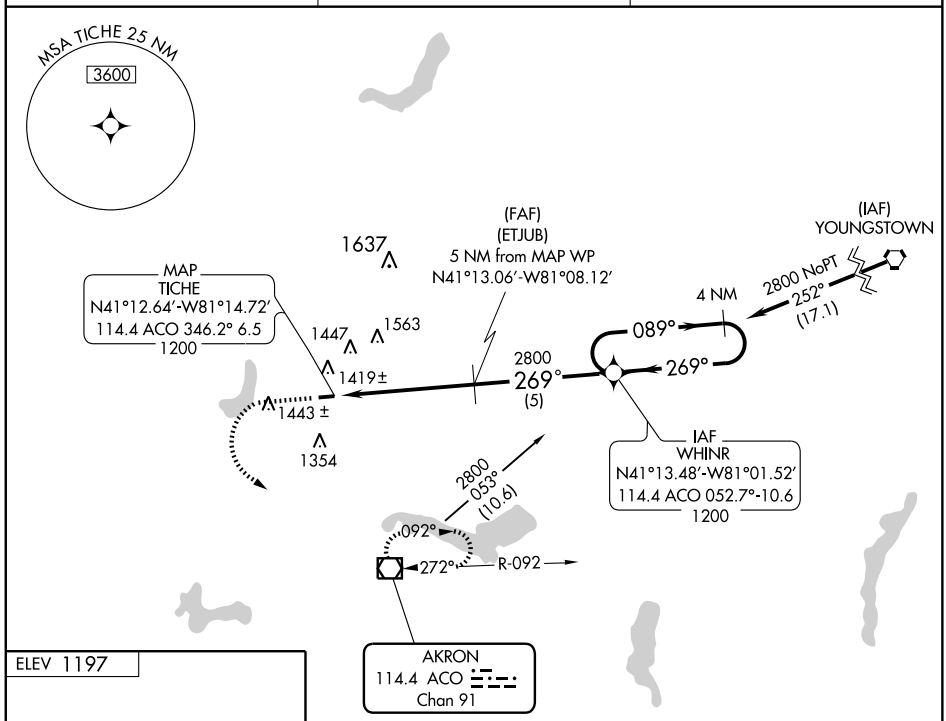
VOR/DME RNAV or GPS RWY 27

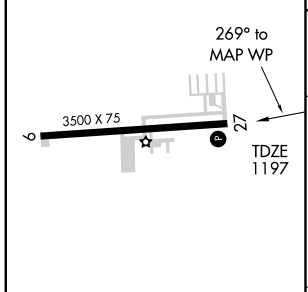
RAVENNA/ PORTAGE COUNTY (29G)

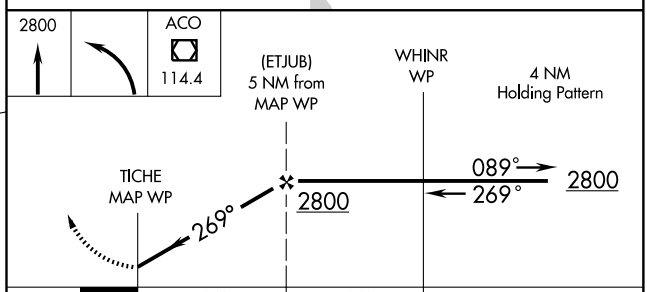
⚠ NA Use Akron-Canton altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn direct ACO VOR/DME and hold.

AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
118.6 371.875	125.65	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-27	1760-1	563 (600-1)	1760-1½ 563 (600-1½)	NA
CIRCLING	1800-1	603 (700-1)	1800-1¾ 603 (700-1¾)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME ACO	APP CRS	Rwy Idg	N/A
114.4	344°	TDZE	N/A
Chan 91		Apt Elev	1197

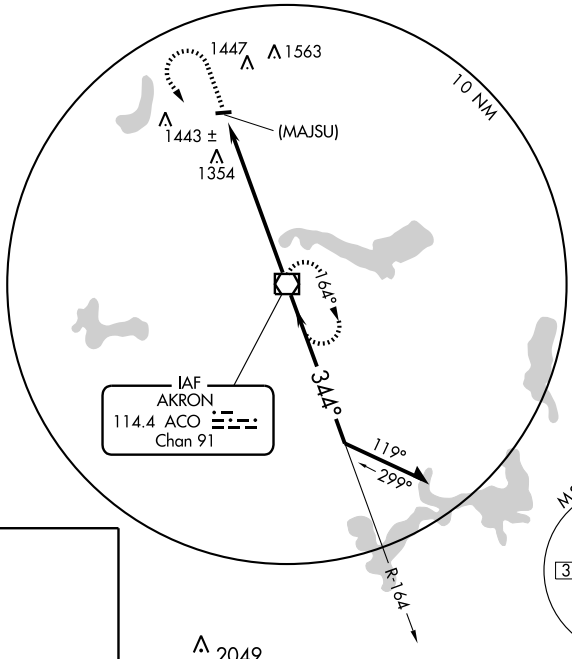
VOR or GPS-A

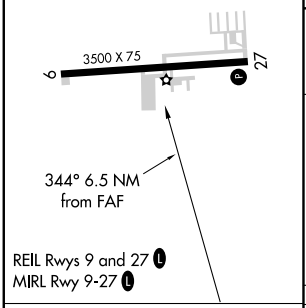
RAVENNA/ PORTAGE COUNTY (29G)

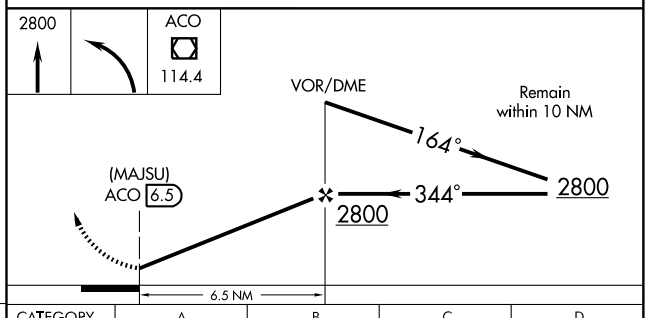
NA Use Akron-Canton altimeter setting.

MISSED APPROACH: Climb to 2800, then left turn direct ACO VOR/DME and hold.

AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
118.6 371.875	125.65	123.05 (CTAF) L







FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

CATEGORY	A	B	C	D
CIRCLING	1800-1	603 (700-1)	1800-1¾ 603 (700-1¾)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME ACO 114.4 Chan 91	APP CRS 126°	Rwy Idg N/A TDZE N/A Apt Elev 1162

VOR or GPS-A

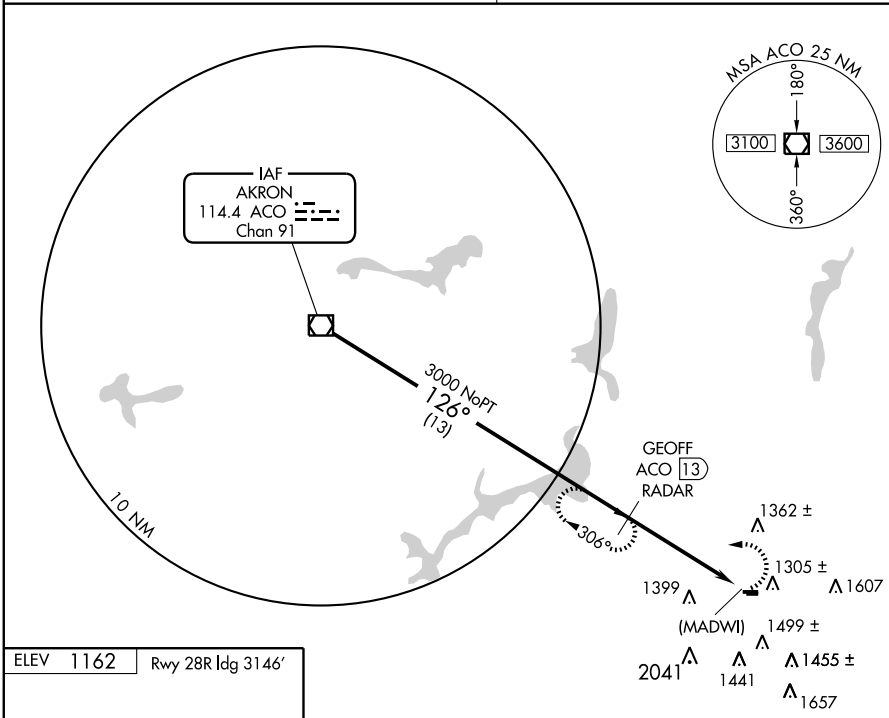
SALEM AIRPARK INC (38D)

▼ NA — Obtain local altimeter on CTAF, when not received, use Youngstown altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via ACO R-126 to GEOFF and hold.

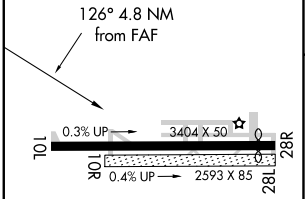
AKRON-CANTON APP CON * 125.5 371.875

UNICOM 122.7 (CTAF) L



EC-2, 14 JAN 2010 to 11 FEB 2010

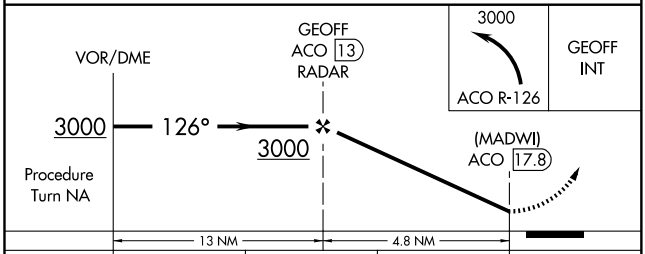
ELEV 1162 — Rwy 28R ldg 3146'



LIRL Rwy 10L-28R L

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
CIRCLING	1680-1 518 (600-1)		1720-1½ 558 (600-1½)	NA
	YOUNGSTOWN ALTIMETER SETTING MINIMUMS			
CIRCLING	1740-1 578 (600-1)		1780-1¾ 618 (700-1¾)	NA

VOR/DME SKY	APP CRS	Rwy Idg	3559
109.2	274°	TDZE	577
Chan 29		Apt Elev	580

VOR/DME or GPS RWY 27

SANDUSKY/ GRIFFING SANDUSKY (SKY)

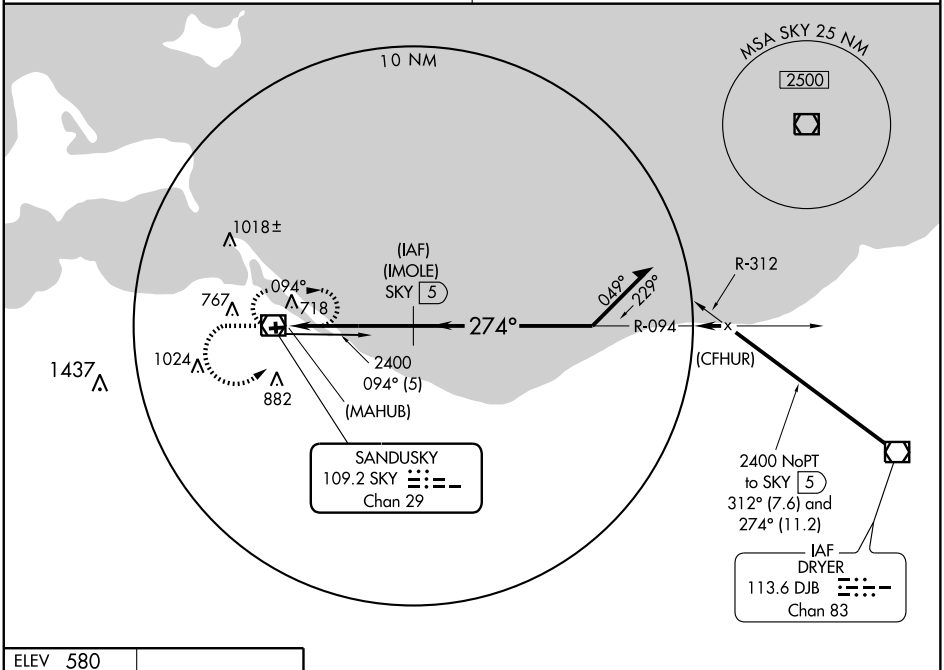
Obtain local altimeter setting on CTAF; when not received, use Cleveland Hopkins altimeter setting.

NA

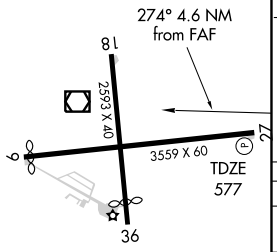
MISSED APPROACH: Climb to 3000, then left turn direct SKY VOR/DME and hold.

CLEVELAND APP CON
126.35 354.025

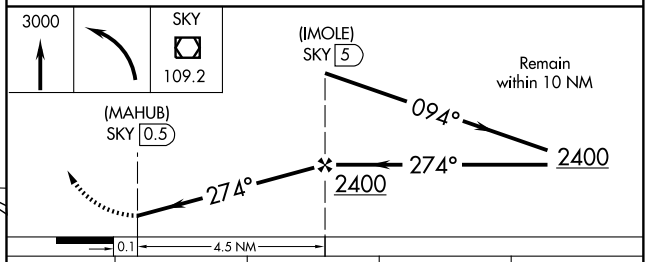
UNICOM
123.0 (CTAF)



ELEV 580



REIL Rwy 9
LIRL Rwys 9-27 and 18-36



CATEGORY	A	B	C	D
S-27	1020-1 443 (500-1)		1020-1¼ 443 (500-1¼)	NA
CIRCLING	1020-1 440 (500-1)	1160-1 580 (600-1)	1160-1½ 580 (600-1½)	NA
CLEVELAND HOPKINS ALTIMETER SETTING MINIMUMS				
S-27	1140-1 563 (600-1)		1140-1½ 563 (600-1½)	NA
CIRCLING	1140-1 560 (600-1)	1260-1 680 (700-1)	1260-2 680 (700-2)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME SKY	APP CRS	Rwy Idg	3559
109.2	274°	TDZE	577
Chan 29		Apt Elev	580

VOR RWY 27

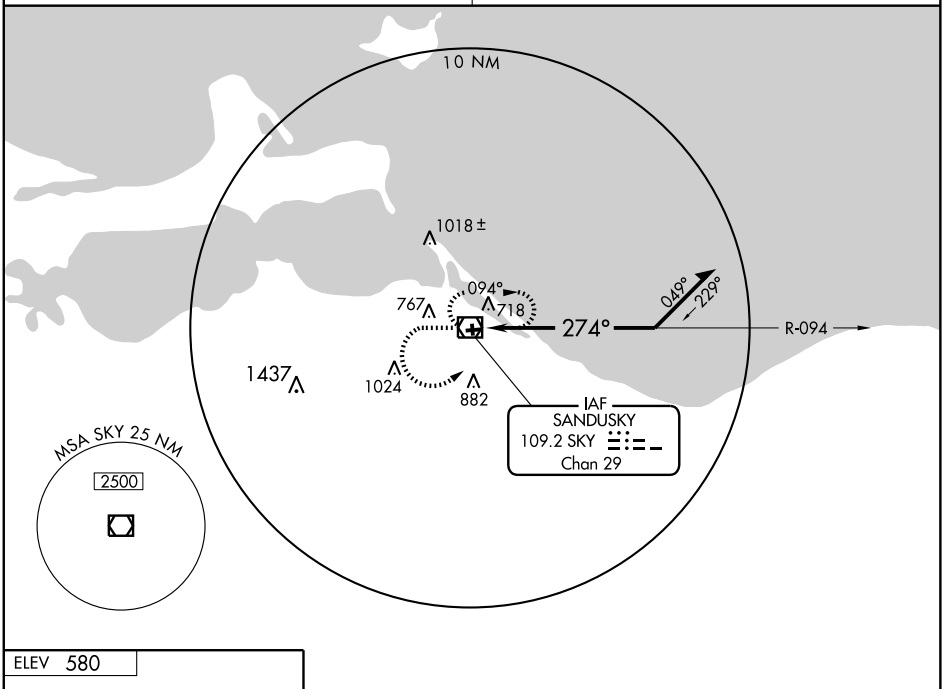
SANDUSKY/ GRIFFING SANDUSKY (SKY)

Obtain local altimeter setting on CTAF; when not received, use Cleveland Hopkins altimeter setting.

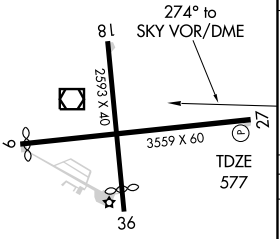
NA

MISSED APPROACH: Climb to 3000, then left turn direct SKY VOR/DME and hold.

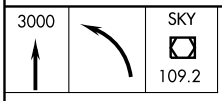
CLEVELAND APP CON	UNICOM
126.35 354.025	123.0 (CTAF)

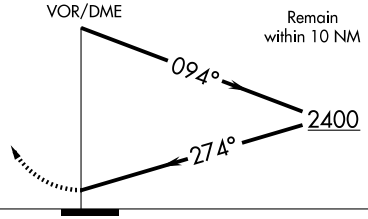


ELEV 580



REIL Rwy 9
LIRL Rwys 9-27 and 18-36





CATEGORY	A	B	C	D
S-27	1080-1 503 (500-1)		1080-1½ 503 (500-1½)	NA
CIRCLING	1080-1 500 (500-1)	1160-1 580 (600-1)	1160-1½ 580 (600-1½)	NA
CLEVELAND HOPKINS ALTIMETER SETTING MINIMUMS				
S-27	1200-1 623 (700-1)		1200-1¾ 623 (700-1¾)	NA
CIRCLING	1200-1 620 (700-1)	1260-1 680 (700-1)	1260-2 680 (700-2)	NA

EC-2. 14 JAN 2010 to 11 FEB 2010

SEBRING, OHIO

AL-5893 (FAA)

VOR/DME ACO	APP CRS	Rwy Idg	2768
114.4	146°	TDZE	1188
Chan 91		Apt Elev	1188

VOR or GPS RWY 17

SEBRING/ TRI-CITY (3G6)

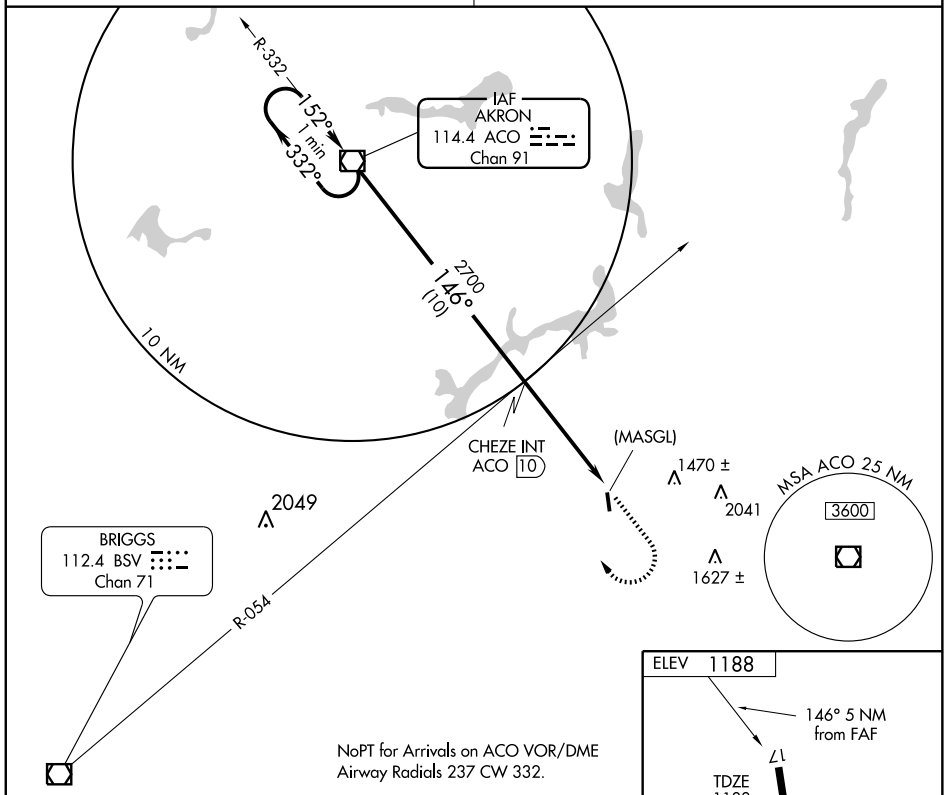
NA

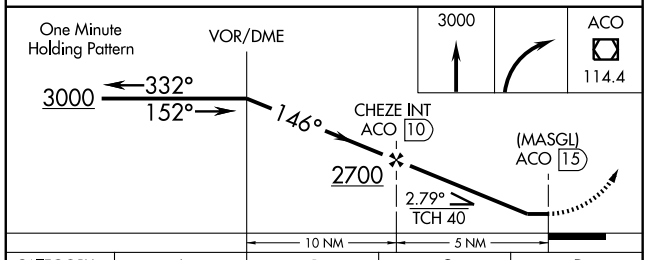
Use Akron-Canton altimeter setting.

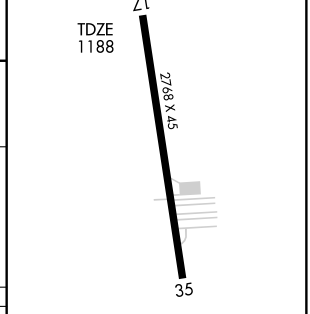
MISSED APPROACH: Climb to 3000 then right turn direct ACO VOR/DME and hold.

AKRON-CANTON APP CON ★
125.5 371.875

CTAF 122.9 L







CATEGORY	A	B	C	D
S-17	1640-1 452 (500-1)		1640-1¼ 452 (500-1¼)	NA
CIRCLING	1680-1 492 (500-1)	1700-1 512 (600-1)	1700-1½ 512 (600-1½)	NA

MIRL Rwy 17-35 L ★

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC MFD	APP CRS	Rwy Idg	N/A
108.8	276°	TDZE	N/A
Chan 25		Apt Elev	1120

VOR-A

SHELBY COMMUNITY (12G)

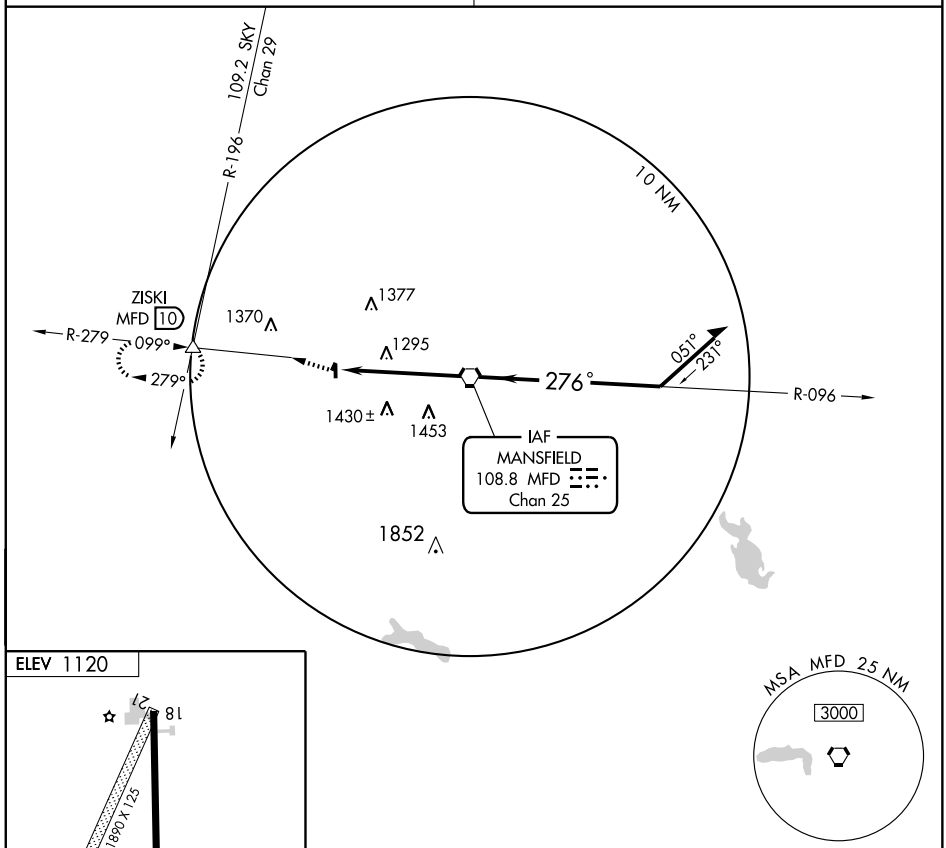
NA

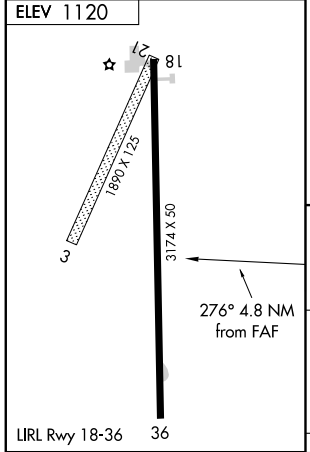
Use Mansfield altimeter setting.

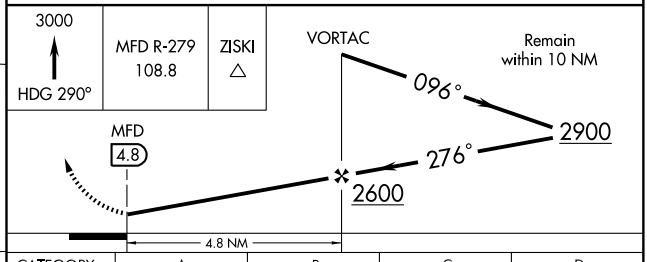
MISSED APPROACH: Climb to 3000 via heading 290° and MFD R-279 to ZISKI Int/MFD 10 DME and hold.

MANSFIELD APP CON ★
124.2 390.8

UNICOM
122.8 (CTAF)







FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING	1640-1	520 (600-1)	1640-1½ 520 (600-1½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

SIDNEY, OHIO

AL-5047 (FAA)

VORTAC ROD 117.5 Chan 122	APP CRS 279°	Rwy Idg 4785 TDZE 1045 Apt Elev 1045

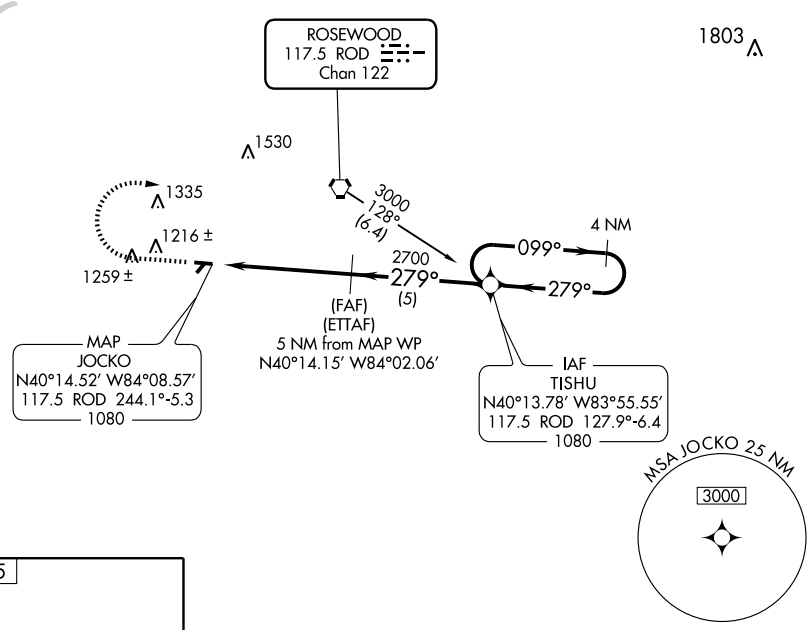
VOR/DME RNAV or GPS RWY 28

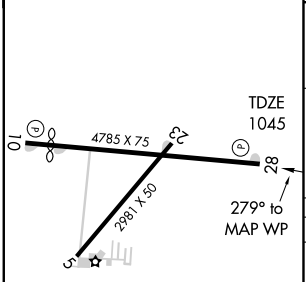
SIDNEY MUNI (I12)

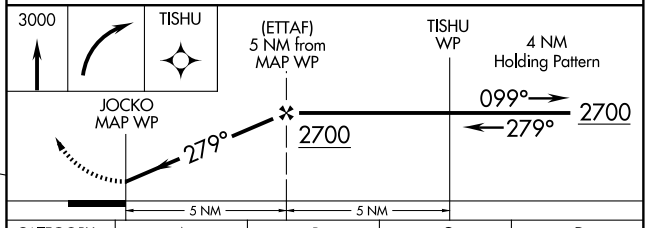
V A NA — Obtain local altimeter setting on CTAF; when not received, use James M. Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct TISHU WP and hold.

AWOS-3	DAYTON APP CON	UNICOM
120.425	118.425 294.5	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-28	1480-1 435 (500-1)		1480-1¼ 435 (500-1¼)	1480-1½ 435 (500-1½)
CIRCLING	1500-1 455 (500-1)	1520-1 475 (500-1)	1540-1½ 495 (500-1½)	1600-2 555 (600-2)
JAMES M. COX DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-28	1540-1 495 (500-1)		1540-1¼ 495 (500-1¼)	1540-1½ 495 (500-1½)
CIRCLING	1540-1 495 (500-1)	1580-1 535 (600-1)	1580-1½ 535 (600-1½)	1660-2 615 (700-2)

REIL Rwy 28 L
MIRL Rwy 10-28 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC ROD	APP CRS	Rwy Idg	2981
117.5	246°	TDZE	1041
Chan 122		Apt Elev	1045

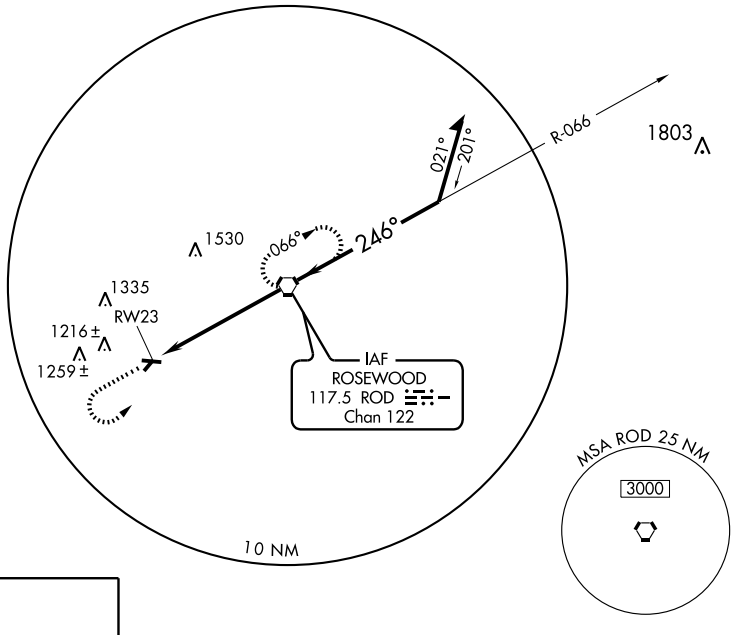
VOR or GPS RWY 23

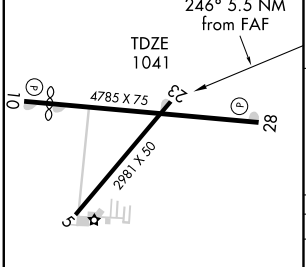
SIDNEY MUNI (I12)

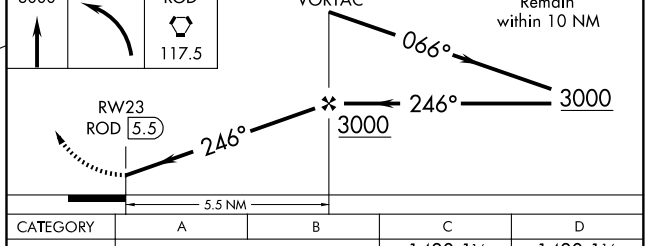
Obtain local altimeter setting on CTAF; when not received, use James M. Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn direct ROD VORTAC and hold.

AWOS-3	DAYTON APP CON	UNICOM
120.425	118.425 294.5	123.05 (CTAF) L







REIL Rwy 28 L

MIRL Rwy 10-28 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-23	1480-1 439 (500-1)		1480-1¼ 439 (500-1¼)	1480-1½ 439 (500-1½)
CIRCLING	1500-1 455 (500-1)	1520-1 475 (500-1)	1540-1½ 495 (500-1½)	1600-2 555 (600-2)
JAMES M. COX DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-23	1520-1 479 (500-1)		1520-1¼ 479 (500-1¼)	1520-1½ 479 (500-1½)
CIRCLING	1540-1 495 (500-1)	1580-1 535 (600-1)	1580-1½ 535 (600-1½)	1660-2 615 (700-2)

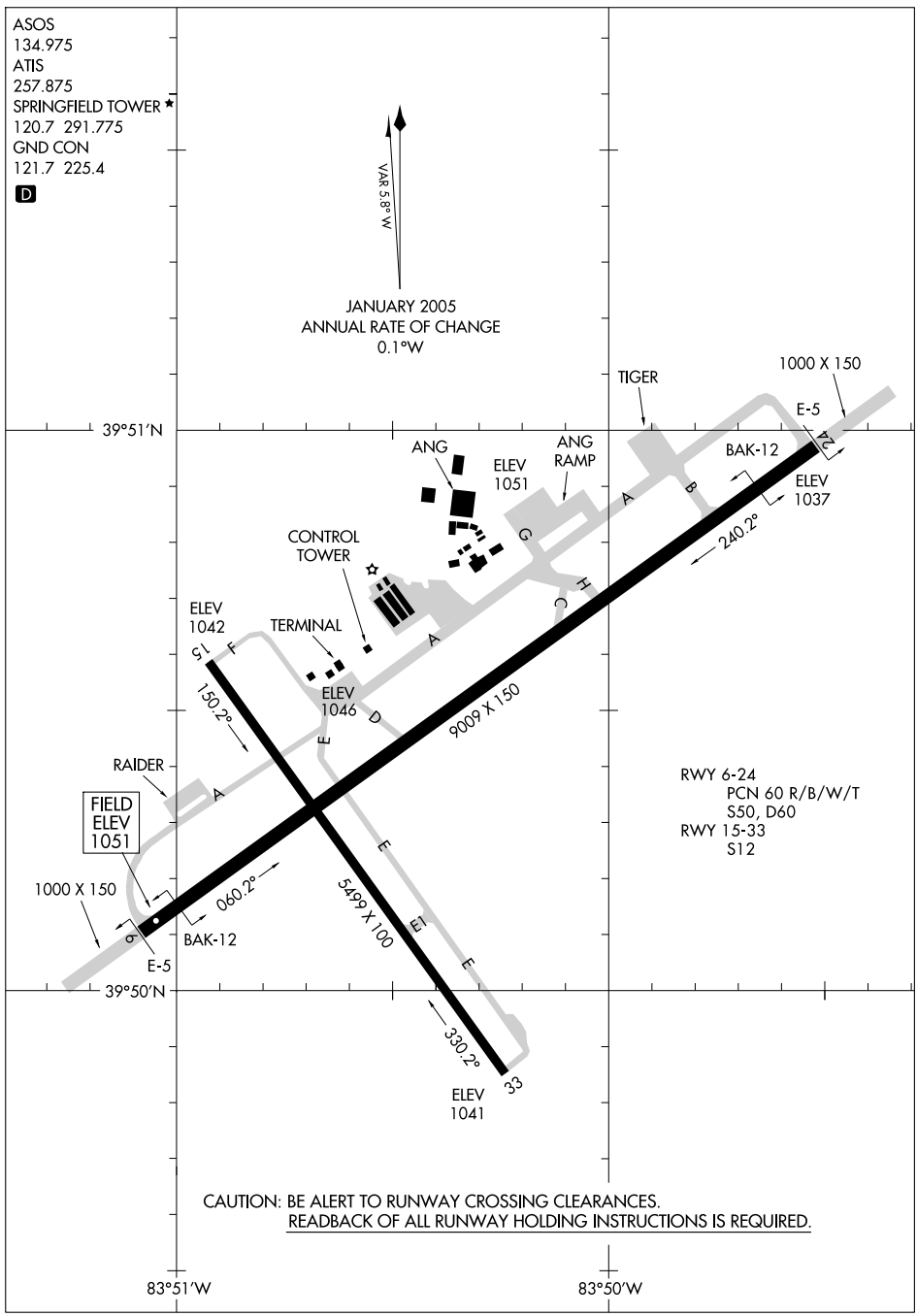
EC-2. 14 JAN 2010 to 11 FEB 2010

09295

AIRPORT DIAGRAM

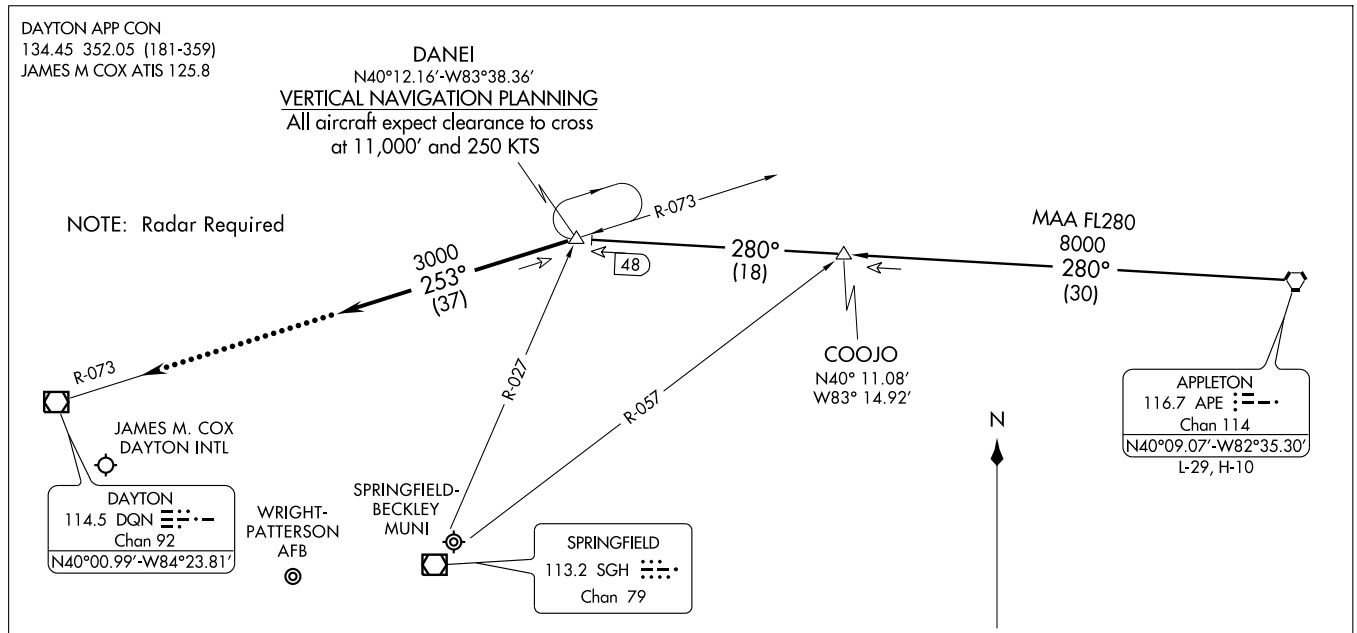
AL-958 (FAA)

SPRINGFIELD-BECKLEY MUNI (SGH)
SPRINGFIELD, OHIO



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-2, 14 JAN 2010 to 11 FEB 2010



APPLETON TRANSITION (APE.DANEI2): From over APE VORTAC via APE R-280 to DANEI INT. Thence . . . .

. . . . From over DANEI INT via heading 253°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:
In the event of lost comunications: At DANEI INT, proceed direct DQN VOR/DME maintain 3000 feet until DQN VOR/DME.

NOTE: Chart not to scale.

HI-ILS or LOC/DME RWY 24

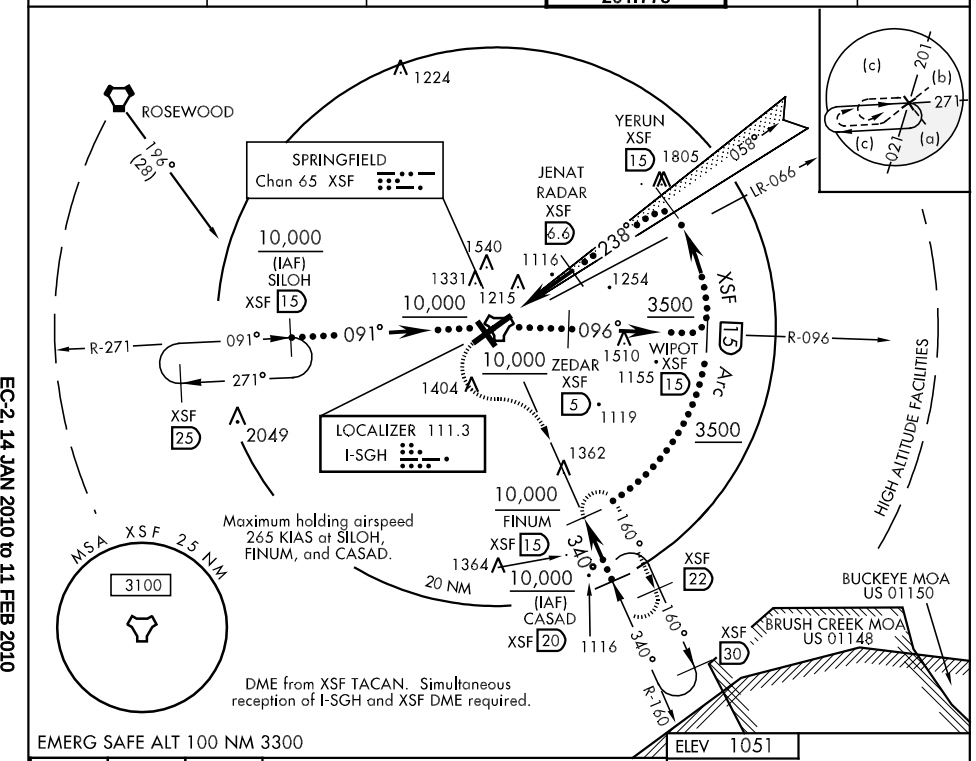
LOC I-SGH	APCH CRS	Rwy ldg 9009 TDZE 1048 Arpt Elev 1051	JAL-958 [USAF]	SPRINGFIELD-BECKLEY MUNI (KSGH)
111.3	238°			

** When ALS/SSALR inop, increase CAT CDE vis to ¾ mile.
*** When ALS/SSALR inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles.

ALSF-2

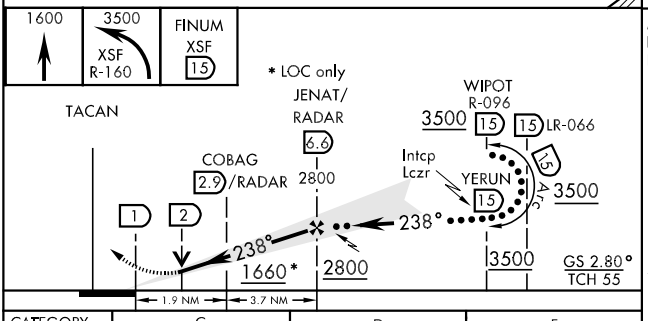
MISSED APPROACH: Climb to 1600 then climbing left turn to 3500 via XSF TACAN R-160 to FINUM (XSF 15 DME) and hold.

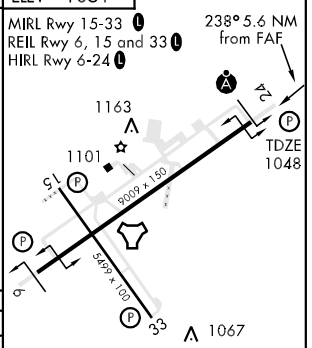
ATIS	ASOS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
257.875	134.975	118.85 269.275	120.7 (CTAF) L 291.775	121.7 225.4	122.95



EMERG SAFE ALT 100 NM 3300

ELEV 1051





CATEGORY	C	D	E
S-ILS 24 **	1248-½	200	(200-½)
S-LOC 24***	1420-¾	372	(400-¾)
CIRCLING	1520-1½ 469 (500-1½)	1620-2 569 (600-2)	1900-3 849 (900-3)

FAF to MAP 5.6 NM

Knots	120	140	160	180	200
Min:Sec	2:48	2:24	2:06	1:52	1:41

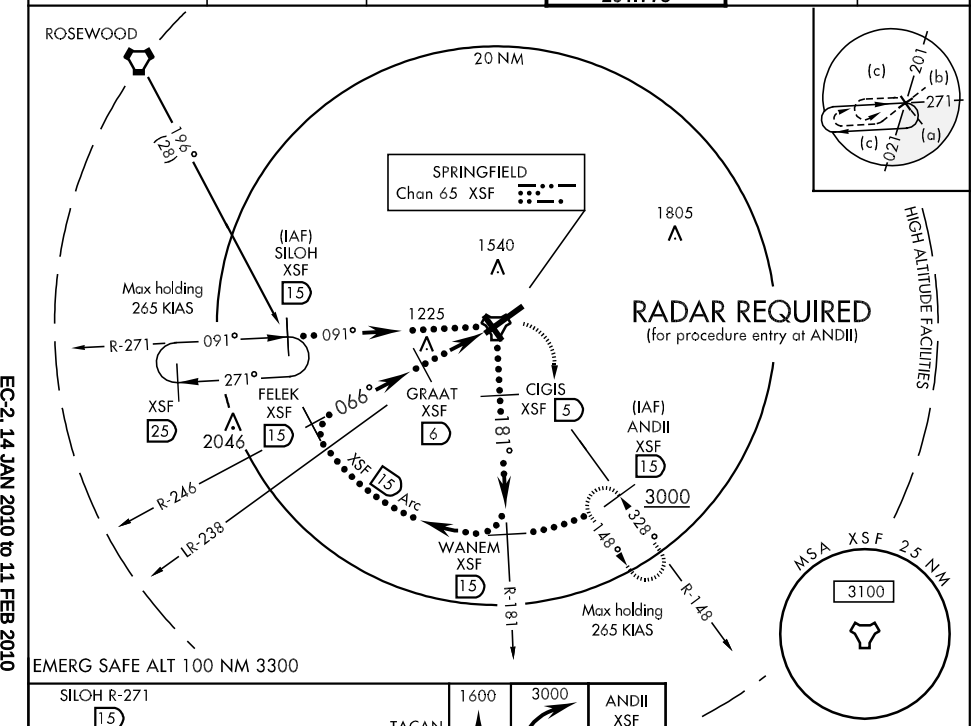
HI-TACAN RWY 6

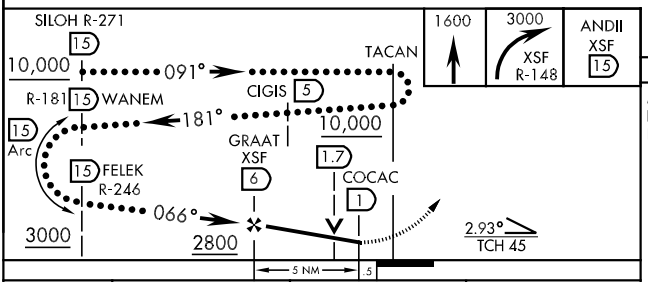
TACAN XSF Chan 65	APCH CRS 066°	Rwy ldg 9009 TDZE 1051 Arpt Elev 1051	JAL-958 [USAF]	SPRINGFIELD-BECKLEY MUNI (KSGH)

▼ * When local altimeter setting not received, use Wright-Patterson AFB altimeter setting.
VDP NA when using Wright-Patterson AFB altimeter setting.

MISSED APPROACH: Climb to 1600, then climbing right turn to 3000 via XSF TACAN R-148 to ANDII/ XSF 15 DME and hold.

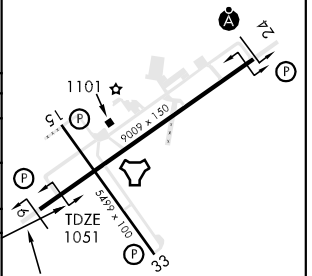
ATIS	ASOS	DAYTON APP CON	SPRINGFIELD TOWER *	GND CON	UNICOM
257.875	134.975	118.85 269.275	120.7 (CTAF) L 291.775	121.7 225.4	122.95





ELEV 1051

MIRL Rwy 15-33 L
REIL Rwy 6, 15 and 33 L
HIRL Rwy 6-24 L



CATEGORY	C	D	E
S-6	1480-1¼ 429 (500-1¼)	1480-1½ 429 (500-1½)	
CIRCLING	1520-1½ 469 (500-1½)	1620-2 569 (600-2)	1900-3 849 (900-3)
* WRIGHT-PATTERSON AFB ALTIMETER SETTING MINIMUMS			
S-6	1540-1¼ 489 (500-1¼)	1540-1½ 489 (500-1½)	1540-1¾ 489 (500-1¾)
CIRCLING	1580-1½ 529 (600-1½)	1680-2 629 (700-2)	1960-3 909 (1000-3)

HI-TACAN RWY 24

TACAN XSF Chan 65	APCH CRS 235°	Rwy ldg 9009 TDZE 1048 Arpt Elev 1051	JAL-958 [USAF]

SPRINGFIELD-BECKLEY MUNI (KSGH)

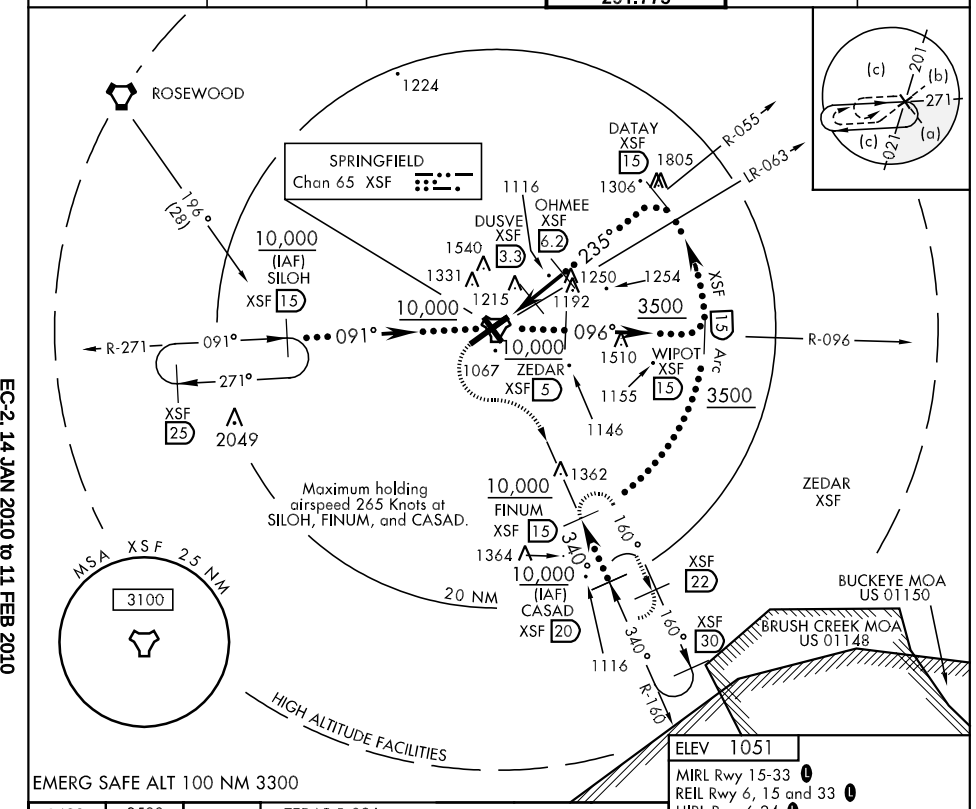
* When ALS/SSALR inop, increase CAT C vis to 1¼ miles, CAT D/E vis to 1½ miles.

NA

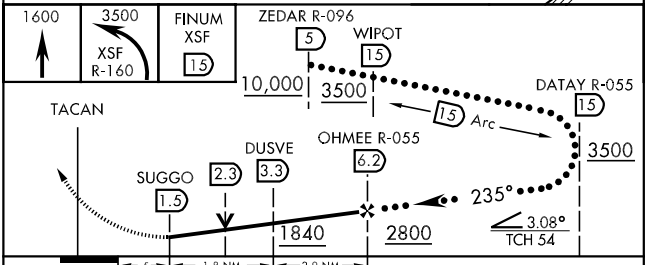
ALSF-2

MISSED APPROACH: Climb to 1600, then climbing left turn to 3500 via XSF TACAN R-160 to FINUM (XSF 15 DME) and hold.

ATIS	ASOS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
257.875	134.975	118.85 269.275	120.7 (CTAF) 291.775	121.7 225.4	122.95



EMERG SAFE ALT 100 NM 3300



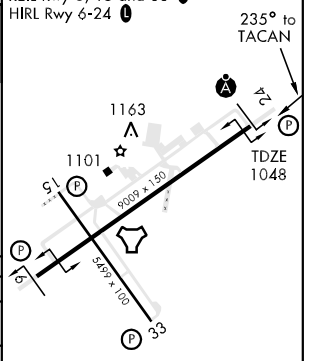
CATEGORY	C	D	E
S-24 *	1500-¾ 452 (500-¾)	1500-1	452 (500-1)
CIRCLING	1520-1½ 469 (500-1½)	1620-2 569 (600-2)	1900-3 849 (900-3)

ELEV 1051

MIRL Rwy 15-33 L

REIL Rwy 6, 15 and 33 L

HIRL Rwy 6-24 L



LOC I-SGH	APP CRS	Rwy Idg	9009
111.3	238°	TDZE	1048
		Apt Elev	1051

ILS or LOC RWY 24

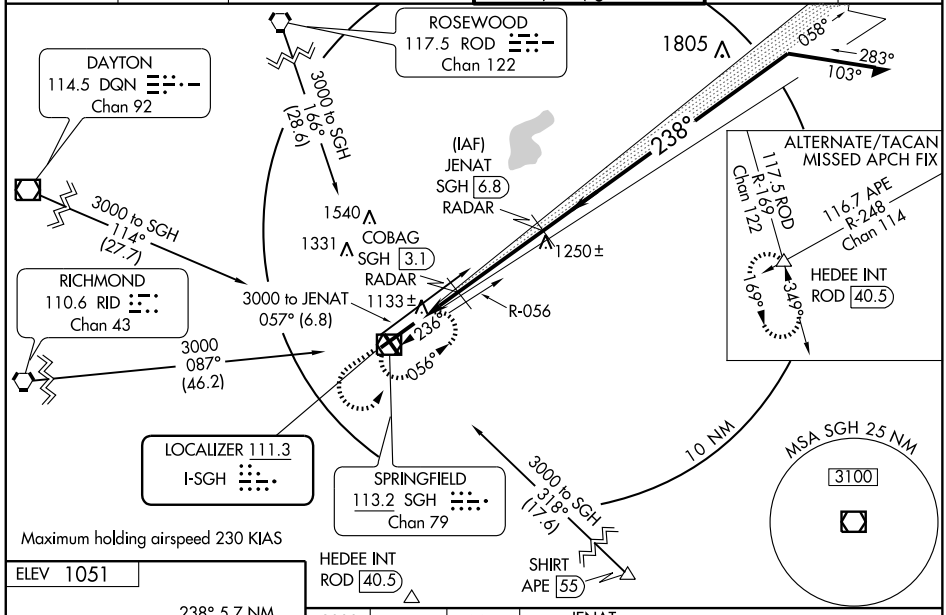
SPRINGFIELD-BECKLEY MUNI (SGH)

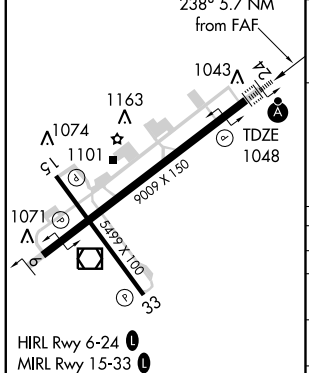
DME from SGH VOR/DME. Simultaneous reception of I-SGH and SGH DME required. ALSF-2 reverts to SSALR when tower is closed. When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all DA 55 feet and all MDA 60 feet and S-LOC 24 Cats C, D, and E and Circling Cat C visibility ¼ mile. For inoperative ALSF-2/SSALR, when using Wright-Patterson AFB altimeter setting, increase S-ILS 24 all Cats visibility to 1 mile and S-LOC 24 Cat E visibility to 2¼ mile. For inoperative ALSF-2/SSALR, increase S-ILS 24 Cat E visibility to ¾ mile and S-LOC 24 Cat E visibility to 2 miles. COBAG fix minimums: When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase S-LOC 24 Cat C, D, and E visibility ¼ mile. For inoperative ALSF-2/SSALR when using Wright-Patterson AFB altimeter setting increase S-LOC 24 Cat E visibility to 1½ mile. For inoperative ALSF-2/SSALR, increase S-LOC 24 Cat E visibility to 1¼ mile.

ALSF-2

MISSED APPROACH: Climb to 3000 then left turn direct SGH VOR/DME and hold. (TACAN aircraft climb to 1600 then climbing left turn to 4000 via ROD VORTAC R-169 to HEDEE INT/ROD 40.5 DME and hold south, left turn, 349° inbound).

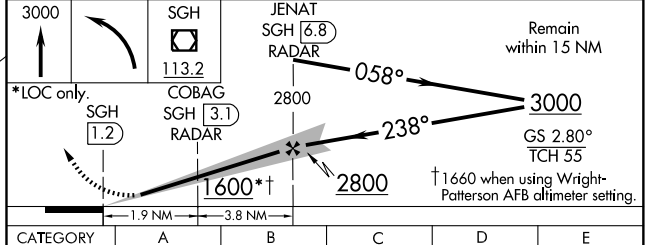
ASOS	ATIS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
134.975	257.875	118.85 127.225 327.1	120.7 (CTAF) L 291.775	121.7 225.4	122.95





HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15 and 33 L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D	E
S-ILS 24	1248-½ 200 (200-½)				
S-LOC 24	1600-½ 552 (600-½)		1600-1 552 (600-1)	1600-1¼ 552 (600-1¼)	1600-1½ 552 (600-1½)
CIRCLING	1600-1 549 (600-1)		1600-1½ 549 (600-1½)	1620-2 569 (600-2)	1900-3 849 (900-3)
COBAG FIX MINIMUMS					
S-LOC 24	1420-½ 372 (400-½)			1420-¾ 372 (400-¾)	
CIRCLING	1480-1 429 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)	1900-3 849 (900-3)

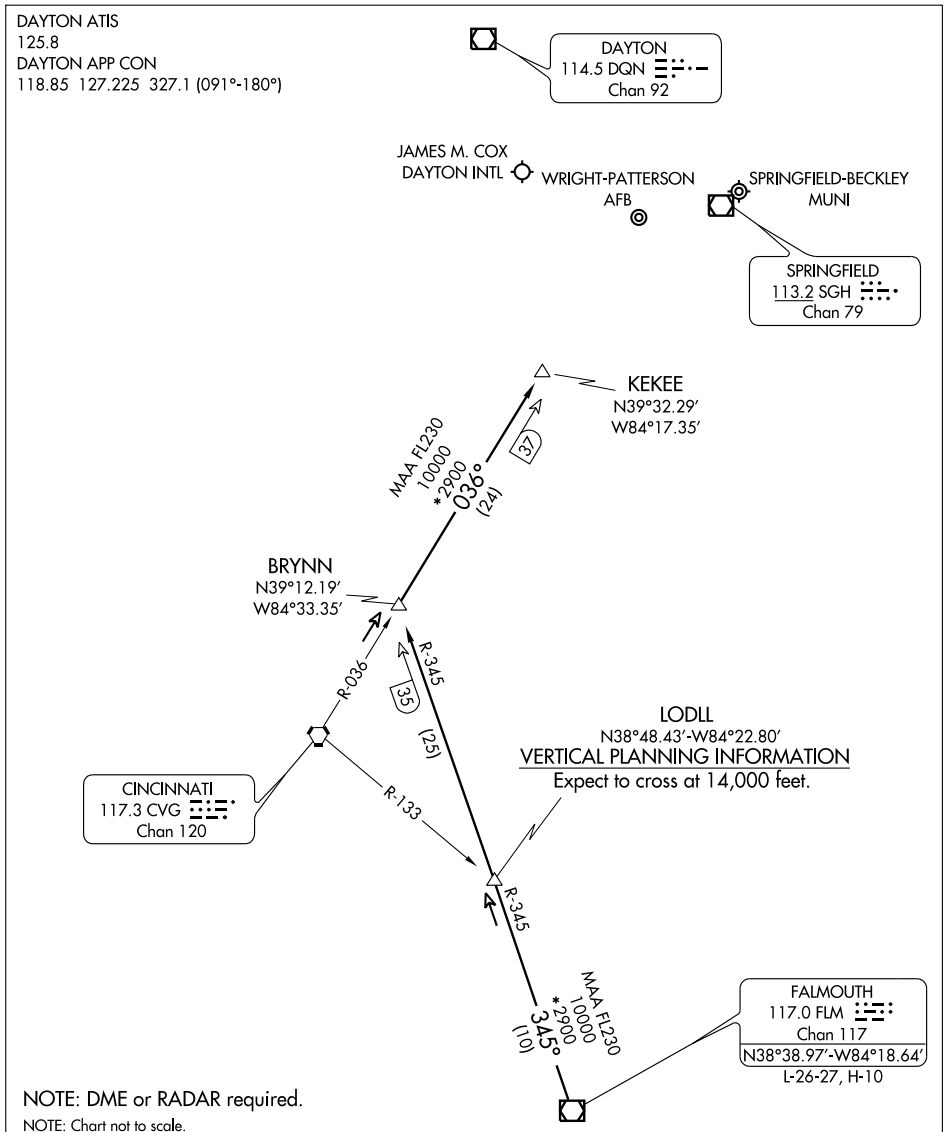
EC-2, 14 JAN 2010 to 11 FEB 2010

(KEKEE.KEKEE3) 09183

KEKEE THREE ARRIVAL

ST-107 (FAA)

DAYTON, OHIO



FALMOUTH TRANSITION (FLM.KEKEE3): From over FLM VOR/DME via FLM R-345 to BRYNN INT, then via CVG R-036 to KEKEE INT. Thence. . . .

. . . . From over KEKEE INT: Expect radar vectors to join final approach course.

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB CCJ	APP CRS	Rwy Idg	9009
341	240°	TDZE	1048
		Apt Elev	1051

NDB RWY 24

SPRINGFIELD-BECKLEY MUNI (SGH)

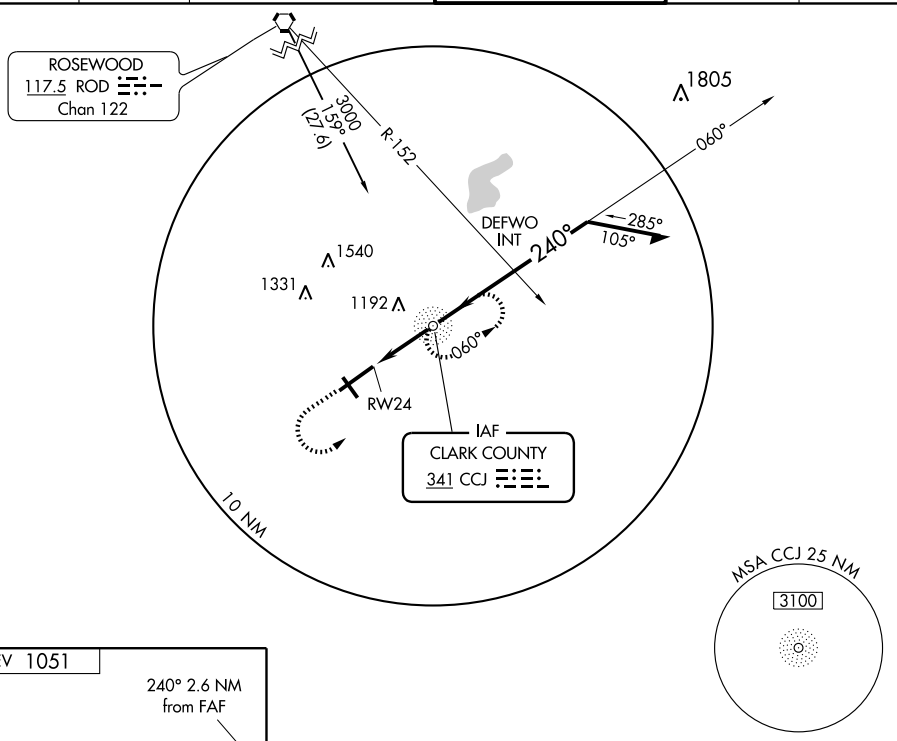
When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all MDA 60 feet and S-24 Cats C and D visibility ¼ mile.

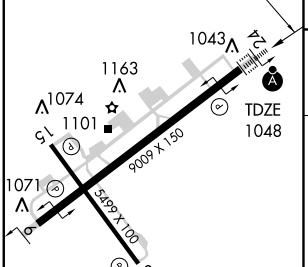
NA

ALSF-2

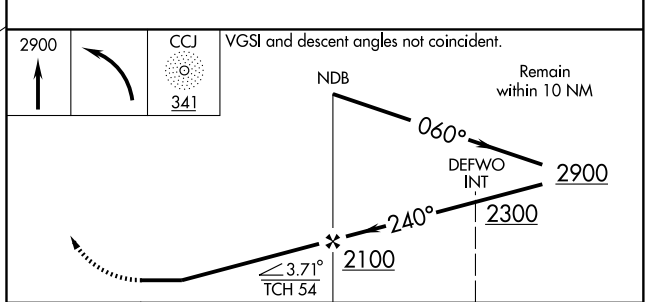
MISSED APPROACH: Climb to 2900 then left turn direct CCJ NDB and hold.

ASOS	ATIS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
134.975	257.875	118.85 127.225 327.1	120.7 (CTAF) L 291.775	121.7 225.4	122.95





FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52



CATEGORY	A	B	C	D
S-24	1500-¾ 452 (500-¾)			1500-1¼ 452 (500-1¼)
CIRCLING	1500-1 449 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 58115 W06A	APP CRS 058°	Rwy Idg 9009 TDZE 1051 Apt Elev 1051

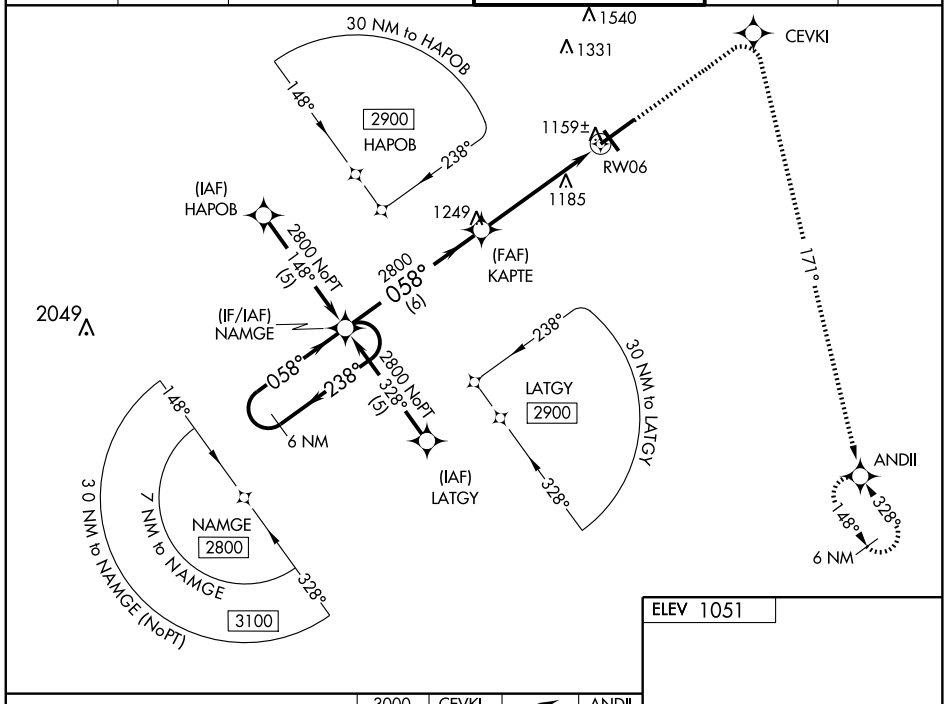
RNAV (GPS) RWY 6

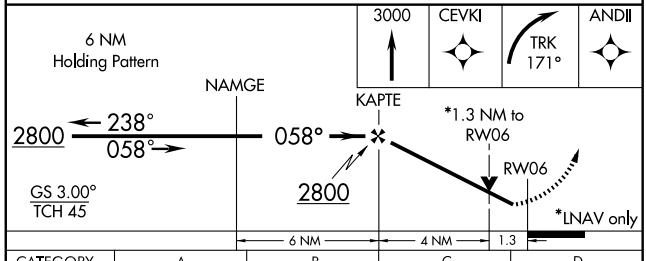
SPRINGFIELD-BECKLEY MUNI (SGH)

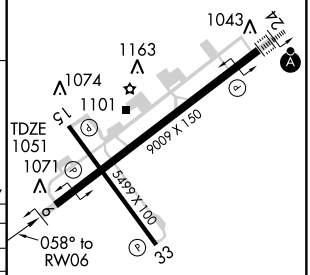
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all DA 55 feet and all MDA 60 feet, and increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibilities ¼ mile. VDP and Baro-VNAV NA when using Wright-Patterson AFB altimeter setting.

MISSED APPROACH: Climb to 3000 direct CEVKI and right turn via track 171° to ANDII and hold.

ASOS	ATIS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
134.975	257.875	118.85 127.225 327.1	120.7 (CTAF) L 291.775	121.7 225.4	122.95







CATEGORY	A	B	C	D
LPV DA	1354-1 303 (400-1)			
LNAV/VNAV DA	1429-1¼ 378 (400-1¼)			
LNAV MDA	1500-1 449 (500-1)		1500-1¼ 449 (500-1¼)	1500-1½ 449 (500-1½)
CIRCLING	1500-1 449 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15 and 33 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 97615 W24A	APP CRS 238°	Rwy Idg 9009 TDZE 1048 Apt Elev 1051

RNAV (GPS) RWY 24

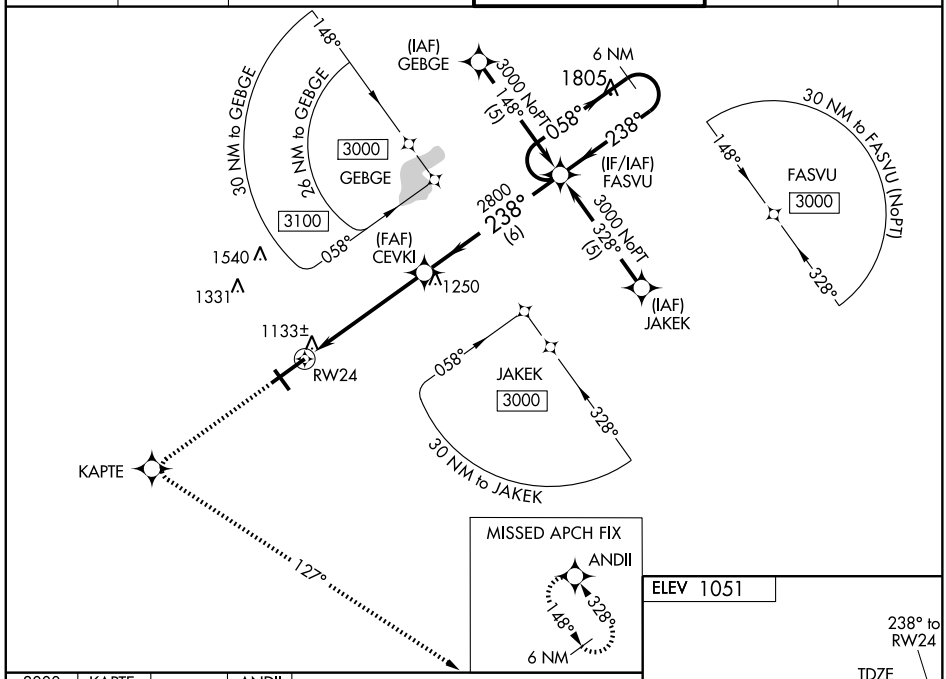
SPRINGFIELD-BECKLEY MUNI (SGH)

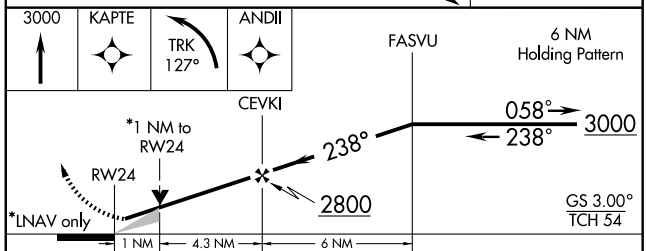
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all DA 55 feet and all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cat C visibilities ¼ mile. For inoperative ALSF-2/SSALR, increase LNAV Cat D visibility to 1¼ mile. For inoperative ALSF-2/SSALR, when using Wright-Patterson AFB altimeter setting, increase LPV all Cats visibility to 1 mile and LNAV Cat D visibility to 1¼ mile. ALSF-2 reverts to SSALR when tower is closed. VDP and Baro-VNAV NA when using Wright-Patterson AFB altimeter setting.

ALSF-2

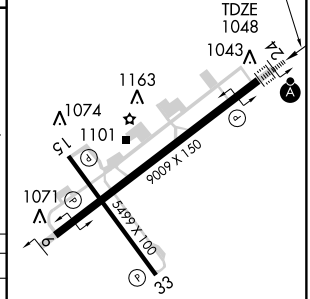
MISSED APPROACH: Climb to 3000 direct KAPTE and left turn via track 127° to ANDII and hold.

ASOS	ATIS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
134.975	257.875	118.85 127.225 327.1	120.7 (CTAF) L 291.775	121.7 225.4	122.95





CATEGORY	A	B	C	D
LPV DA	1248-½ 200 (200-½)			
LNAV/VNAV DA	1398-¾ 350 (400-¾)			
LNAV MDA	1400-½ 352 (400-½)			1400-1 352 (400-1)
CIRCLING	1480-1 429 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)



HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15 and 33 L

EC-2, 14 JAN 2010 to 11 FEB 2010

TACAN RWY 6

TACAN XSF Chan 65	APCH CRS 066°	Rwy ldg 9009 TDZE 1052 Arpt Elev 1051

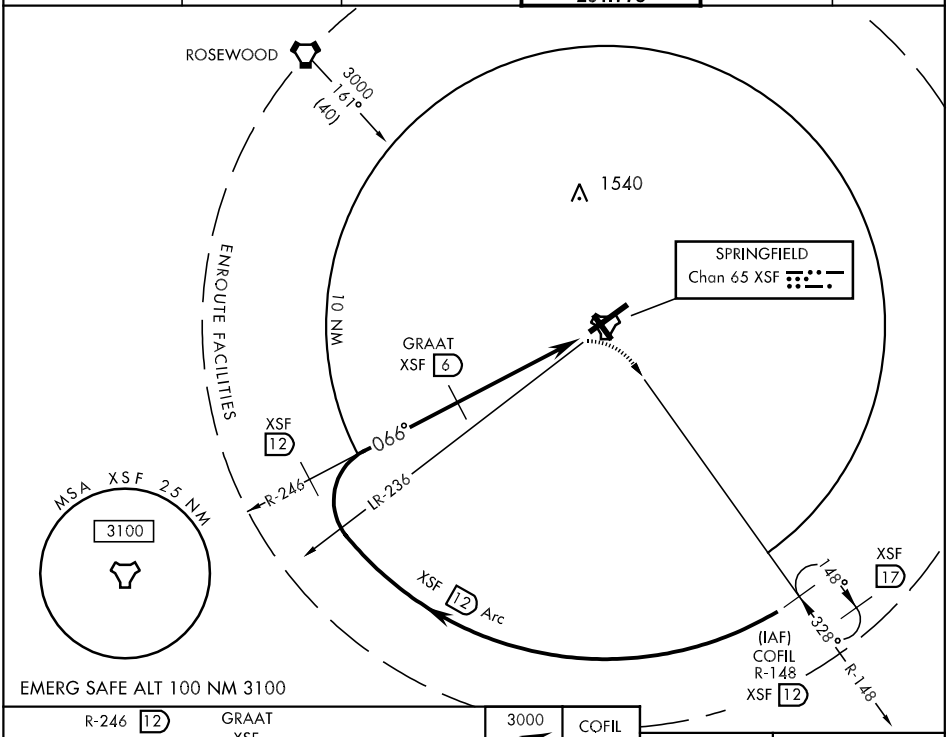
AL-958 [USAF]

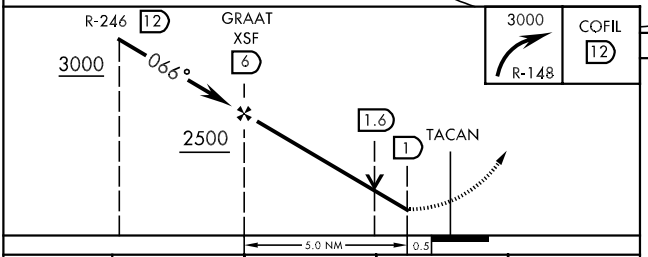
SPRINGFIELD-BECKLEY MUNI (KSGH)

When control tower closed, use Wright-Patterson AFB altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 via XSF R-148 to COFIL 12 DME and hold.

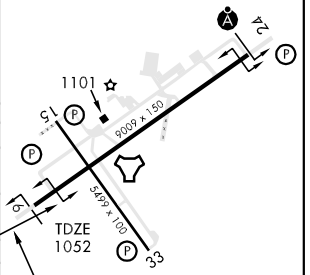
ATIS	ASOS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
257.875	134.975	118.85 269.275	120.7 (CTAF) L 291.775	121.7 225.4	122.95





ELEV 1051

MIRL Rwy 15-33 L
REIL Rwy 6, 15 and 33 L
HIRL Rwy 6-24 L



CATEGORY	A	B	C	D
S-6	1440-1	388	(400-1)	1440-1¼ 388 (400-1¼)
CIRCLING	1480-1 428 (500-1)	1520-1 468 (500-1)	1520-1½ 468 (500-1½)	1620-2 568 (600-2)
WRIGHT-PATTERSON AFB ALTIMETER SETTING MINIMUMS				
S-6	1500-1 448 (500-1)		1500-1¼ 448 (500-1¼)	1500-1½ 448 (500-1½)
CIRCLING	1540-1 488 (500-1)	1560-1 508 (600-1)	1560-1½ 508 (600-1½)	1660-2 608 (700-2)

TACAN RWY 24

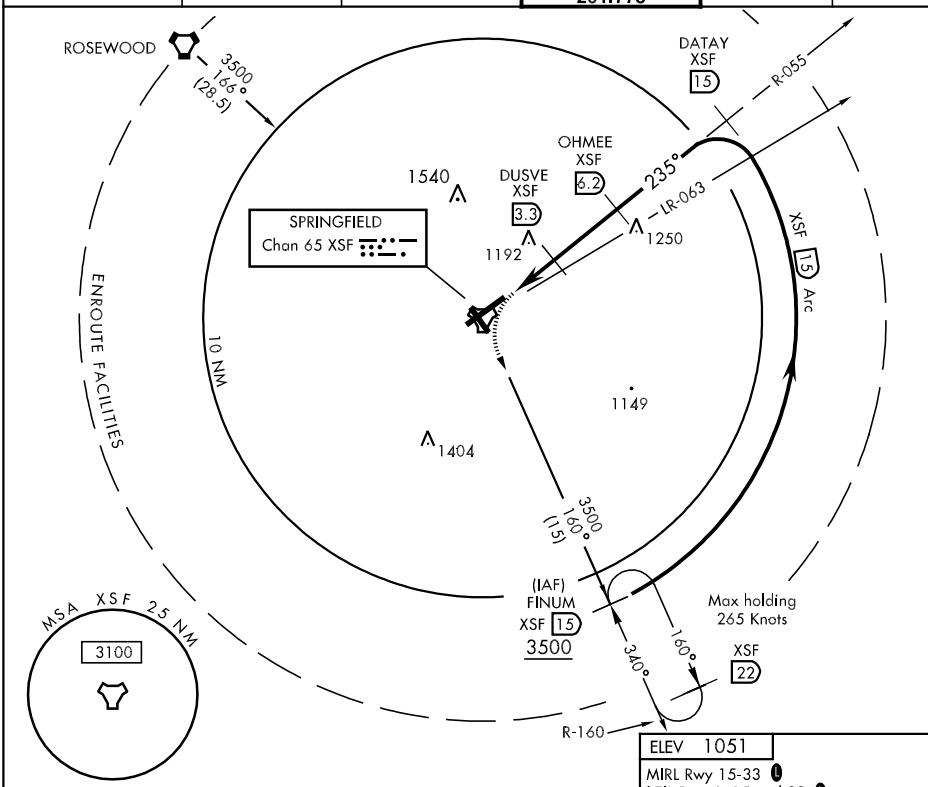
TACAN XSF Chan 65	APCH CRS 235°	Rwy ldg 9009 TDZE 1048 Arpt Elev 1051	AL-958 [USAF]	SPRINGFIELD-BECKLEY MUNI (KSGH)

* When ALS/SSALR inop, increase CAT E vis ½ mile.
NA ALSF-2 reverts to SSALR when tower is closed.

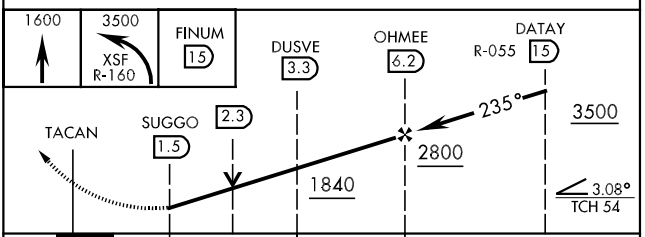
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3500 via XSF TACAN R-160 to FINUM/XSF 15 DME and hold.

ATIS	ASOS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
257.875	134.975	118.85 269.275	120.7 (CTAF) L 291.775	121.7 225.4	122.95



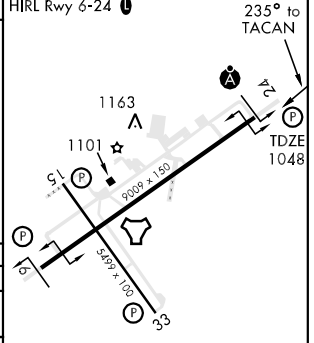
EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
S-24 *	1500-½ 452 (500-½)		1500-¾ 452 (500-¾)	1500-1	452 (500-1)
CIRCLING	1500-1 449 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)	1900-3 849 (900-3)

ELEV 1051

MIRL Rwy 15-33 L
REIL Rwy 6, 15 and 33 L
HIRL Rwy 6-24 L



VOR/DME SGH 113.2 Chan 79	APP CRS 323°	Rwy Idg 5499 TDZE 1047 Apt Elev 1051

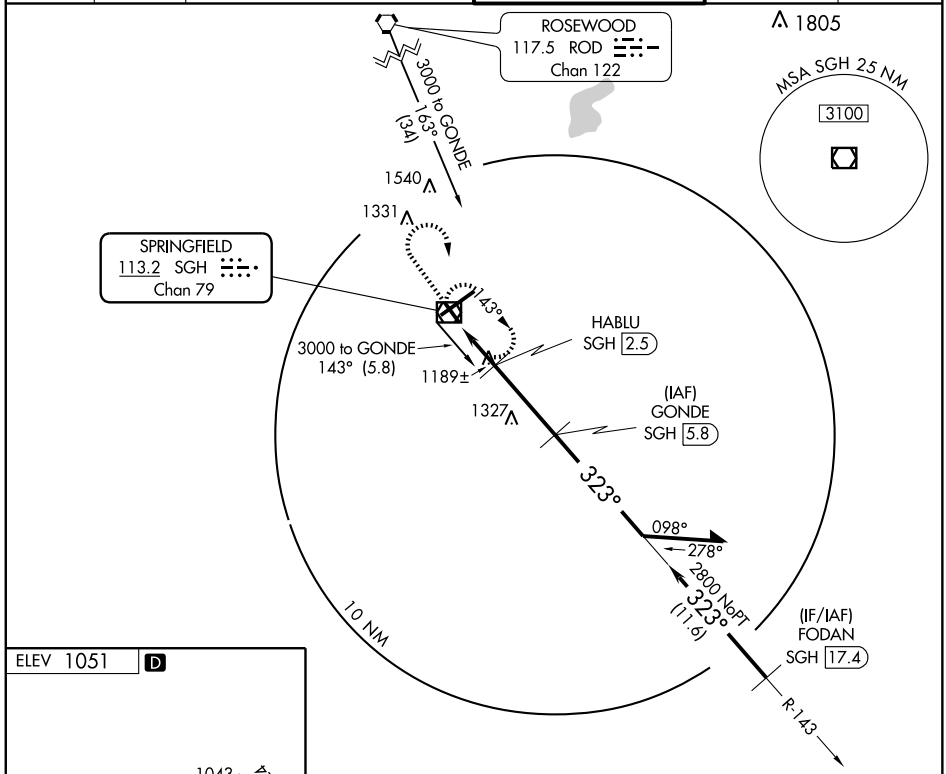
VOR/DME RWY 33

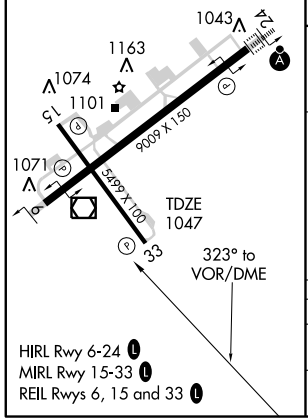
SPRINGFIELD-BECKLEY MUNI (SGH)

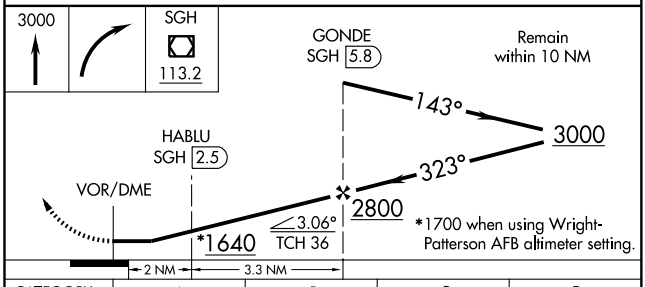
When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all MDAs 60 feet and increase Cat C/D visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then right turn direct SGH VOR/DME and hold.

ASOS 134.975	ATIS 257.875	DAYTON APP CON 126.5 327.1	SPRINGFIELD TOWER ★ 120.7 (CTAF) L 291.775	GND CON 121.7 225.4	UNICOM 122.95







HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15 and 33 L

CATEGORY	A	B	C	D
S-33	1440-1 393 (400-1)			1440-1¼ 393 (400-1¼)
CIRCLING	1480-1 429 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

EC-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME SGH	APP CRS	Rwy Idg	9009
113.2	066°	TDZE	1051
Chan 79		Apt Elev	1051

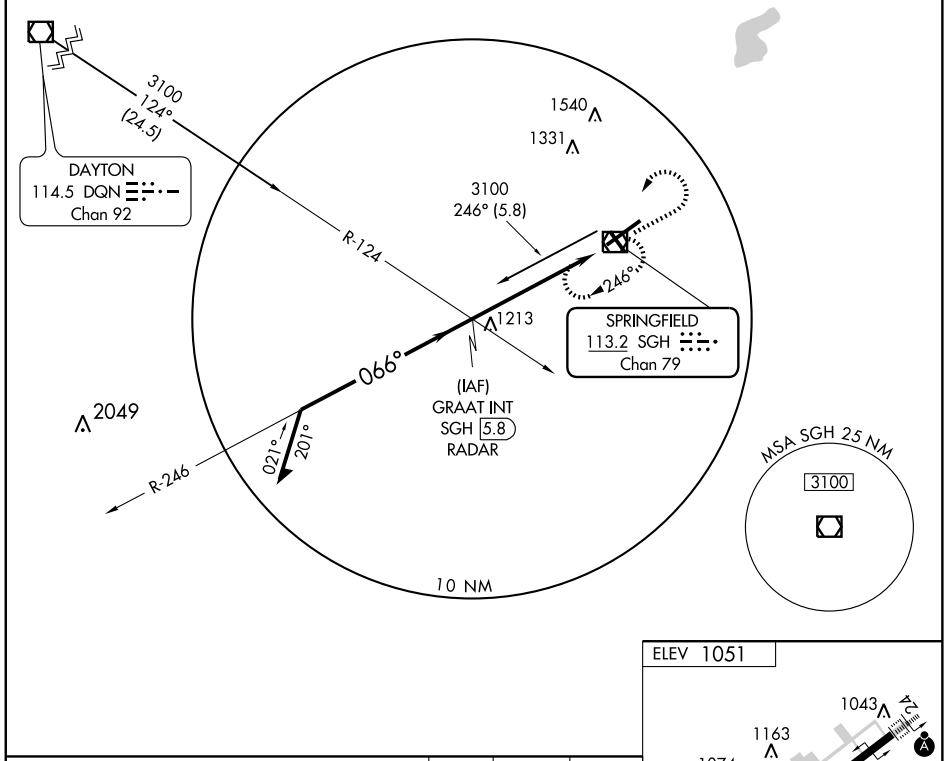
VOR RWY 6

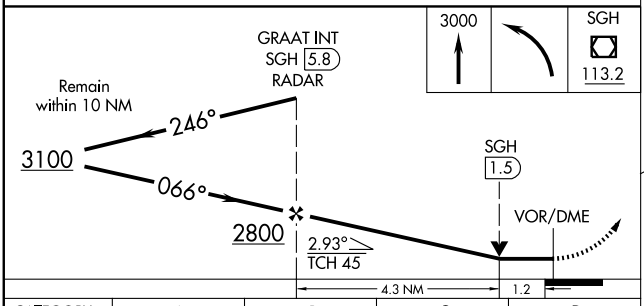
SPRINGFIELD-BECKLEY MUNI (SGH)

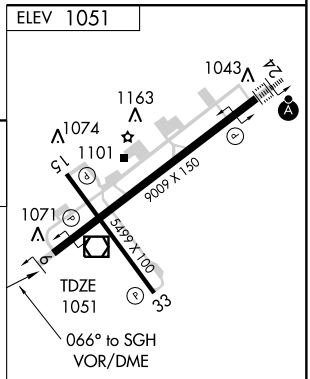
Visibility reduction by helicopters NA. When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all MDA 60 feet. VDP NA when using Wright-Patterson AFB altimeter setting.

MISSED APPROACH: Climb to 3000, then left turn direct SGH VOR/DME and hold.

ASOS	ATIS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
134.975	257.875	118.85 127.225 327.1	120.7 (CTAF) L 291.775	121.7 225.4	122.95







CATEGORY	A	B	C	D
S-6	1480-1	429 (500-1)	1480-1¼ 429 (500-1¼)	1480-1½ 429 (500-1½)
CIRCLING	1480-1 429 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15 and 33 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME SGH	APP CRS	Rwy Idg	9009
113.2	235°	TDZE	1048
Chan 79		Apt Elev	1051

VOR RWY 24

SPRINGFIELD-BECKLEY MUNI (SGH)

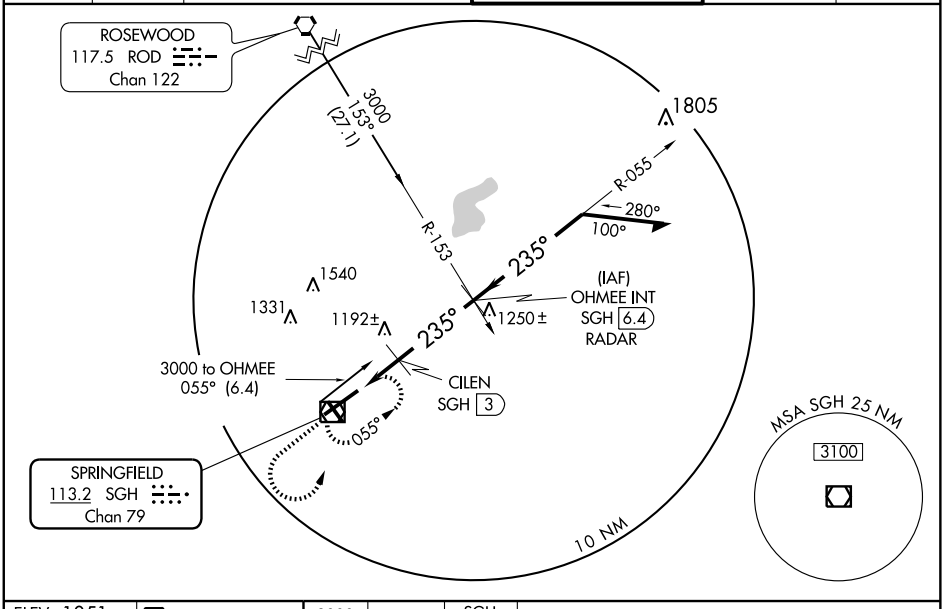
When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all MDAs 60 feet and increase S-24 Cats C and D and Circling Cat C visibility ¼ mile. VDP NA when using Wright-Patterson AFB altimeter setting. ALSF-2 reverts to SSALR when tower is closed. For inoperative ALSF-2/SSALR, increase CILEN fix minimums S-24 Cat D visibility to 1¼, when using Wright-Patterson AFB altimeter setting increase CILEN fix minimums S-24 Cat D visibility to 1½.

NA

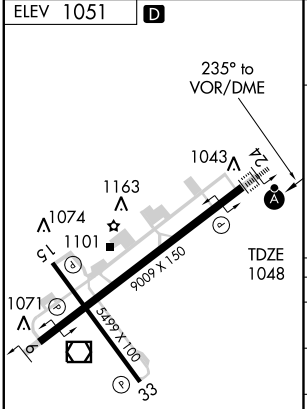
ALSF-2

MISSED APPROACH: Climb to 3000 then left turn direct SGH VOR/DME and hold.

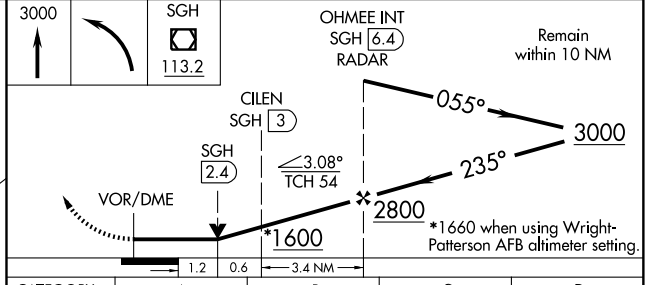
ASOS	ATIS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
134.975	257.875	126.5 327.1	120.7 (CTAF) L 291.775	121.7 225.4	122.95



ELEV 1051 D



HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15 and 33 L



CATEGORY	A	B	C	D
S-24	1600-½ 552 (600-1)		1600-1 552 (600-1)	1600-1¼ 552 (600-1¼)
CIRCLING	1600-1 549 (600-1)		1600-1½ 549 (600-1½)	1620-2 569 (600-2)
CILEN FIX MINIMUMS				
S-24	1460-½ 412 (500-½)		1460-¾ 412 (500-¾)	1460-1 412 (500-1)
CIRCLING	1480-1 429 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

VOR/DME AIR	APP CRS	Rwy Idg	N/A
117.1	297°	TDZE	N/A
Chan 118		Apt Elev	1187

VOR or GPS-A

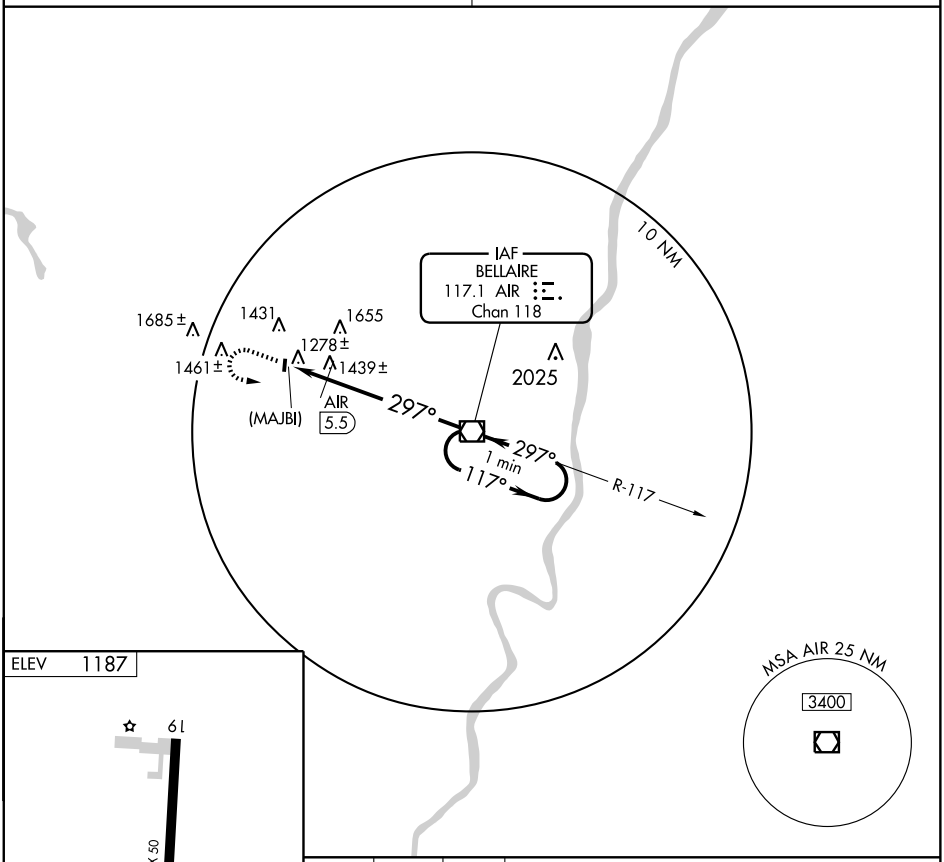
ST. CLAIRSVILLE / ALDERMAN (2P7)

Use Wheeling, WV altimeter setting; when not received, use Greater Pittsburgh altimeter setting and increase all MDAs 120 feet and Cat B visibility ¼ mile. Procedure NA at night except by prior arrangement for runway lights.

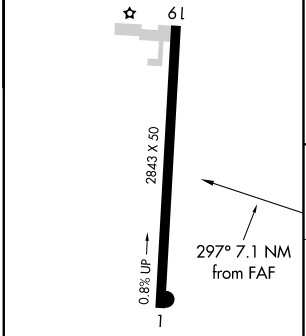
NA

MISSED APPROACH: Climb to 3000 then left turn direct AIR VOR/DME and hold.

CLEVELAND CENTER	CTAF
120.4 257.975	122.9

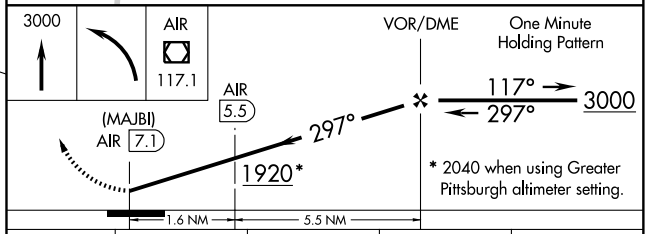


ELEV 1187



LIRL Rwy 1-19

FAF to MAP 7.1 NM					
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22



CATEGORY	A	B	C	D
CIRCLING	1920-1 733 (800-1)		NA	
DME MINIMUMS				
CIRCLING	1800-1 613 (700-1)		NA	

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4400
142°	TDZE	1194
	Apt Elev	1194

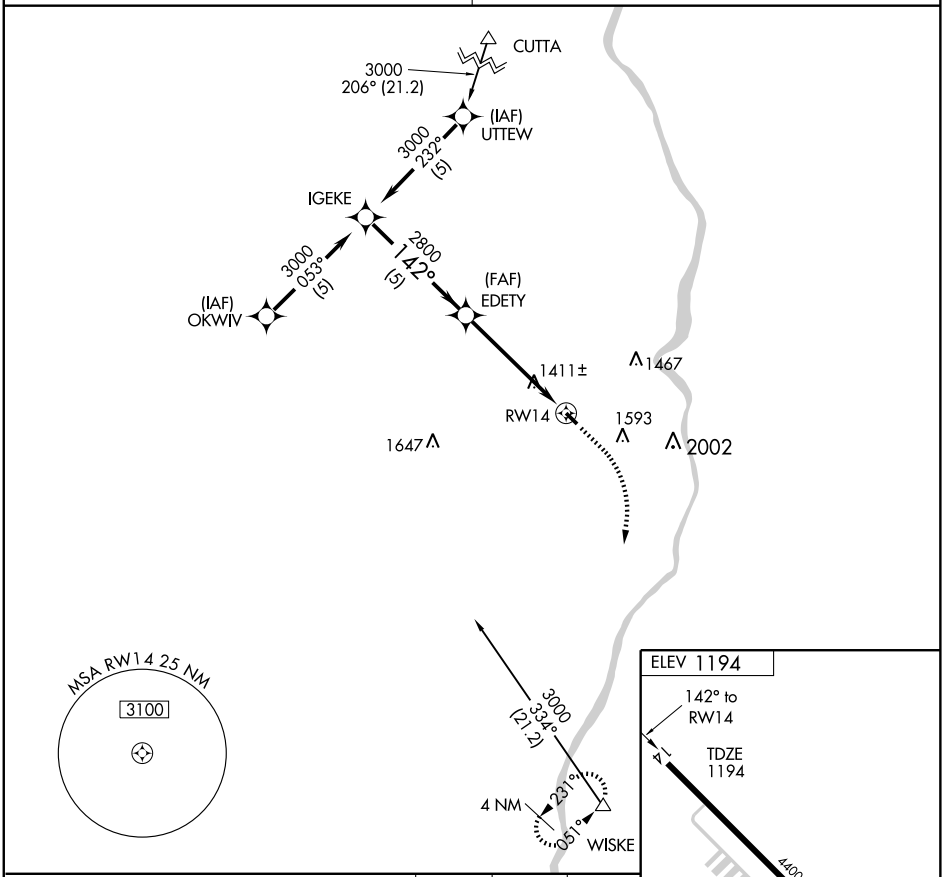
GPS RWY 14

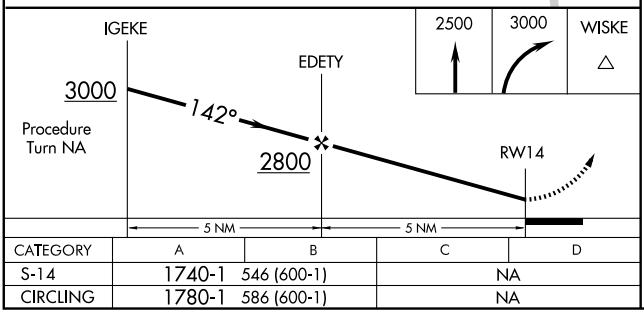
STEUBENVILLE/JEFFERSON COUNTY AIRPARK (2G2)

NA — Use Wheeling, WV altimeter setting, when not received procedure NA.

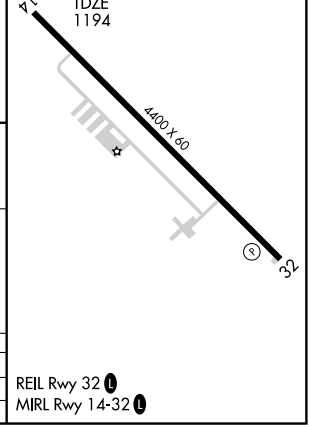
MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct WISKE WP and hold.

PITTSBURGH APP CON	UNICOM
124.750 338.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-14	1740-1	546 (600-1)	NA	
CIRCLING	1780-1	586 (600-1)	NA	



REIL Rwy 32 L
MIRL Rwy 14-32 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4400
322°	TDZE	1194
	Apt Elev	1194

GPS RWY 32

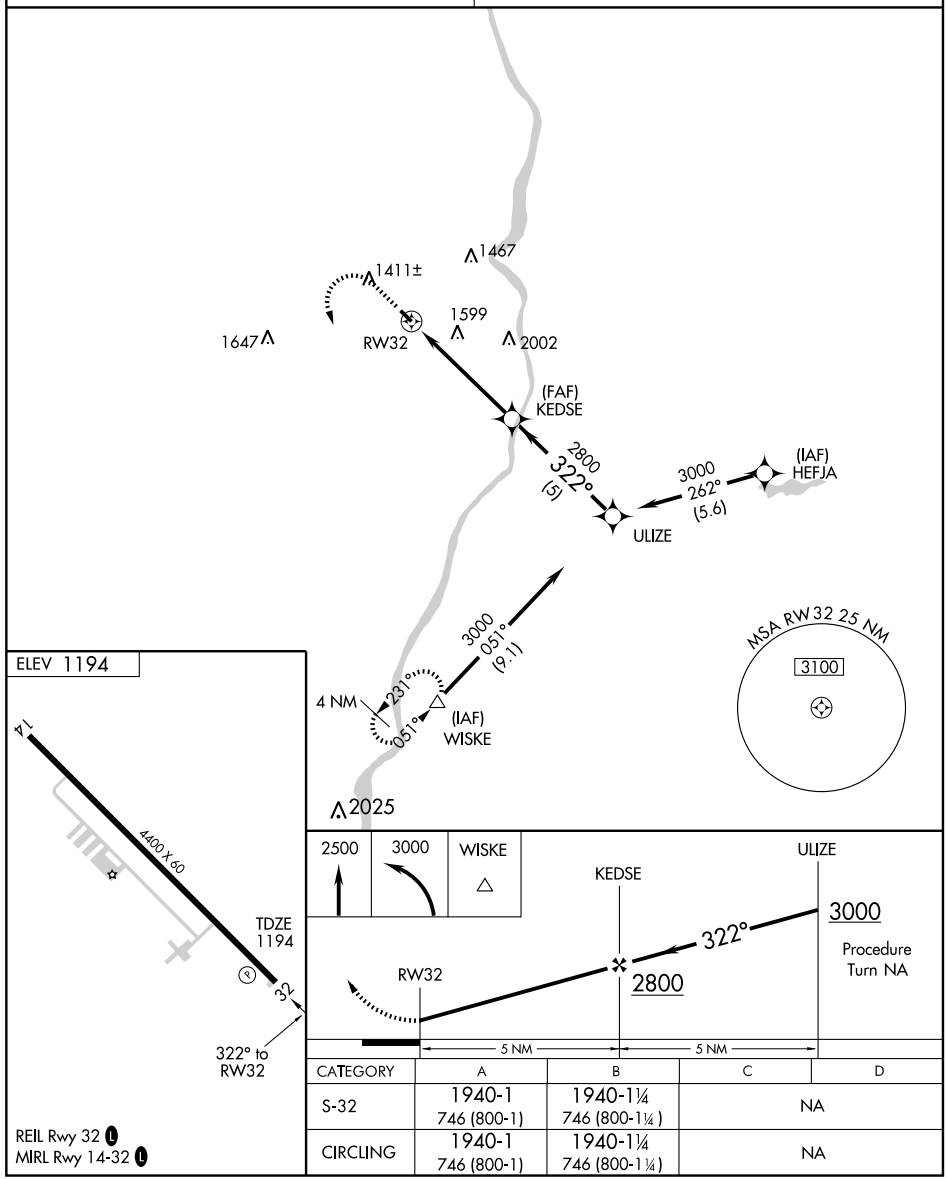
STEUBENVILLE/JEFFERSON COUNTY AIRPARK (2G2)

Use Wheeling, WV altimeter setting, when not received procedure NA.

NA

MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct WISKE WP and hold.

PITTSBURGH APP CON	UNICOM
124.750 338.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-32	1940-1 746 (800-1)	1940-1¼ 746 (800-1¼)	NA	
CIRCLING	1940-1 746 (800-1)	1940-1¼ 746 (800-1¼)	NA	

REIL Rwy 32 L
MIRL Rwy 14-32 L

EC-2, 14 JAN 2010 to 11 FEB 2010

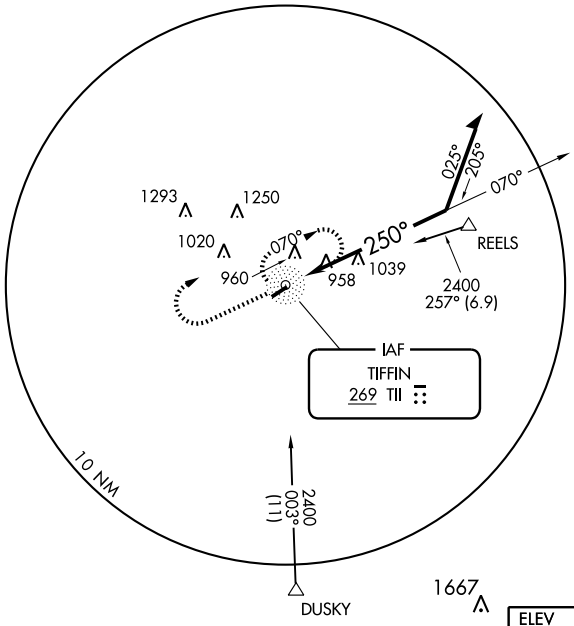
NDB TII 269	APP CRS 250°	Rwy Idg 3885 TDZE 785 Apt Elev 786

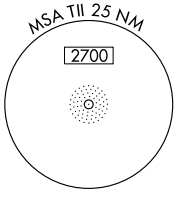
NDB RWY 24

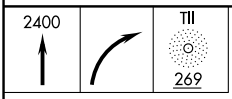
TIFFIN / SENECA COUNTY (16G)

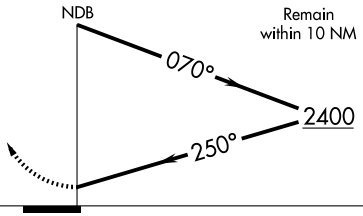
NA	Obtain local altimeter setting on CTAF; when not received, use Findlay altimeter setting.
	MISSED APPROACH: Climb to 2400, then right turn direct TII NDB and hold.

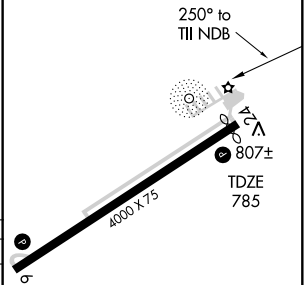
AWOS-3	FINDLAY ASOS	TOLEDO APP CON	UNICOM
121.175	124.425	120.8 317.55	123.0 (CTAF) L











CATEGORY	A	B	C	D
S-24	1420-1	635 (700-1)	1420-1¾ 635 (700-1¾)	1420-2 635 (700-2)
CIRCLING	1420-1	634 (700-1)	1420-1¾ 634 (700-1¾)	1420-2 634 (700-2)
FINDLAY ALTIMETER SETTING MINIMUMS				
S-24	1460-1	675 (700-1)	1460-2 675 (700-2)	1460-2¼ 675 (700-2¼)
CIRCLING	1460-1	674 (700-1)	1460-2 674 (700-2)	1460-2¼ 674 (700-2¼)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4000
CH 77713	061°	TDZE	786
W06A		Apt Elev	786

RNAV (GPS) RWY 6

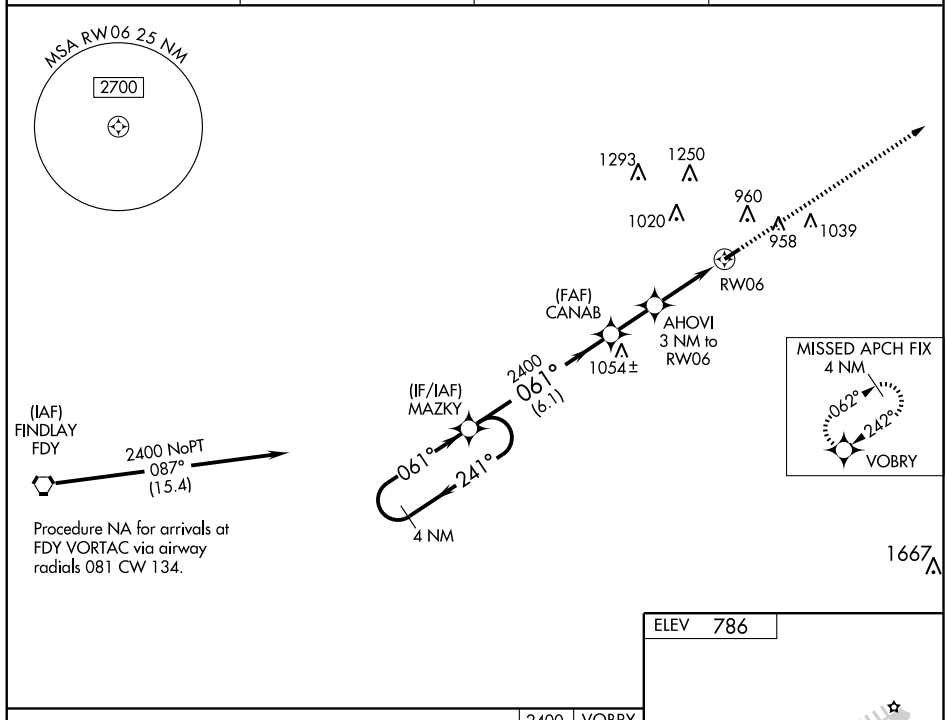
TIFFIN / SENECA COUNTY (16G)

Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA 53 feet and all MDA 60 feet, increase LPV all Cats visibilities ¼ mile and LNAV Cat C visibility ¼ mile. Straight-in/Circling Rwy 6 NA at night.

NA

MISSED APPROACH: Climb to 2400 direct VOBRY and hold.

AWOS-3	FINDLAY ASOS	TOLEDO APP CON	UNICOM
121.175	124.425	120.8 317.55	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1137-1¼ 351 (400-1¼)			NA
LNAV/VNAV DA	1174-1½ 388 (400-1½)			NA
LNAV MDA	1160-1 374 (400-1)			NA
CIRCLING	1260-1 474 (500-1)		1260-1½ 474 (500-1½)	NA

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3885
242°	TDZE	785
	Apt Elev	786

RNAV (GPS) RWY 24

TIFFIN / SENECA COUNTY(16G)

T NA

Circling to Rwy 6 NA at night. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 60 feet and LNAV Cat C visibilty ¼ mile.

MISSED APPROACH: Climb to 2400 direct MAZKY and hold.

AWOS-3	FINDLAY ASOS	TOLEDO APP CON	UNICOM
121.175	124.425	120.8 317.55	123.0 (CTAF) L

WATERVILLE VWV

Procedure NA for arrivals at VWV VOR/DME via airway radials 093 CW 150.

2900 117° (28.4)

MSA RW 24 25 NM
2700

(IAF) CUYER

2400 NoPT 152° (5)

4 NM

062°

242°

2400 NoPT 280° (7.3)

(IAF) ELIJA

MISSED APCH FIX
MAZKY
061°
241°
4 NM

2400 242° (6.5)

(IF/IAF) VOBRY

1250
1293
GAFSA 2.6 NM to RW24
(FAF) TIPEJ
1020
960
1039
958
RW24

2900 335° (22.3)

Procedure NA for arrivals at MFD VORTAC via airway radials 279 CW 358.

MANSFIELD MFD

1598 ±

ELEV 786

242° to RW24

807±

TDZE 785

4000 X 75

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

2400 MAZKY

GAFSA 2.6 NM to RW24

TIPEJ

VOBRY

4 NM Holding Pattern

3.04° TCH 38

242°

062°

242°

2400

2400

RW24

1640

2.6 NM | 2.3 NM | 6.5 NM

CATEGORY	A	B	C	D
LNAV MDA	1260-1 475 (500-1)		1260-1¼ 475 (500-1¼)	NA
CIRCLING	1260-1 474 (500-1)		1260-1½ 474 (500-1½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC FDY 108.2 Chan 19	APP CRS 073°	Rwy Idg 4000 TDZE 786 Apt Elev 786

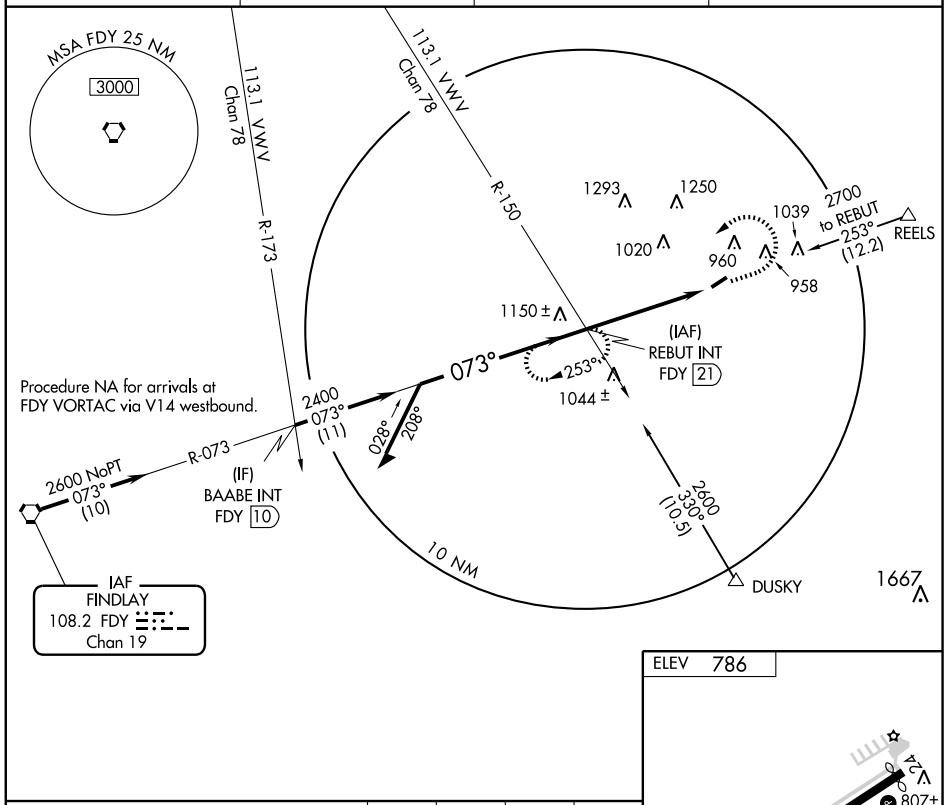
VOR RWY 6

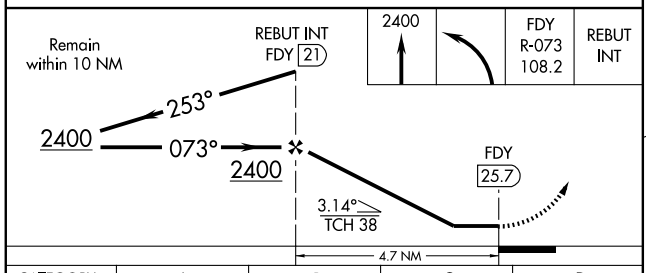
TIFFIN / SENECA COUNTY (16G)

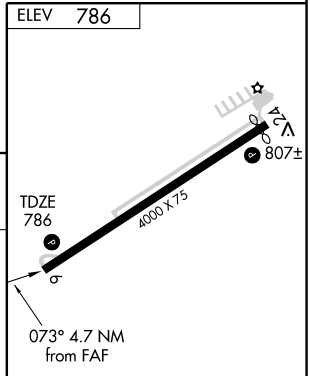
NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 60 feet and Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 2400 then left turn via FDY R-073 to REBUT INT/FDY 21 DME and hold.

AWOS-3	FINDLAY ASOS	TOLEDO APP CON	UNICOM
121.175	124.425	120.8 317.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-6	1400-1 614 (700-1)	1400-1¼ 614 (700-1¼)	1400-1¾ 614 (700-1¾)	NA
CIRCLING	1400-1 614 (700-1)	1400-1¼ 614 (700-1¼)	1400-1¾ 614 (700-1¾)	NA

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-2, 14 JAN 2010 to 11 FEB 2010

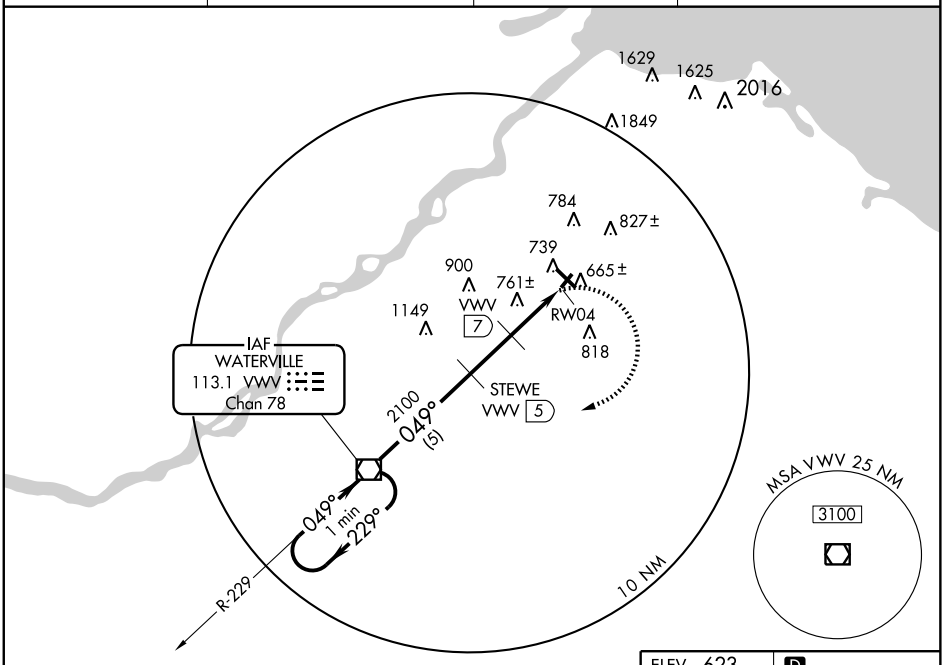
VOR/DME VWV	APP CRS	Rwy Idg	3699
113.1	049°	TDZE	622
Chan 78		Apt Elev	623

VOR/DME or GPS RWY 4

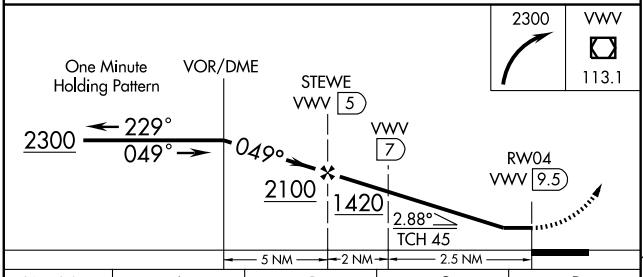
TOLEDO / METCALF FIELD (TDZ)

MISSED APPROACH: Climbing right turn to 2300 direct VWV VOR/DME and hold.

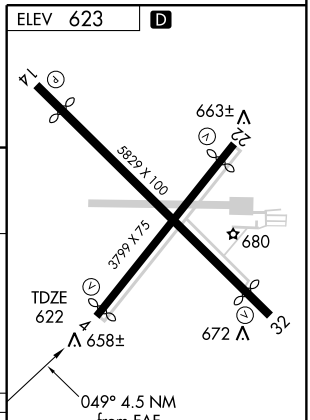
ASOS	TOLEDO APP CON	CLNC DEL	UNICOM
121.575	126.1 307.0	125.6	123.05 (CTAF) L



NoPT for arrivals on VWV VOR/DME airway radials 150 clockwise 308.



CATEGORY	A	B	C	D
S-4	1060-1	438 (500-1)	1060-1¼ 438 (500-1¼)	1060-1½ 438 (500-1½)
CIRCLING	1120-1	498 (500-1)	1120-1½ 498 (500-1½)	1180-2 558 (600-2)



REIL Rwys 4 and 22 L
MIRL Rwys 4-22 and 14-32

EC-2, 14 JAN 2010 to 11 FEB 2010

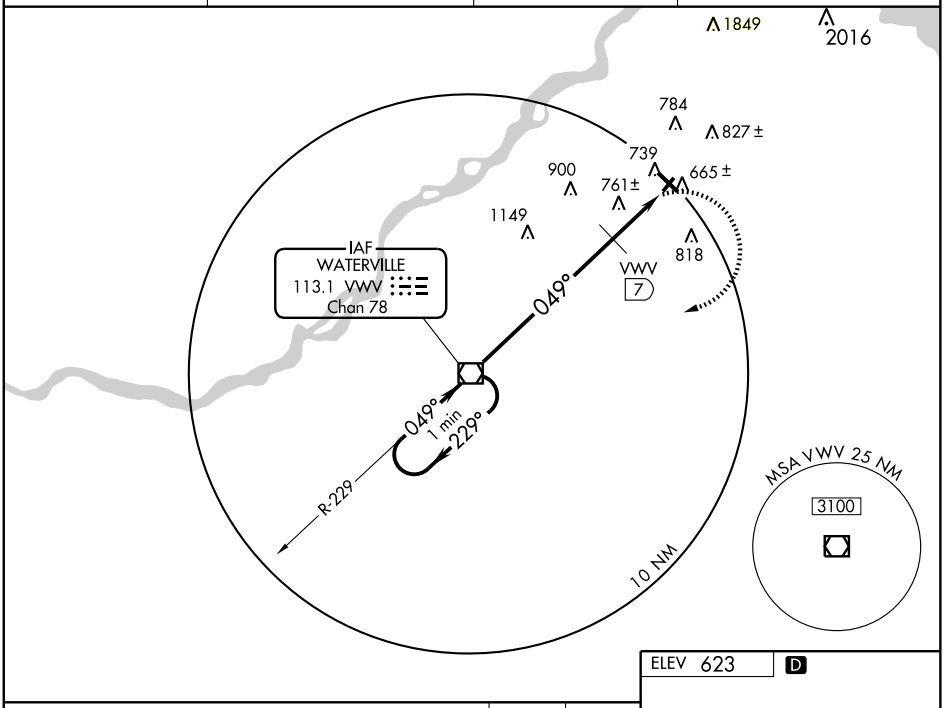
VOR/DME VWV 113.1 Chan 78	APP CRS 049°	Rwy Idg 3699 TDZE 622 Apt Elev 623

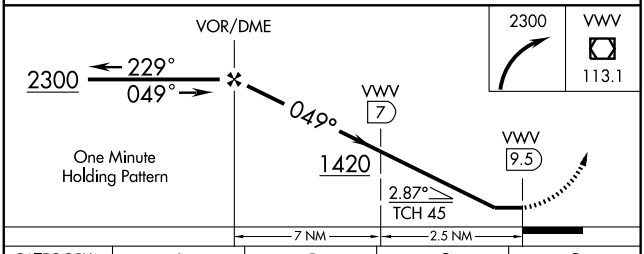
VOR RWY 4

TOLEDO/METCALF FIELD (TDZ)

MISSED APPROACH: Climbing right turn to 2300 direct VWV VOR/DME and hold.

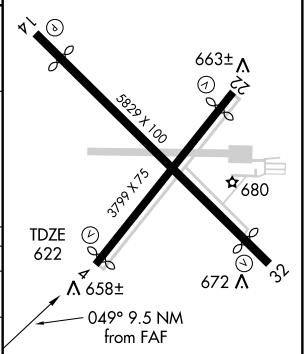
ASOS	TOLEDO APP CON	CLNC DEL	UNICOM
121.575	126.1 307.0	125.6	123.05 (CTAF) L





CATEGORY	A	B	C	D
S-4	1420-1 798 (800-1)	1420-1¼ 798 (800-1¼)	1420-2¼ 798 (800-2¼)	1420-2½ 798 (800-2½)
CIRCLING	1420-1 798 (800-1)	1420-1¼ 798 (800-1¼)	1420-2¼ 798 (800-2¼)	1420-2½ 798 (800-2½)
DME MINIMUMS				
S-4	1060-1 438 (500-1)		1060-1¼ 438 (500-1¼)	1060-1½ 438 (500-1½)
CIRCLING	1120-1 498 (500-1)		1120-1½ 498 (500-1½)	1180-2 558 (600-2)

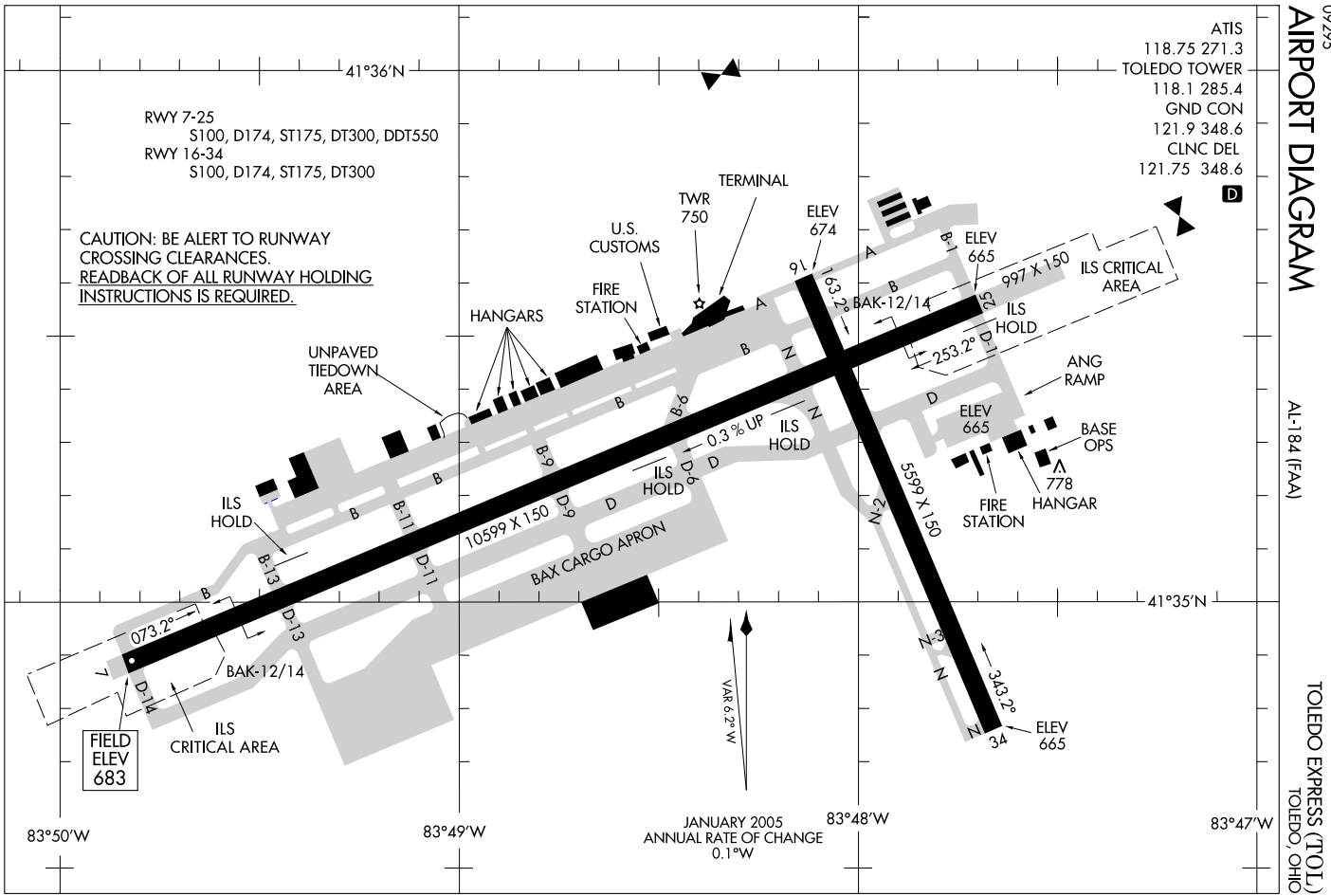
ELEV 623 D



REIL Rwys 4 and 22 L
MIRL Rwys 4-22 and 14-32

FAF to MAP 9.5 NM					
Knots	60	90	120	150	180
Min:Sec	9:30	6:20	4:45	3:48	3:10

EC-2, 14 JAN 2010 to 11 FEB 2010


AIRPORT DIAGRAM
AL-184 (FAA)
TOLEDO EXPRESS (TOL)
TOLEDO, OHIO
ATIS
118.75 271.3
TOLEDO TOWER
118.1 285.4
GND CON
121.9 348.6
CLNC DEL
121.75 348.6
D
RWY 7-25
S100, D174, ST175, DT300, DDT550
RWY 16-34
S100, D174, ST175, DT300
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
41°36'N
41°35'N
83°50'W
83°49'W
83°48'W
83°47'W
TERMINAL
TWR 750
ELEV 674
U.S. CUSTOMS
FIRE STATION
HANGARS
UNPAVED TIEDOWN AREA
ELEV 665
997 X 150
ILS CRITICAL AREA
BAK-12/14
ILS HOLD
163.2°
253.2°
ANG RAMP
ELEV 665
BASE OPS
778 HANGAR
FIRE STATION
0.3% UP
ILS HOLD
ILS HOLD
ILS HOLD
10599 X 150
5599 X 150
BAX CARGO APRON
073.2°
343.2°
BAK-12/14
ILS CRITICAL AREA
ELEV 665
FIELD ELEV 683
VAR 6.2°W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

HI-ILS or LOC RWY 7

LOCALIZER I-TOL	APCH CRS	Rwy ldg 10,599 / TDZE 683 / Arpt Elev 683
109.7	072°	

JAL-184 [USAF]

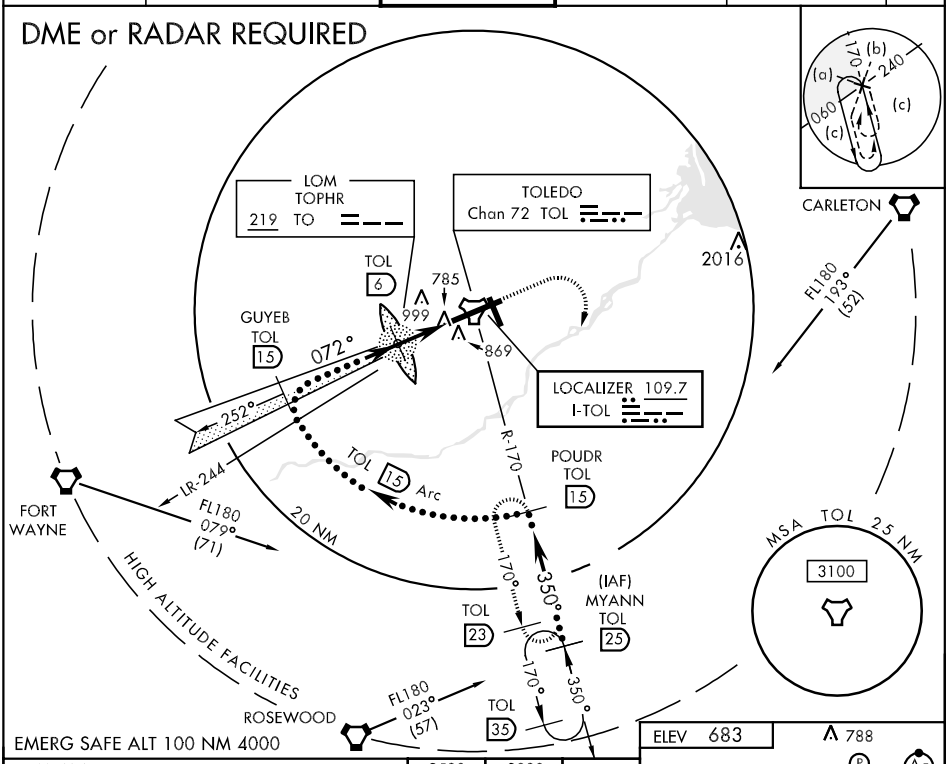
TOLEDO EXPRESS (KTOL)

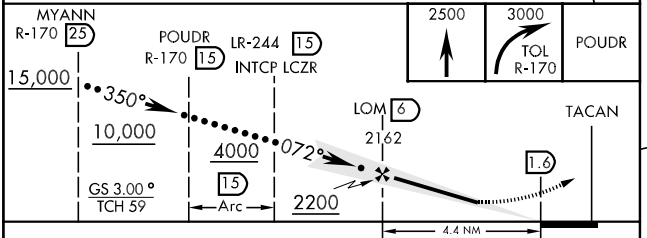
* When ALS inop increase CAT E RVR to 40, vis to ¾ mile.
** When ALS inop increase CAT E vis to 1½ miles.

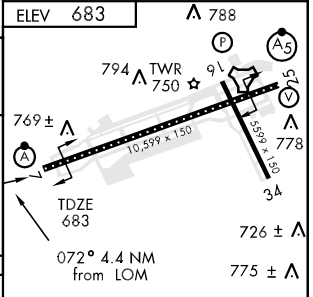
ALSF-2

MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 via TOL R-170 to POUDR and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL	ASR
118.75 271.3	126.1 317.55	118.1 285.4	121.9 348.6	121.75	







CATEGORY	C	D	E
S-ILS 7 *	883/18 200 (200-½)		883/24 200 (200-½)
S-LOC 7 **	1080/24 397 (400-½)	1080/40 397 (400-¾)	1080/50 397 (400-1)
CIRCLING	1180-1½ 496 (500-1½)	1240-2 556 (600-2)	1400-2½ 716 (800-2½)
S-ASR 7	1080/24 397 (400-½)	1080/50 397 (400-1)	

HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwy 16 and 34
TDZL/CL Rwy 7

FAF to LOC MAP 4.4 NM					
Knots	120	140	160	180	200
Min:Sec	2:12	1:53	1:39	1:28	1:19

HI-ILS or LOC RWY 25

LOCALIZER I-BQE	APCH CRS	Rwy ldg 10,599 TDZE 678 Arpt Elev 683
108.7	252°	

JAL-184 [USAF]

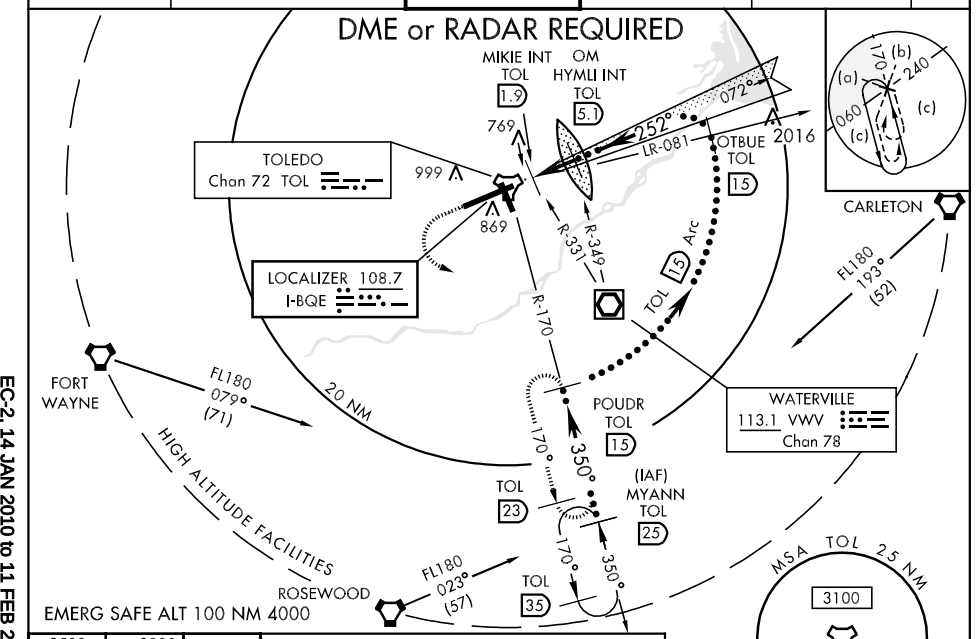
TOLEDO EXPRESS (KTOL)

* When ALS inop increase CAT E vis to ¾ mile.
** When ALS inop increase CAT E vis to 1¼ mile.

MALSR

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 via TOL R-170 to POUDR (TOL R-170/15 DME) and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL	ASR
118.75 271.3	126.1 317.55	118.1 285.4	121.9 348.6	121.75	



CATEGORY	C	D	E
S-ILS 25*	878-½ 200 (200-½)		
S-LOC 25	1240-1 562 (600-1)	1240-1¼ 562 (600-1¼)	1240-1½ 562 (600-1½)
CIRCLING	1240-1½ 556 (600-1½)	1240-2 556 (600-2)	1400-2½ 716 (800-2½)
MIKIE INT MINIMUMS			
S-LOC 25**	1020-½ 342 (400-½)	1020-¾ 342 (400-¾)	
CIRCLING	1180-1½ 496 (500-1½)	1240-2 556 (600-2)	1400-2½ 716 (800-2½)
S-ASR 25	1040-½ 362 (400-½)	1040-1 362 (400-1)	

FAF to MAP 4.9 NM

Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

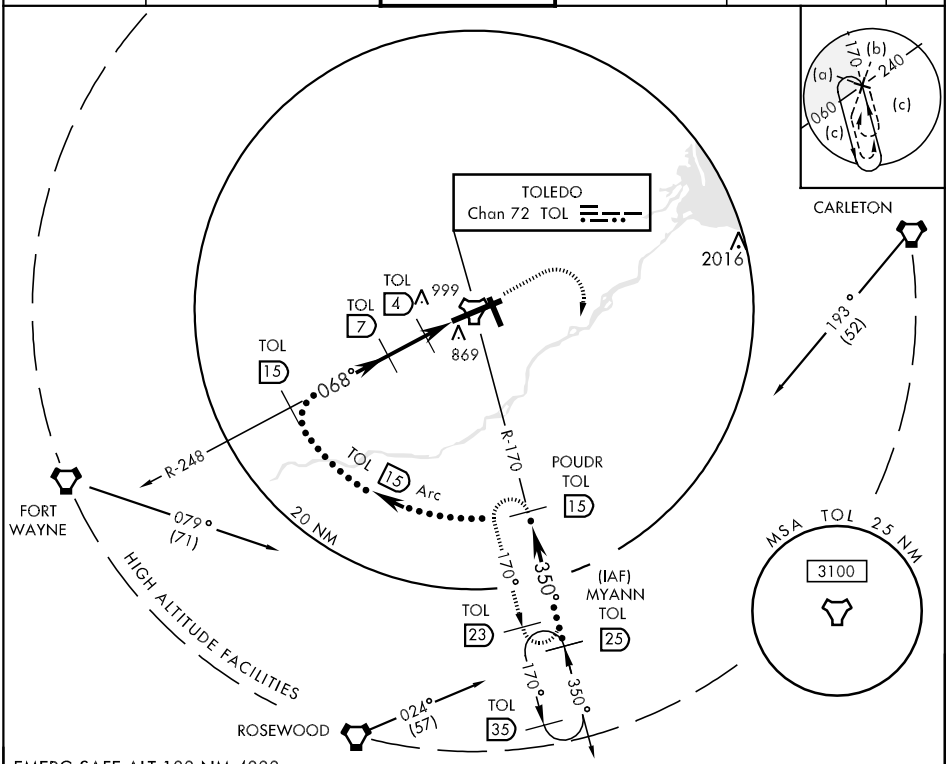
HI-TACAN RWY 7

TACAN	APCH CRS	Rwy ldg	TOLEDO EXPRESS (KTOL)
TOL Chan 72	068°	10,599	JAL-184 [USAF]
		TDZE 683	
		Arpt Elev 683	

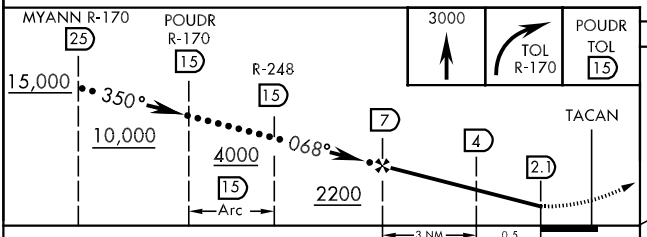
ALSF-2

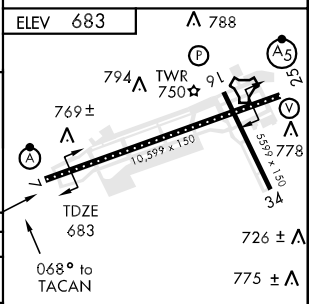
MISSED APPROACH: Climb to 3000 then right turn via TOL R-170 to POUDR and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL	ASR
118.75 271.3	126.1 317.55	118.1 285.4	121.9 348.6	121.75	



EMERG SAFE ALT 100 NM 4000





CATEGORY	C	D	E
S-7	1060/24 377 (400-½)	1060/50 377 (400-1)	
CIRCLING	1180-1½ 496 (500-1½)	1240-2 556 (600-2)	1360-2½ 676 (700-2½)
S-ASR 7	1080/24 397 (400-½)	1080/50 397 (400-1)	

HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34
TDZL/CL Rwy 7

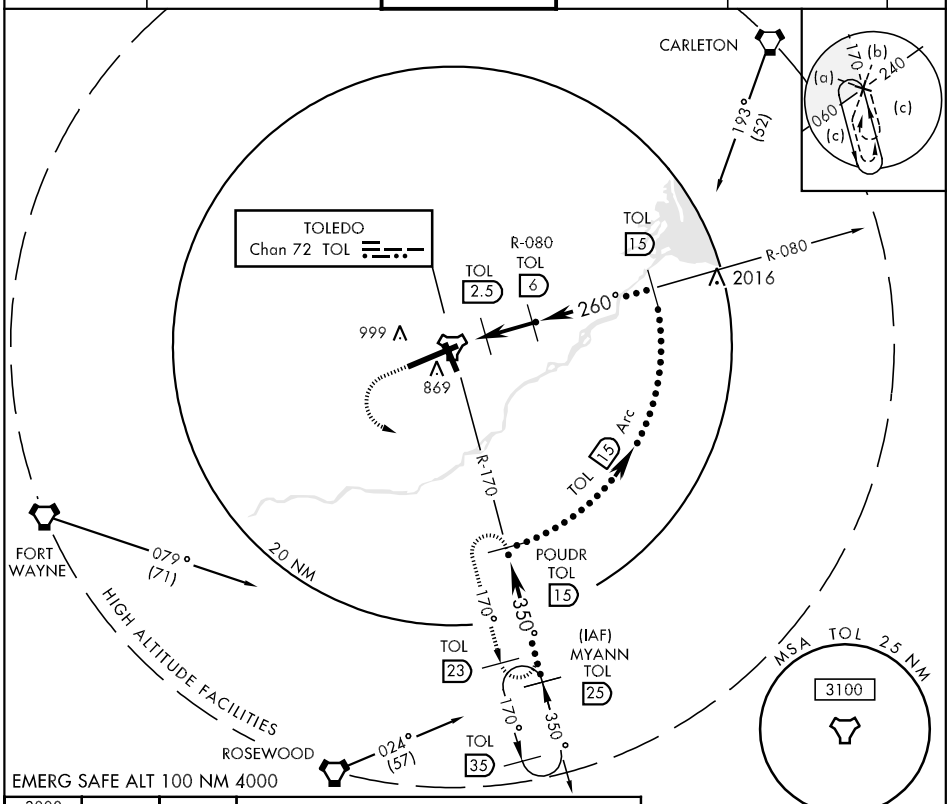
HI-TACAN RWY 25

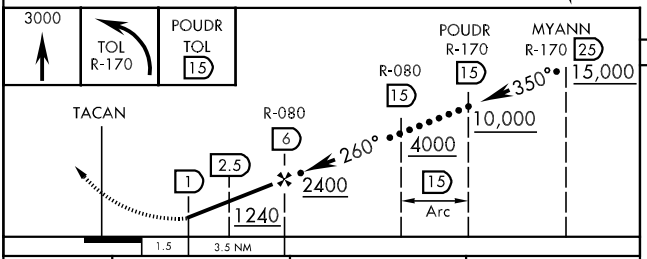
TACAN TOL Chan 72	APCH CRS 260°	Rwy ldg 10,599 TDZE 678 Arpt Elev 683	JAL-184 [USAF]	TOLEDO EXPRESS (KTOL)

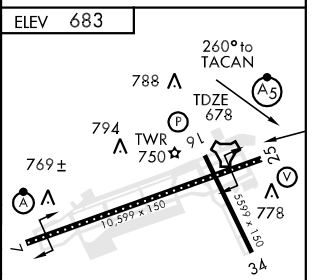
MALSR (A5)

MISSED APPROACH: Climb to 3000 then left turn via TOL R-170 to POUDR and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL	ASR
118.75 271.3	126.1 317.55	118.1 285.4	121.9 348.6	121.75	







CATEGORY	C	D	E
S-25	1040-¾ 362 (400-¾)	1040-1 362 (400-1)	
CIRCLING	1180-1½ 496 (500-1½)	1240-2 556 (600-2)	1360-2½ 676 (700-2½)
S-ASR 25	1040-½ 362 (400-½)	1040-1 362 (400-1)	

HIRL Rwy 7-25 726 ± ∧
MIRL Rwy 16-34
REIL Rwy 16 and 34
TDZL/CL Rwy 7 775 ± ∧

LOC I-TOL	APP CRS	Rwy Idg	10599
109.7	072°	TDZE	683
		Apt Elev	683

ILS or LOC RWY 7

TOLEDO EXPRESS (TOL)

ASR

For inoperative ALSF, increase S-ILS 7 Cat E visibility to ¾ mile, S-LOC 7 Cat E visibility to 1½ mile.

ALSF-2

MISSED APPROACH: Climb to 2500 then right turn direct VWV VOR/DME and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 271.3	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6

ALTERNATE MISSED APCH FIX

252°
072°
TOPHR
219 TO

1336

ADF or RADAR REQUIRED

10 NM

LOCALIZER 109.7
I-TOL

1049± 999
785±
773±
867

297°
117°
072°
252°

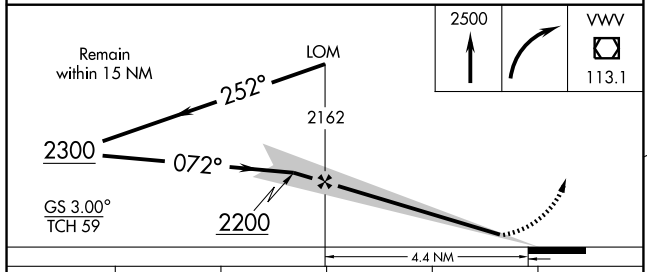
LOM/IAF
TOPHR
219 TO

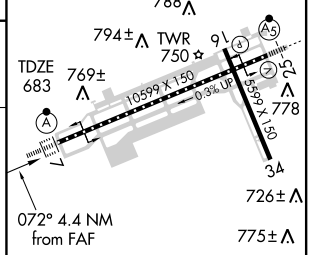
2300
298°
(14.1)
140°
320°
R-140

WATERVILLE
113.1 VWV
Chan 78

MSA TO 25 NM
3100

2300
024°
(14.7)
MCLUR





TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34

CATEGORY	A	B	C	D	E
S-ILS 7	883/18 200 (200-½)				883/24 200 (200-½)
S-LOC 7	1080/24 397 (400-½)			1080/40 397 (400-¾)	1080/50 397 (400-1)
CIRCLING	1180-1 497 (500-1)		1180-1½ 497 (500-1½)	1240-2 557 (600-2)	1400-2½ 717 (800-2½)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-BQE	APP CRS	Rwy Idg	10599
108.7	252°	TDZE	678
		Apt Elev	684

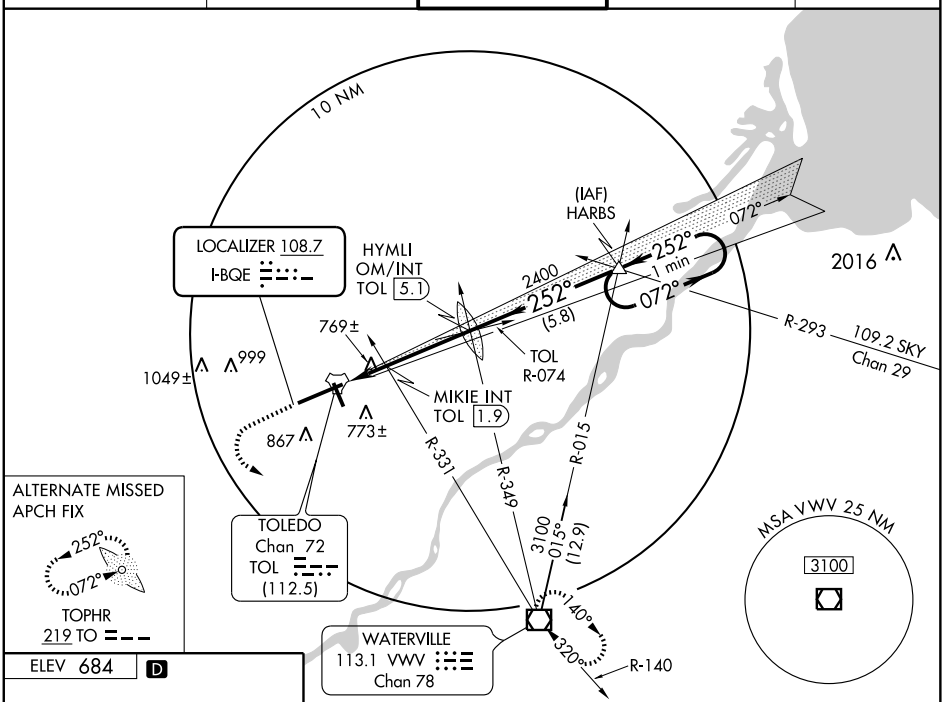
ILS or LOC RWY 25
TOLEDO EXPRESS (TOL)

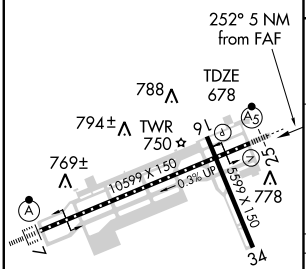
ASR If local altimeter setting not received, use Lambertville/Toledo Suburban altimeter setting and increase all DA's/MDA's 40 feet. When ALS inoperative, increase Cat E S-ILS 25 visibilty ¼ mile, S-LOC 25 ½ mile.

MALSR

MISSED APPROACH: Climb to 2500, then left turn direct VWV VOR/DME and hold.

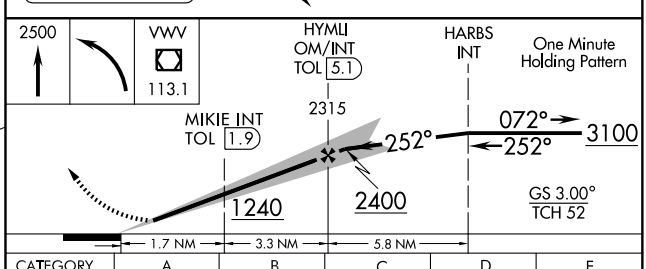
ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 271.3	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6





TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D	E
S-ILS 25	878-½ 200 (200-½)				
S-LOC 25	1240-½ 562 (600-½)		1240-1 562 (600-1)	1240-1¼ 562 (600-1¼)	1240-1½ 562 (600-1½)
CIRCLING	1240-1 556 (600-1)		1240-1½ 556 (600-1½)	1240-2 556 (600-2)	1400-2½ 716 (800-2½)
MIKIE FIX MINIMUMS					
S-LOC 25	1060-½ 382 (400-½)			1060-¾ 382 (400-¾)	
CIRCLING	1180-1 496 (500-1)		1180-1½ 496 (500-1½)	1240-2 556 (600-2)	1400-2½ 716 (800-2½)

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	10599
CH 99399	072°	TDZE	683
W07A		Apt Elev	684

RNAV (GPS) RWY 7

TOLEDO EXPRESS (TOL)

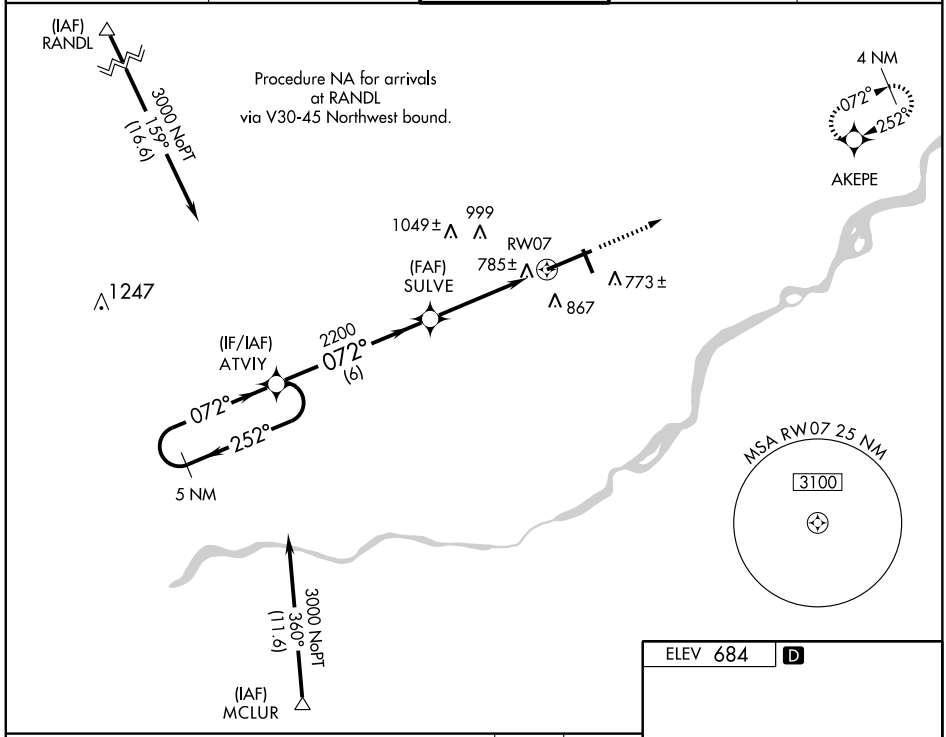
ASR

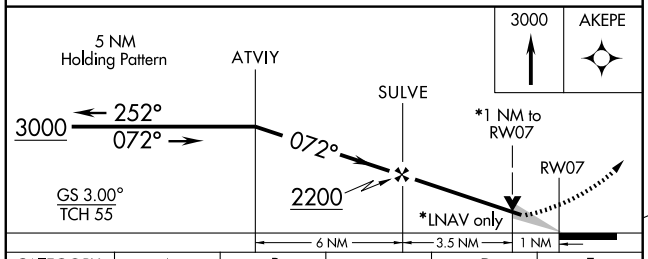
Baro-VNAV NA Below -16°C (4°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lambertville/Toledo Suburban altimeter setting and increase all DA's/MDA's 40 feet. VDP and Baro VNAV NA when using Lambertville/Toledo Suburban altimeter setting. For inoperative ALSF, increase LNAV Cat. D/E visibility to RVR 6000, increase LPV visibility to RVR 6000 all Cats.

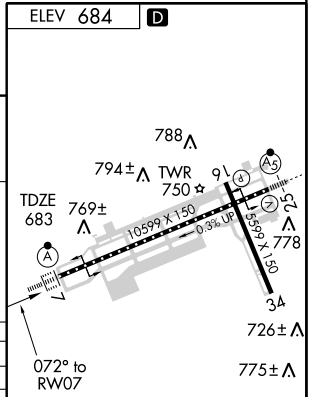
ALSF-2

MISSED APPROACH: Climb to 3000 direct AKEPE and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 271.3	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6







TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34

CATEGORY	A	B	C	D	E
LPV DA	1018/40 335 (400-¾)				
LNAV/VNAV DA	1086/50 403 (500-1)				
LNAV MDA	1040/24 357 (400-½)			1040/50 357 (400-1)	
CIRCLING	1180-1½ 496 (500-1½)			1240-2 556 (600-2)	1400-2½ 716 (800-2½)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5599
162°	TDZE	674
	Apt Elev	684

RNAV (GPS) RWY 16

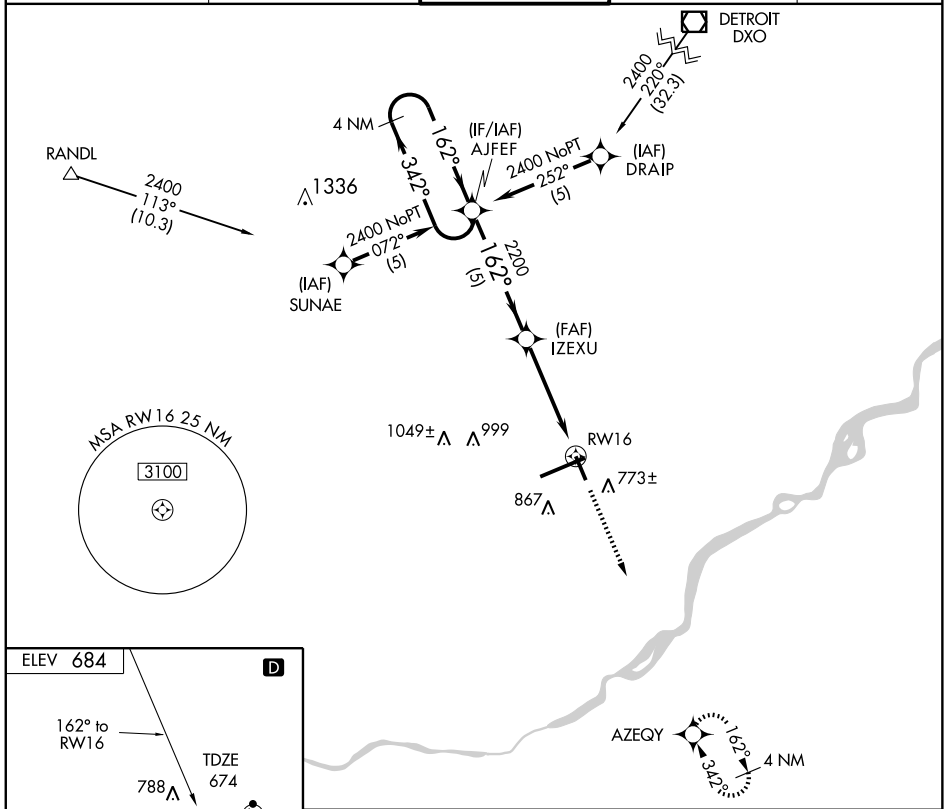
TOLEDO EXPRESS (TOL)

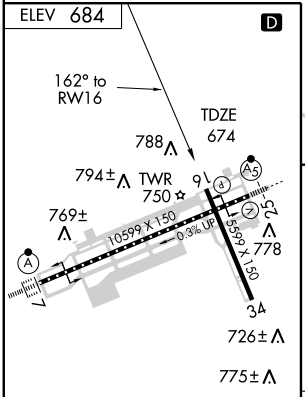
NA
ASR

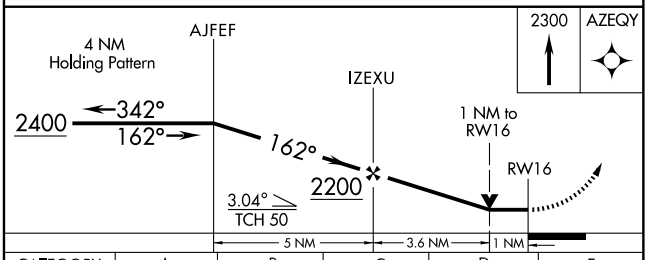
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct AZEQY WP and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 271.3	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6







CATEGORY	A	B	C	D	E
LNAV MDA	1040-1 366 (400-1)			1040-1¼ 366 (400-1¼)	NA
CIRCLING	1180-1 496 (500-1)		1180-1½ 496 (500-1½)	1240-2 556 (600-2)	NA

TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 48899 W25A	APP CRS 252°	Rwy Idg 10599 TDZE 678 Apt Elev 683

RNAV (GPS) RWY 25

TOLEDO EXPRESS (TOL)

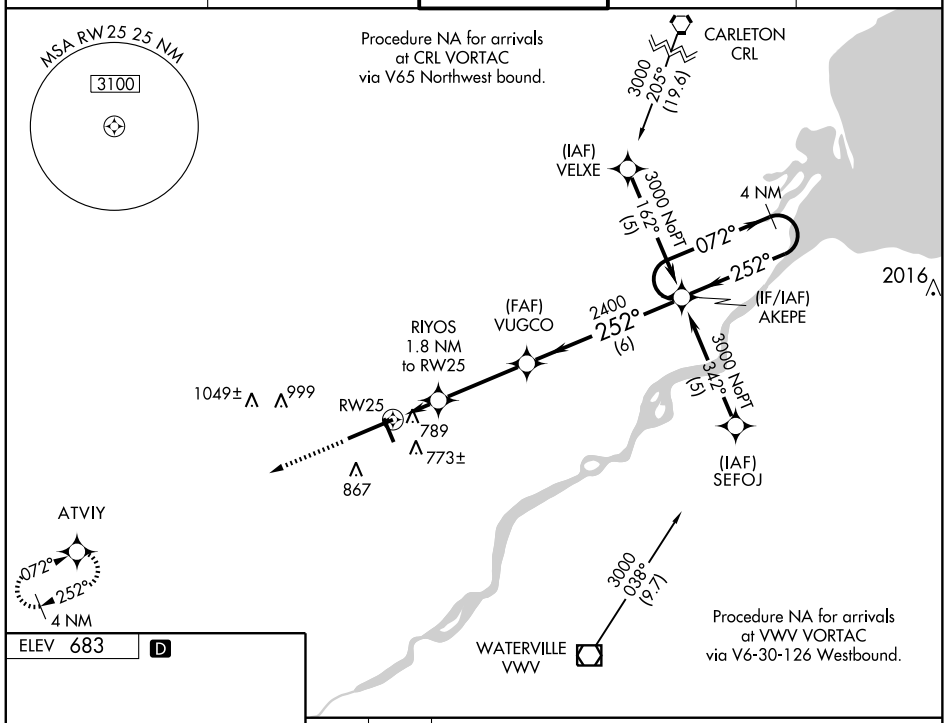
ASR

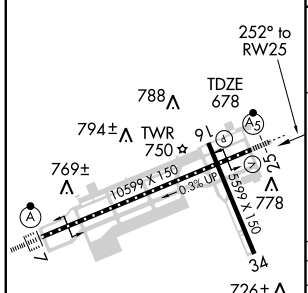
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat E visibility to ¾ mile, LNAV/VNAV Cat E visibility to 1½ mile, LNAV Cat D/E visibility to 1¼ mile.

MALSR

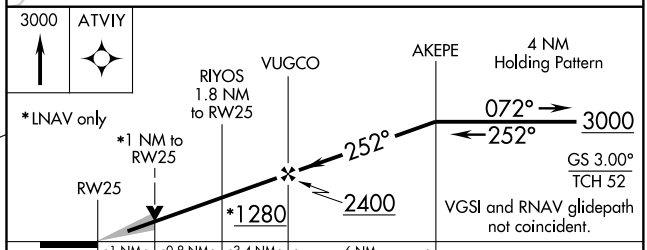
MISSED APPROACH: Climb to 3000 direct ATVIY and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 271.3	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6





TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34



CATEGORY	A	B	C	D	E
LPV DA	878-½ 200 (200-½)				
LNAV/VNAV DA	1065-1 387 (400-1)				
LNAV MDA	1040-½ 362 (400-½)			1040-1 362 (400-1)	
CIRCLING	1180-1 497 (500-1)	1180-1½ 497 (500-1½)	1240-2 557 (600-2)	1400-2½ 717 (800-2½)	

APP CRS	Rwy Idg	5599
342°	TDZE	668
	Apt Elev	684

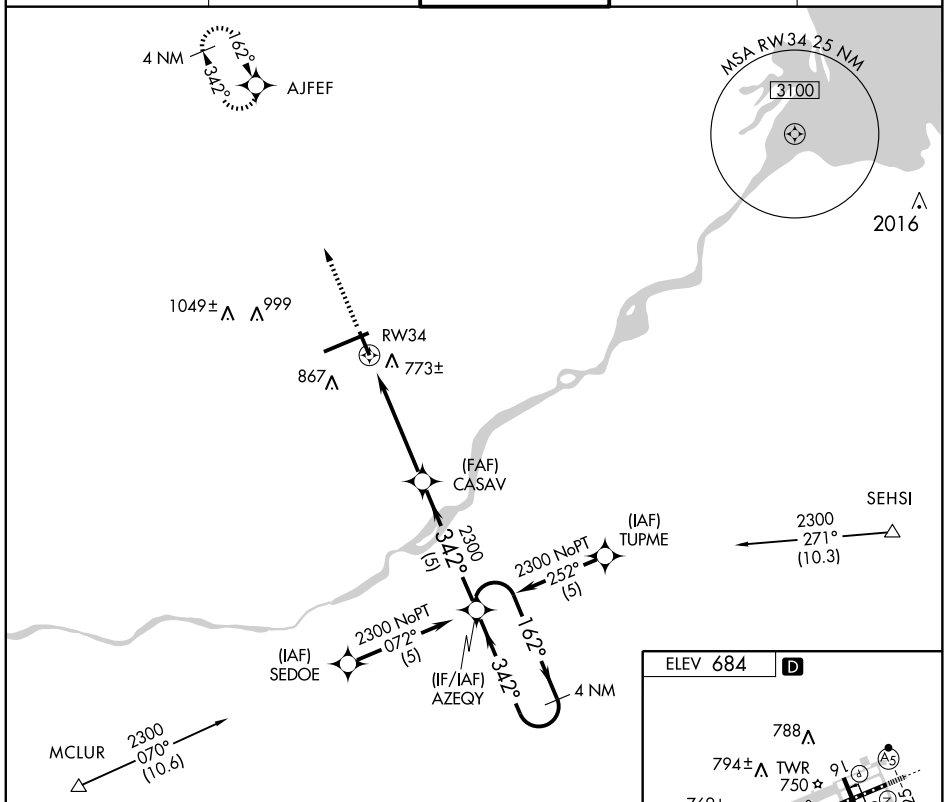
RNAV (GPS) RWY 34
TOLEDO EXPRESS (TOL)

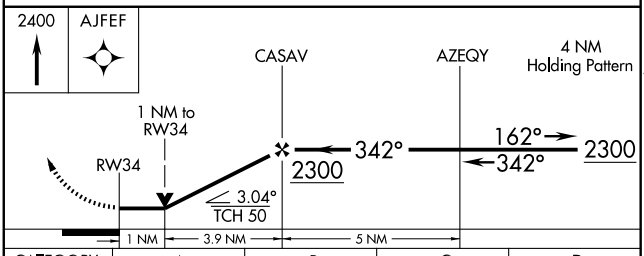
T
A NA
ASR

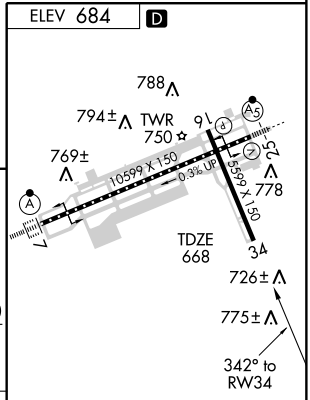
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct AJFEF WP and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 271.3	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6







CATEGORY	A	B	C	D
LNAV MDA	1040-1 372 (400-1)			1040-1¼ 372 (400-1¼)
CIRCLING	1180-1 496 (500-1)		1180-1½ 496 (500-1½)	1240-2 556 (600-2)

TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME VWV 113.1 Chan 78	APP CRS 319°	Rwy Idg 5599 TDZE 668 Apt Elev 684

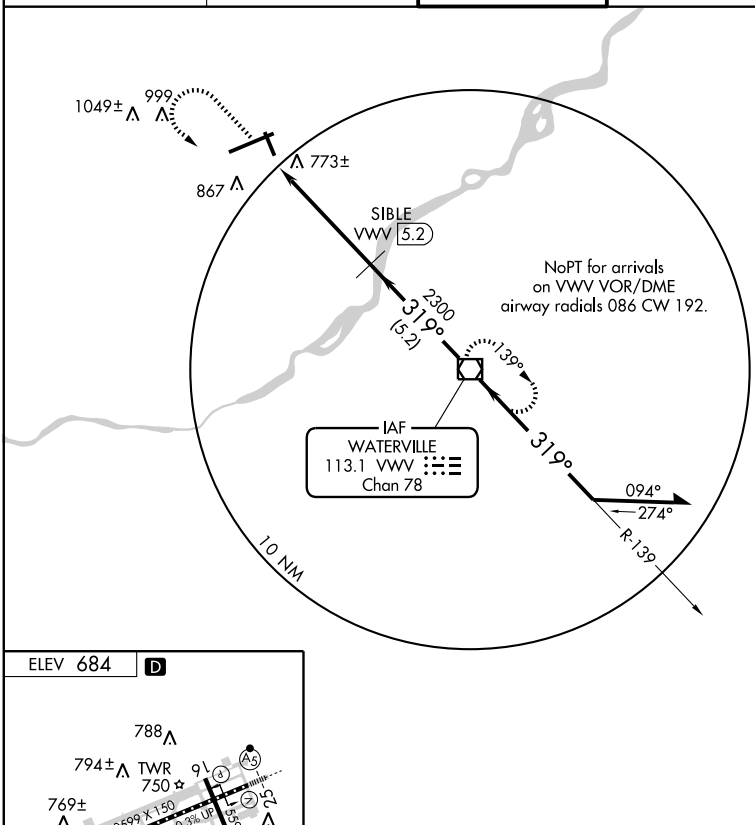
VOR/DME RWY 34
TOLEDO EXPRESS (TOL)

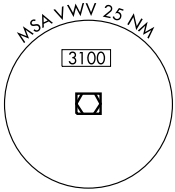
ASR

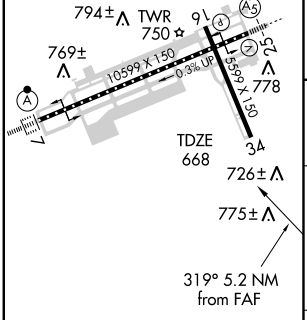
MISSED APPROACH: Climb to 2500, then left turn direct VWV VOR/DME and hold.

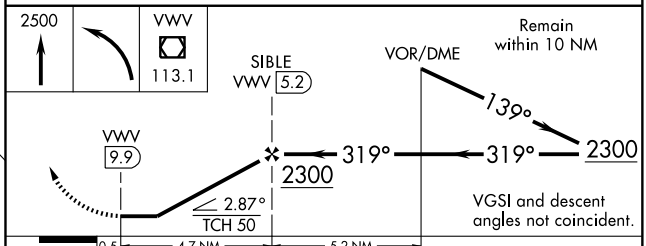
ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 271.3	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6

2016









TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34

CATEGORY	A	B	C	D
S-34	1080-1	412 (400-1)	1080-1¼	412 (400-1¼)
CIRCLING	1180-1	496 (500-1)	1180-1½ 496 (500-1½)	1240-2 556 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC FDY 108.2 Chan 19	APP CRS 104°	Rwy Idg N/A TDZE N/A Apt Elev 830

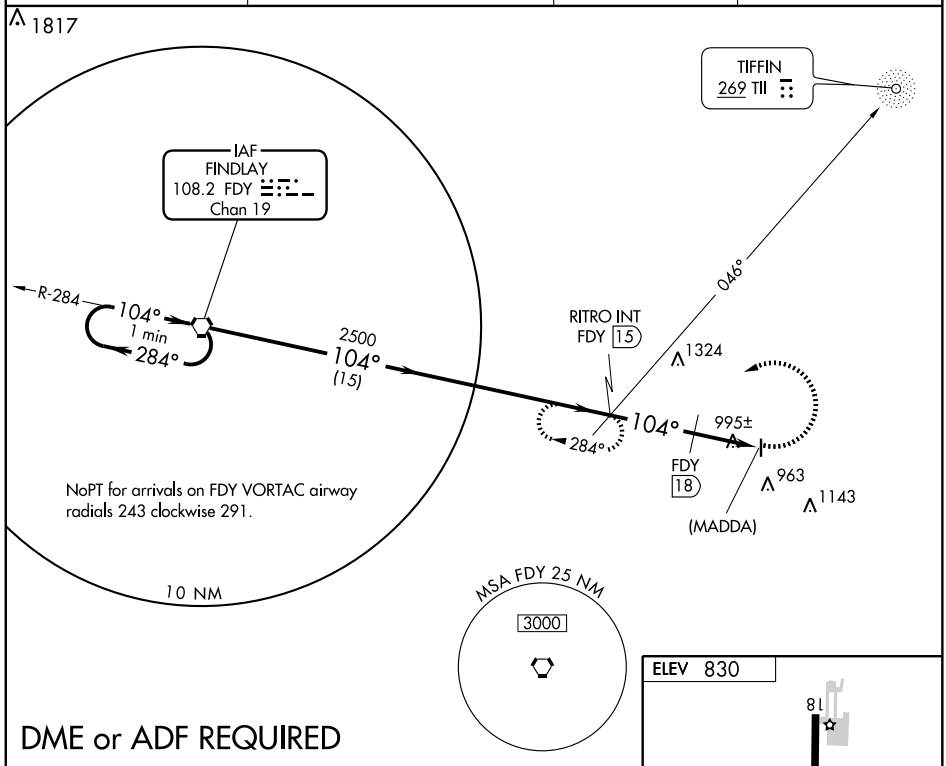
VOR or GPS-A

UPPER SANDUSKY / WYANDOT COUNTY (56D)

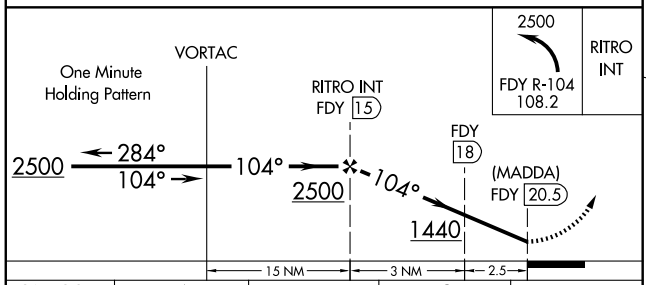
▼ NA — Use Findlay altimeter setting.

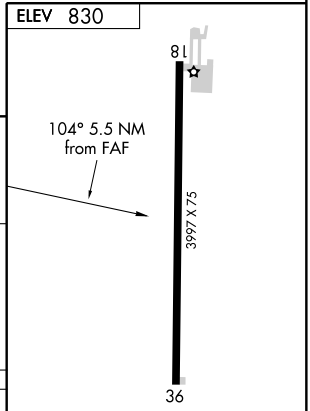
MISSED APPROACH: Climbing left turn to 2500 via FDY R-104 to RITRO Int/15 DME and hold.

FINDLAY ASOS	MANSFIELD APP CON ★	CTAF	123.05 L
124.425	124.2 390.8	122.9	



DME or ADF REQUIRED





CATEGORY	A	B	C	D
CIRCLING	1440-1 610 (700-1)	1440-1¼ 610 (700-1¼)	1440-1¾ 610 (700-1¾)	1440-2 610 (700-2)
DME MINIMUMS				
CIRCLING	1340-1 510 (600-1)	1340-1¼ 510 (600-1¼)	1340-1½ 510 (600-1½)	1380-2 550 (600-2)

MIRL Rwy 18-36 L

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

EC-2, 14 JAN 2010 to 11 FEB 2010

URBANA, OHIO

AL-6706 (FAA)

APP CRS	Rwy Idg	4400
022°	TDZE	1068
	Apt Elev	1068

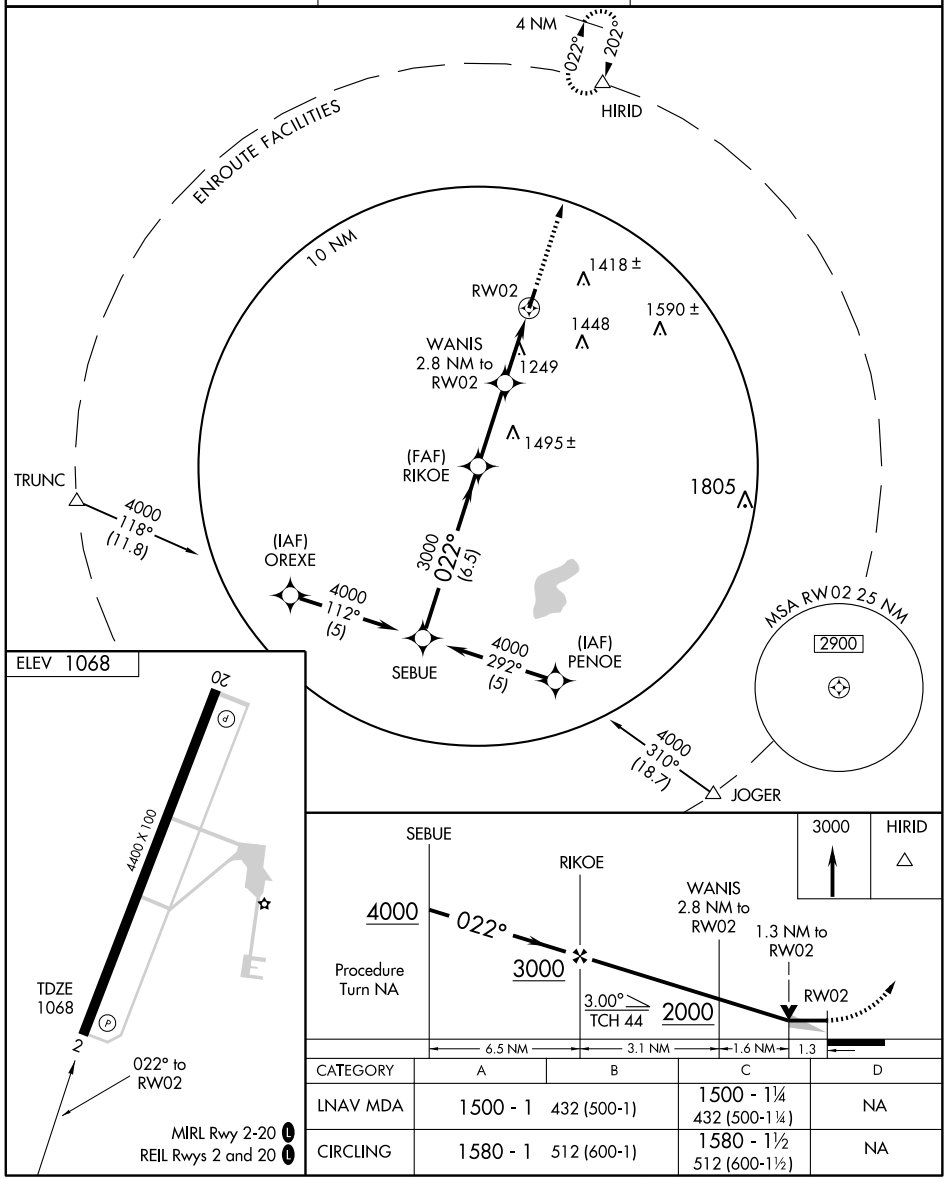
RNAV (GPS) RWY 2

URBANA / GRIMES FIELD (I74)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HIRID WP and hold.

AWOS-3	DAYTON APP CON	UNICOM
118.325	118.425 294.5	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1500 - 1	432 (500-1)	1500 - 1¼ 432 (500-1¼)	NA
CIRCLING	1580 - 1	512 (600-1)	1580 - 1½ 512 (600-1½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

URBANA, OHIO

AL-6706 (FAA)

APP CRS	Rwy Idg	4400
202°	TDZE	1068
	Apt Elev	1068

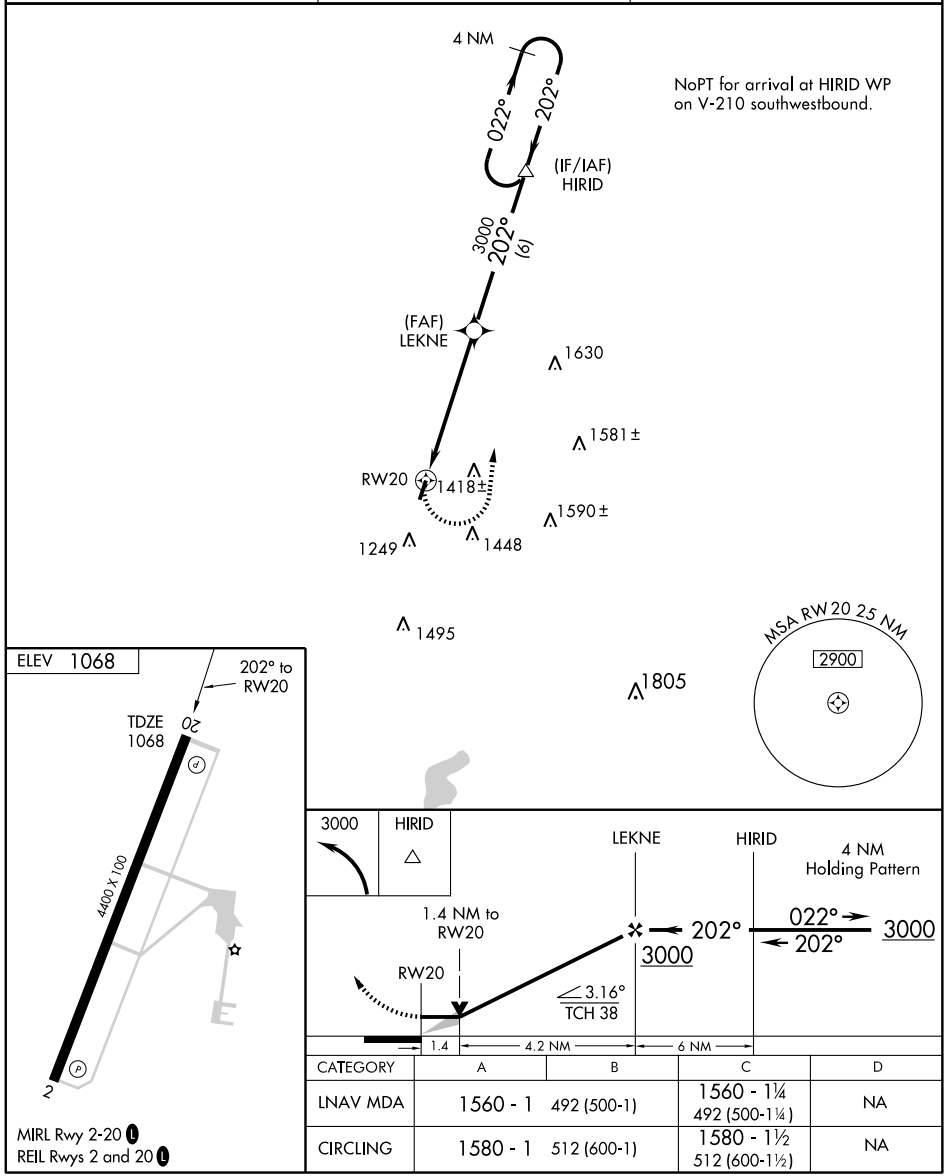
RNAV (GPS) RWY 20

URBANA / GRIMES FIELD (I74)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct HIRID WP and hold.

AWOS-3	DAYTON APP CON	UNICOM
118.325	118.425 294.5	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1560 - 1	492 (500-1)	1560 - 1¼ 492 (500-1¼)	NA
CIRCLING	1580 - 1	512 (600-1)	1580 - 1½ 512 (600-1½)	NA

MIRL Rwy 2-20 L

REIL Rwys 2 and 20 L

EC-2, 14 JAN 2010 to 11 FEB 2010

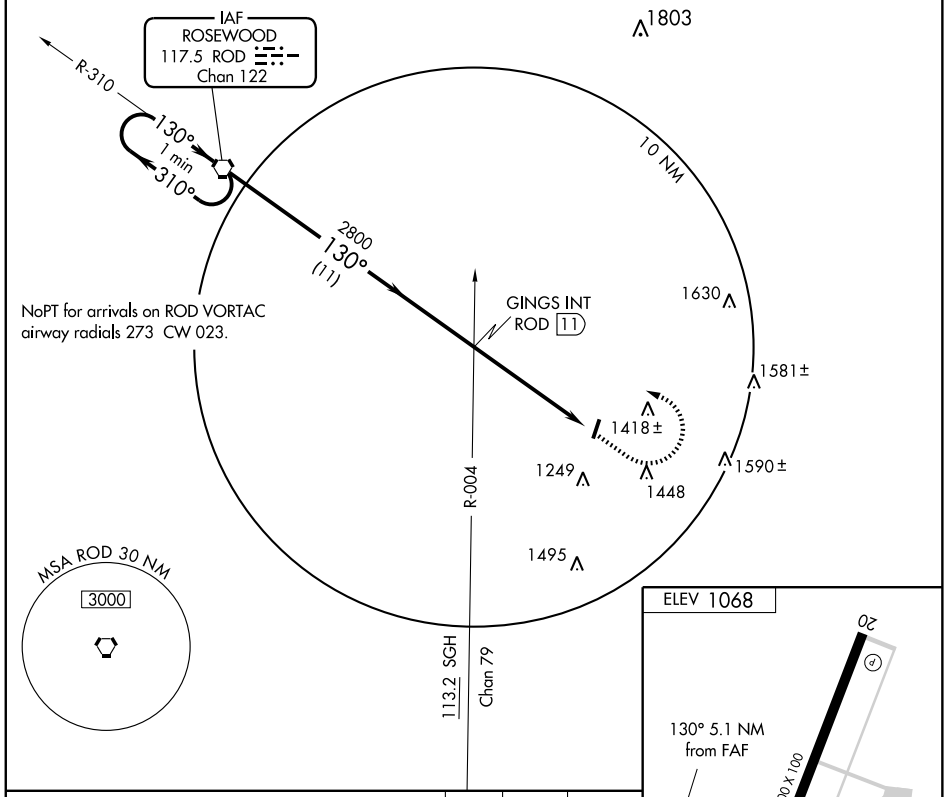
VORTAC ROD	APP CRS	Rwy Idg	N/A
117.5	130°	TDZE	N/A
Chan 122		Apt Elev	1068

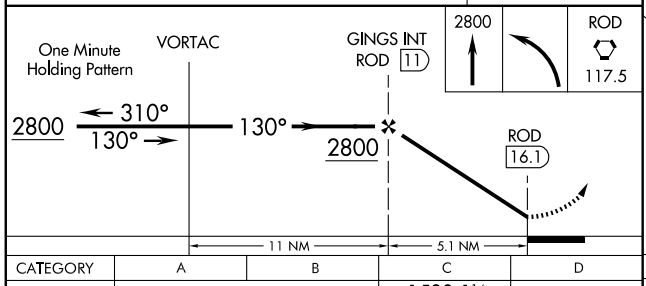
VOR-A

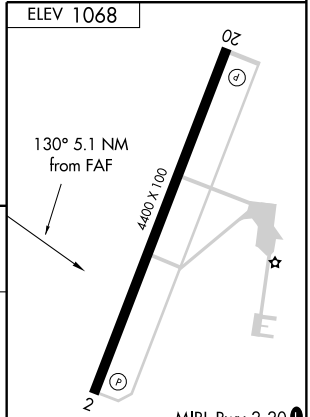
URBANA / GRIMES FIELD (I74)

MISSED APPROACH: Climb to 2800 then left turn direct ROD VORTAC and hold.

AWOS-3	DAYTON APP CON	UNICOM
118.325	118.425 294.5	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1580-1	512 (600-1)	1580-1½ 512 (600-1½)	NA

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-2, 14 JAN 2010 to 11 FEB 2010

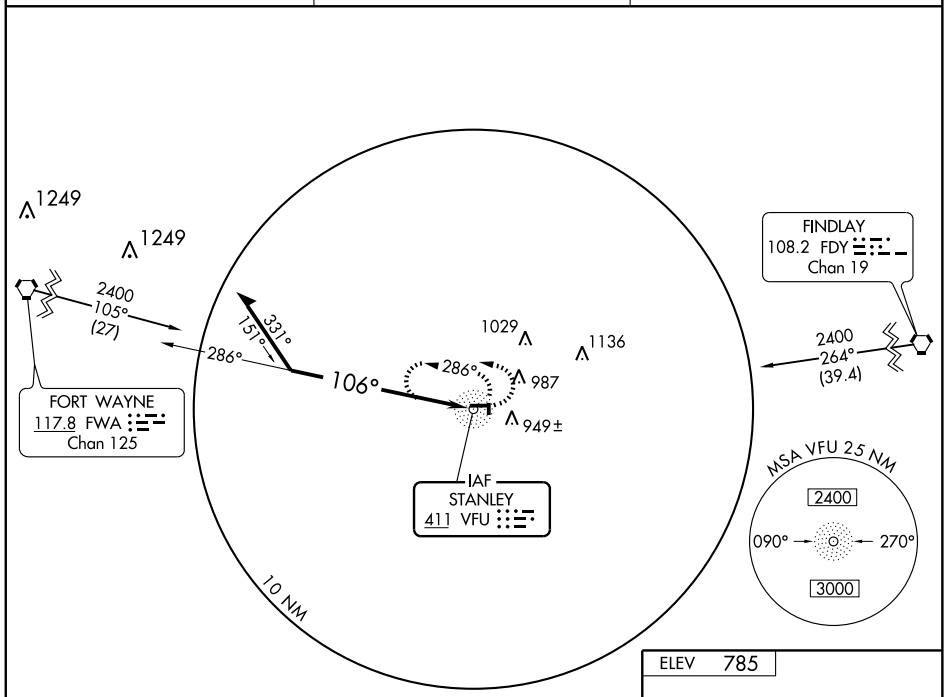
NDB VFU 411	APP CRS 106°	Rwy Idg 4000 TDZE 784 Apt Elev 785

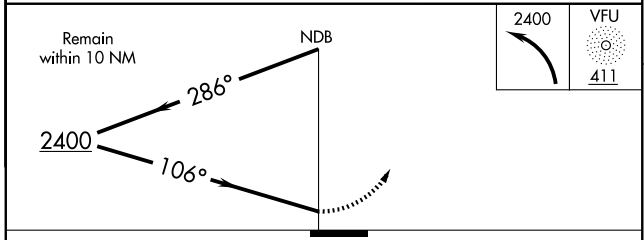
NDB RWY 9
VAN WERT COUNTY (VNW)

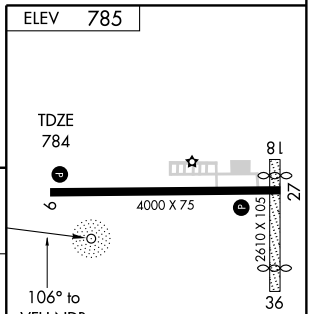
When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDA 80 feet and increase Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2400 in VFU NDB holding pattern.

AWOS-3	FORT WAYNE APP CON	UNICOM
125.175	127.2 284.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-9	1420-1	636 (700-1)	1420-1¾ 636 (700-1¾)	1420-2 636 (700-2)
CIRCLING	1420-1	635 (700-1)	1420-1¾ 635 (700-1¾)	1420-2 635 (700-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

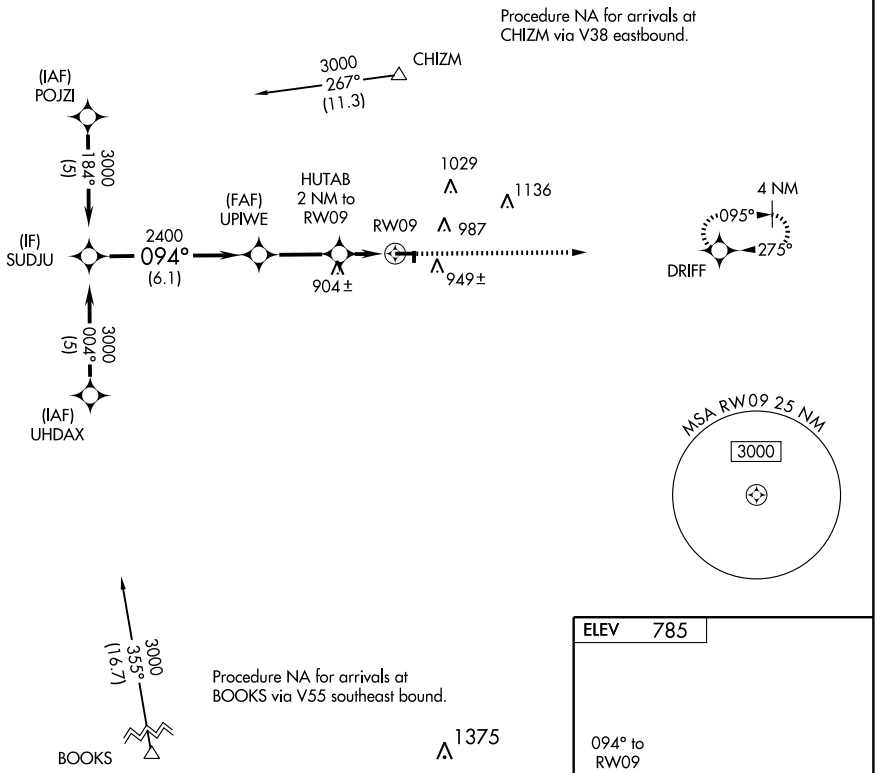
APP CRS	Rwy Idg	4000
094°	TDZE	784
	Apt Elev	785

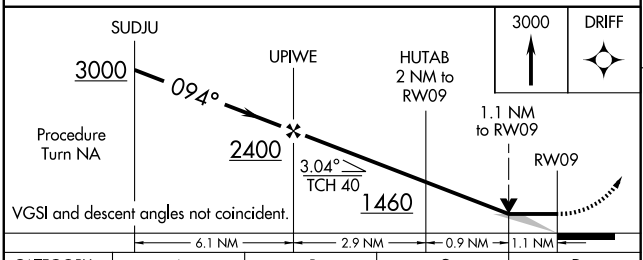
RNAV (GPS) RWY 9
VAN WERT COUNTY (VNW)

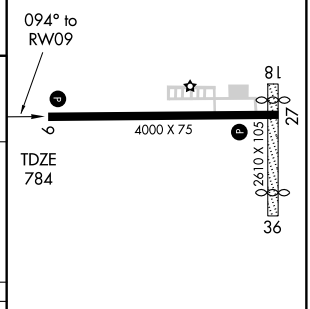
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDA 80 feet and increase LNAV Cat C and D visibility ¼ mile and Circling Cat C visibility ¼ mile. VDP NA when using Fort Wayne altimeter setting.

MISSED APPROACH: Climb to 3000 direct DRIFF and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
125.175	127.2 284.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1160-1 376 (400-1)			1160-1¼ 376 (400-1¼)
CIRCLING	1340-1 555 (600-1)		1340-1½ 555 (600-1½)	1340-2 555 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

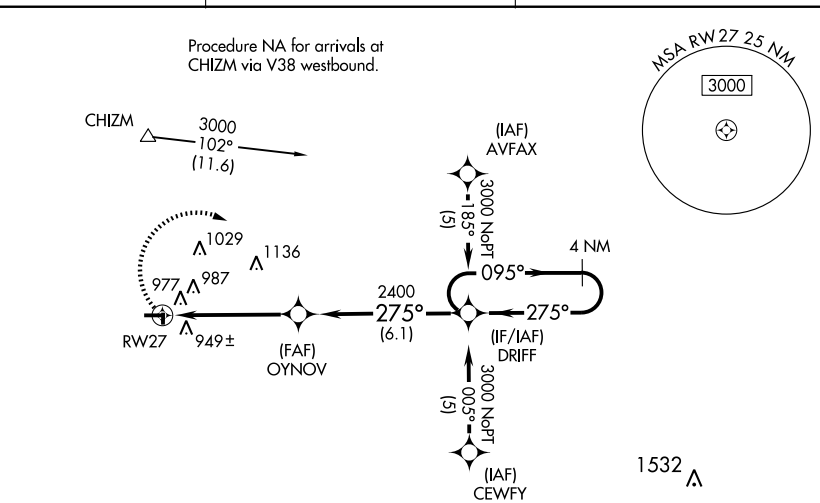
APP CRS	Rwy Idg	4000
275°	TDZE	785
	Apt Elev	785

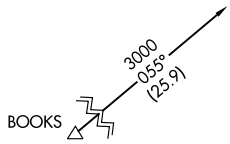
RNAV (GPS) RWY 27
VAN WERT COUNTY (VNW)

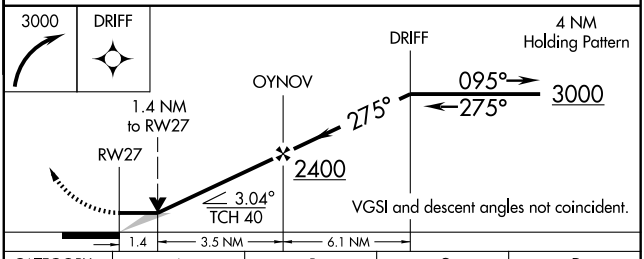
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDA 80 feet and increase LNAV Cat C and D visibility ¼ mile and Circling Cat C visibility ¼ mile. VDP NA when using Fort Wayne altimeter setting.

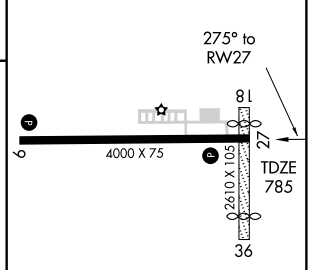
MISSED APPROACH: Climbing right turn to 3000 direct DRIFF and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
125.175	127.2 284.6	123.0 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	1280-1 495 (500-1)		1280-1¼ 495 (500-1¼)	1280-1½ 495 (500-1½)
CIRCLING	1340-1 555 (600-1)		1340-1½ 555 (600-1½)	1340-2 555 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4512
092°	TDZE	1007
	Apt Elev	1007

RNAV (GPS) RWY 9

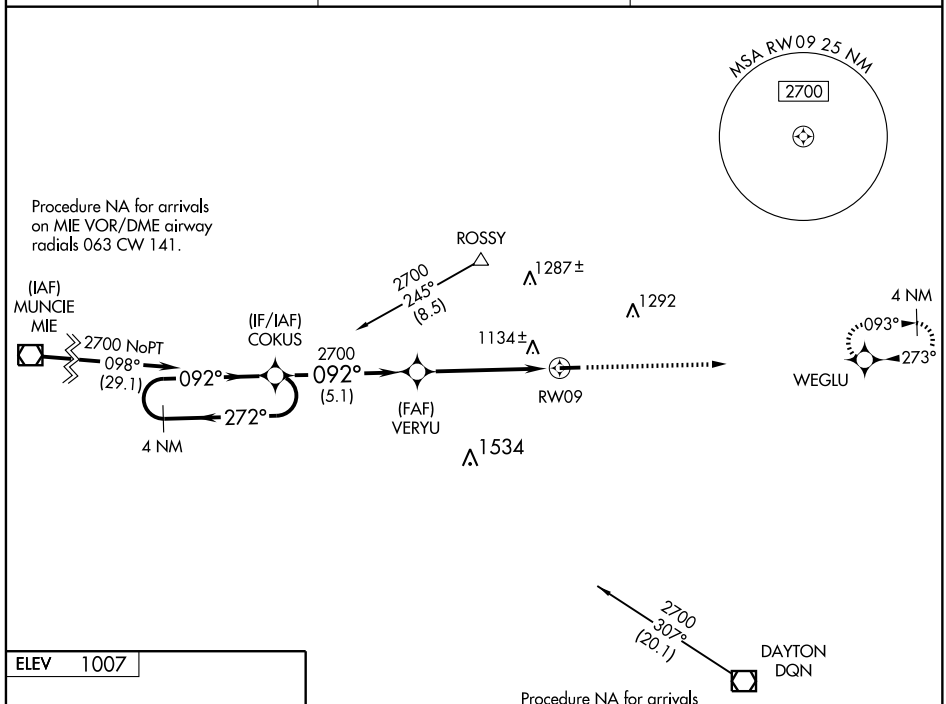
VERSAILLES/ DARKE COUNTY (VES)

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use James M. Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 2700 direct WEGLU and hold.

AWOS-3	DAYTON APP CON	UNICOM
123.75	134.45 352.05	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1400-1 393 (400-1)		NA	
CIRCLING	1440-1 433 (500-1)	1460-1 453 (500-1)	NA	
JAMES M. COX DAYTON INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1440-1 433 (500-1)		NA	
CIRCLING	1500-1 493 (500-1)		NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VERSAILLES, OHIO AL-6038 (FAA)

APP CRS	Rwy Idg	4512
273°	TDZE	1007
	Apt Elev	1007

RNAV (GPS) RWY 27

VERSAILLES/ DARKE COUNTY (VES)

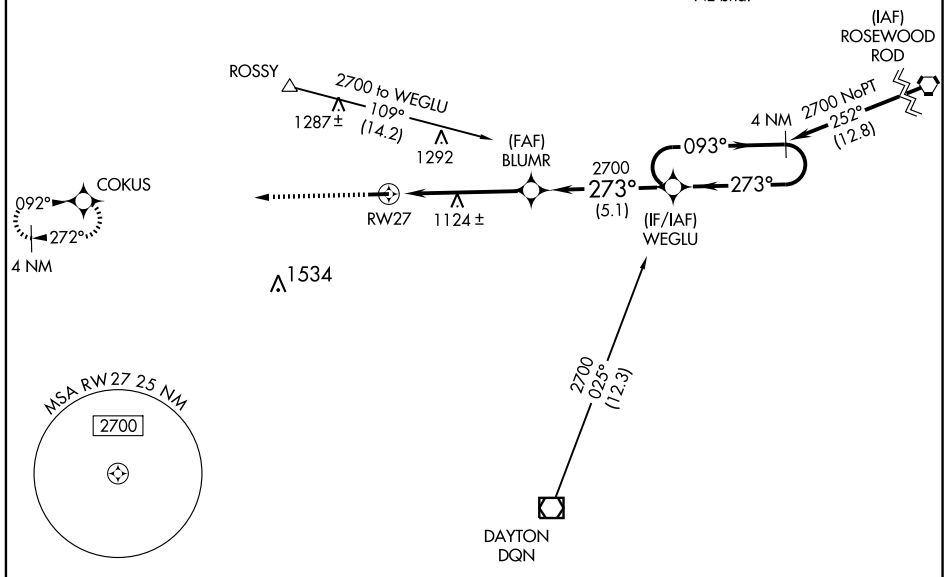
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use James M. Cox Dayton Intl altimeter setting.

NA

MISSED APPROACH: Climb to 2700 direct COKUS and hold.

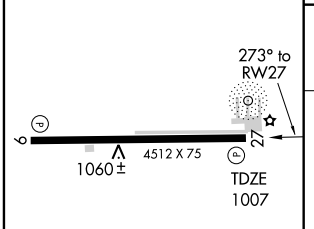
AWOS-3	DAYTON APP CON	UNICOM
123.75	134.45 352.05	122.8 (CTAF) L

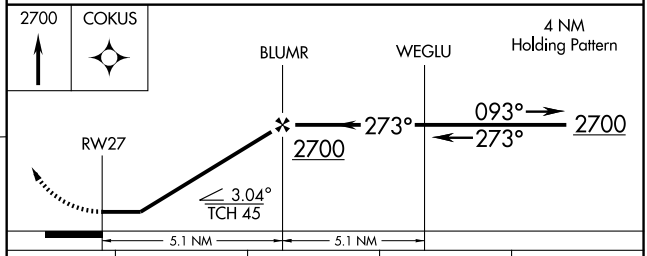
Procedure NA for arrivals at ROD VORTAC via V47 NE bnd.



ELEV 1007

Procedure NA for arrivals at DQN VOR/DME on airway radials 359 CW 008.





CATEGORY	A	B	C	D
LNAV MDA	1380-1	373 (400-1)	NA	
CIRCLING	1440-1 433 (500-1)	1460-1 453 (500-1)	NA	
JAMES M. COX DAYTON INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1440-1	433 (500-1)	NA	
CIRCLING	1500-1	493 (500-1)	NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

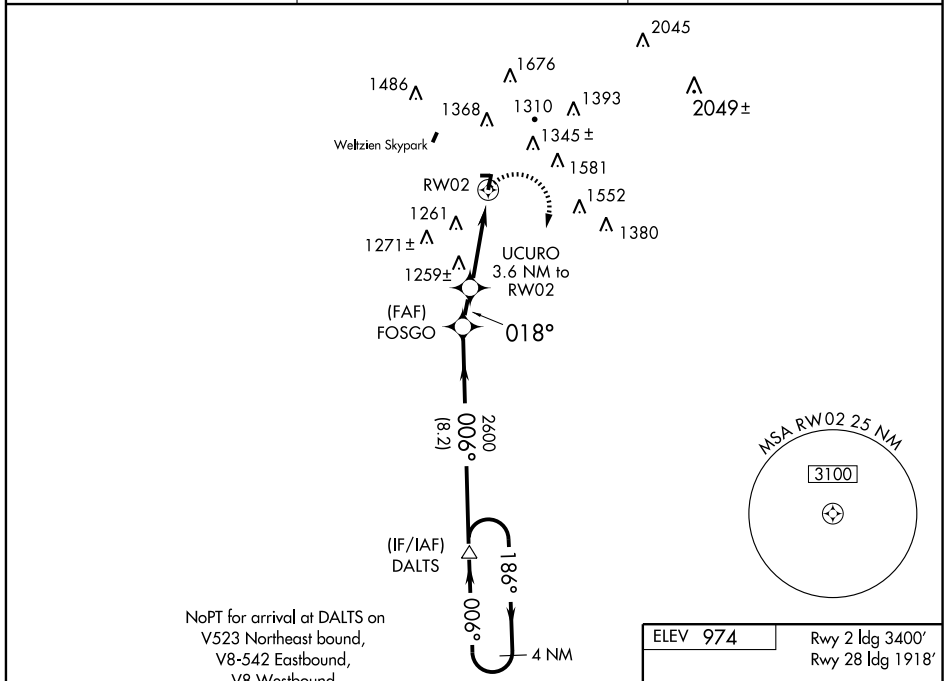
APP CRS	Rwy Idg	3400
018°	TDZE	972
	Apt Elev	974

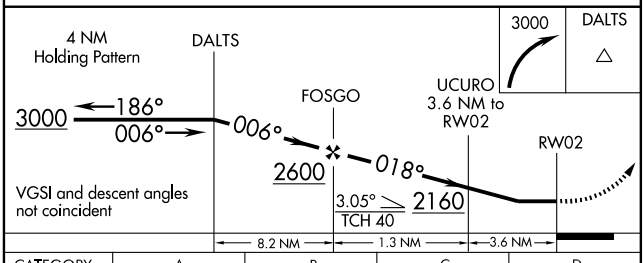
RNAV (GPS) RWY 2
WADSWORTH MUNI (3G3)

Use Wayne County altimeter setting; when not received, use Akron-Canton altimeter setting and increase all MDAs 20 feet.
NA DME/DME RNP-0.3 NA. Circling NA west of Rwy 2-20. When VGSI INOP, procedure NA at night. Visibility reduction by helicopters NA.

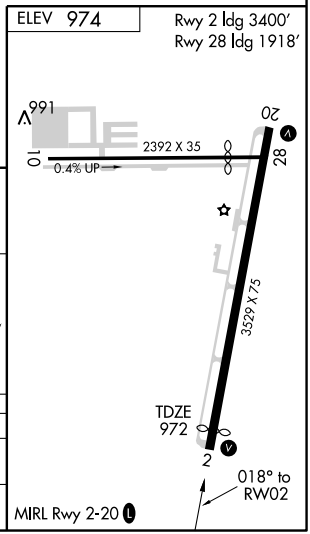
MISSED APPROACH: Climbing right turn to 3000 direct DALTS and hold.

WAYNE COUNTY ASOS	AKRON-CANTON APP CON ★		UNICOM
118.075	118.6	371.875	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1580-1	608 (700-1)	1580-1¾ 608 (700-1¾)	NA
CIRCLING	1660-1 686 (700-1)	1680-1 706 (800-1)	1680-2 706 (800-2)	NA



APP CRS		
198°	Rwy Idg	3529
	TDZE	974
	Apt Elev	974

RNAV (GPS) RWY 20

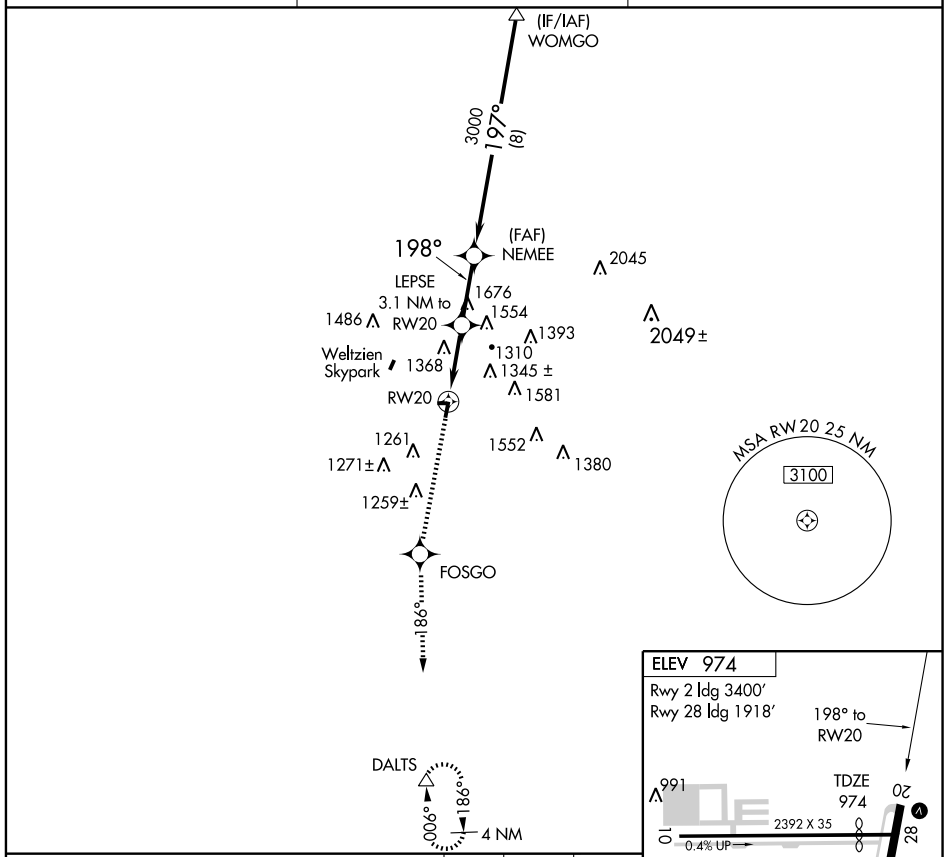
WADSWORTH MUNI (3G3)

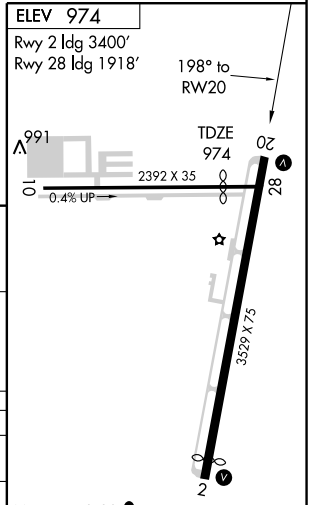
Use Wayne County altimeter setting; when not received, use Akron-Canton altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA west of Rwy 2-20. When VGSI INOP, procedure NA at night.

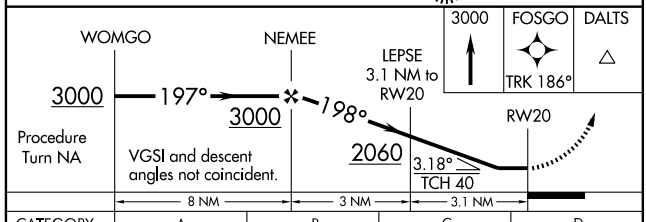
NA

MISSED APPROACH: Climb to 3000 direct FOSGO and via 186° track to DALTS and hold.

WAYNE COUNTY ASOS	AKRON-CANTON APP CON ★	UNICOM
118.075	118.6 371.875	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1820-1 846 (900-1)	1820-1¼ 846 (900-1¼)	1820-2½ 846 (900-2½)	NA
CIRCLING	1820-1 846 (900-1)	1820-1¼ 846 (900-1¼)	1820-2½ 846 (900-2½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME BSV	APP CRS	Rwy Idg	N/A
112.4	141°	TDZE	N/A
Chan 71		Apt Elev	974

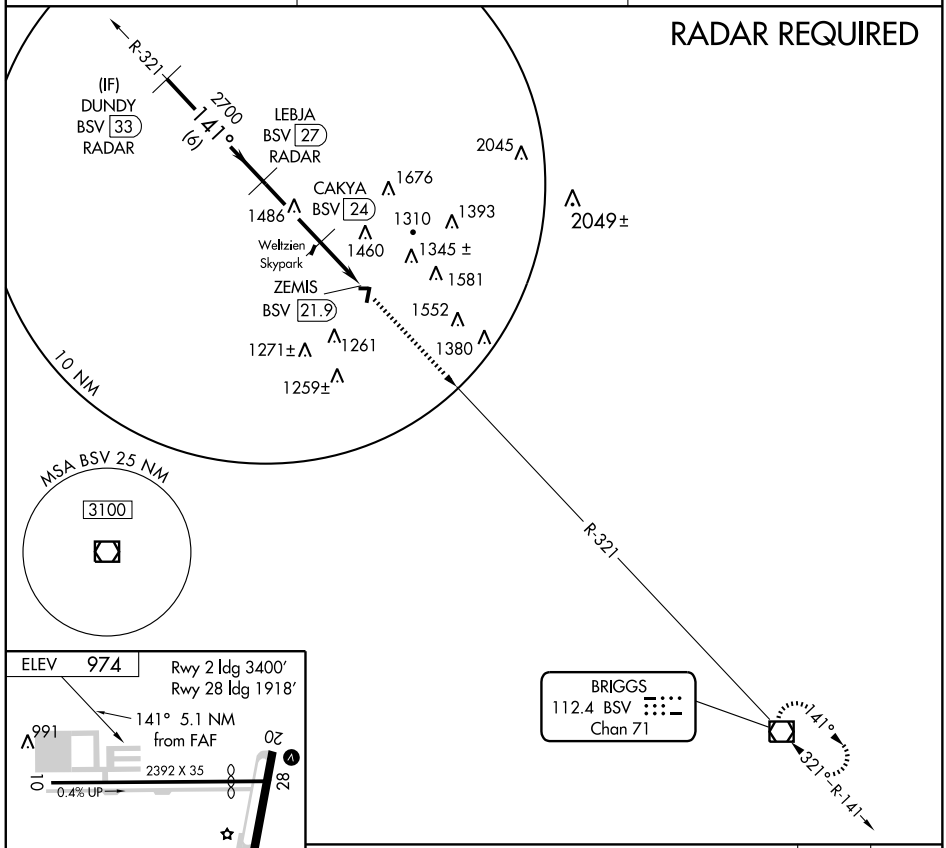
VOR/DME-A
WADSWORTH MUNI (3G3)

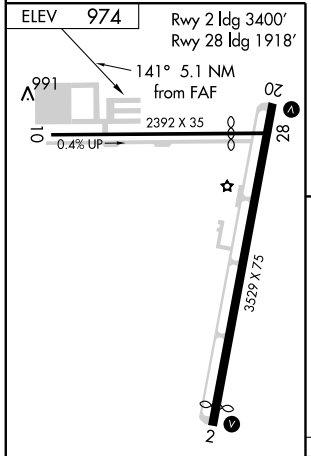
Use Wayne County altimeter setting; when not received, use Akron-Canton altimeter setting and increase all MDAs 20 feet. Circling NA West of Rwy 2-20. When VGSI INOP, procedure NA at night.

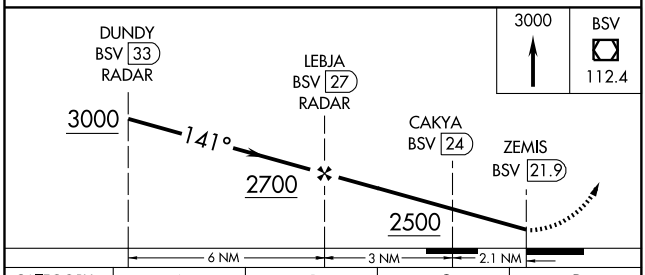
MISSED APPROACH: Climb to 3000 direct BSV VOR/DME and hold.

WAYNE COUNTY ASOS	AKRON-CANTON APP CON ★	UNICOM
118.075	118.6 371.875	122.8 (CTAF) L

RADAR REQUIRED







CATEGORY	A	B	C	D
CIRCLING	1820-1 846 (900-1)	1820-1¼ 846 (900-1¼)	1820-2½ 846 (900-2½)	NA

MIRL Rwy 2-20 L

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-AXV	APP CRS	Rwy Idg	5263
109.15	261°	TDZE	908
Chan 28(Y)		Apt Elev	909

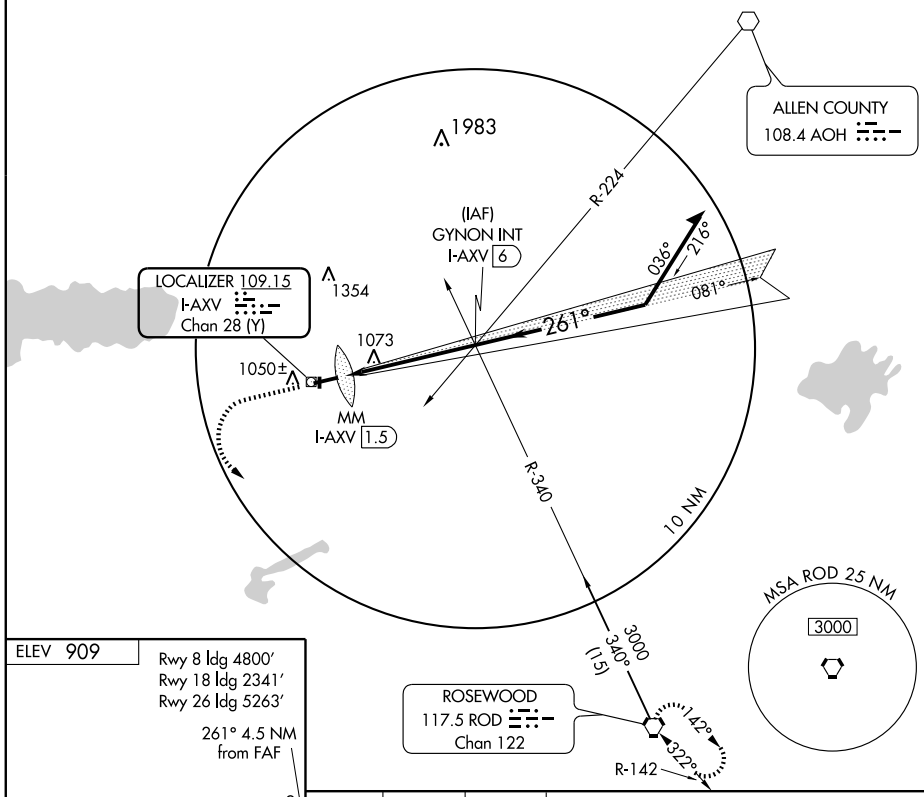
LOC RWY 26

WAPAKONETA/ NEIL ARMSTRONG (AXV)

NA

MISSED APPROACH: Climb to 3000 then left turn direct ROD VORTAC and hold.

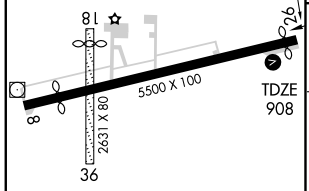
AWOS-3	DAYTON APP CON	UNICOM	
128.325	118.425 294.5	122.8 (CTAF)	122.7 L



ELEV 909

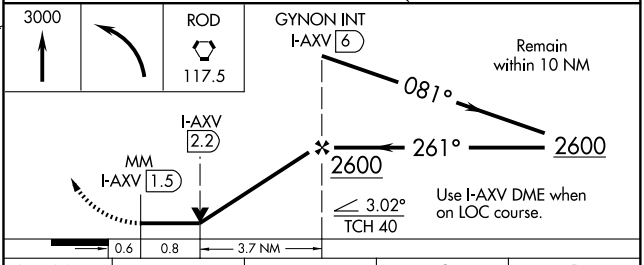
Rwy 8 ldg 4800′
Rwy 18 ldg 2341′
Rwy 26 ldg 5263′

261° 4.5 NM from FAF



MIRL Rwy 8-26 L
REIL Rwy 26 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-26	1380-1 472 (500-1)		1380-1¼ 472 (500-1¼)	NA
CIRCLING	1400-1 491 (500-1)	1440-1 531 (600-1)	1440-1½ 531 (600-1½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4800
081°	TDZE	913
	Apt Elev	913

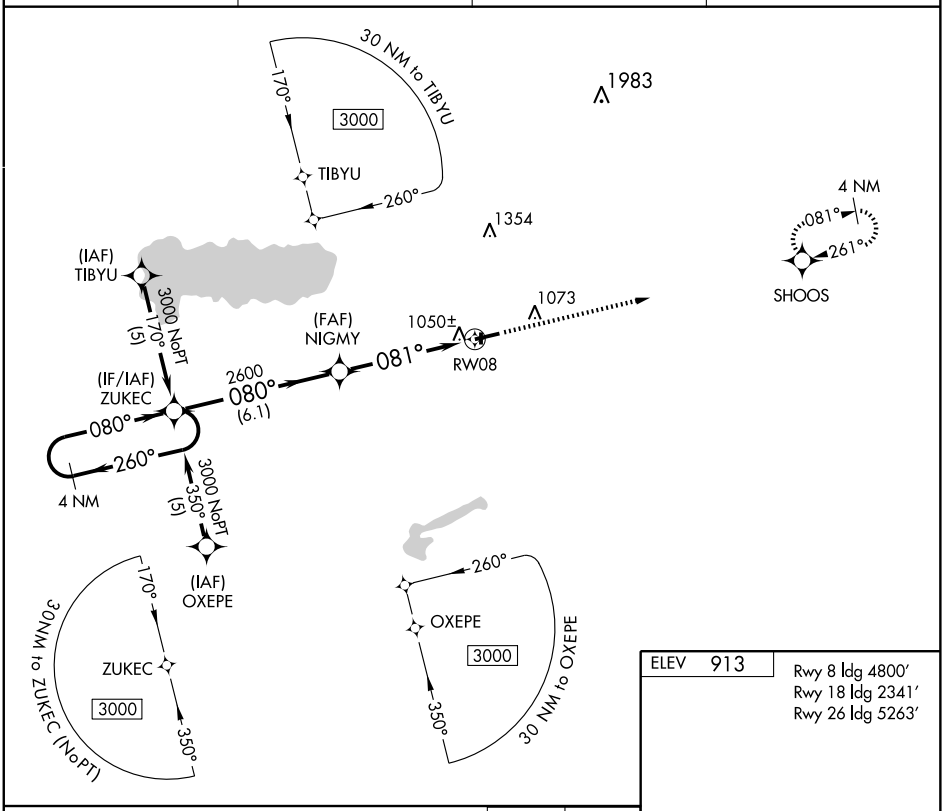
RNAV (GPS) RWY 8

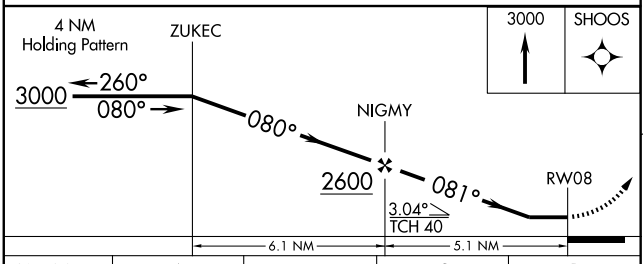
WAPAKONETA/ NEIL ARMSTRONG (AXV)

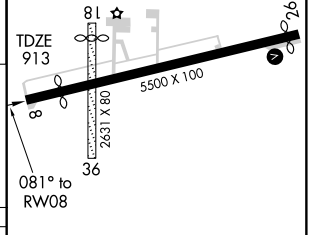
NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lima altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct SHOOS and hold.

AWOS-3	DAYTON APP CON	UNICOM	
128.325	118.425 294.5	122.8 (CTAF)	122.7 L







CATEGORY	A	B	C	D
LNAV MDA	1380-1 467 (500-1)		1380-1¼ 467 (500-1¼)	NA
CIRCLING	1400-1 487 (500-1)	1440-1 527 (600-1)	1440-1½ 527 (600-1½)	NA

MIRL Rwy 8-26 L
REIL Rwy 26 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 72907 W26A	APP CRS 261°	Rwy Idg 5263 TDZE 910 Apt Elev 913

RNAV (GPS) RWY 26

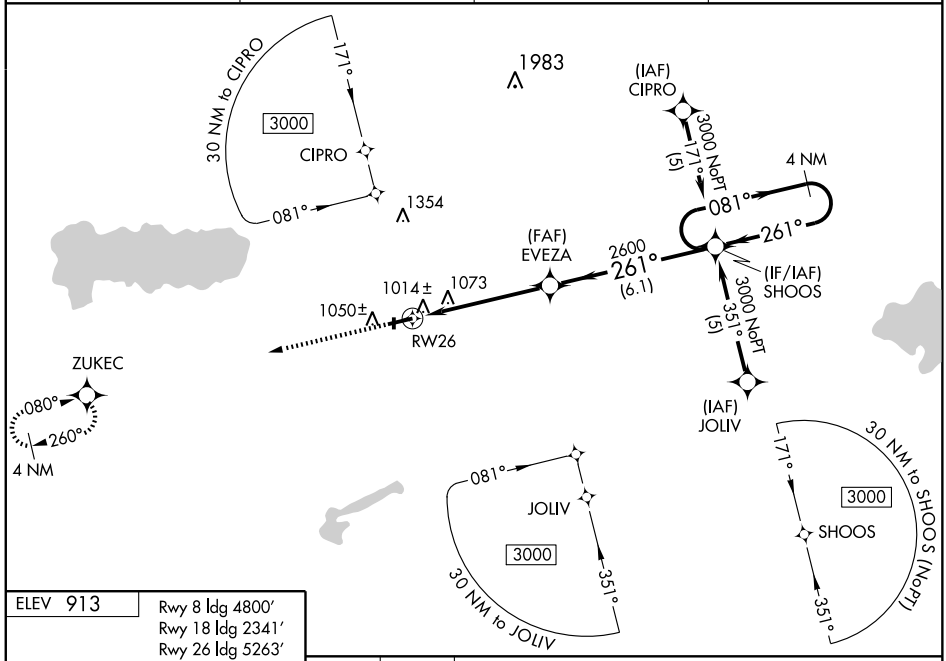
WAPAKONETA/ NEIL ARMSTRONG (AXV)

▼ NA

Baro-VNAV NA when using Lima altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Lima altimeter setting and increase LPV DA to 1291, LNAV/VNAV DA to 1324, and all MDA 60 feet, increase LNAV/VNAV visibility all Cats ¼ mile.

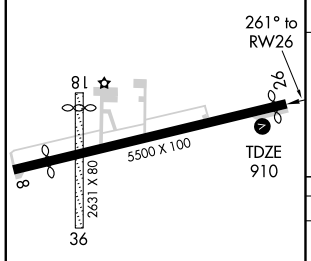
MISSED APPROACH: Climb to 3000 direct ZUKEC and hold.

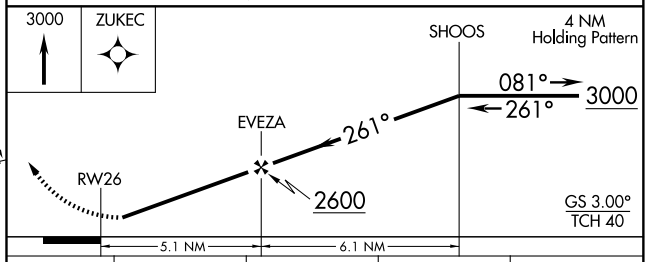
AWOS-3	DAYTON APP CON	UNICOM	
128.325	118.425 294.5	122.8 (CTAF)	122.7 L



ELEV 913

Rwy 8 ldg 4800'
Rwy 18 ldg 2341'
Rwy 26 ldg 5263'





CATEGORY	A	B	C	D
LPV DA	1241-1¼ 331 (400-1¼)			NA
LNAV/VNAV DA	1274-1¼ 364 (400-1¼)			NA
LNAV MDA	1440-1 530 (600-1)		1440-1½ 530 (600-1½)	NA
CIRCLING	1440-1 527 (600-1)		1440-1½ 527 (600-1½)	NA

MIRL Rwy 8-26 L
REIL Rwy 26 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC ROD 117.5 Chan 122	APP CRS 322°	Rwy Idg N/A TDZE N/A Apt Elev 909

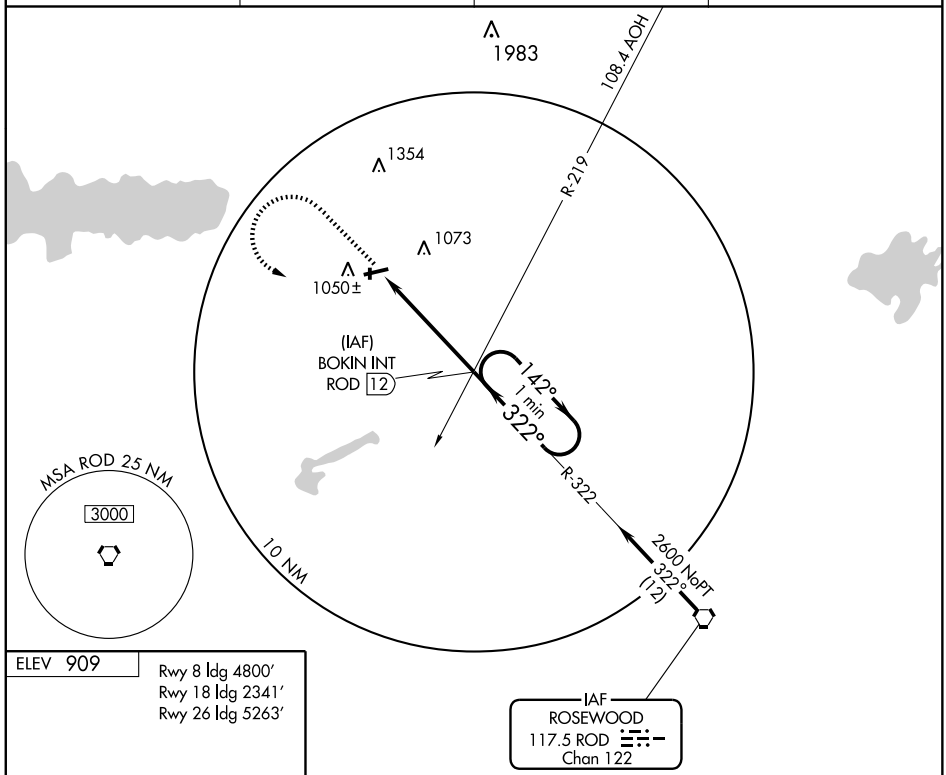
VOR-A

WAPAKONETA/ NEIL ARMSTRONG (AXV)

NA

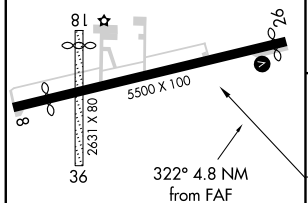
MISSED APPROACH: Climb to 3000 then left turn via ROD R-322 to BOKIN Int/ROD 12 DME and hold.

AWOS-3	DAYTON APP CON	UNICOM	
128.325	118.425 294.5	122.8 (CTAF)	122.7 L

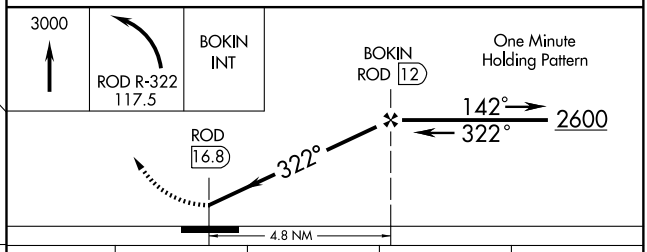


ELEV 909

Rwy 8 ldg 4800′
Rwy 18 ldg 2341′
Rwy 26 ldg 5263′



MIRL Rwy 8-26 L
REIL Rwy 26 L



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING	1400-1 491 (500-1)	1440-1 531 (600-1)	1440-1½ 531 (600-1½)	NA

EC-2. 14 JAN 2010 to 11 FEB 2010

NDB CSS	APP CRS	Rwy Idg	5097
414	223°	TDZE	979
		Apt Elev	980

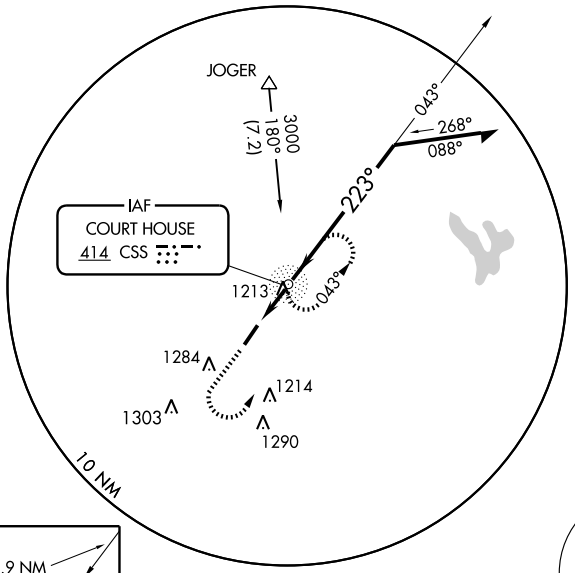
NDB RWY 23

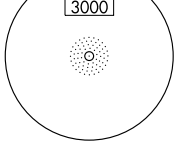
WASHINGTON COURT HOUSE/FAYETTE COUNTY (I23)

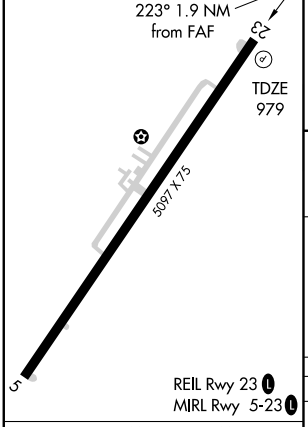
When local altimeter setting not received, use Airborne Airpark altimeter setting and increase all MDAs 60 feet and circling visibility Cats C and D NA ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000, then climbing left turn to 2600 direct CSS NDB and hold.

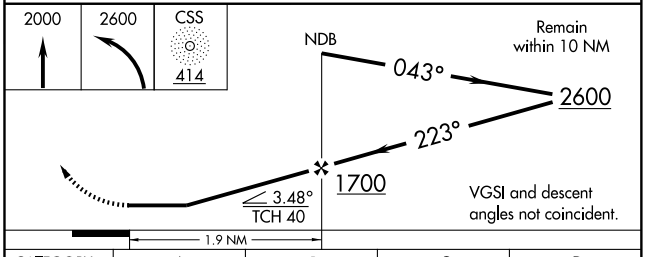
AWOS-3	COLUMBUS APP CON	UNICOM
118.775	132.3 279.6	122.8 (CTAF) L







FAF to MAP 1.9 NM					
Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38



CATEGORY	A	B	C	D
S-23	1580-1	601 (600-1)	1580-1¾ 601 (600-1¾)	1580-2 601 (600-2)
CIRCLING	1580-1	600 (600-1)	1640-1¾ 660 (700-1¾)	1640-2 660 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5097
220°	TDZE	979
	Apt Elev	980

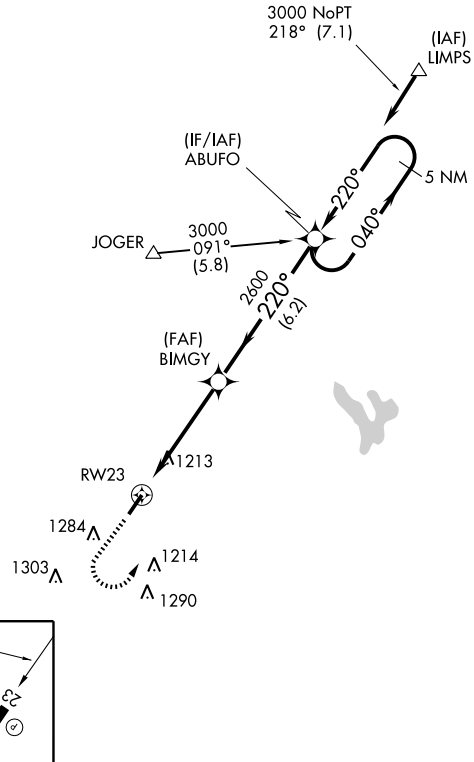
RNAV (GPS) RWY 23

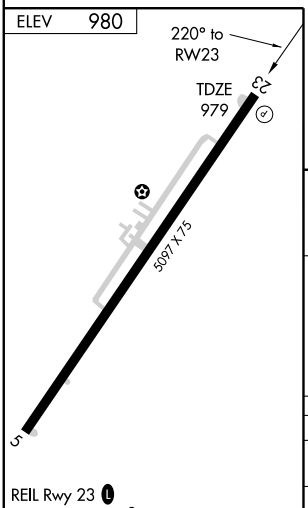
WASHINGTON COURT HOUSE/FAYETTE COUNTY (I23)

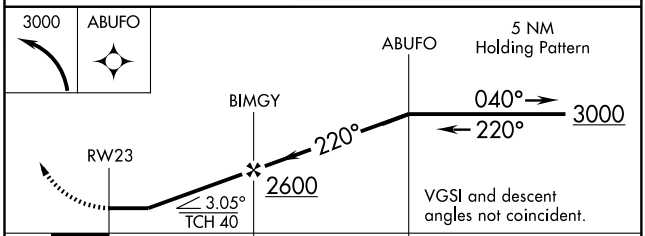
When local altimeter setting not received, use Airborne Airpark altimeter setting and increase all MDAs 60 feet and visibility Cats C and D ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct ABUFO and hold.

AWOS-3	COLUMBUS APP CON	UNICOM
118.775	132.3 279.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1540-1	561 (600-1)	1540-1½ 561 (600-1½)	1540-1¾ 561 (600-1¾)
CIRCLING	1580-1	600 (600-1)	1640-1¾ 660 (700-1¾)	1640-2 660 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB USE	APP CRS	Rwy Idg	3881
375	275°	TDZE	778
		Apt Elev	780

NDB or GPS RWY 27

WAUSEON/ FULTON COUNTY (USE)

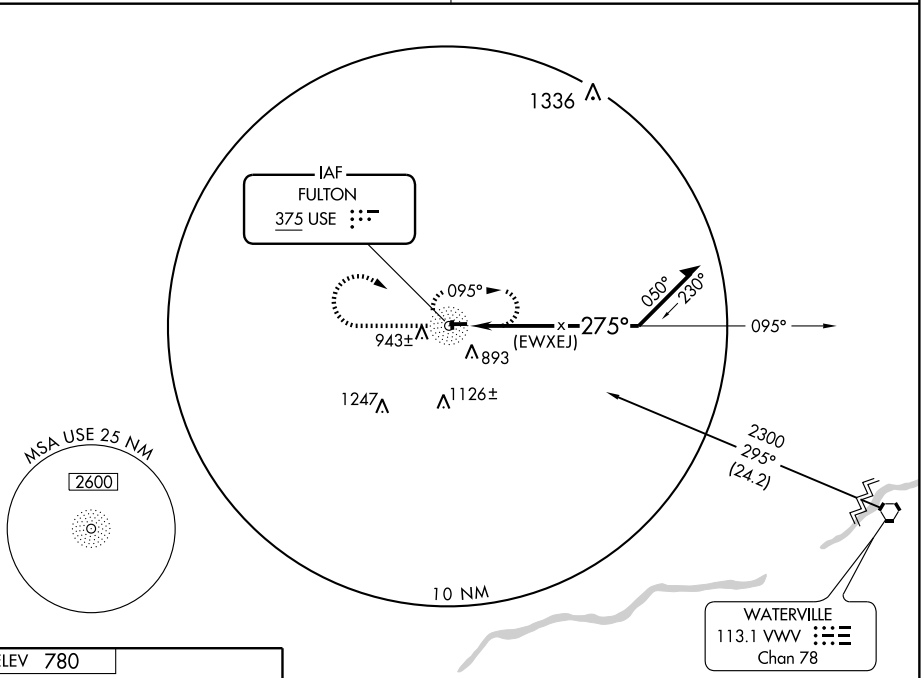
NA

Use Toledo Express altimeter setting.

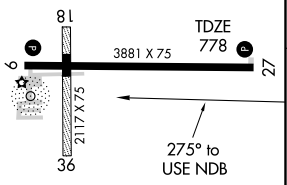
MISSED APPROACH: Climb to 2300 then right turn direct USE NDB and hold.

TOLEDO APP CON
134.35 317.55

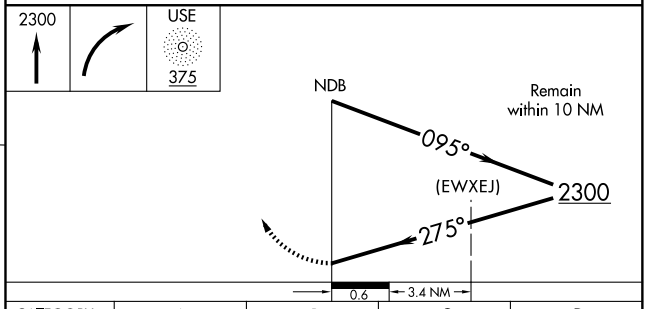
UNICOM
123.0 (CTAF) L



ELEV 780



REIL Rwy 9 and 27 L
LIRL Rwy 9-27 L



CATEGORY	A	B	C	D
S-27	1300-1	522 (600-1)	1300-1½ 522 (600-1½)	1300-1¾ 522 (600-1¾)
CIRCLING	1360-1	580 (600-1)	1360-1½ 580 (600-1½)	1360-2 580 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB EOP	APP CRS	Rwy Idg	4900
385	253°	TDZE	660
		Apt Elev	660

NDB RWY 25

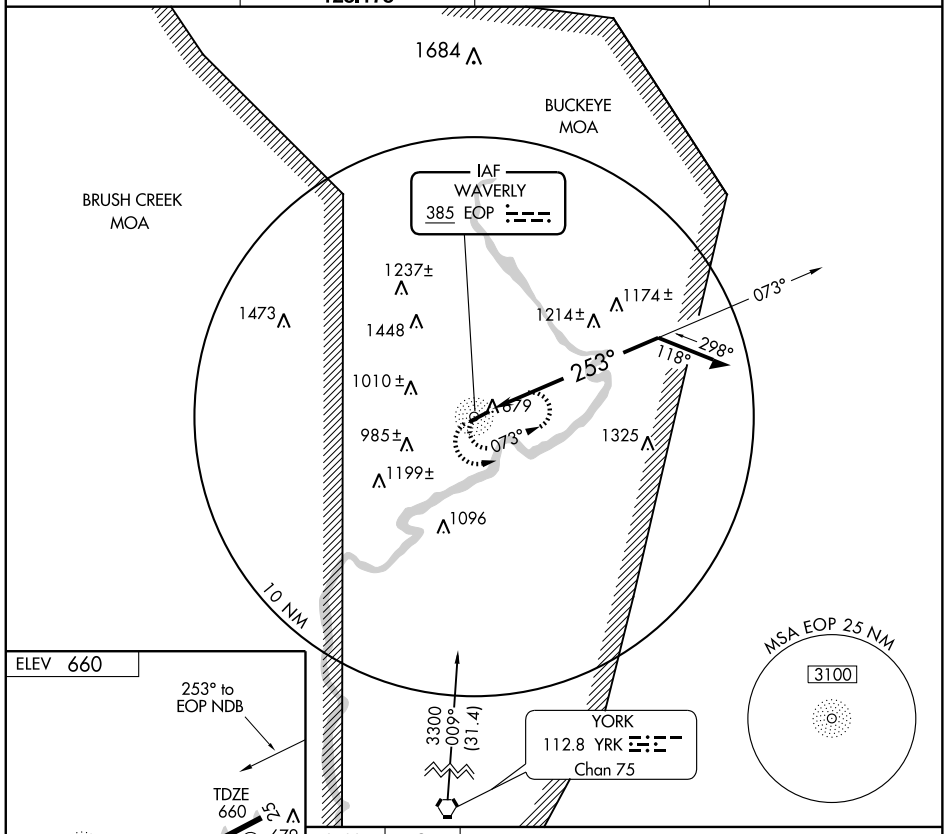
WAVERLY / PIKE COUNTY (EOP)

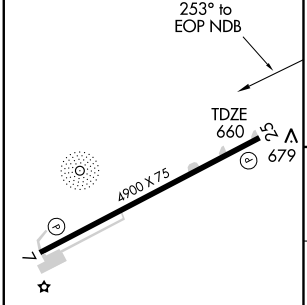
Use Greater Portsmouth Rgnl altimeter setting; if not received, use Ross County altimeter setting.

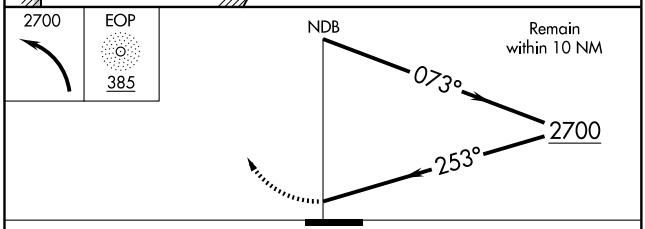
NA

MISSED APPROACH: Climbing left turn to 2700 in EOP NDB holding pattern.

AWOS-A	GREATER PORTSMOUTH RGNL AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.4	125.175	135.575 290.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-25	1620-1¼ 960 (1000-1¼)	1620-1½ 960 (1000-1½)	1620-3	960 (1000-3)
CIRCLING	1620-1¼ 960 (1000-1¼)	1620-1½ 960 (1000-1½)	1620-3	960 (1000-3)

REIL Rwys 7 and 25
MIRL Rwy 7-25 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4900
068°	TDZE	660
	Apt Elev	660

RNAV (GPS) RWY 7

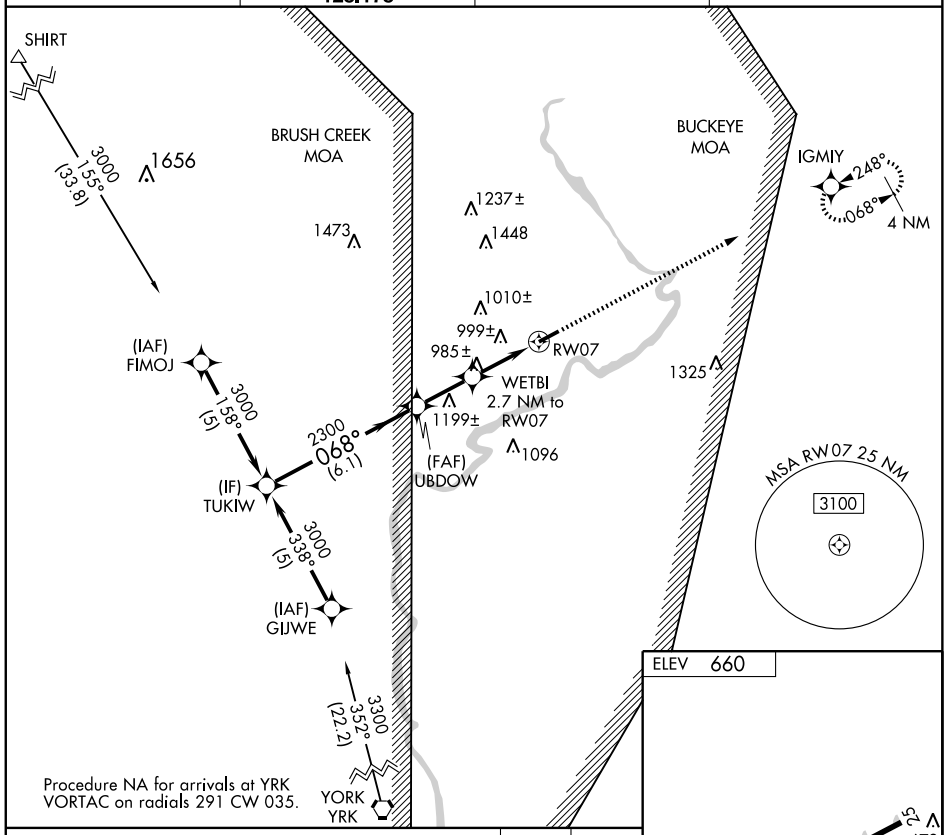
WAVERLY/PIKE COUNTY (EOP)

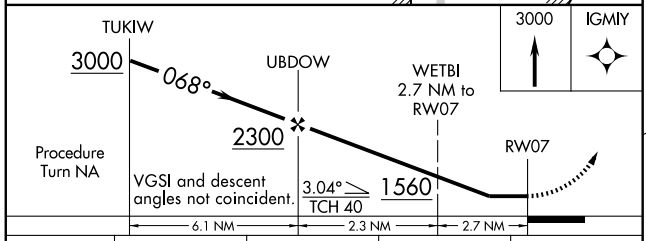
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Portsmouth altimeter setting; when not received, use Rickenbacker Intl altimeter setting and increase all MDA 60 feet and LNAV Cats C and D, and Circling Cats A, C, and D visibility ¼ mile.

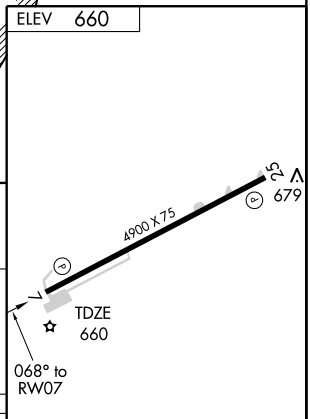
NA

MISSED APPROACH: Climb to 3000 direct IGMIY and hold.

AWOS-A	GREATER PORTSMOUTH RGNL AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.4	125.175	135.575 290.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1440-1 780 (800-1)	1440-1¼ 780 (800-1¼)	1440-2¼ 780 (800-2¼)	1440-2½ 780 (800-2½)
CIRCLING	1500-1 840 (900-1)	1520-1¼ 860 (900-1¼)	1520-2½ 860 (900-2½)	1520-2¾ 860 (900-2¾)

REIL Rwys 7 and 25
MIRL Rwy 7-25 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4900
248°	TDZE	660
	Apt Elev	660

RNAV (GPS) RWY 25

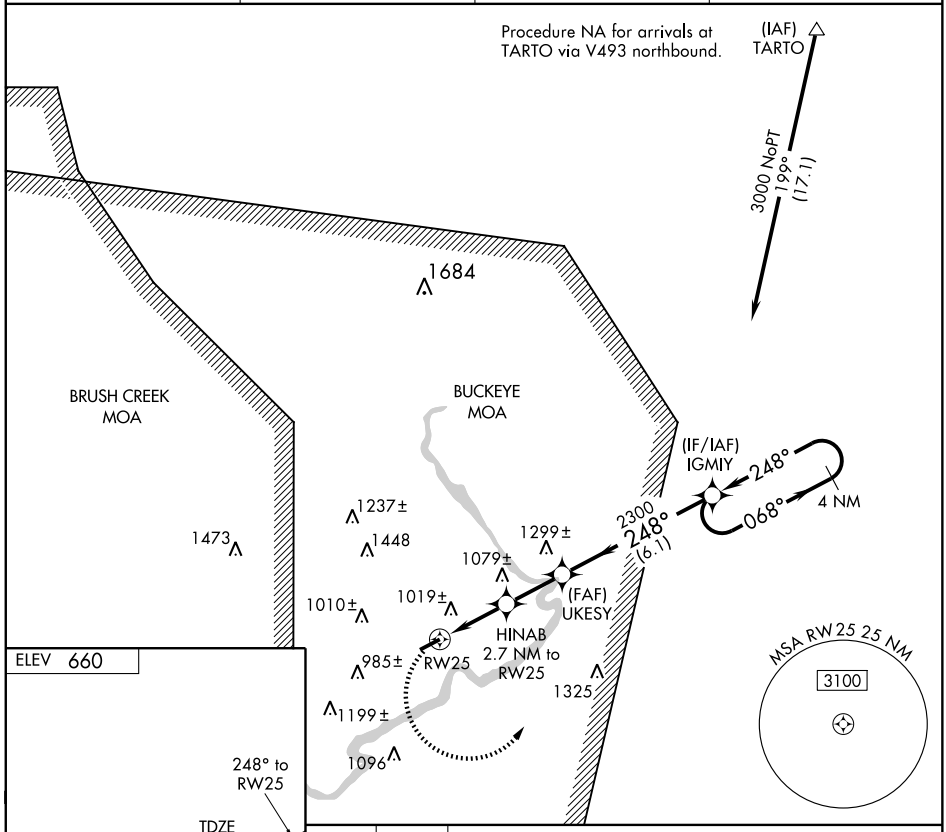
WAVERLY/ PIKE COUNTY (EOP)

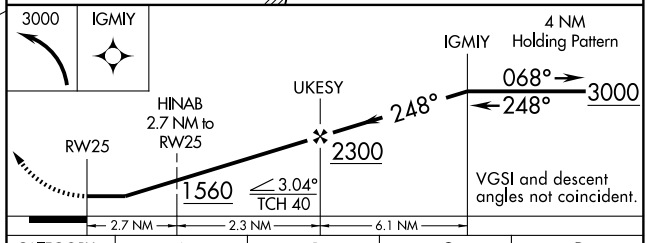
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Portsmouth altimeter setting; when not received, use Rickenbacker Intl altimeter setting and increase all MDA 60 feet and Circling Cats A, C, and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct IGMIY and hold.

AWOS-A	GREATER PORTSMOUTH RGNL AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.4	125.175	135.575 290.4	123.0 (CTAF) L

Procedure NA for arrivals at TARTO via V493 northbound.





CATEGORY	A	B	C	D
LNAV MDA	1340-1	680 (700-1)	1340-2 680 (700-2)	1340-2¼ 680 (700-2¼)
CIRCLING	1500-1 840 (900-1)	1520-1¼ 860 (900-1¼)	1520-2½ 860 (900-2½)	1520-2¾ 860 (900-2¾)

REIL Rwys 7 and 25
MIRL Rwy 7-25 L

NDB AMT	APP CRS		
359	232°	Rwy Idg	3762
		TDZE	896
		Apt Elev	896

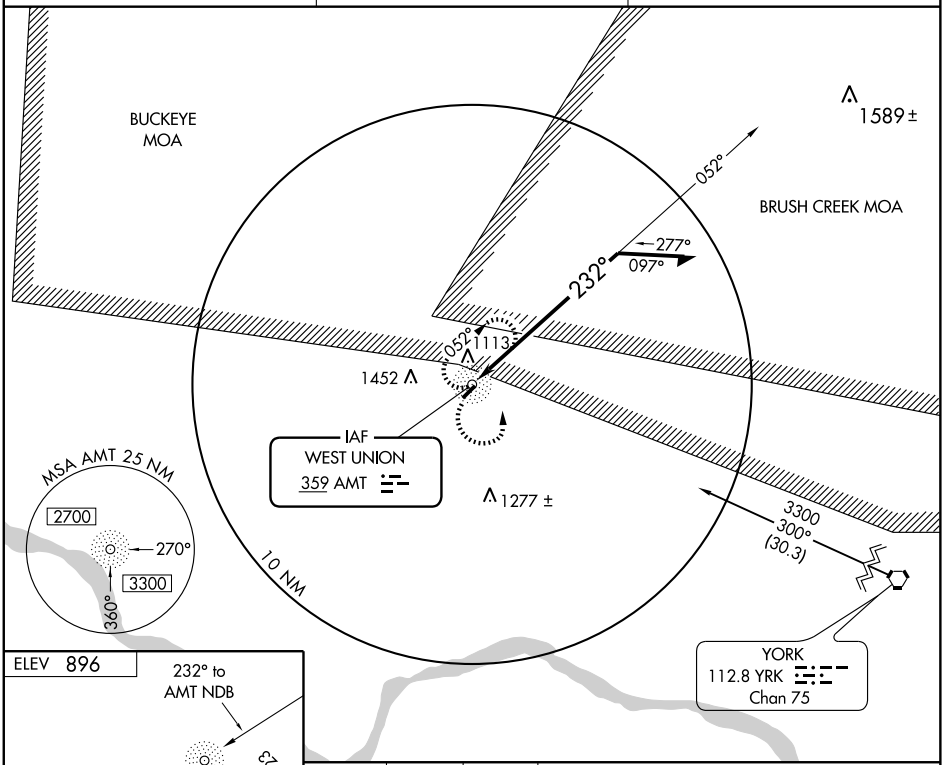
NDB RWY 23

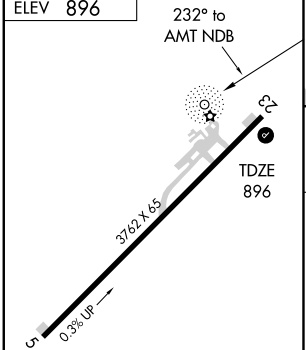
WEST UNION/ALEXANDER SALAMON (AMT)

Use Flemingsburg, Kentucky altimeter setting.

MISSED APPROACH: Climbing left turn to 2800 via heading 180°, then left turn direct AMT NDB and hold.

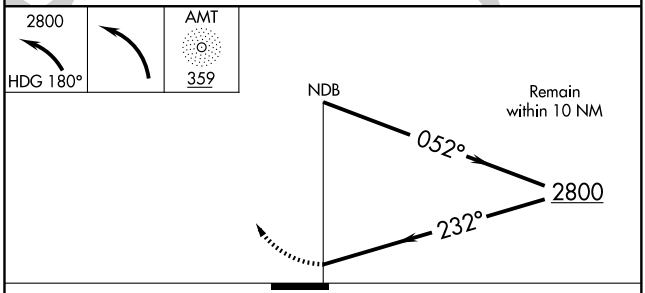
FLEMINGSBURG AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	124.225 327.05	122.8 (CTAF) L





REIL Rwy 23 L
MIRL Rwy 5-23 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-23	1660-1 764 (800-1)	1660-1¼ 764 (800-1¼)	1660-2¼ 764 (800-2¼)	NA
CIRCLING	1660-1 764 (800-1)	1660-1¼ 764 (800-1¼)	1660-2¼ 764 (800-2¼)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3762
049°	TDZE	890
	Apt Elev	896

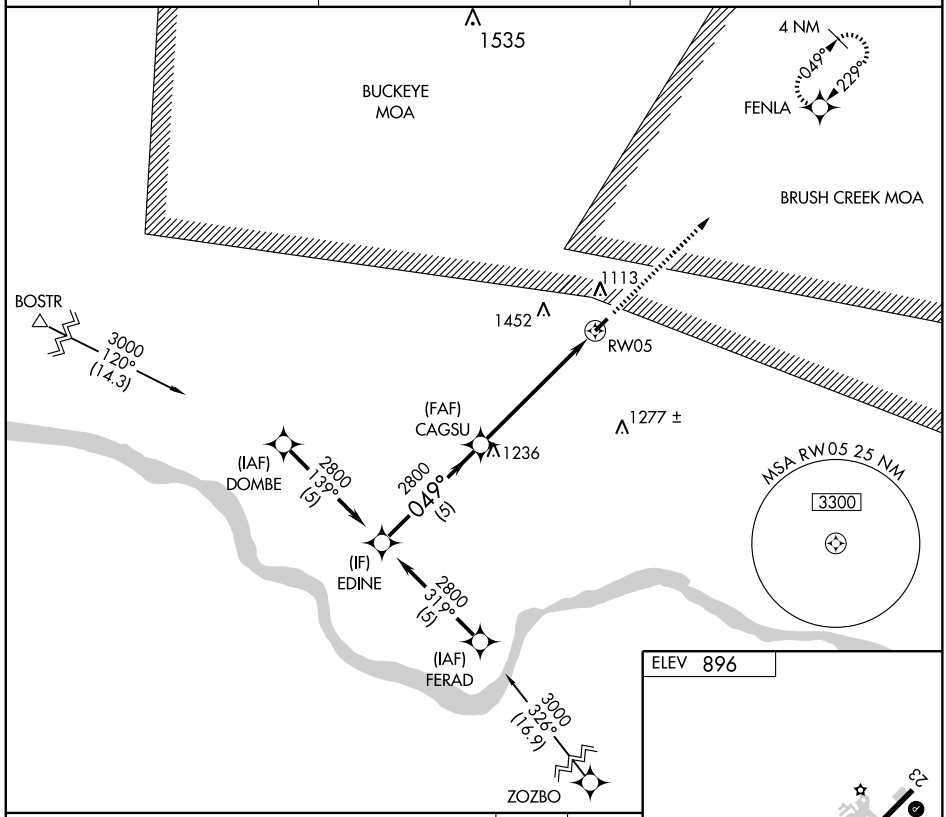
RNAV (GPS) RWY 5

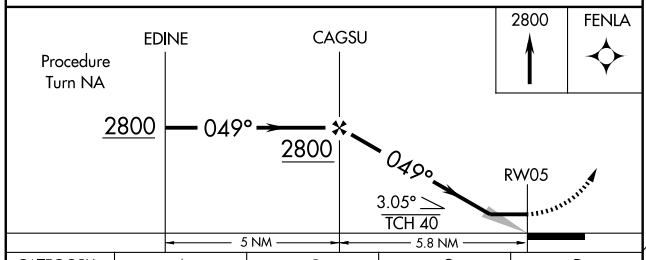
WEST UNION/ALEXANDER SALAMON (AMT)

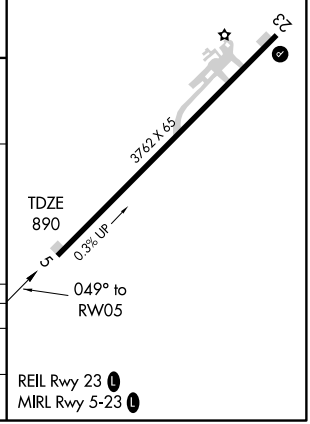
Use Flemingsburg, Kentucky altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct FENLA WP and hold.

FLEMINGSBURG AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	124.225 327.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1400-1	510 (600-1)	1400-1½ 510 (600-1½)	NA
CIRCLING	1600-1	704 (800-1)	1600-2 704 (800-2)	NA

REIL Rwy 23 L
MIRL Rwy 5-23 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3762
229°	TDZE	896
	Apt Elev	896

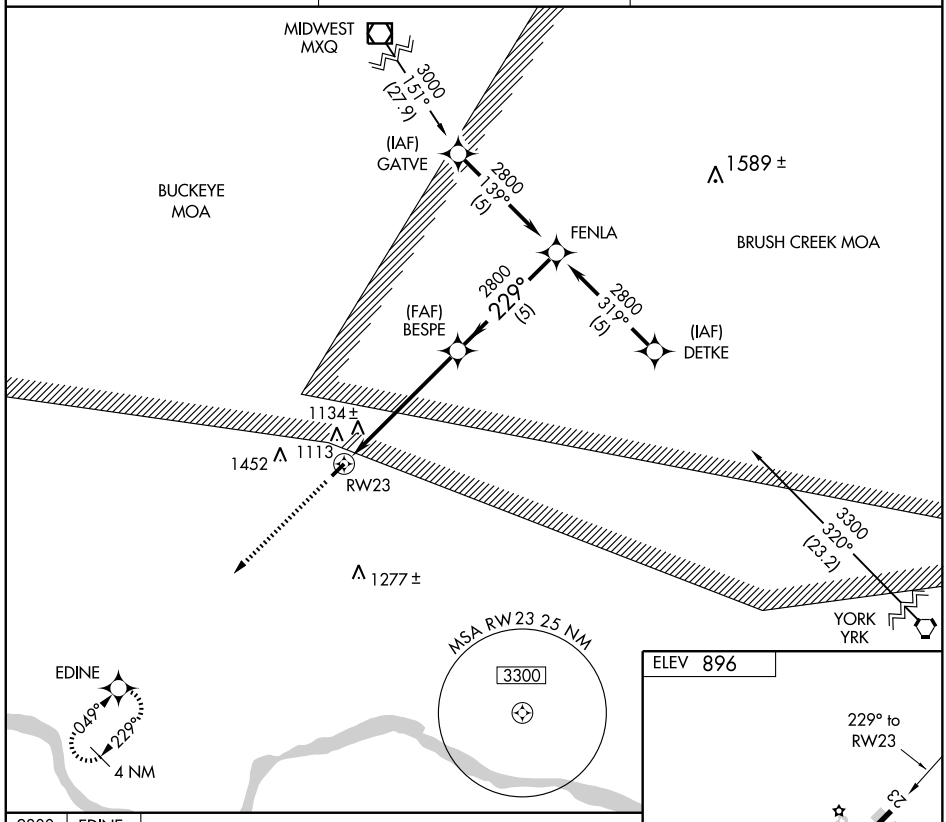
RNAV (GPS) RWY 23

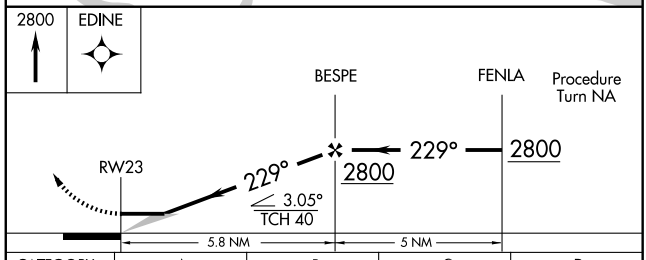
WEST UNION/ALEXANDER SALAMON (AMT)

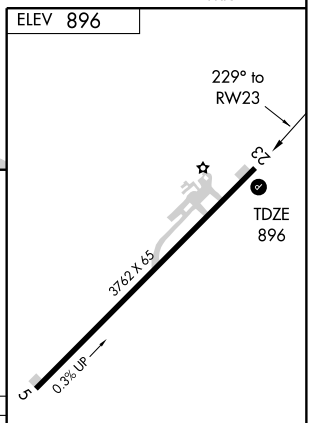
Use Flemingsburg, Kentucky altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct EDINE WP and hold.

FLEMINSBURG AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	124.225 327.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1440-1	544 (600-1)	1440-1½ 544 (600-1½)	NA
CIRCLING	1600-1	704 (800-1)	1600-2 704 (800-2)	NA

REIL Rwy 23 L
MIRL Rwy 5-23 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC MFD 108.8 Chan 25	APP CRS 332°	Rwy Idg N/A TDZE N/A Apt Elev 967

VOR/DME or GPS-A

WILLARD (8G1)

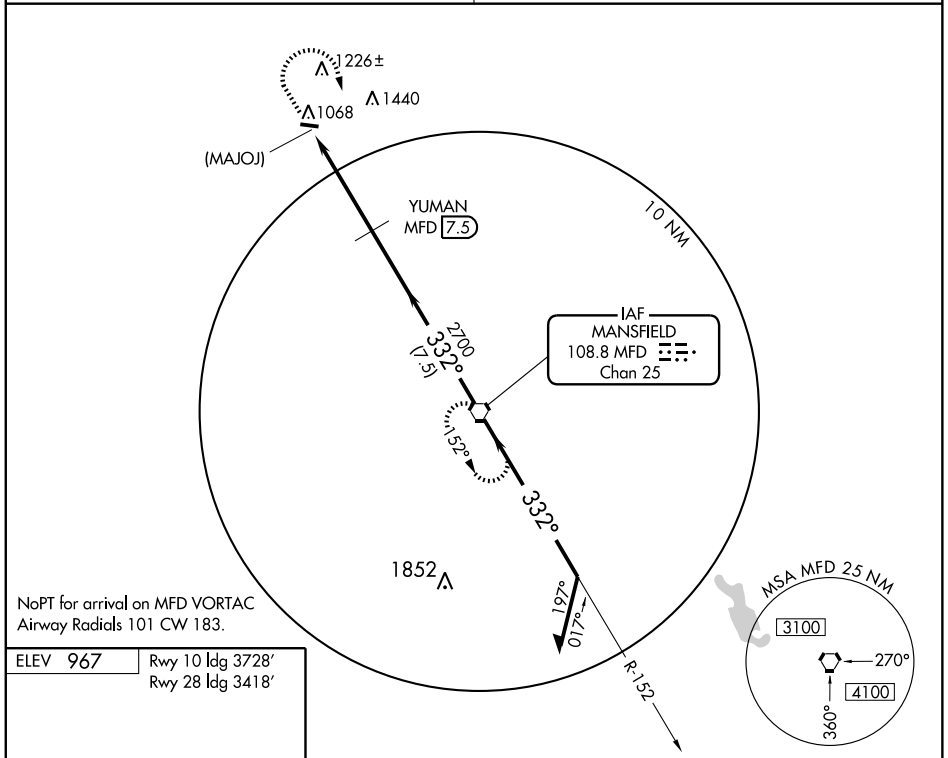
▼ Use Mansfield altimeter setting; when not received, use Cleveland-Hopkins altimeter setting.

▲ NA

MISSED APPROACH: Climb to 3000 then right turn direct MFD VORTAC and hold.

MANSFIELD APP CON ★ 124.2 390.8

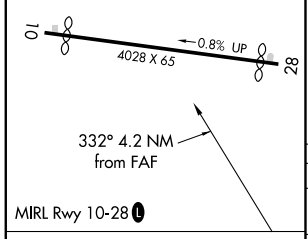
CTAF (L) 122.9



ELEV 967

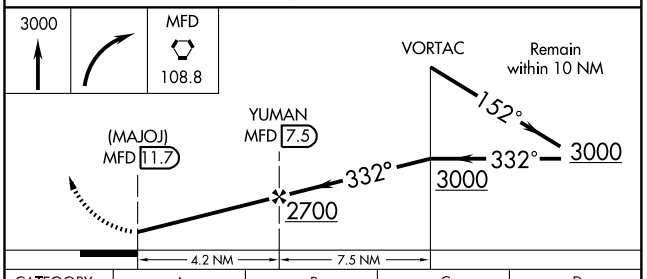
Rwy 10 ldg 3728′

Rwy 28 ldg 3418′



MIRL Rwy 10-28 (L)

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
CIRCLING	1680-1 713 (800-1)		1680-2 713 (800-2)	NA
CLEVELAND-HOPKINS ALTIMETER SETTING MINIMUMS				
CIRCLING	1720-1 753 (800-1)	1720-1¼ 753 (800-1¼)	1720-2¼ 753 (800-2¼)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

CLEVELAND DEP CON
125.35 346.32

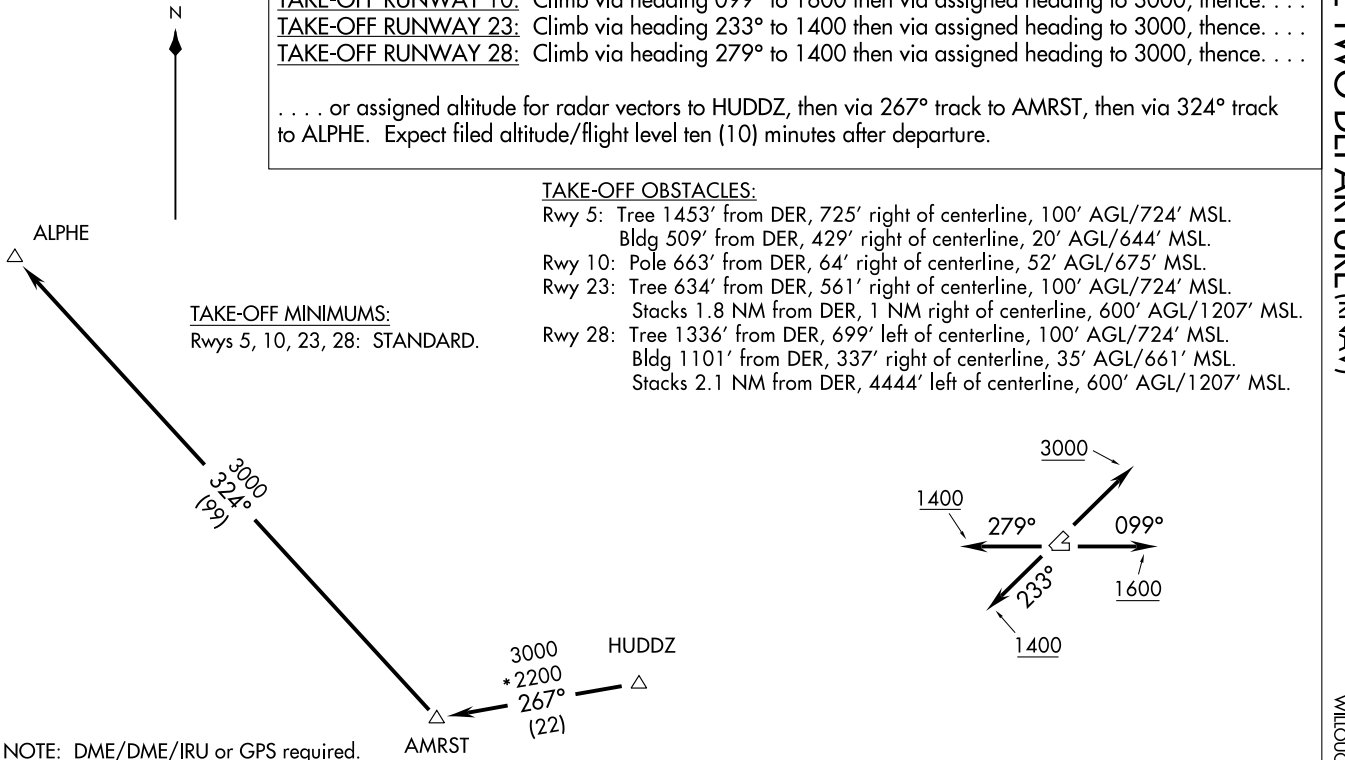
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb via assigned heading to 3000 thence. . . .
TAKE-OFF RUNWAY 10: Climb via heading 099° to 1600 then via assigned heading to 3000, thence. . . .
TAKE-OFF RUNWAY 23: Climb via heading 233° to 1400 then via assigned heading to 3000, thence. . . .
TAKE-OFF RUNWAY 28: Climb via heading 279° to 1400 then via assigned heading to 3000, thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:
Rwy 5: Tree 1453′ from DER, 725′ right of centerline, 100′ AGL/724′ MSL.
Bldg 509′ from DER, 429′ right of centerline, 20′ AGL/644′ MSL.
Rwy 10: Pole 663′ from DER, 64′ right of centerline, 52′ AGL/675′ MSL.
Rwy 23: Tree 634′ from DER, 561′ right of centerline, 100′ AGL/724′ MSL.
Stacks 1.8 NM from DER, 1 NM right of centerline, 600′ AGL/1207′ MSL.
Rwy 28: Tree 1336′ from DER, 699′ left of centerline, 100′ AGL/724′ MSL.
Bldg 1101′ from DER, 337′ right of centerline, 35′ AGL/661′ MSL.
Stacks 2.1 NM from DER, 4444′ left of centerline, 600′ AGL/1207′ MSL.

TAKE-OFF MINIMUMS:
Rwys 5, 10, 23, 28: STANDARD.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED.

NOTE: Chart not to scale.

CLEVELAND DEP CON
125.35 346.325

TAKE-OFF MINIMUMS:
Rwys 5, 10, 23, 28:
STANDARD.

NOTE: RADAR REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAY 10: Climb via heading 099° to 1600 then via assigned heading to 3000 thence. . . .

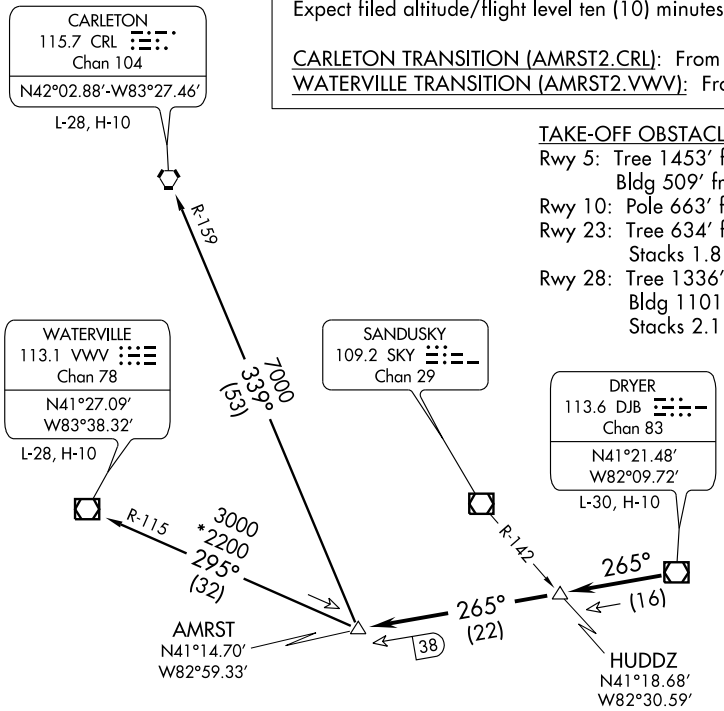
TAKE-OFF RUNWAY 23: Climb via heading 233° to 1400 then via assigned heading to 3000 thence. . . .

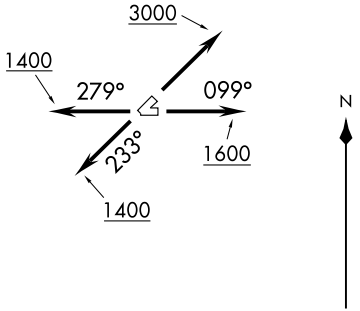
TAKE-OFF RUNWAY 28: Climb via heading 279° to 1400 then via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

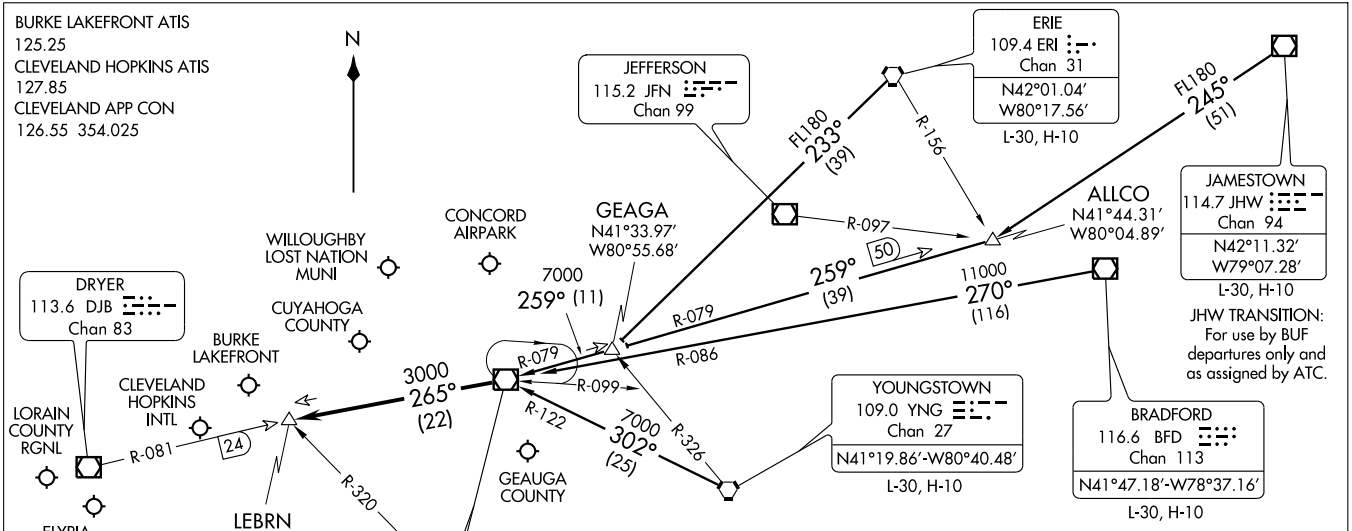
TAKE-OFF OBSTACLES:
Rwy 5: Tree 1453′ from DER, 725′ right of centerline, 100′ AGL/724′ MSL.
Bldg 509′ from DER, 429′ right of centerline, 20′ AGL/644′ MSL.
Rwy 10: Pole 663′ from DER, 64′ right of centerline, 52′ AGL/675′ MSL.
Rwy 23: Tree 634′ from DER, 561′ right of centerline, 100′ AGL/724′ MSL.
Stacks 1.8 NM from DER, 1 NM right of centerline, 600′ AGL/1207′ MSL.
Rwy 28: Tree 1336′ from DER, 699′ left of centerline, 100′ AGL/724′ MSL.
Bldg 1101′ from DER, 337′ right of centerline, 35′ AGL/661′ MSL.
Stacks 2.1 NM from DER, 4444′ left of centerline, 600′ AGL/1207′ MSL.





NOTE: Chart not to scale.

CHARDON TWO ARRIVAL



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

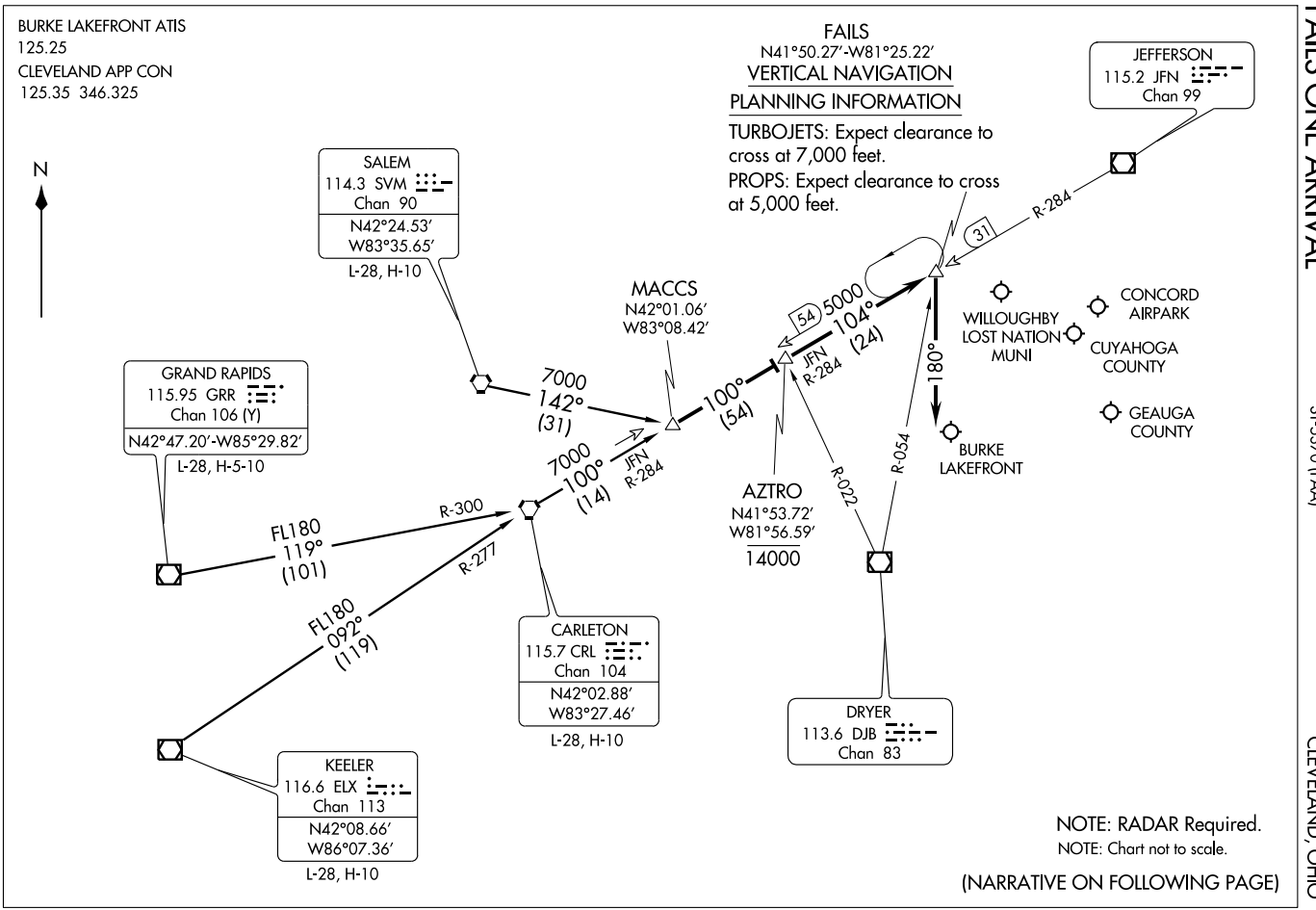
BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.


BURKE LAKEFRONT ATIS
125.25
CLEVELAND APP CON
125.35 346.325
N
FAILS
N41°50.27′-W81°25.22′
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 7,000 feet.
PROPS: Expect clearance to cross at 5,000 feet.
JEFFERSON
115.2 JFN
Chan 99
SALEM
114.3 SVM
Chan 90
N42°24.53′
W83°35.65′
L-28, H-10
MACCS
N42°01.06′
W83°08.42′
GRAND RAPIDS
115.95 GRR
Chan 106 (Y)
N42°47.20′-W85°29.82′
L-28, H-5-10
7000
142°
(31)
7000
100°
(14)
JFN
R-284
100°
(54)
5000
104°
(24)
54
31
R-284
180°
WILLOUGHBY
LOST NATION
MUNI
CONCORD
AIRPARK
CUYAHOGA
COUNTY
GEAUGA
COUNTY
BURKE
LAKEFRONT
AZTRO
N41°53.72′
W81°56.59′
14000
R-022
R-054
R-300
FL180
119°
(101)
R-277
FL180
092°
(119)
CARLETON
115.7 CRL
Chan 104
N42°02.88′
W83°27.46′
L-28, H-10
DRYER
113.6 DJB
Chan 83
KEELER
116.6 ELX
Chan 113
N42°08.66′
W86°07.36′
L-28, H-10
NOTE: RADAR Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.FAILS1): From over CRL VORTAC via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.FAILS1): From over GRR VOR/DME via GRR R-119 and CRL R-300 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

KEELER TRANSITION (ELX.FAILS1): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

SALEM TRANSITION (SVM.FAILS1): From over SVM VORTAC via heading 142° to MACCS INT. Thence. . . .

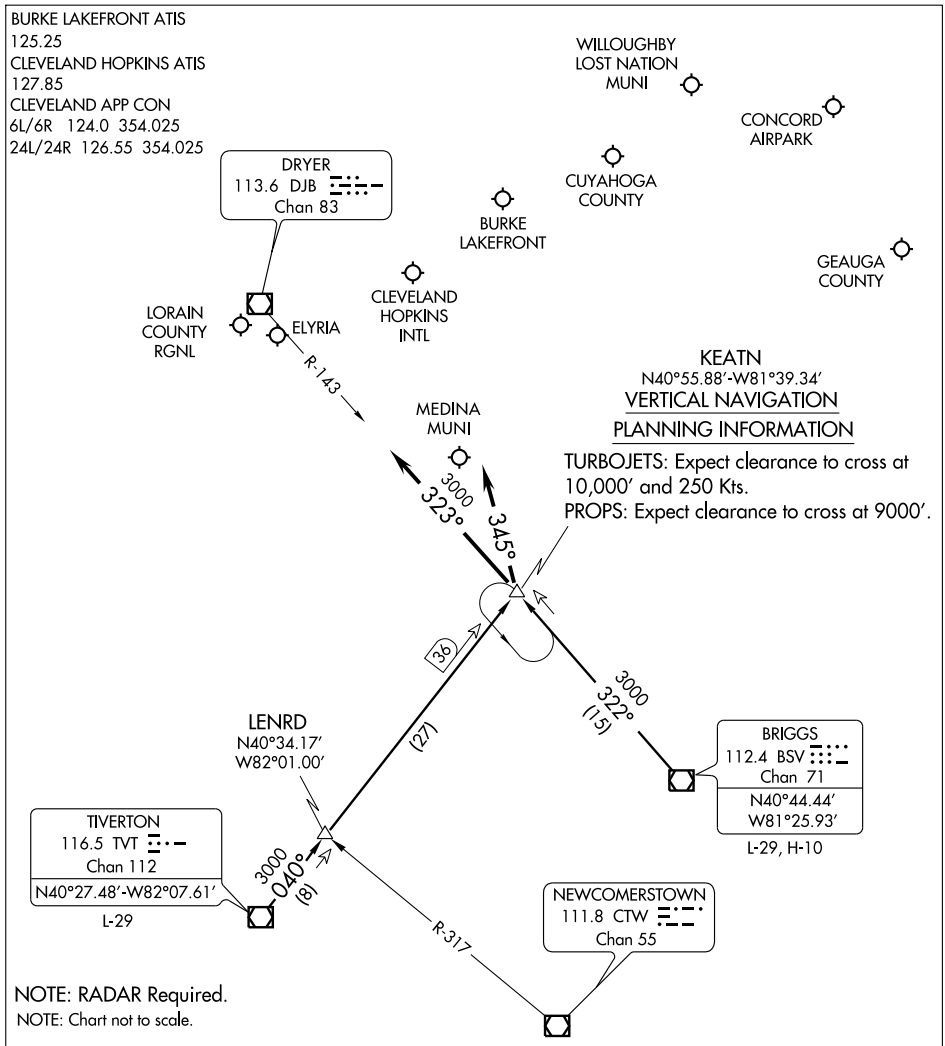
. . . . From over MACCS INT, via CRL VORTAC R-100 to AZTRO INT, then via JFN VOR/DME R-284 to FAILS INT. From FAILS fly heading 180°.
Expect radar vectors to final approach course.

EC-2, 14 JAN 2010 to 11 FEB 2010

KEATN FOUR ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN4): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN4): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

NDB LQL 263	APP CRS 099°	Rwy Idg 4272 TDZE 625 Apt Elev 626

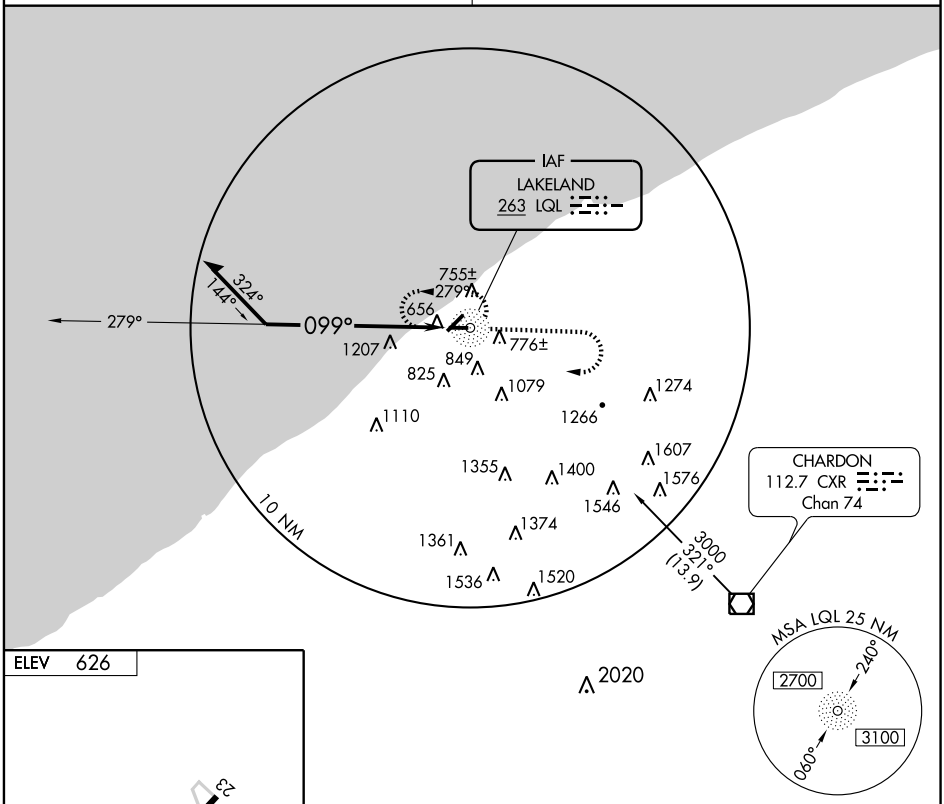
NDB RWY 10

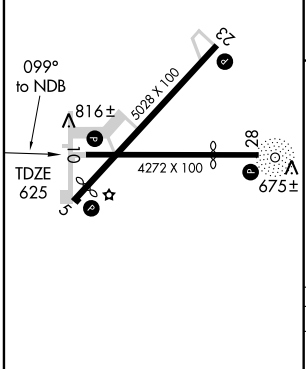
WILLOUGHBY LOST NATION MUNI (LNN)

Visibility reduction by helicopters NA.
Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet.

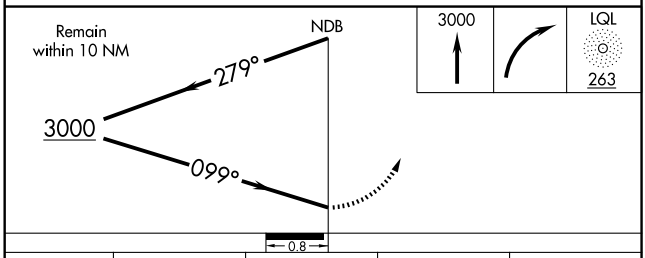
MISSED APPROACH: Climb to 3000 then right turn direct LQL NDB and hold.

CLEVELAND APP CON	UNICOM
125.35 354.025	122.725 (CTAF) L



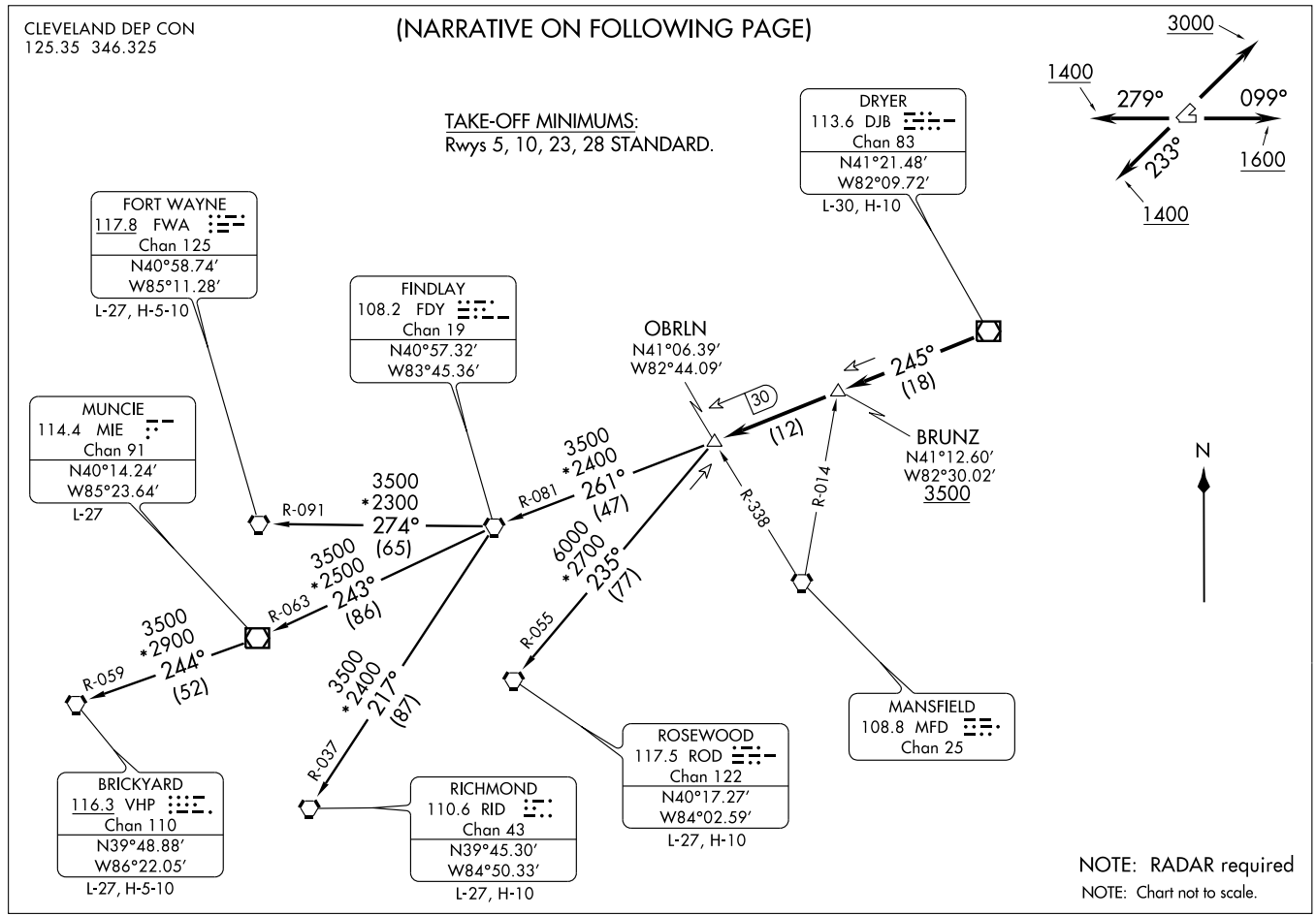


REIL Rwys 5, 10, 23 and 28 L
MIRL Rwys 5-23 and 10-28 L



CATEGORY	A	B	C	D
S-10	1700-1¼ 1075 (1100-1¼)	1700-1½ 1075 (1100-1½)	1700-3 1075 (1100-3)	NA
CIRCLING	1700-1¼ 1074 (1100-1¼)	1700-1½ 1074 (1100-1½)	1700-3 1074 (1100-3)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010



(OBRLN2.OBRLN) 09183

OBRLN TWO DEPARTURE

SL-753 (FAA)

WILLOUGHBY LOST NATION MUNI (LNN)

WILLOUGHBY, OHIO

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb via assigned heading to 3000 thence. . . .
TAKE-OFF RUNWAY 10: Climb via heading 099° to 1600 then via assigned heading to 3000 thence. . . .
TAKE-OFF RUNWAY 23: Climb via heading 233° to 1400 then via assigned heading to 3000 thence. . . .
TAKE-OFF RUNWAY 28: Climb via heading 279° to 1400 then via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.
FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.
MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.
RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.
ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 5: Tree 1453′ from DER, 725′ right of centerline, 100′ AGL/724′ MSL.
Bldg 509′ from DER, 429′ right of centerline, 20′ AGL/644′ MSL.
Rwy 10: Pole 663′ from DER, 64′ right of centerline, 52′ AGL/675′ MSL.
Rwy 23: Tree 634′ from DER, 561′ right of centerline, 100′ AGL/724′ MSL.
Stacks 1.8 NM from DER, 1 NM right of centerline, 600′ AGL/1207′ MSL.
Rwy 28: Tree 1336′ from DER, 699′ left of centerline, 100′ AGL/724′ MSL.
Bldg 1101′ from DER, 337′ right of centerline, 35′ AGL/661′ MSL.
Stacks 2.1 NM from DER, 4444′ left of centerline, 600′ AGL/1207′ MSL.

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4600
053°	TDZE	625
	Apt Elev	626

RNAV (GPS) RWY 5

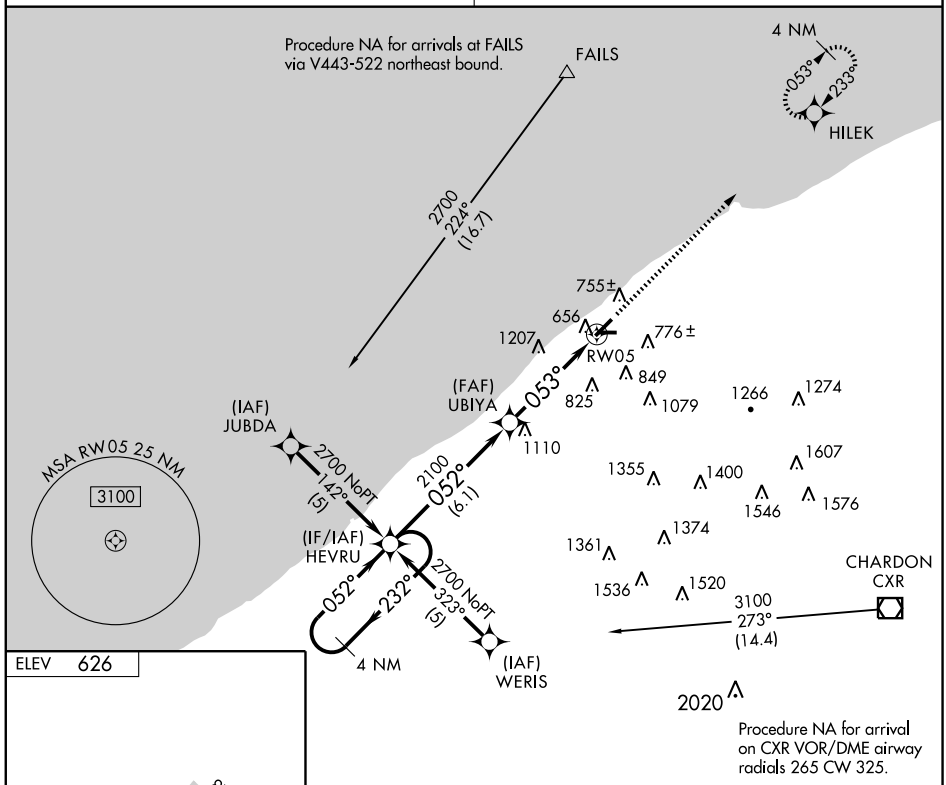
WILLOUGHBY LOST NATION MUNI (LNN)

NA

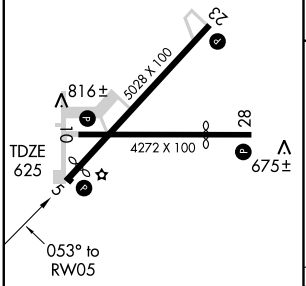
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Intl altmeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2300 direct HILEK and hold.

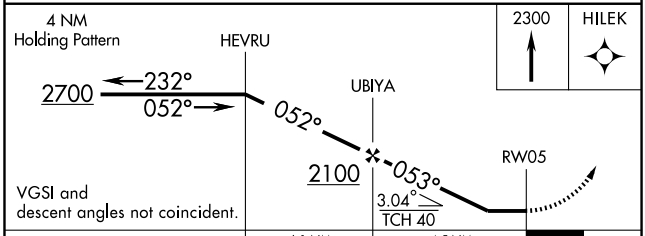
CLEVELAND APP CON	UNICOM
125.35 354.025	122.725 (CTAF) L



ELEV 626



REIL Rwys 5, 10, 23 and 28 L
MIRL Rwys 5-23 and 10-28 L



CATEGORY	A	B	C	D
LNAV MDA	1460-1 835 (900-1)	1460-1¼ 835 (900-1¼)	1460-2½ 835 (900-2½)	NA
CIRCLING	1460-1 834 (900-1)	1460-1¼ 834 (900-1¼)	1460-2½ 834 (900-2½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4272
098°	TDZE	625
	Apt Elev	626

RNAV (GPS) RWY 10

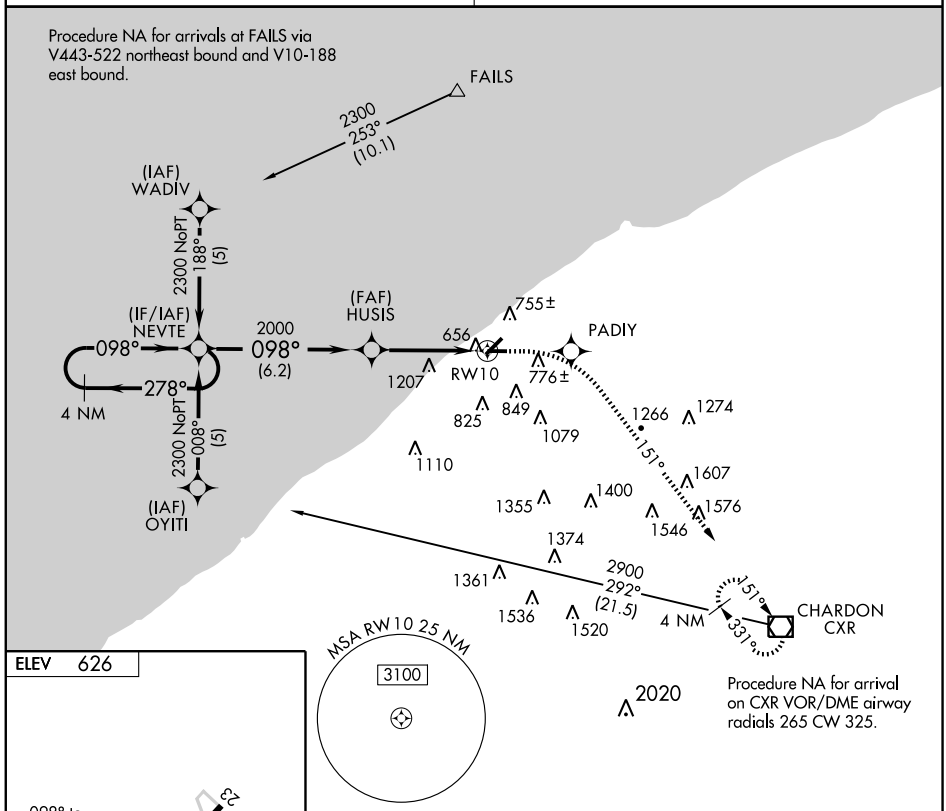
WILLOUGHBY LOST NATION MUNI (LNN)

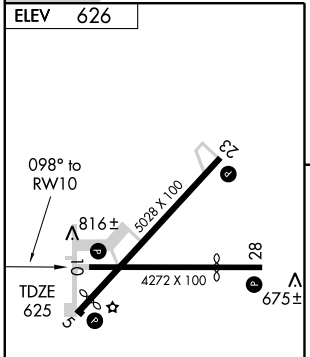
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet, and all visibilities ¼ mile.

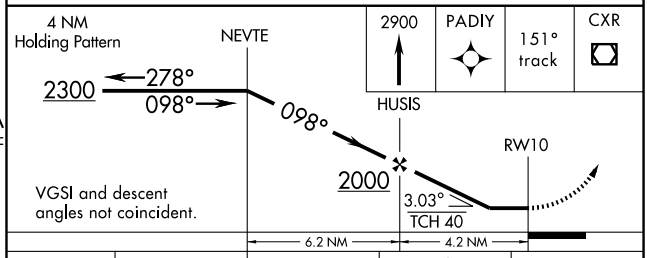
MISSED APPROACH: Climb to 2900 direct PADIY and via track 151° to CXR VOR/DME and hold.

CLEVELAND APP CON	UNICOM
125.35 354.025	122.725 (CTAF) L





REIL Rwys 5, 10, 23 and 28 L
MIRL Rwys 5-23 and 10-28 L



CATEGORY	A	B	C	D
LNAV MDA	1560-1¼	935 (1000-1¼)	1560-2¾	NA
			935 (1000-2¾)	
CIRCLING	1560-1¼	934 (1000-1¼)	1560-2¾	NA
			934 (1000-2¾)	

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5028
CH 82410	233°	TDZE	623
W23A		Apt Elev	626

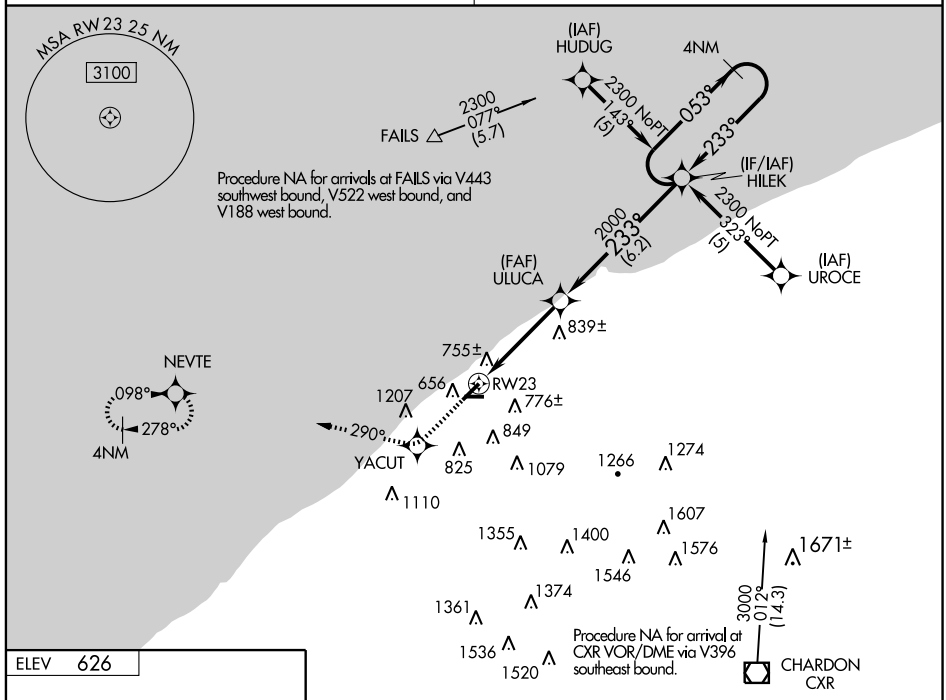
RNAV (GPS) RWY 23

WILLOUGHBY LOST NATION MUNI (LNN)

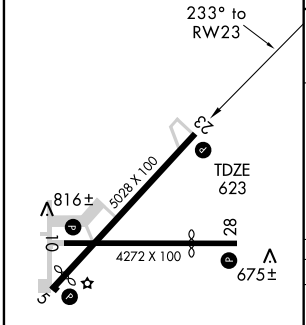
NA — Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Intl altimeter setting and increase all DA/MDA 40 feet, and all visibilities ¼ mile.

MISSED APPROACH: Climb to 2300 direct YACUT and via 290° track to NEVTE and hold.

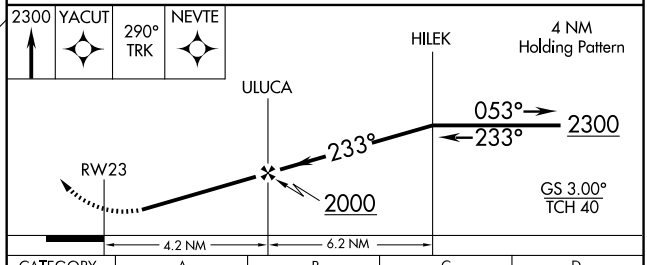
CLEVELAND APP CON	UNICOM
125.35 354.025	122.725 (CTAF) L



ELEV 626



REIL Rwys 5, 10, 23 and 28 L
MIRL Rwys 5-23 and 10-28 L



CATEGORY	A	B	C	D
LPV DA	1031-1½ 408 (500-1½)			NA
LNAV/ VNAV DA	1142-1¾ 519 (600-1¾)			NA
LNAV MDA	1200-1 577 (600-1)		1200-1½ 577 (600-1½)	NA
CIRCLING	1200-1 574 (600-1)		1200-1½ 574 (600-1½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3148
279°	TDZE	626
	Apt Elev	626

RNAV (GPS) RWY 28

WILLOUGHBY LOST NATION MUNI (LNN)

T NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet, and all visibilities ¼ mile.

MISSED APPROACH: Climb to 2300 direct NEVTE and hold.

CLEVELAND APP CON	UNICOM
125.35 354.025	122.725 (CTAF) L

Procedure NA for arrivals at FAILS via V522 westbound and V188 west bound.

FAILS 2900 116° (13.9)

(IAF) OYEPA

2900 NoPT 189° (5)

4 NM 099°

NEVTE 098° 278° 4 NM

755± 656 RW28 1207 776± 849 825 1079 1266 1274 1110

(FAF) ULIYE

2400 279° (6.2)

279°

(IF/IAF) WUTUR

2900 NoPT 009° (5)

(IAF) SUVNE

1355 1400 1607 1546 1576 1361 1374 1536 1520

2900 026° (5.1)

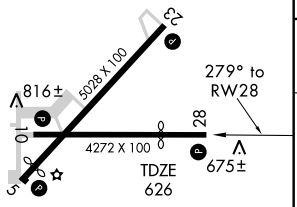
CHARDON CXR

2020

Procedure NA for arrival on CXR VOR/DME airway radials 325 CW 079.

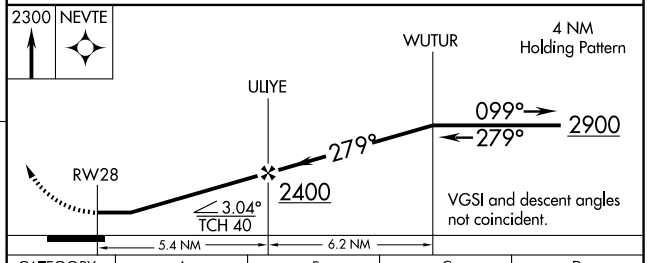
MSA RW28 25 NM 3100

ELEV 626



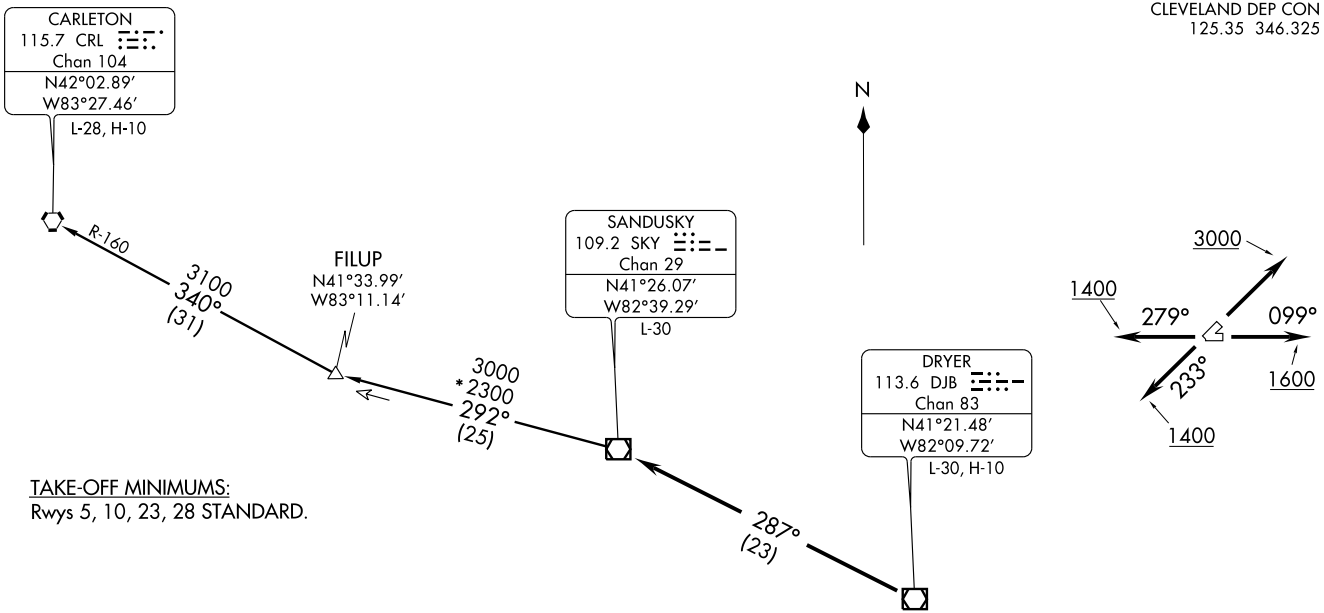
REIL Rwys 5, 10, 23 and 28 L

MIRL Rwys 5-23 and 10-28 L



CATEGORY	A	B	C	D
LNAV MDA	1260-1	634 (700-1)	1260-1¾ 634 (700-1¾)	NA
CIRCLING	1260-1	634 (700-1)	1260-1¾ 634 (700-1¾)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010



TAKE-OFF MINIMUMS:
Rwys 5, 10, 23, 28 STANDARD.

TAKE-OFF OBSTACLES:
Rwy 5: Tree 1453' from DER, 725' right of centerline, 100' AGL/724' MSL.
Bldg 509' from DER, 429' right of centerline, 20' AGL/644' MSL.
Rwy 10: Pole 663' from DER, 64' right of centerline, 52' AGL/675' MSL.
Rwy 23: Tree 634' from DER, 561' right of centerline, 100' AGL/724' MSL.
Stacks 1.8 NM from DER, 1 NM right of centerline, 600' AGL/1207' MSL.
Rwy 28: Tree 1336' from DER, 699' left of centerline, 100' AGL/724' MSL.
Bldg 1101' from DER, 337' right of centerline, 35' AGL/661' MSL.
Stacks 2.1 NM from DER, 4444' left of centerline, 600' AGL/1207' MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only

NOTE: Chart not to scale.

(SKY2.SKY) 09183

SANDUSKY TWO DEPARTURE

SL-753 (FAA)

WILLOUGHBY LOST NATION MUNI (LNN)
WILLOUGHBY, OHIO

SANDUSKY TWO DEPARTURE

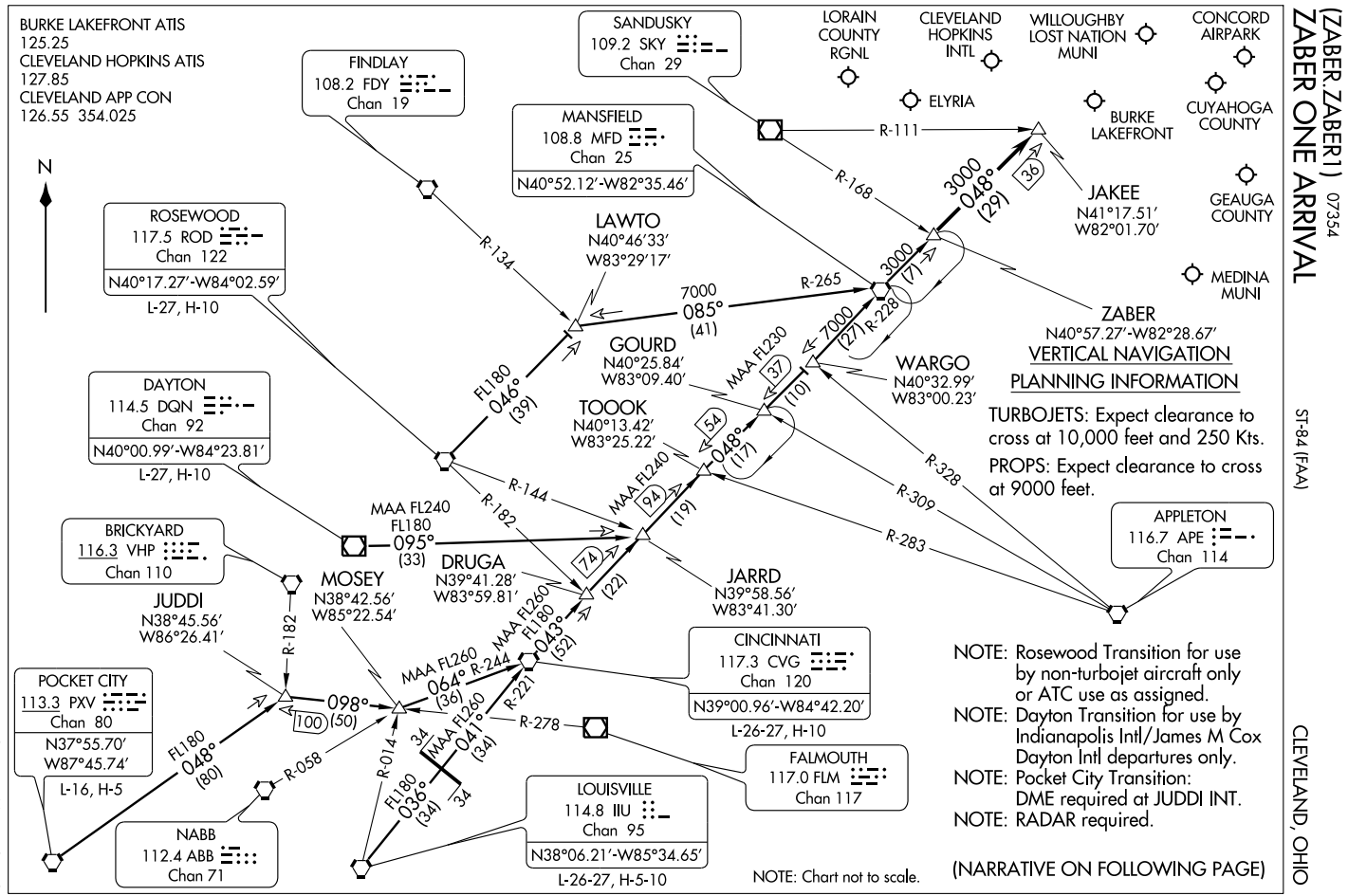
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb via assigned heading to 3000 thence. . . .
TAKE-OFF RUNWAY 10: Climb via heading 099° to 1600 then via assigned heading to 3000, thence. . . .
TAKE-OFF RUNWAY 23: Climb via heading 233° to 1400 then via assigned heading to 3000, thence. . . .
TAKE-OFF RUNWAY 28: Climb via heading 279° to 1400 then via assigned heading to 3000, thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.

EC-2, 14 JAN 2010 to 11 FEB 2010



(ZABER.ZABER1) 07354

ZABER ONE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3579
033°	TDZE	1033
	Apt Elev	1033

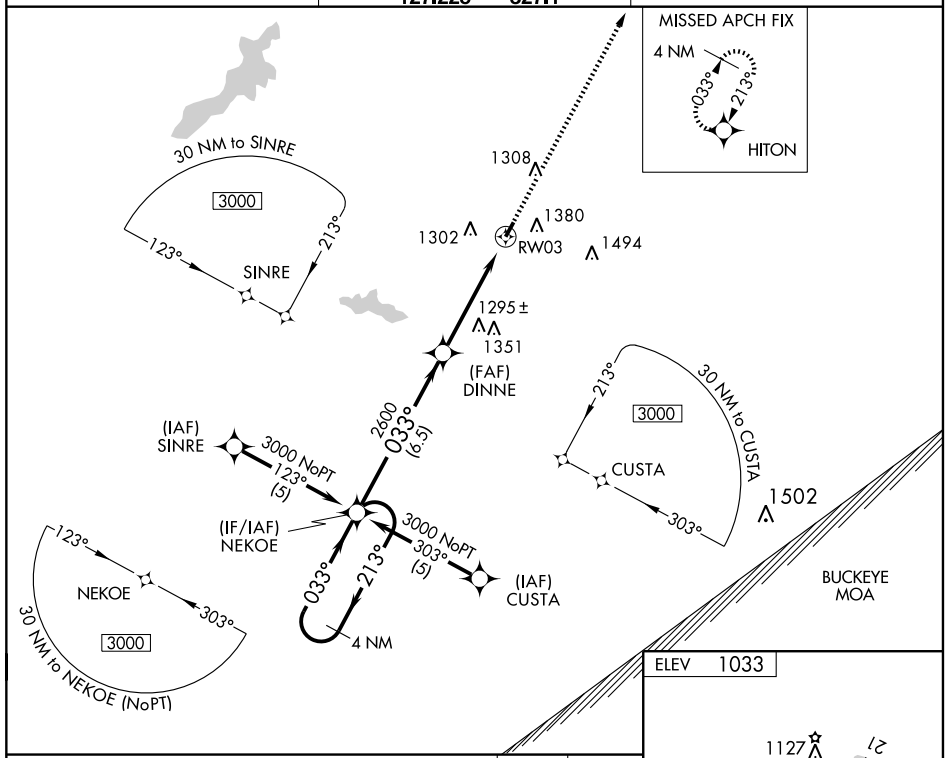
RNAV (GPS) RWY 3

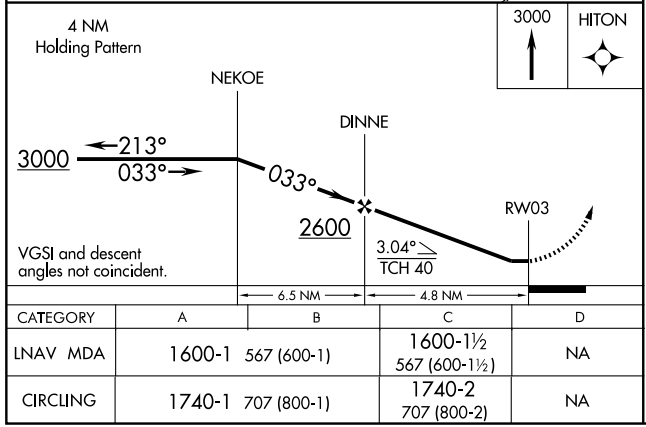
WILMINGTON/CLINTON FIELD (I66)

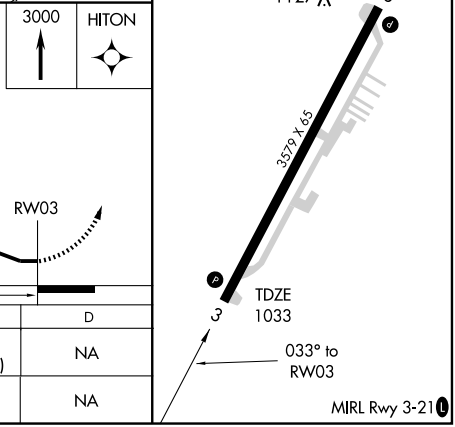
▼ If local altimeter setting not received, use Wilmington/Airborne Airpark altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.
△ NA Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct HITON and hold.

AWOS-3	DAYTON APP CON		UNICOM
124.175	118.85	126.5	123.0 (CTAF) L
	127.225	327.1	







CATEGORY	A	B	C	D
LNAV MDA	1600-1 567 (600-1)		1600-1½ 567 (600-1½)	NA
CIRCLING	1740-1 707 (800-1)		1740-2 707 (800-2)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	3579
CH 99608	213°	TDZE	1033
W21A		Apt Elev	1033

RNAV (GPS) RWY 21

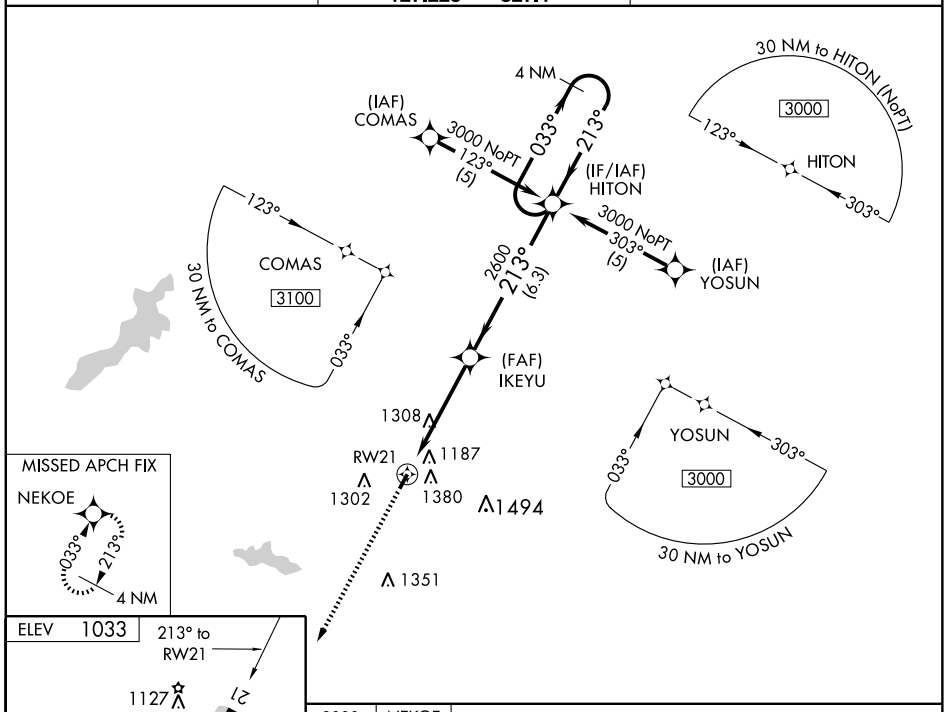
WILMINGTON/CLINTON FIELD (I66)

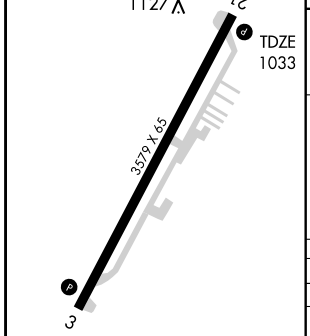
NA

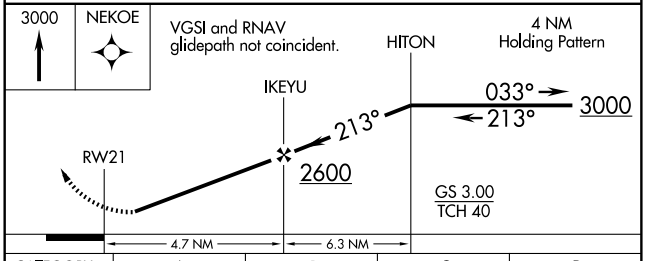
Baro-VNAV NA when using Wilmington/Airborne Airpark altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Wilmington/Airborne Airpark altimeter setting and increase all DA/MDA 20 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct NEKOE and hold.

AWOS-3	DAYTON APP CON		UNICOM
124.175	118.85	126.5	123.0 (CTAF) L
	127.225	327.1	







CATEGORY	A	B	C	D
LPV DA	1491-1¾ 458 (500-1¾)			NA
LNAV/VNAV DA	1589-2 556 (600-2)			NA
LNAV MDA	1640-1 607 (700-1)		1640-1¾ 607 (700-1¾)	NA
CIRCLING	1740-1 707 (800-1)		1740-2 707 (800-2)	NA

MIRL Rwy 3-21 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME MXQ	APP CRS	Rwy Idg	N/A
112.9	331°	TDZE	N/A
Chan 76		Apt Elev	1033

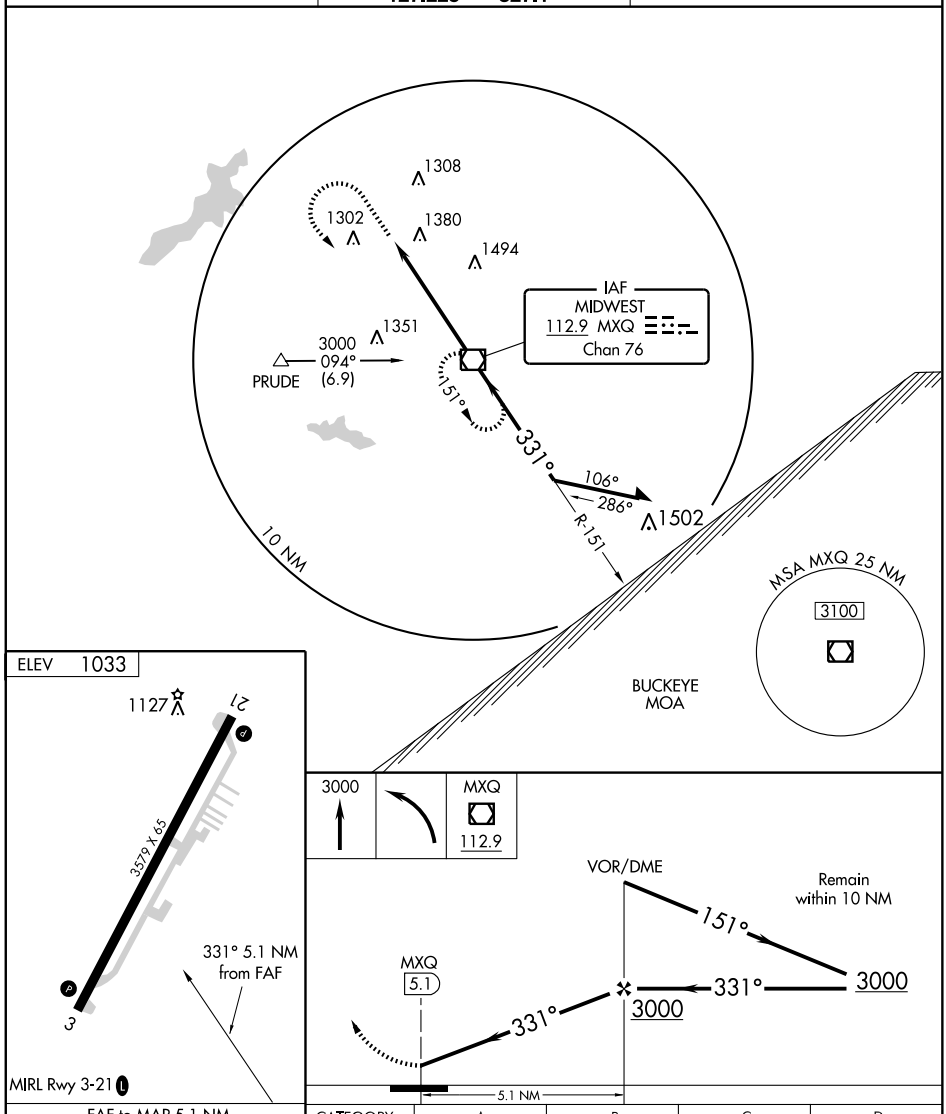
VOR-A

WILMINGTON/CLINTON FIELD (I66)

NA — If local altimeter setting not received, use Wilmington/Airborne Airpark altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3000 then left turn direct MXQ VOR/DME and hold.

AWOS-3	DAYTON APP CON		UNICOM
124.175	118.85	126.5	123.0 (CTAF)
	127.225	327.1	



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
CIRCLING	1740-1	707 (800-1)	1740-2 707 (800-2)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-IYV	APP CRS	Rwy Idg 9000
109.35	041°	TDZE 1046
Chan 30 (Y)		Apt Elev 1077

ILS or LOC RWY 4R

WILMINGTON/AIRBORNE AIRPARK (ILN)

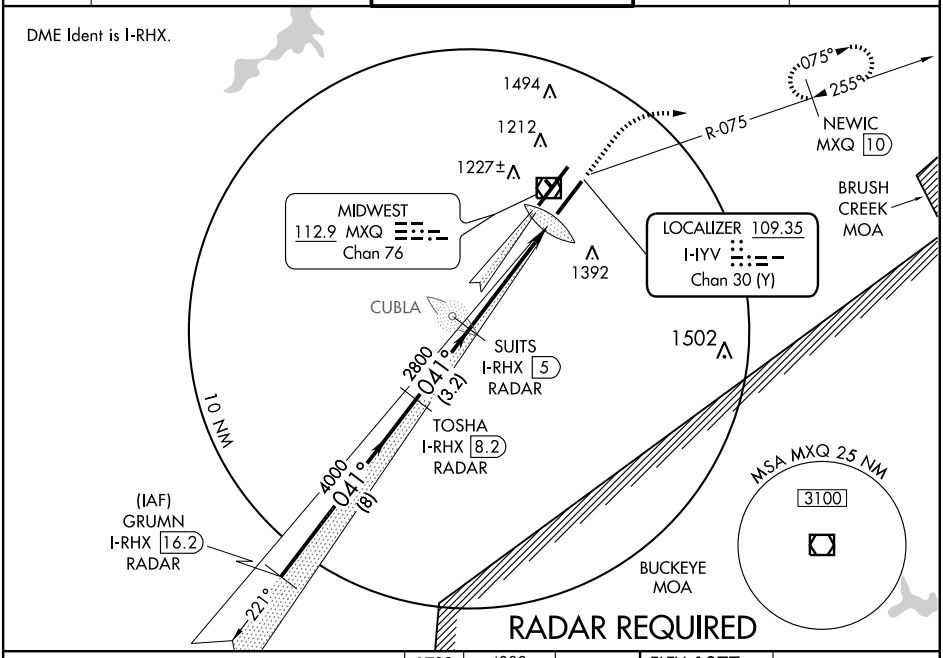
Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain approach lights and rwy lights on CTAF. Simultaneous approach authorized with Rwy 4L. **RVR 1800 authorized with the use of FD or AP or HUD to DA.

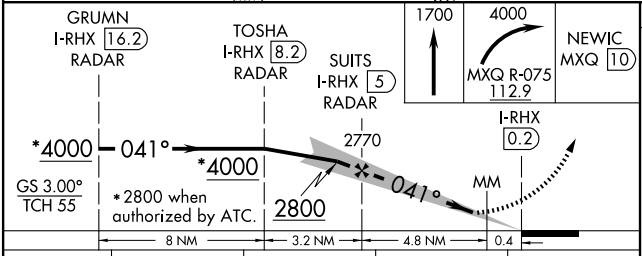
MALSR

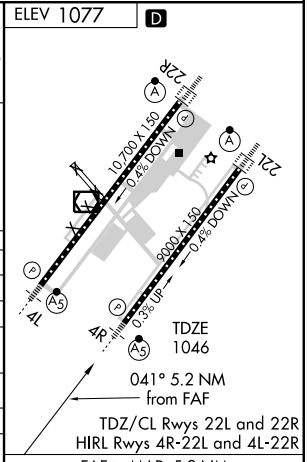
MISSED APPROACH: Climb to 1700, then climbing right turn to 4000 via MXQ R-075 to NEWIC/MXQ 10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6

DME Ident is I-RHX.







CATEGORY	A	B	C	D
S-ILS 4R	**1246/24 200 (200-½)			
S-LOC 4R	1460/24 414 (400-½)		1460/40 414 (400-¾)	
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-ILS 4R	1336-½ 290 (300-½)			
S-LOC 4R	1560-½ 514 (500-½)		1560-1 514 (500-1)	1560-1¼ 514 (500-1¼)
CIRCLING	1740-1 663 (700-1)		1740-1¾ 663 (700-1¾)	1780-2¼ 703 (800-2¼)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-ILN	APP CRS	Rwy Idg	10700
110.7	221°	TDZE	1077
		Apt Elev	1077

ILS or LOC RWY 22R

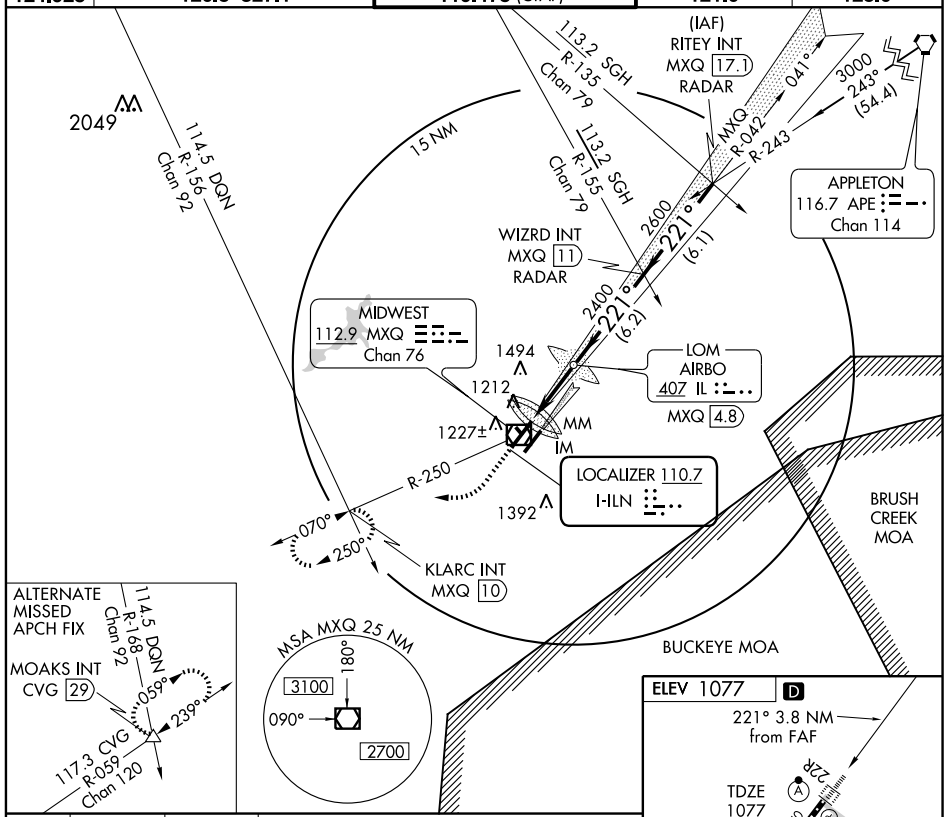
WILMINGTON/AIRBORNE AIRPARK (ILN)

Simultaneous approaches authorized with ILS RWY 22L.
DME from MXQ VOR/DME

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 4000 via MXQ R-250 to KLARC Int/MXQ 10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6



TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

CATEGORY	A	B	C	D
S-ILS 22R	1277/18	200 (200-½)		
S-LOC 22R	1400/24	323 (400-½)		1400/40 323 (400-¾)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1640-2 563 (600-2)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-HWM	APP CRS	Rwy Idg	10700
110.7	041°	TDZE	1057
		Apt Elev	1077

ILS RWY 4L

WILMINGTON/ AIRBORNE AIRPARK (ILN)

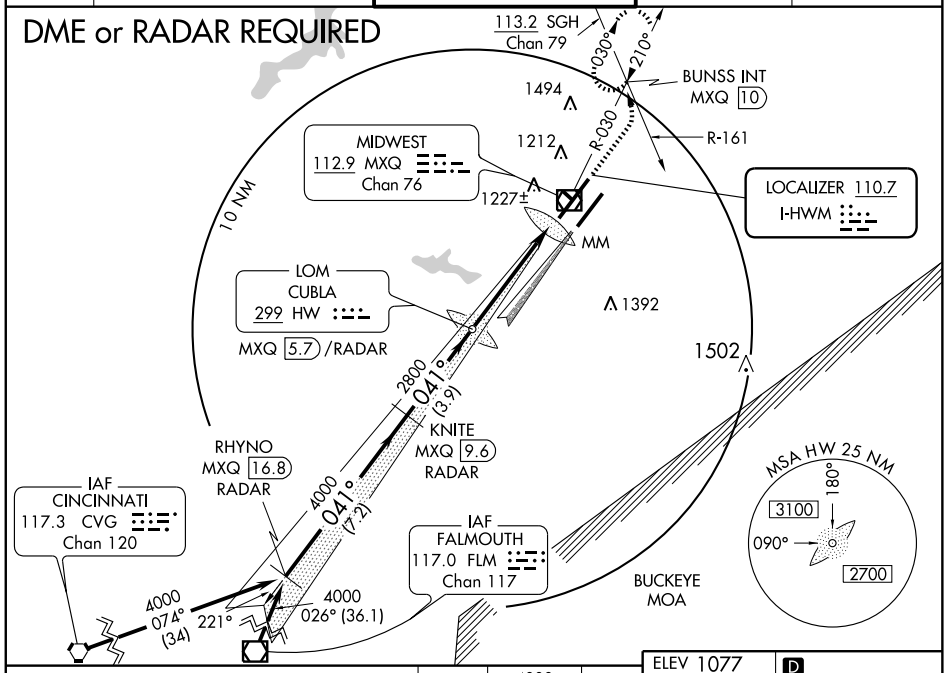
Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain approach lights and runway lights on CTAF. Simultaneous approaches authorized with Rwy 4R. Use MXQ DME when on LOC course.

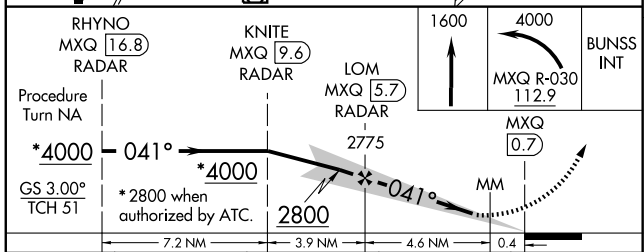
MALSR

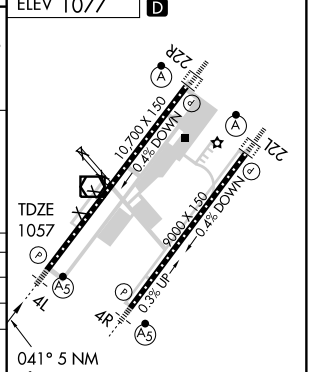
MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 via MXQ R-030 to BUNSS Int/MXQ 10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6

DME or RADAR REQUIRED







CATEGORY	A	B	C	D
S-ILS 4L	1257/24 200 (200-½)			
S-LOC 4L	1460/24 403 (400-½)		1460/40 403 (400-¾)	
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-ILS 4L	1347-½ 290 (300-½)			
S-LOC 4L	1560-½ 503 (500-½)		1560-1 503 (500-1)	1560-1¼ 503 (500-1¼)
CIRCLING	1740-1 663 (700-1)		1740-1¾ 663 (700-1¾)	1780-2¼ 703 (800-2¼)

TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-RHX	APP CRS	Rwy Idg 9000
109.35	221°	TDZE 1077
Chan 30 (Y)		Apt Elev 1077

ILS RWY 22L

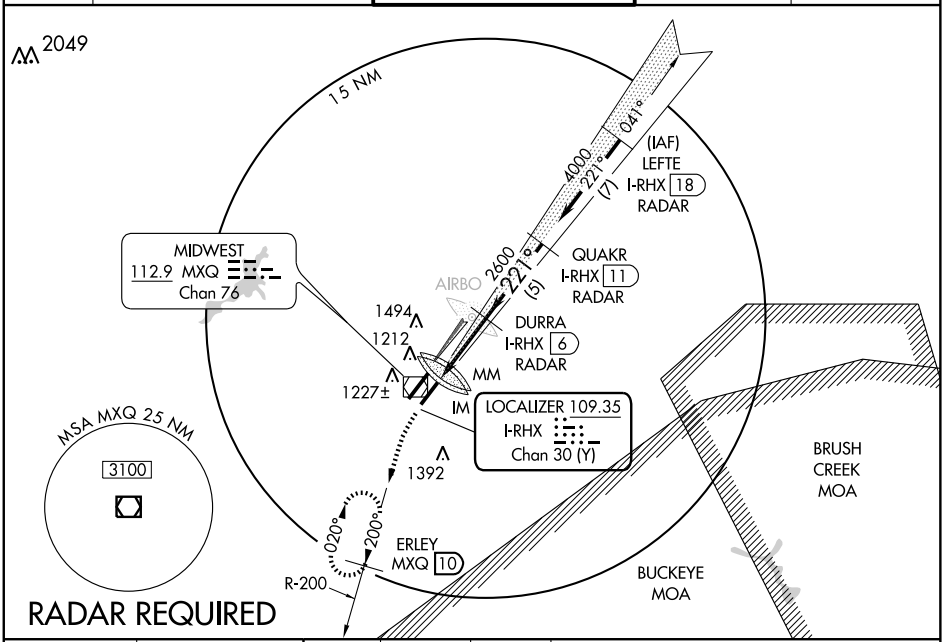
WILMINGTON/AIRBORNE AIRPARK(ILN)

Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain approach lights and rwy lights on CTAF. Simultaneous approaches authorized with Rwy 22R.

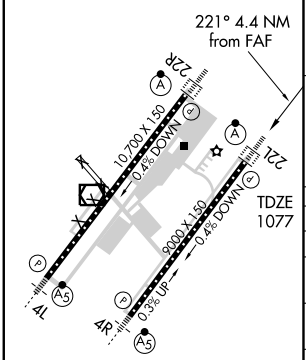
ALSF2

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via MXQ R-200 to ERLEY/MXQ 10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6

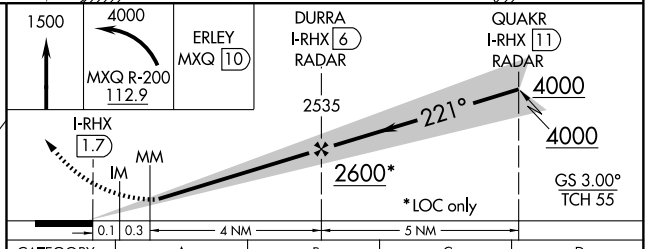


ELEV 1077 D



TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-ILS 22L	1277/18 200 (200-½)			
S-LOC 22L	1460/24 383 (400-½)			1460/50 383 (400-1)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-ILS 22L	1367-½ 290 (300-½)			
S-LOC 22L	1540-½ 463 (500-½)		1540-¾ 463 (500-¾)	1540-1 463 (500-1)
CIRCLING	1740-1 663 (700-1)		1740-1¾ 663 (700-1¾)	1780-2¼ 703 (800-2¼)

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-RHX	APP CRS	Rwy Idg 9000
109.35	221°	TDZE 1077
Chan 30 (Y)		Apt Elev 1077

ILS RWY 22L (CAT II)

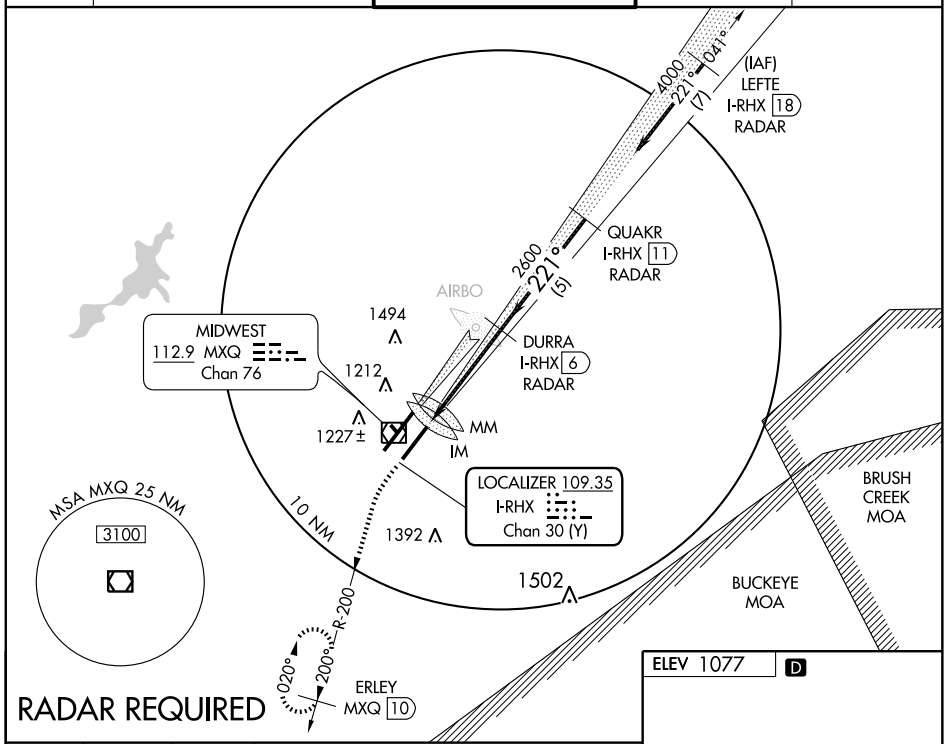
WILMINGTON/AIRBORNE AIRPARK (ILN)

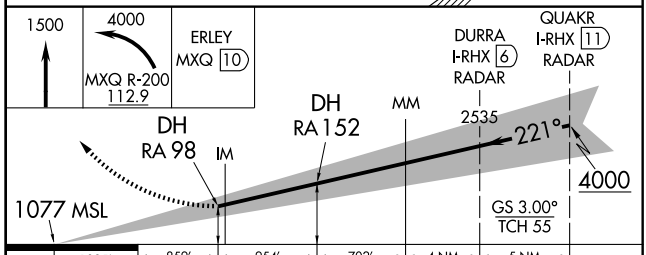
Obtain approach lights and rwy lights on CTAF.
Simultaneous approaches authorized with Rwy 22R.

ALSF2

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via MXQ R-200 to ERLEY/MXQ 10 DME and hold.

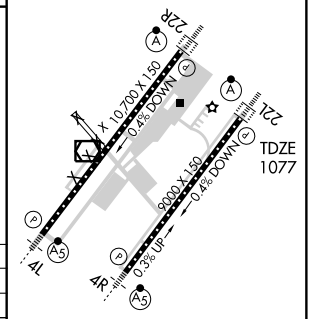
ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6





CATEGORY	A	B	C	D
S-ILS 22L	RA 152/16 150 DA 1227			
S-ILS 22L	RA 98/12 100 DA 1177			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-ILN	APP CRS	Rwy ldg	10700
110.7	221°	TDZE	1077
		Apt Elev	1077

ILS RWY 22R (CAT II)

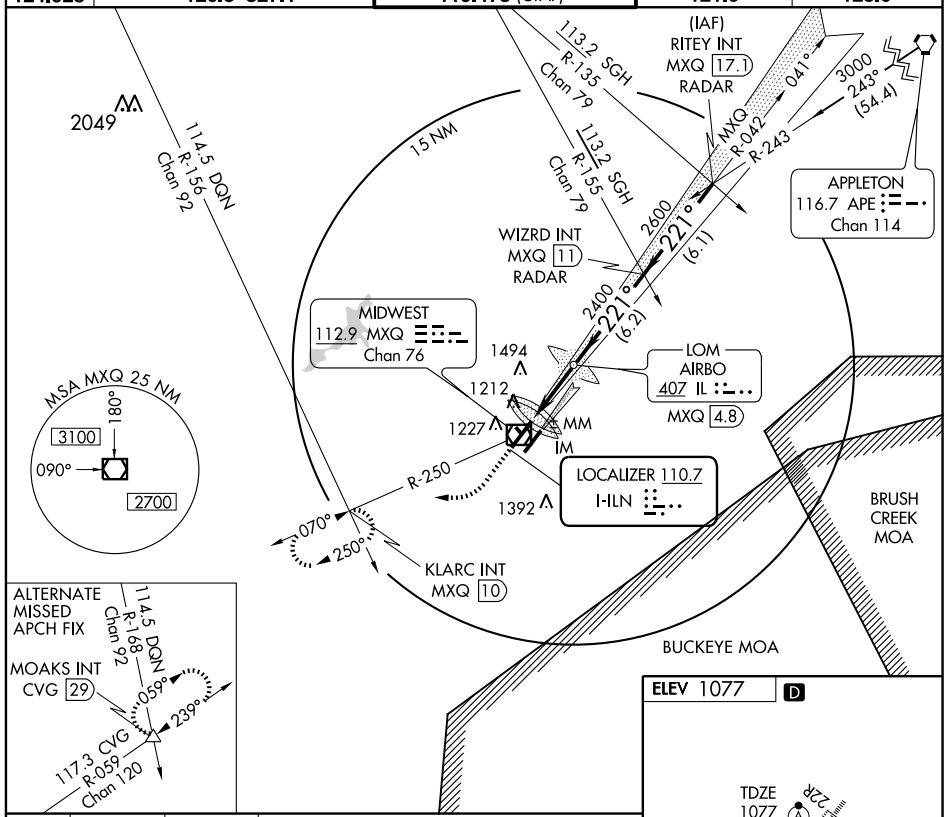
WILMINGTON/AIRBORNE AIRPARK (ILN)

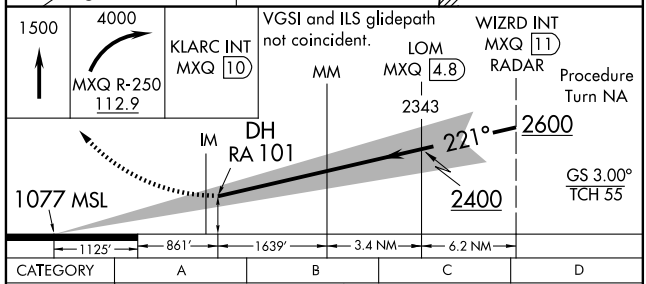
Simultaneous approaches authorized with ILS RWY 22L.
DME from MXQ VOR/DME

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 4000 via MXQ R-250 to KLARC Int/MXQ 10 DME and hold.

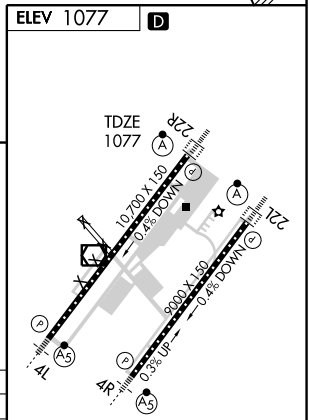
ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6





CATEGORY	A	B	C	D
S-ILS 22R	RA 101/12 100 DA 1177			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-ILN	APP CRS	Rwy Idg	10700
110.7	221°	TDZE	1077
		Apt Elev	1077

ILS RWY 22R (CAT III)

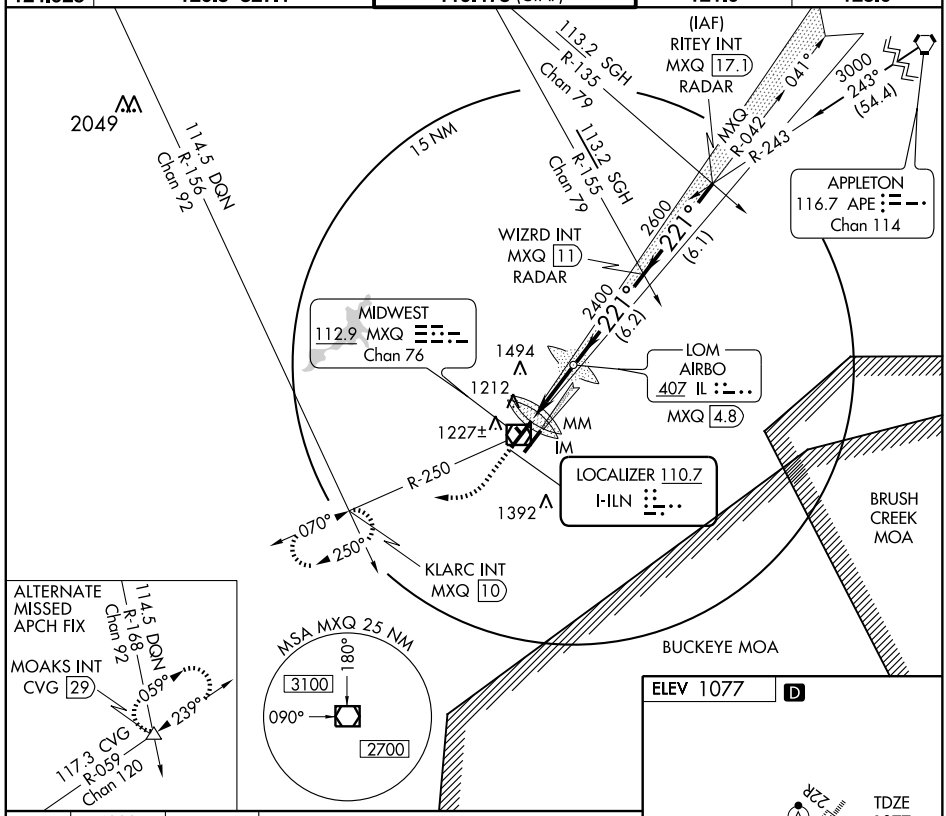
WILMINGTON/AIRBORNE AIRPARK (ILN)

Simultaneous approaches authorized with ILS RWY 22L.
DME from MXQ VOR/DME

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 4000 via MXQ R-250 to KLARC Int/MXQ 10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6



CATEGORY	A	B	C	D
S-ILS 22R		CAT IIIa	RVR 07	
S-ILS 22R		CAT IIIb	RVR 06	
S-ILS 22R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

EC-2, 14 JAN 2010 to 11 FEB 2010

LOM HW	APP CRS	Rwy Idg	10700
299	042°	TDZE	1057
		Apt Elev	1077

NDB RWY 4L

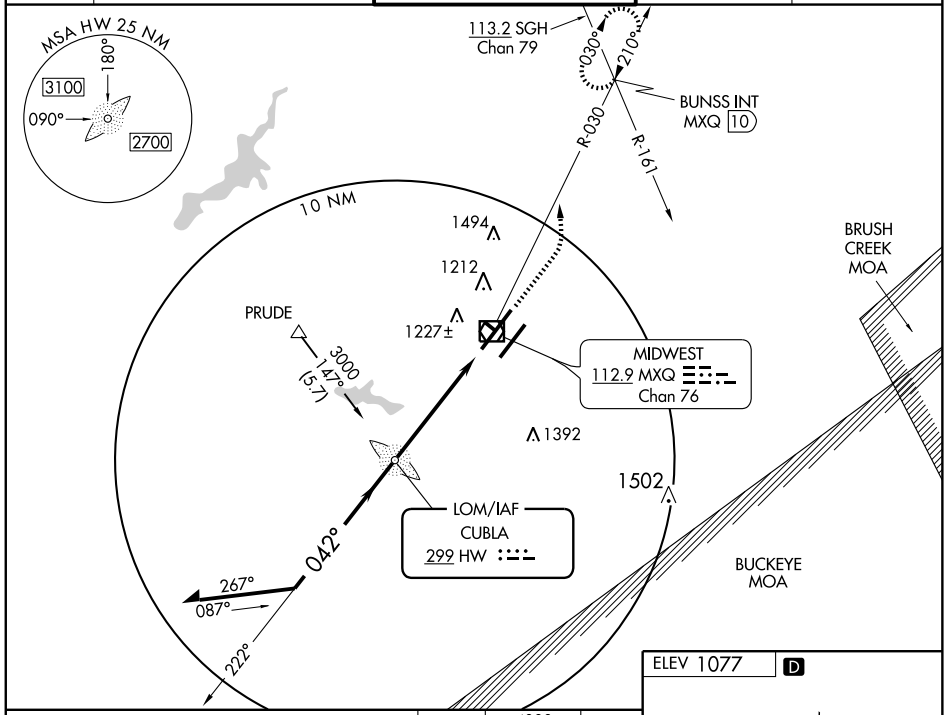
WILMINGTON/ AIRBORNE AIRPARK (ILN)

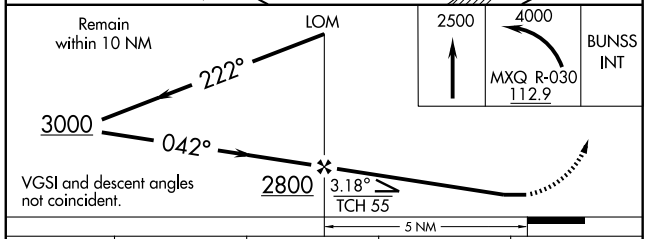
T NA — Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain HIRL Rwy 4L-22R, MALSR Rwy 4L and ALSF-2 Rwy 22R on CTAF.

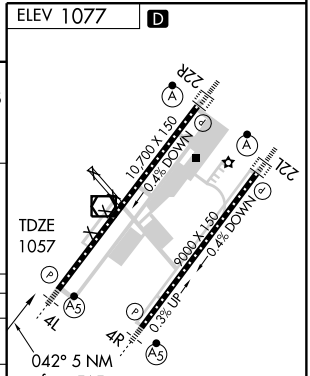
MALSR

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 via MXQ R-030 to BUNSS Int/10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6







TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

CATEGORY	A	B	C	D
S-4L	1520/40 463 (500-¾)			1520/60 463 (500-1¼)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-4L	1600-¾ 543 (600-¾)		1600-1 543 (600-1)	1600-1½ 543 (600-1½)
CIRCLING	1740-1 663 (700-1)		1740-1¾ 663 (700-1¾)	1780-2¼ 703 (800-2¼)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2. 14 JAN 2010 to 11 FEB 2010

LOM IL	APP CRS	Rwy Idg	10700
407	221°	TDZE	1077
		Apt Elev	1077

NDB RWY 22R

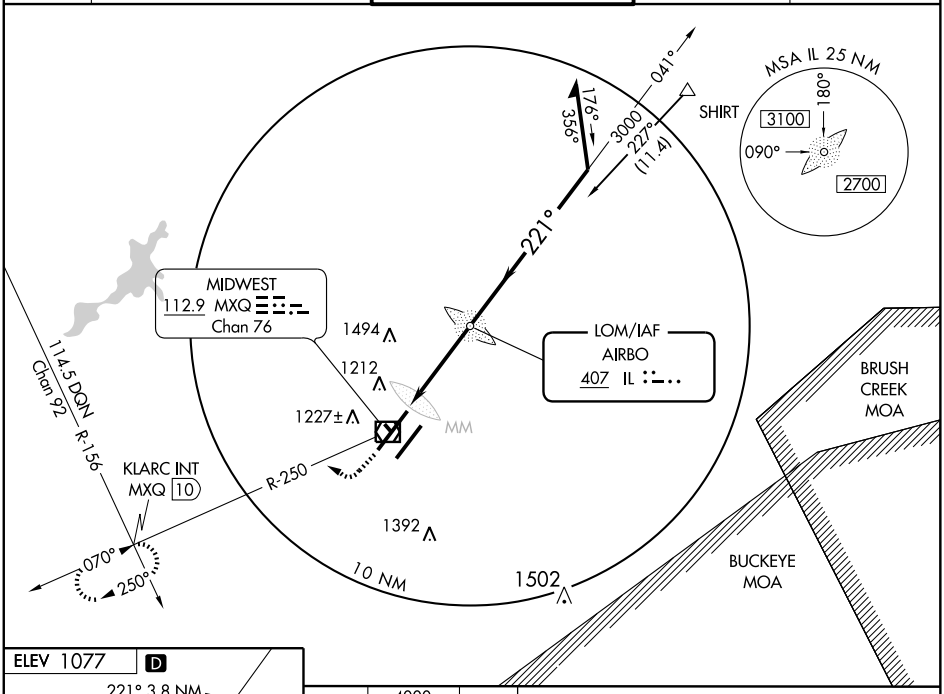
WILMINGTON/AIRBORNE AIRPARK (ILN)

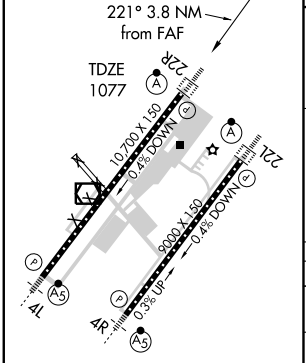
T NA — Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain HIRL Rwy 4L-22R, MALSR Rwy 4L and ALSF-2 Rwy 22R on CTAF.

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 via MXQ R-250 to KLARC Int/MXQ 10 DME and hold.

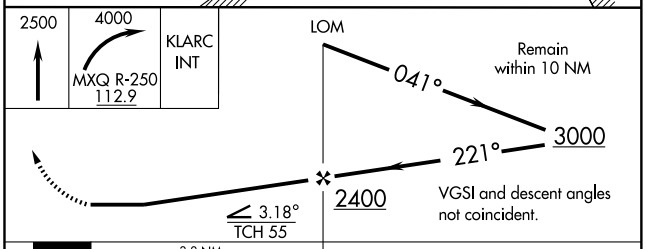
ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6





TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-22R	1580/40 503 (600-¾)		1580/50 503 (600-1)	1580/60 503 (600-1¼)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-22R	1660-¾ 583 (600-¾)		1660-1 583 (600-1)	1660-1½ 583 (600-1½)
CIRCLING	1740-1 663 (700-1)		1740-1¾ 663 (700-1¾)	1780-2¼ 703 (800-2¼)

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	10700
CH 62914	041°	TDZE	1057
W04A		Apt Elev	1077

RNAV (GPS) RWY 4L

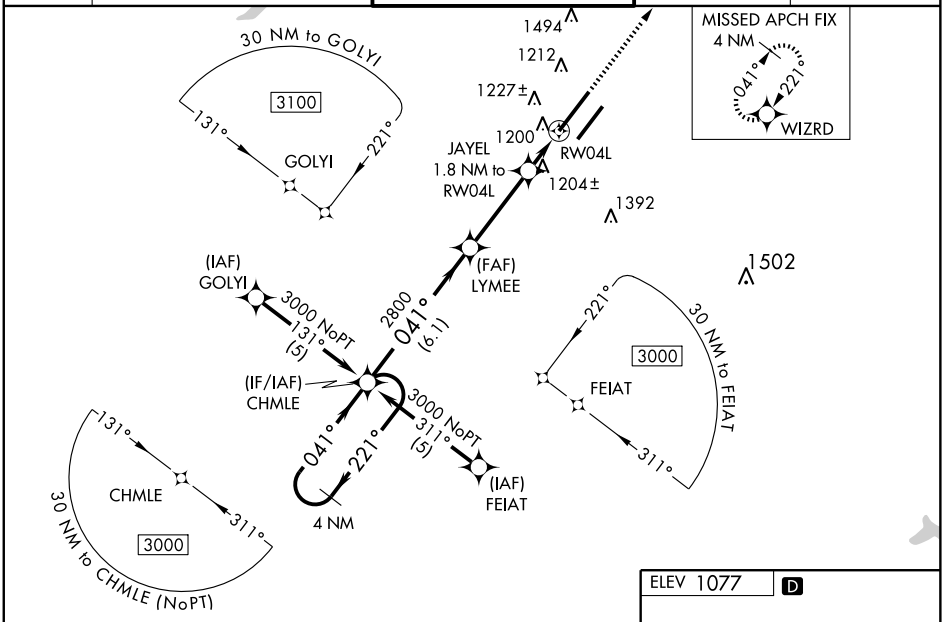
WILMINGTON/ AIRBORNE AIRPARK (ILN)

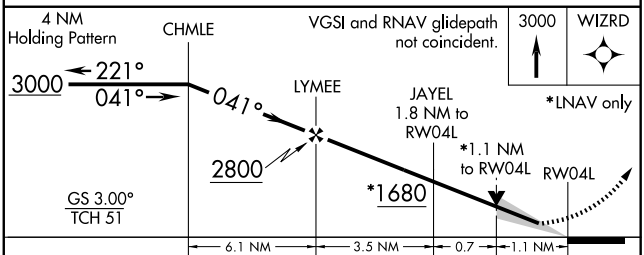
For inoperative MALSR when using James M. Cox Dayton Intl altimeter setting, increase LPV visibility to RVR 5000 all Cats. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.When local altimeter not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 90 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and Circling Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using James M. Cox Dayton Intl altimeter setting.

MALSR

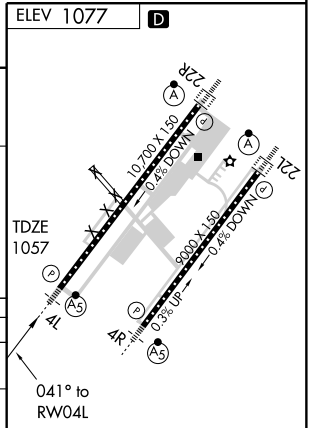
MISSED APPROACH: Climb to 3000 direct WIZRD and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6





CATEGORY	A	B	C	D
LPV DA	1257/24 200 (200-½)			
LNAV/VNAV DA	1505/50 448 (500-1)			
LNAV MDA	1460/24 403 (400-½)		1460/40 403 (400-¾)	1460/50 403 (400-1)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)



TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	10700
CH 40214	221°	TDZE	1077
W22A		Apt Elev	1077

RNAV (GPS) RWY 22R

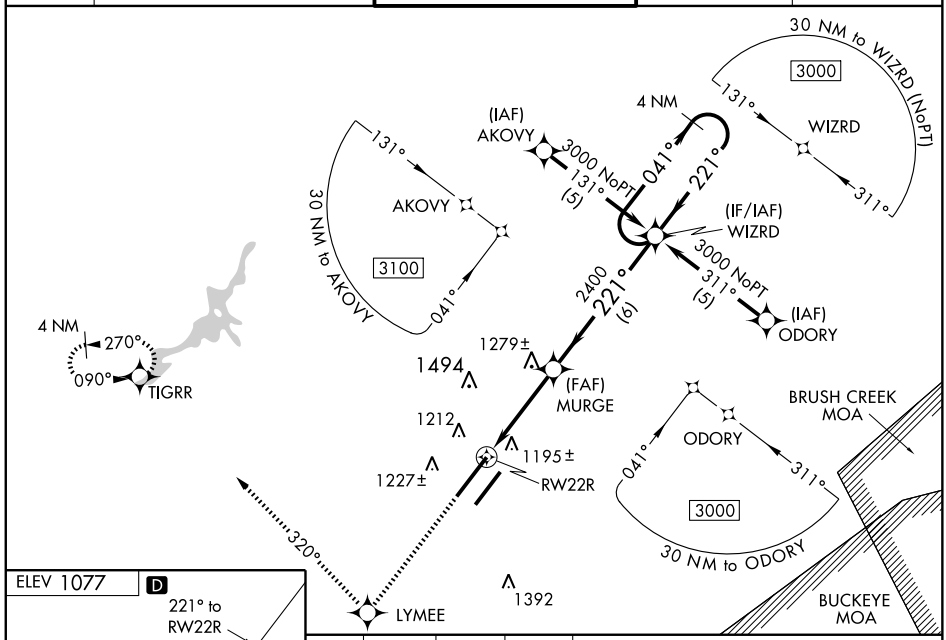
WILMINGTON/ AIRBORNE AIRPARK (ILN)

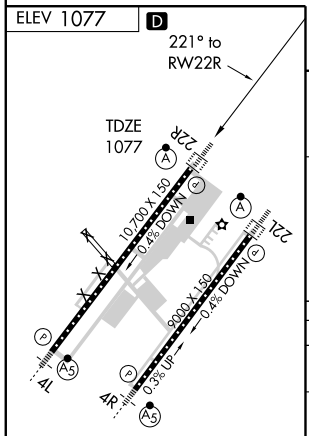
For inoperative ALSF-2 when using James M. Cox Dayton Intl altimeter setting, increase LPV visibility to RVR 5000 all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 90 feet and all MDA 100 feet. Increase LNAV/VNAV visibility to RVR 6000 all Cats, LNAV visibility Cat C to RVR 5000, Cat D to RVR 6000, and Circling Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using James M. Cox Dayton Intl altimeter setting.

ALSF-2

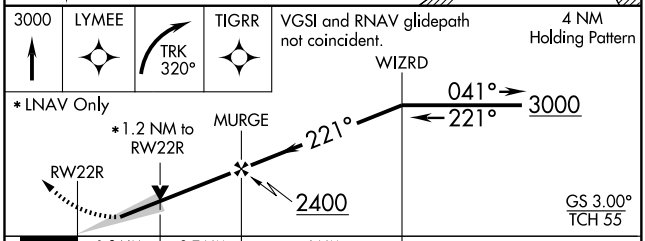
MISSED APPROACH: Climb to 3000 direct LYMEE and right turn via track 320° to TIGRR and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6





TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R



CATEGORY	A	B	C	D
LPV DA	1277/24 200 (200-½)			
LNAV/VNAV DA	1497/50 420 (500-1)			
LNAV MDA	1540/24 463 (500-½)		1540/40 463 (500-¾)	1540/50 463 (500-1)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME MXQ	APP CRS	Rwy Idg	10700
112.9	225°	TDZE	1077
Chan 76		Apt Elev	1077

VOR/DME RWY 22R

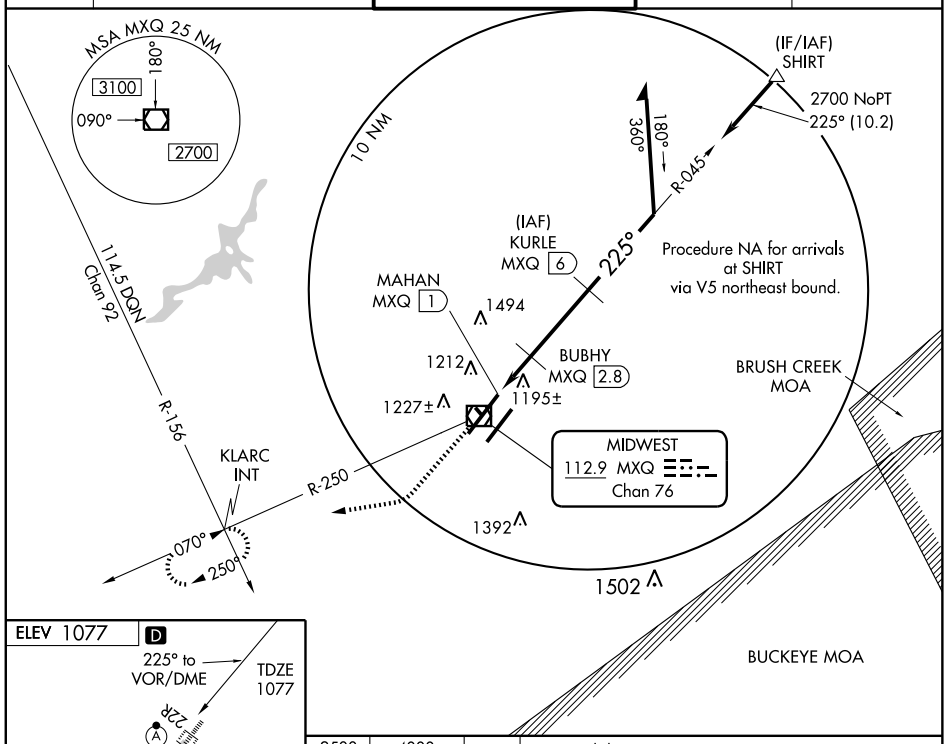
WILMINGTON/AIRBORNE AIRPARK (ILN)

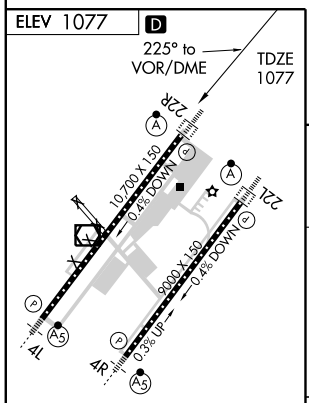
For inoperative ALSF-2, increase S-22R Cat D visibility to RVR 6000. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-22R Cat C and Circling Cat C/D visibility ¼ mile. VDP NA when using James M. Cox Dayton Intl altimeter setting.

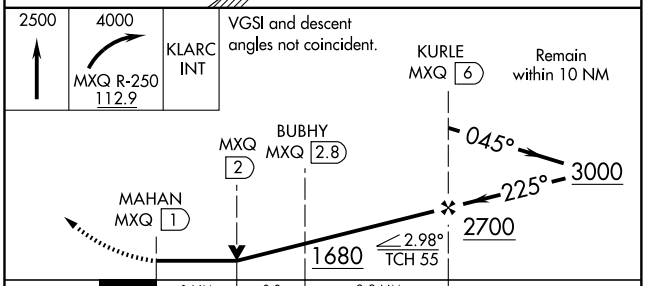
ALSF-2

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 via MXQ VOR/DME R-250 to KLARC INT and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6







CATEGORY	A	B	C	D
S-22R	1460/24 383 (400-½)			1460/50 383 (400-1)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)

TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME MXQ	APP CRS	Rwy Idg	10700
112.9	039°	TDZE	1057
Chan 76		Apt Elev	1077

VOR or GPS RWY 4L

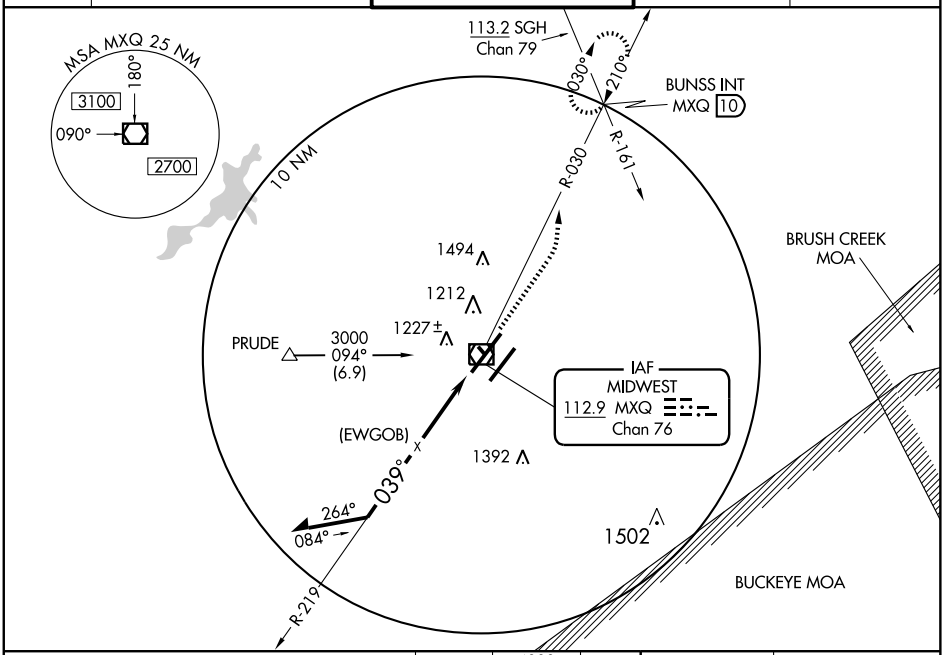
WILMINGTON/AIRBORNE AIRPARK (ILN)

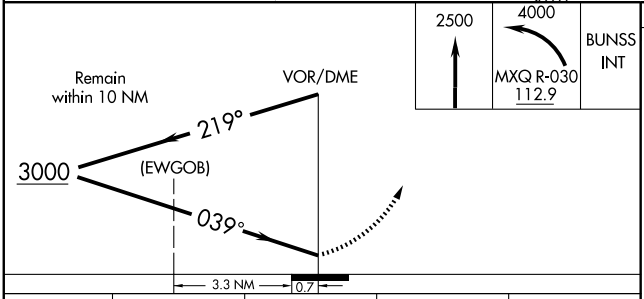
Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain HIRL Rwy 4L-22R, MALSR Rwy 4L and ALSF-2 Rwy 22R on CTAF.

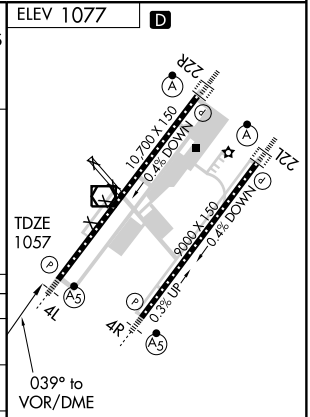
MALSR

MISSED APPROACH: Climb to 2500, then climbing left turn to 4000 via MXQ R-030 to BUNSS Int/MXQ 10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6







CATEGORY	A	B	C	D
S-4L	1520/24 463 (500-½)		1520/40 463 (500-¾)	1520/60 463 (500-1¼)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-4L	1620-½ 563 (600-½)		1620-1 563 (600-1)	1620-1¼ 563 (600-1¼)
CIRCLING	1740-1 663 (700-1)		1740-1¾ 663 (700-1¾)	1780-2¼ 703 (800-2¼)

TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME MXQ	APP CRS	Rwy Idg	10700
112.9	225°	TDZE	1077
Chan 76		Apt Elev	1077

VOR RWY 22R

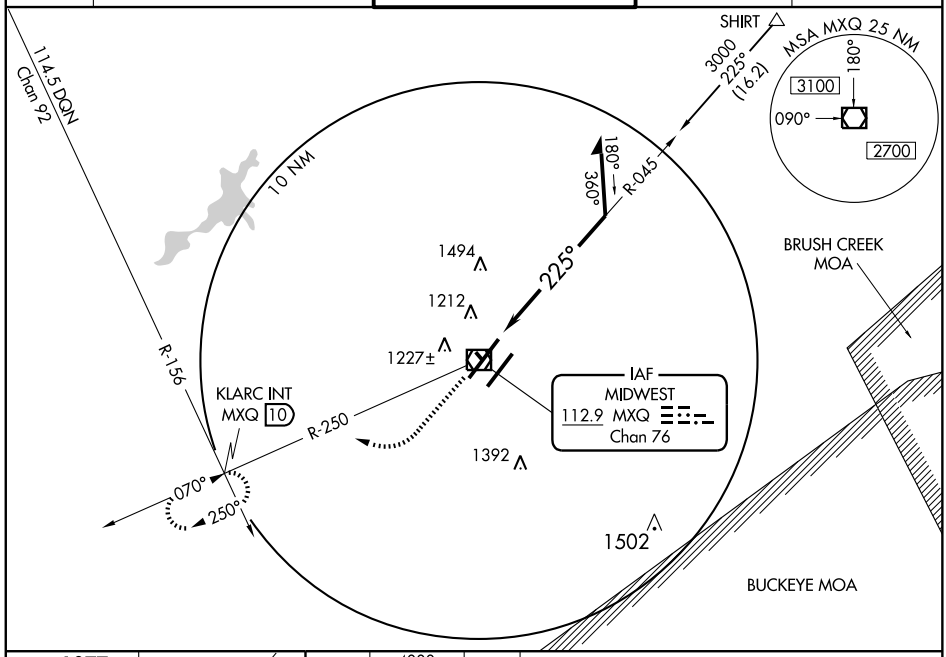
WILMINGTON/AIRBORNE AIRPARK (ILN)

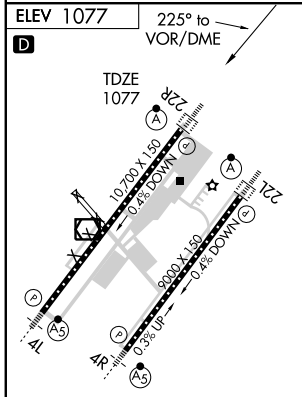
Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain HIRL Rwy 4L-22R, MALSR Rwy 4L and ALSF-2 Rwy 22R on CTAF.

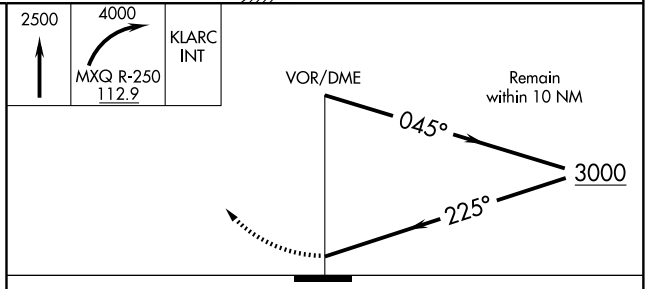
ALSF-2

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 via MXQ R-250 to KLARC Int/MXQ 10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6







CATEGORY	A	B	C	D
S-22R	1640/24 563 (600-½)		1640/50 563 (600-1)	1640/60 563 (600-1¼)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-22R	1740-½ 663 (700-½)		1740-1¼ 663 (700-1¼)	1740-1½ 663 (700-1½)
CIRCLING	1740-1 663 (700-1)		1740-1¾ 663 (700-1¾)	1780-2¼ 703 (800-2¼)

TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME AIR	APP CRS	Rwy Idg	3805
117.1	229°	TDZE	1195
Chan 118		Apt Elev	1195

VOR/DME or GPS RWY 25

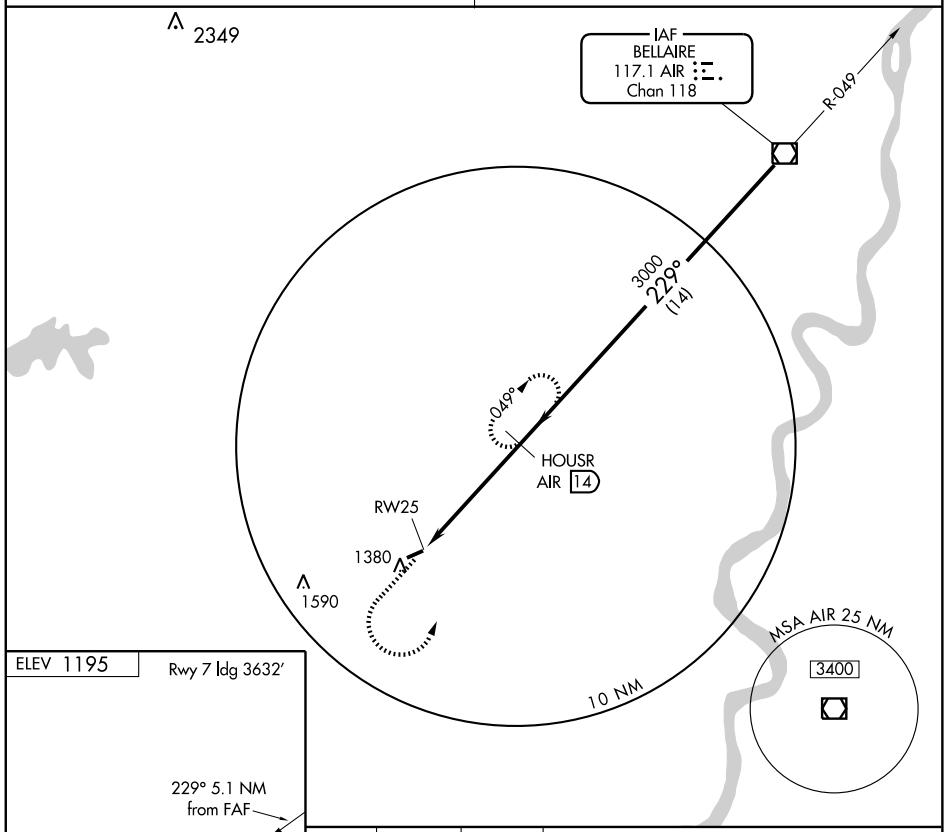
WOODSFIELD/MONROE COUNTY (4G5)

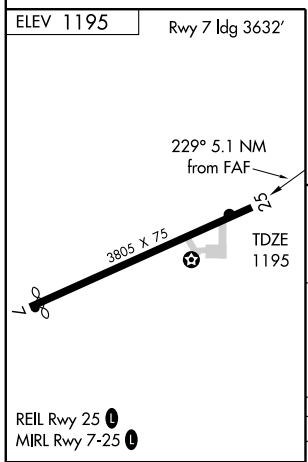
NA

Use Parkersburg, WV altimeter setting.

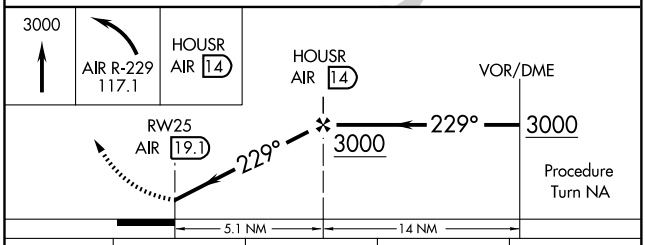
MISSED APPROACH: Climb to 3000 then left turn via AIR R-229 to HOUSR/14 DME and hold.

CLEVELAND CENTER	UNICOM
120.4 257.975	122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-25	1820-1 625 (700-1)		1820-1¾ 625 (700-1¾)	NA
CIRCLING	1880-1 685 (700-1)		1880-2 685 (700-2)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5191
097°	TDZE	1113
	Apt Elev	1136

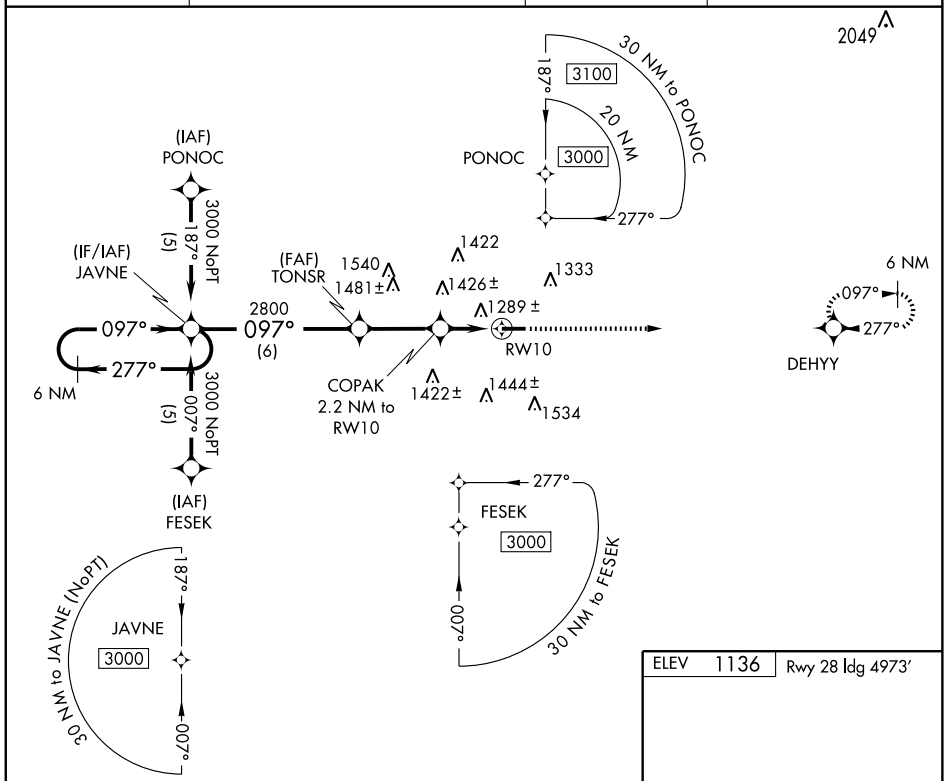
RNAV (GPS) RWY 10

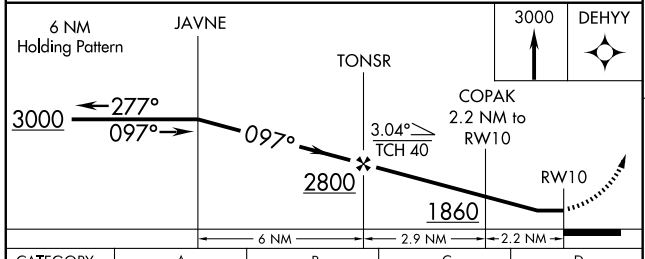
WOOSTER / WAYNE COUNTY (BJJ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 60 feet.

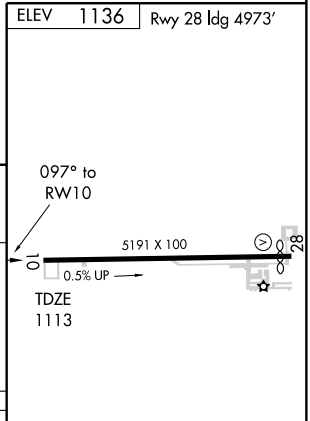
MISSED APPROACH: Climb to 3000 direct DEHYY and hold.

ASOS	AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
118.075	118.6 323.0	121.75	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1540-1	427 (500-1)	1540-1¼ 427 (500-1¼)	1540-1½ 427 (500-1½)
CIRCLING	1600-1	464 (500-1)	1600-1½ 464 (500-1½)	1700-2 564 (600-2)



REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 82215 W28A	APP CRS 277°	Rwy ldg 4973 TDZE 1134 Apt Elev 1136

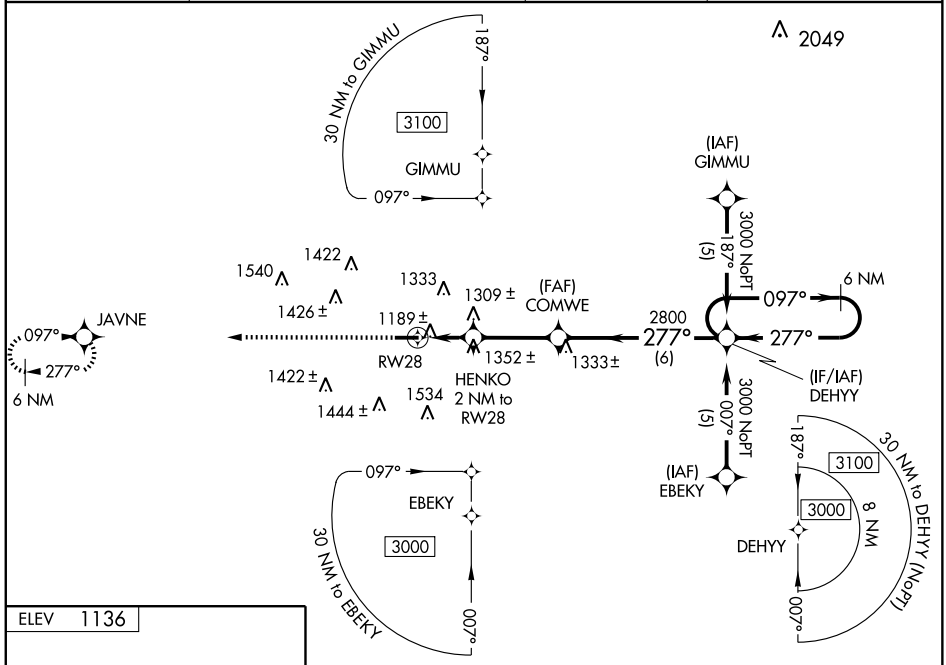
RNAV (GPS) RWY 28

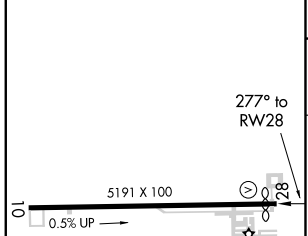
WOOSTER / WAYNE COUNTY (BJJ)

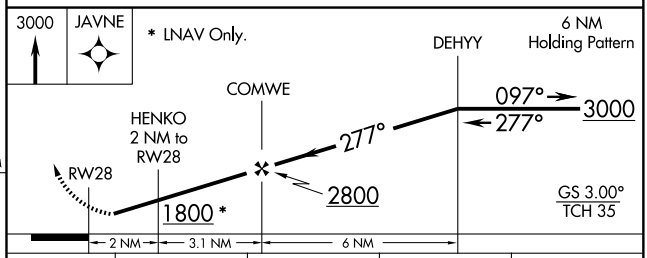
Baro-VNAV NA when using Akron-Canton Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all DA and MDA 60 feet, increase LPV visibility all Cats ¼ mile, and increase LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JAVNE and hold.

ASOS	AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
118.075	118.6 323.0	121.75	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1398-1 264 (300-1)			
LNAV/VNAV DA	1452-1¼ 318 (400-1¼)			
LNAV MDA	1560-1 426 (500-1)		1560-1¼ 426 (500-1¼)	
CIRCLING	1600-1 464 (500-1)		1600-1½ 464 (500-1½)	1700-2 564 (600-2)

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WOOSTER, OHIO

AL-5663 (FAA)

09351

VOR/DME BSV	APP CRS	Rwy Idg	5191
112.4	115°	TDZE	1113
Chan 71		Apt Elev	1136

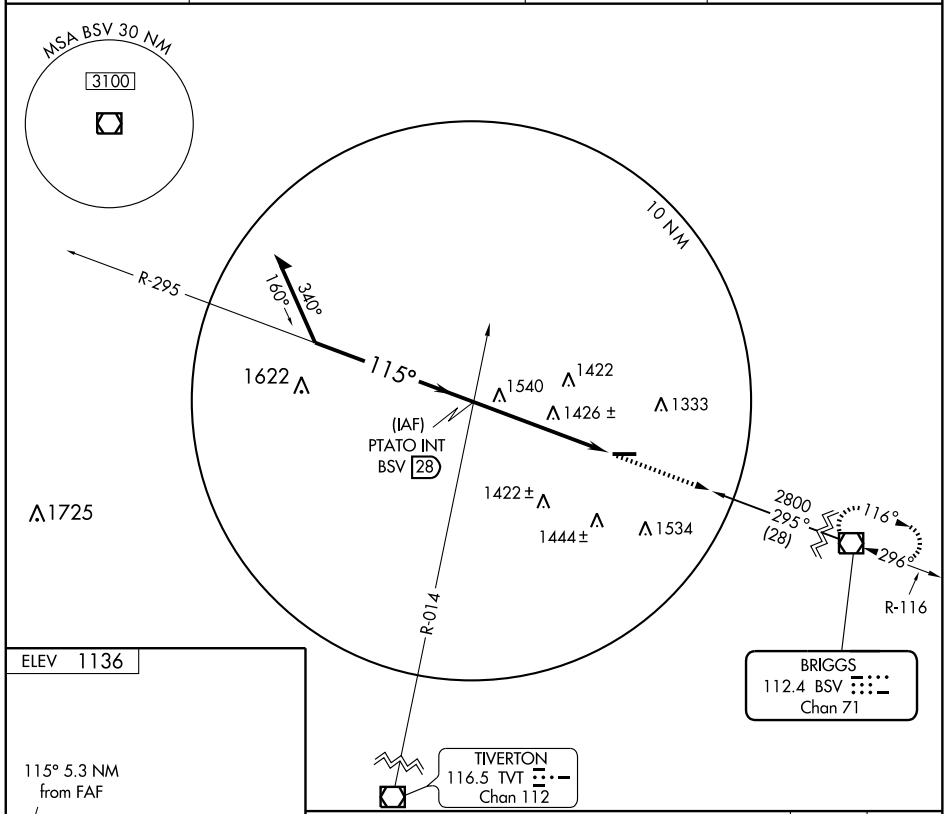
VOR RWY 10

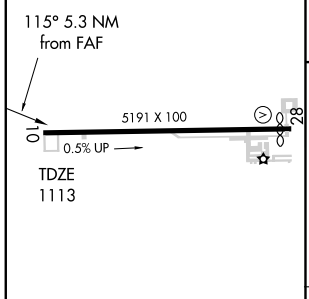
WOOSTER / WAYNE COUNTY (BJJ)

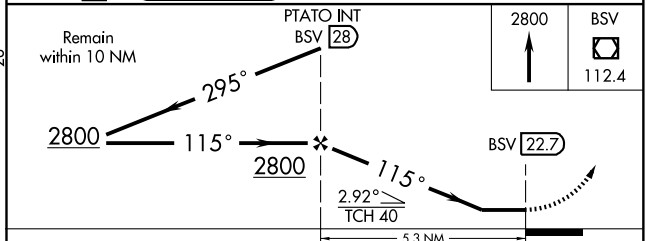
Visibility reduction by helicopters NA. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 60 feet; increase S-10 Cat C/D and Circling Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2800 direct BSV VOR/DME and hold.

ASOS	AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
118.075	118.6 323.0	121.75	122.8 (CTAF) L







REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-10	1840-1 727 (800-1)	1840-1¼ 727 (800-1¼)	1840-2 727 (800-2)	1840-2¼ 727 (800-2¼)
CIRCLING	1840-1 704 (800-1)	1840-1¼ 704 (800-1¼)	1840-2 704 (800-2)	1840-2¼ 704 (800-2¼)

EC-2, 14 JAN 2010 to 11 FEB 2010

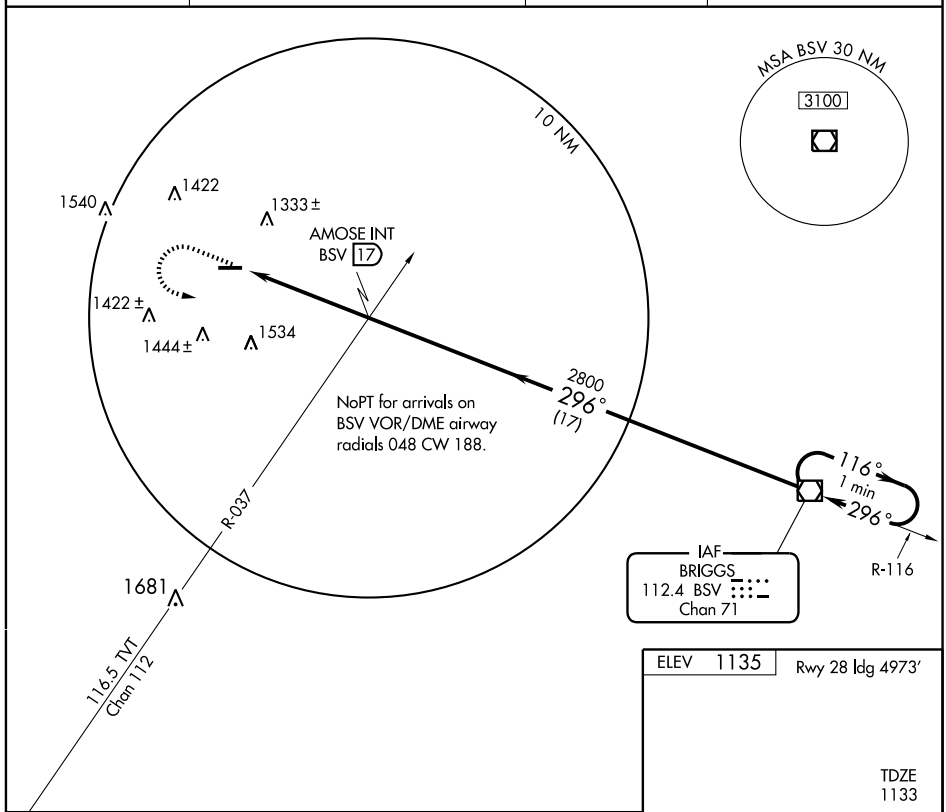
VOR/DME BSV	APP CRS	Rwy Idg	4973
112.4	296°	TDZE	1133
Chan 71		Apt Elev	1135

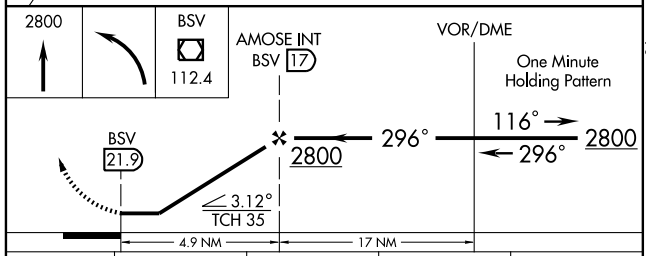
VOR RWY 28

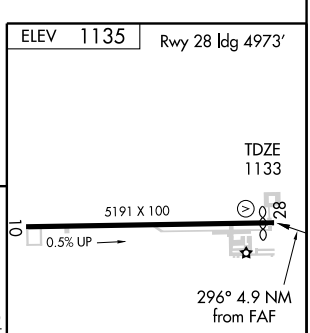
WOOSTER / WAYNE COUNTY (BJJ)

MISSED APPROACH: Climb to 2800, then left turn direct BSV VOR/DME and hold.

ASOS	AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
118.075	118.6 323.0	121.75	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-28	1660-1 527 (600-1)	1660-1¼ 527 (600-1¼)	1660-1½ 527 (600-1½)	1660-1¾ 527 (600-1¾)
CIRCLING	1660-1 525 (600-1)	1660-1¼ 525 (600-1¼)	1660-1½ 525 (600-1½)	1700-2 565 (600-2)

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2. 14 JAN 2010 to 11 FEB 2010

NDB HBD 408	APP CRS 260°	Rwy Idg N/A TDZE N/A Apt Elev 1057

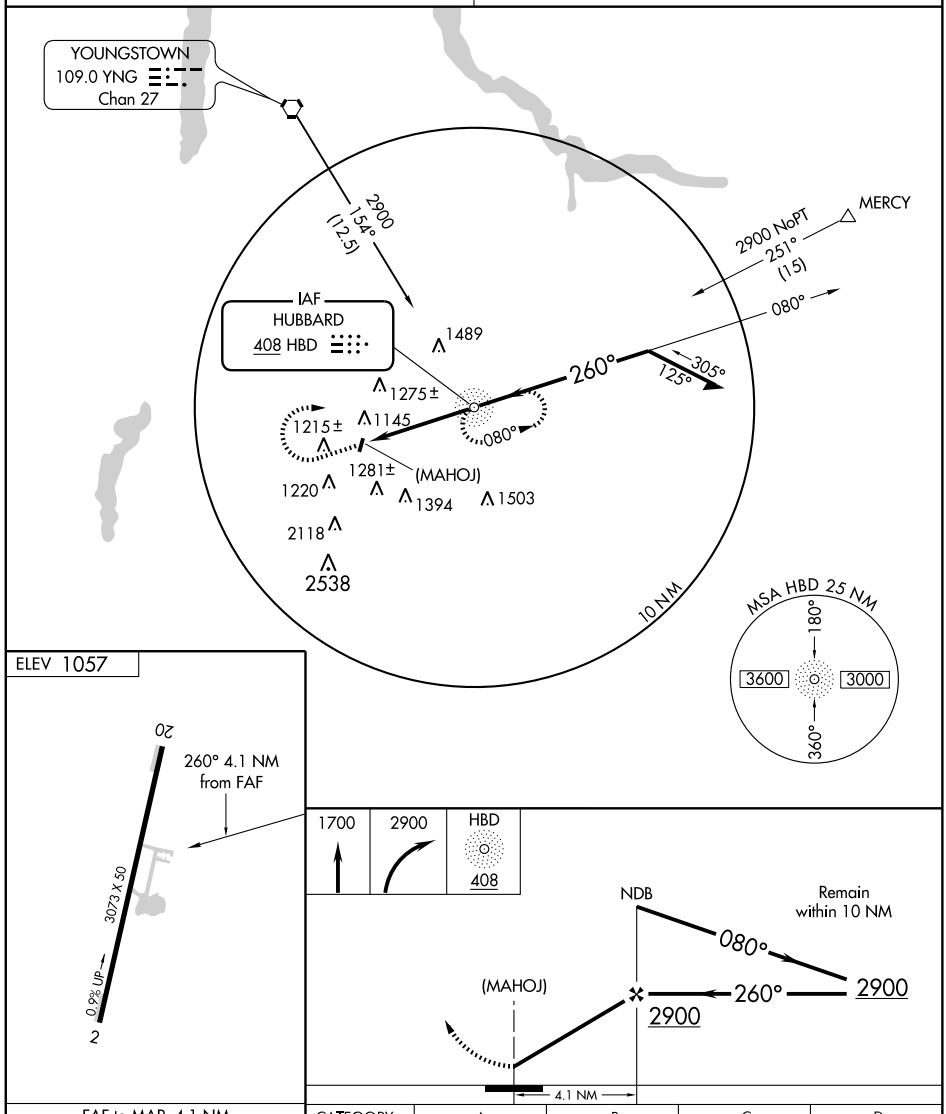
NDB or GPS-B

YOUNGSTOWN/ LANSDOWNE (Ø4G)

Use Youngstown-Warren Rgnl altimeter setting.
NA Procedure not authorized at night.

MISSED APPROACH: Climb to 1700 then climbing right turn to 2900 direct HBD NDB and hold.

YOUNGSTOWN APP CON ★	UNICOM
133.95 322.3	122.8 (CTAF)



FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
CIRCLING	1620-1 563 (600-1)		1620-1½ 563 (600-1½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3664
098°	TDZE	1051
	Apt Elev	1070

GPS RWY 10

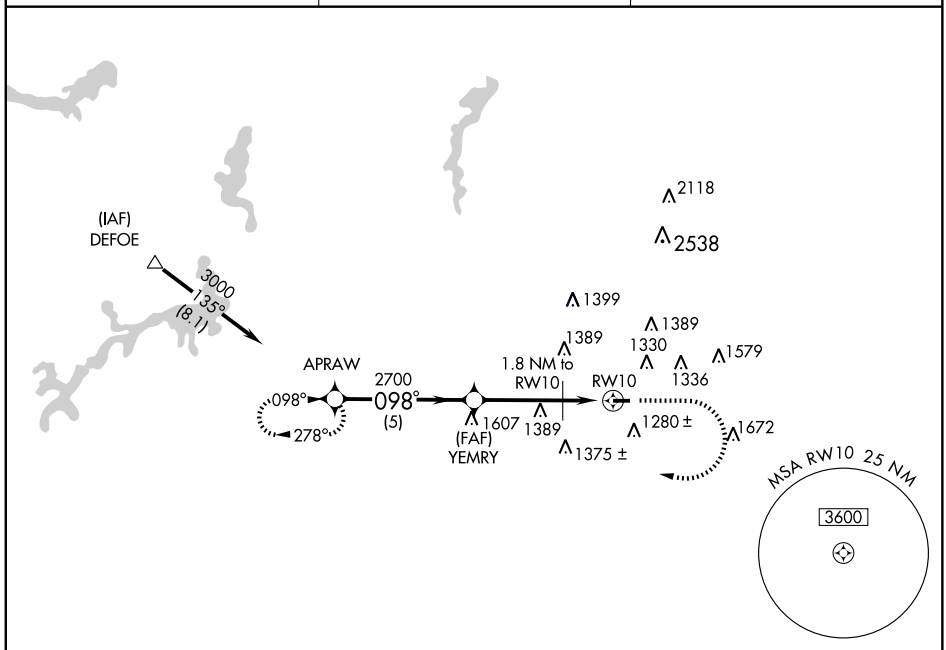
YOUNGSTOWN ELSER METRO (4G4)

Obtain local altimeter setting on CTAF; when not received, use Youngstown-Warren Rgnl altimeter setting.

NA

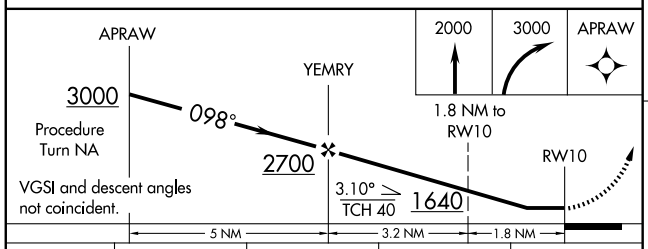
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct APRAW WP and hold.

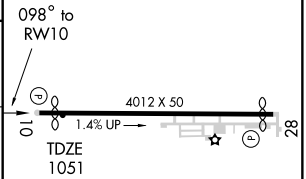
AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
125.5 371.875	119.25	123.05 (CTAF)



ELEV 1070

Rwy 10 ldg 3664′
Rwy 28 ldg 3753′





CATEGORY	A	B	C	D
S-10	1540 - 1	489 (500-1)	NA	
CIRCLING	1640 - 1	570 (600-1)	NA	
YOUNGSTOWN-WARREN RGNL ALTIMETER SETTING MINIMUMS				
S-10	1600 - 1	549 (600-1)	NA	
CIRCLING	1700 - 1	630 (700-1)	NA	

MIRL Rwy 10-28
REIL Rwys 10 and 28

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3753
279°	TDZE	1063
	Apt Elev	1070

GPS RWY 28

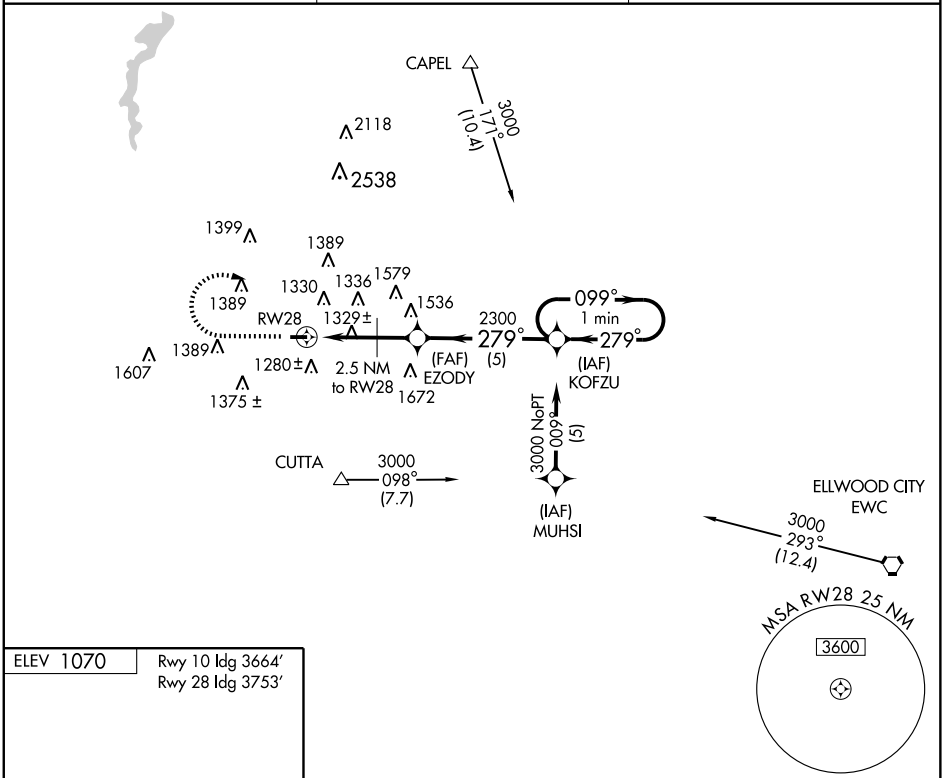
YOUNGSTOWN ELSER METRO (4G4)

Obtain local altimeter setting on CTAF; when not received, use Youngstown-Warren Rgnl altimeter setting.

NA

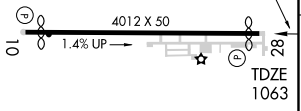
MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct KOFZU WP and hold.

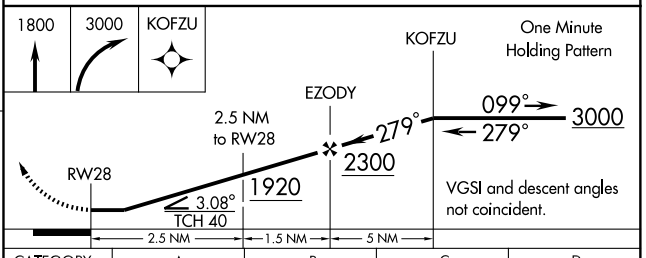
AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
125.5 371.875	119.25	123.05 (CTAF)



ELEV 1070

Rwy 10 ldg 3664′
Rwy 28 ldg 3753′





CATEGORY	A	B	C	D
S-28	1600-1	537 (600-1)	NA	
CIRCLING	1640-1	570 (600-1)	NA	
YOUNGSTOWN-WARREN RGNL ALTIMETER SETTING MINIMUMS				
S-28	1660-1	597 (600-1)	NA	
CIRCLING	1700-1	630 (700-1)	NA	

MIRL Rwy 10-28
REIL Rwys 10 and 28

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME ACO 114.4 Chan 91	APP CRS 114°	Rwy Idg N/A TDZE N/A Apt Elev 1070

VOR or GPS-C

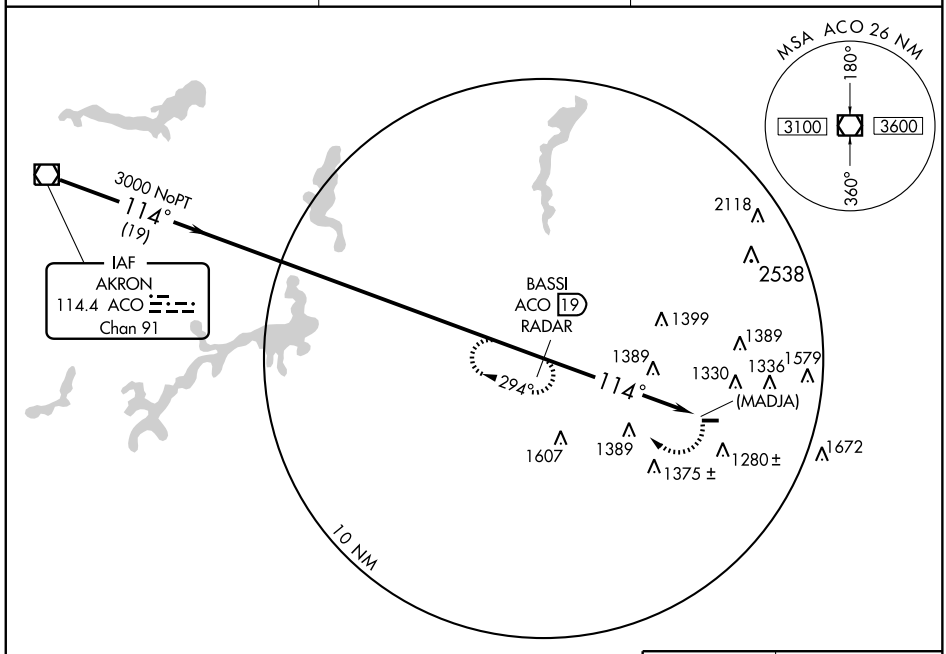
YOUNGSTOWN ELSER METRO (4G4)

Obtain local altimeter setting on CTAF; when not received, use Youngstown-Warren Rgnl altimeter setting.

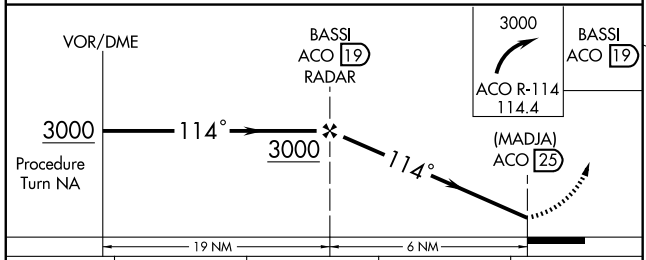
NA

MISSED APPROACH: Climbing right turn to 3000 via ACO R-114 to BASSI/ACO 19 DME/RADAR and hold.

AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
125.5 371.875	119.25	123.05 (CTAF)



DME or RADAR REQUIRED



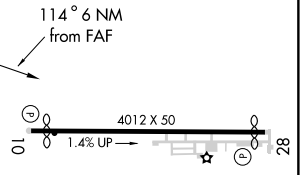
CATEGORY	A	B	C	D
CIRCLING	1640 - 1 570 (600-1)	1640 - 1¼ 570 (600-1¼)	NA	

YOUNGSTOWN-WARREN RGNL ALTIMETER SETTING MINIMUMS

CIRCLING	1700 - 1 630 (700-1)	1700 - 1¼ 630 (700-1¼)	NA	

ELEV 1070

Rwy 10 ldg 3664′
Rwy 28 ldg 3753′



MIRL Rwy 10-28
REIL Rwys 10 and 28

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

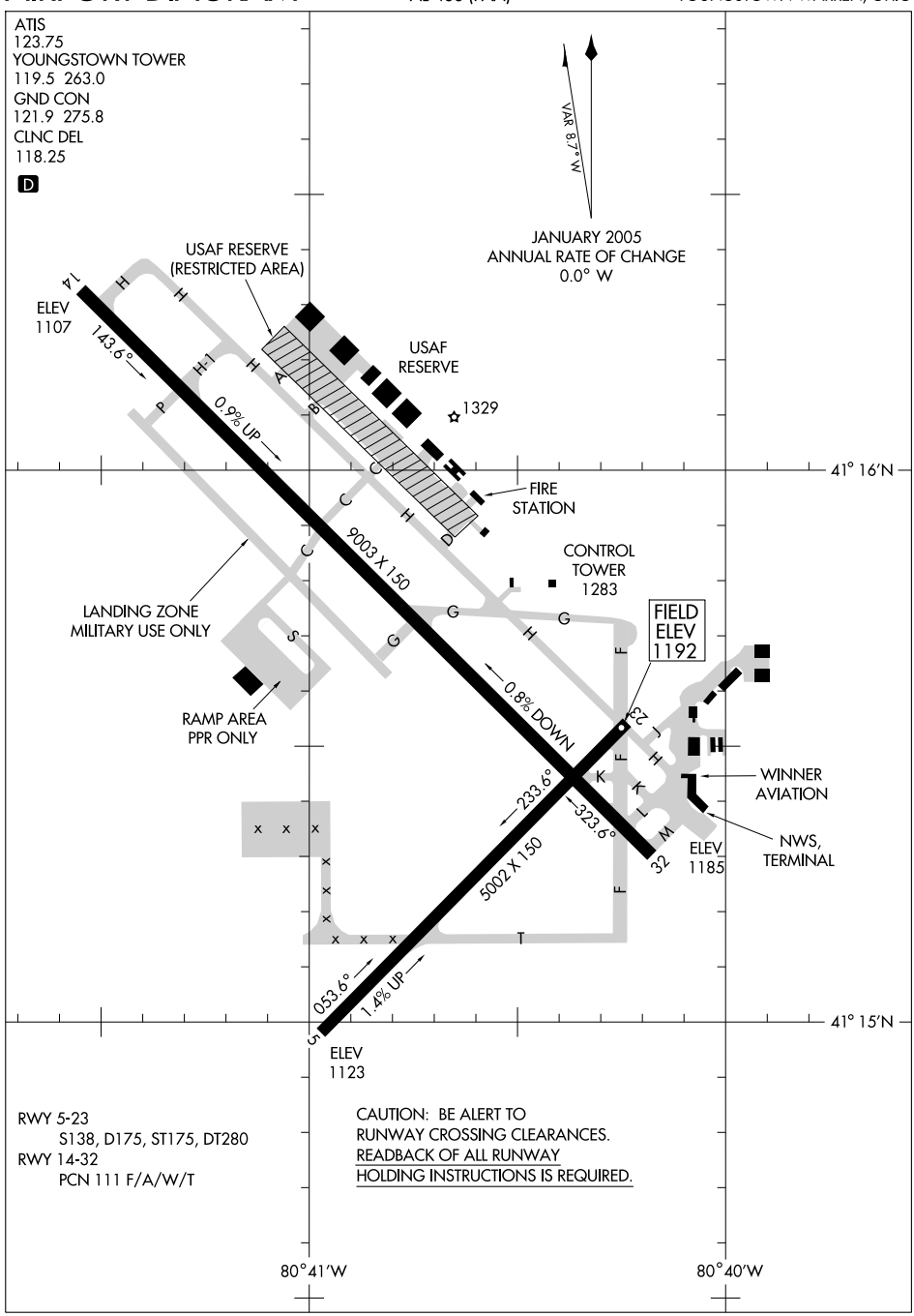
EC-2, 14 JAN 2010 to 11 FEB 2010

09295

AIRPORT DIAGRAM

AL-466 (FAA)

YOUNGSTOWN-WARREN RGNL (YNG)
YOUNGSTOWN-WARREN, OHIO



RWY 5-23
S138, D175, ST175, DT280
RWY 14-32
PCN 111 F/A/W/T

CAUTION: BE ALERT TO
RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY
HOLDING INSTRUCTIONS IS REQUIRED.

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-MQK	APP CRS	Rwy Idg	9003
110.1	143°	TDZE	1134
		Apt Elev	1196

ILS or LOC RWY 14

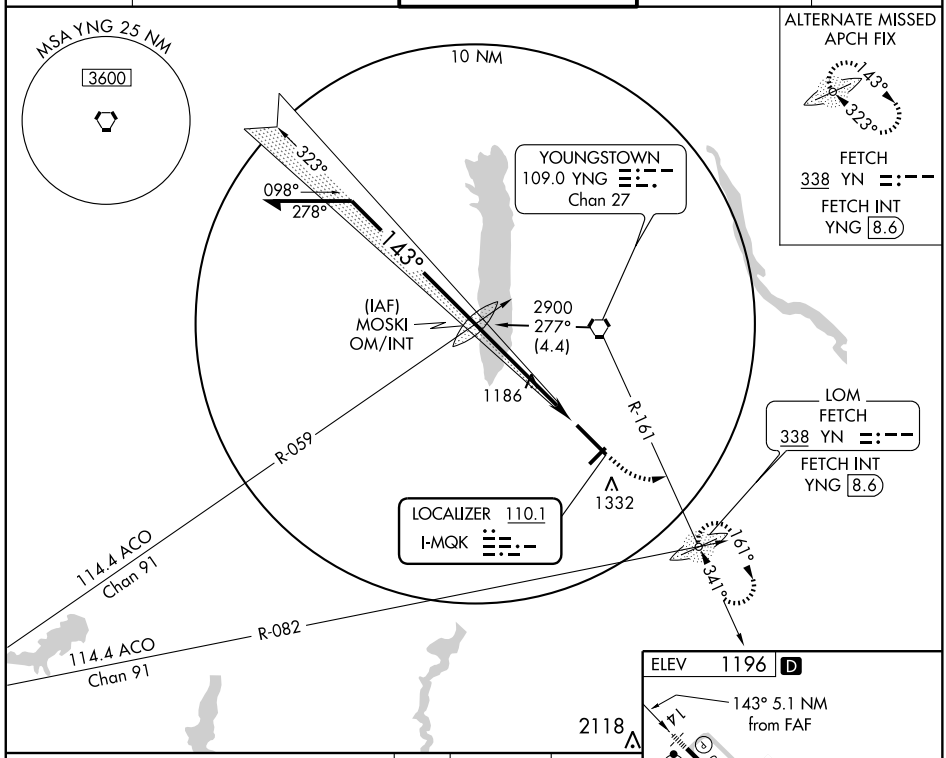
YOUNGSTOWN-WARREN RGNL (YNG)

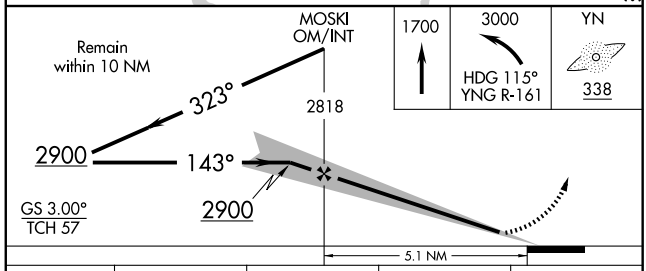
NA
ASR

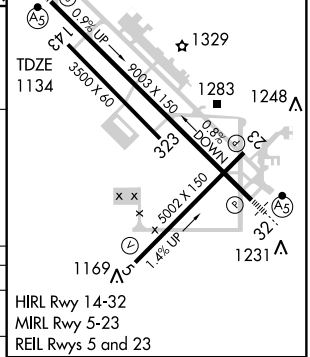
MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 via heading 115° and YNG VORTAC R-161 to FETCH LOM/Int/YNG 8.6 DME and hold.

ATIS	YOUNGSTOWN APP CON ★	YOUNGSTOWN TOWER	GND CON	CLNC DEL
123.75	133.95 322.3	119.5 263.0	121.9 275.8	118.25







HIRL Rwy 14-32
MIRL Rwy 5-23
REIL Rwys 5 and 23

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-ILS 14	1334/24 200 (200-½)			
S-LOC 14	1580/24 446 (400-½)		1580/40 446 (400-¾)	1580/50 446 (400-1)
CIRCLING	1640-1 444 (500-1)	1660-1 464 (500-1)	1660-1½ 464 (500-1½)	1760-2 564 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-YNG	APP CRS	Rwy Idg	9003
110.1	323°	TDZE	1185
		Apt Elev	1196

ILS or LOC RWY 32

YOUNGSTOWN-WARREN RGNL (YNG)

ASR

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 2900 direct YNG VORTAC and hold, continue climb-in-hold to 2900.

ATIS	YOUNGSTOWN APP CON ★	YOUNGSTOWN TOWER	GND CON	CLNC DEL
123.75	133.95 322.3	119.5 263.0	121.9 275.8	118.25

ALTERNATE MISSED APCH FIX

FETCH 338 YN

YOUNGSTOWN 109.0 YNG Chan 27

LOCALIZER 110.1 I-YNG

LOM/IAF FETCH 338 YN

FETCH INT

R-003 183° 003° 2900 161° (8.6) R-161 1330 1332 1489 R-082 323° 098° 278° 143° 10 NM 2538 114.4 ACO Chan 91

MSA YN 25 NM 3000 090° 270° 3600

ELEV 1196 D

0.9% UP 9003 X 150 0.8% DOWN 3500 X 60 5002 X 150 1.4% UP 14 32 23 5 TDZE 1185 1329 1283 1248 1231 1169

HIRL Rwy 14-32
MIRL Rwy 5-23
REIL Rwys 5 and 23

323° 4.7 NM from FAF

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

1800 2900 YNG 109.0

LOM/INT 143° 2726 323° 2900 2800

Remain within 10 NM

VGSI and ILS glidepath not coincident.

GS 3.00° TCH 35

4.7 NM

CATEGORY	A	B	C	D
S-ILS 32	1385/24 200 (200-½)			
S-LOC 32	1580/24 395 (400-½)			1580/40 395 (400-¾)
CIRCLING	1640-1 444 (500-1)	1660-1 464 (500-1)	1660-1½ 464 (500-1½)	1760-2 564 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

LOM YN	APP CRS	Rwy Idg	9003
338	323°	TDZE	1185
		Apt Elev	1196

NDB RWY 32

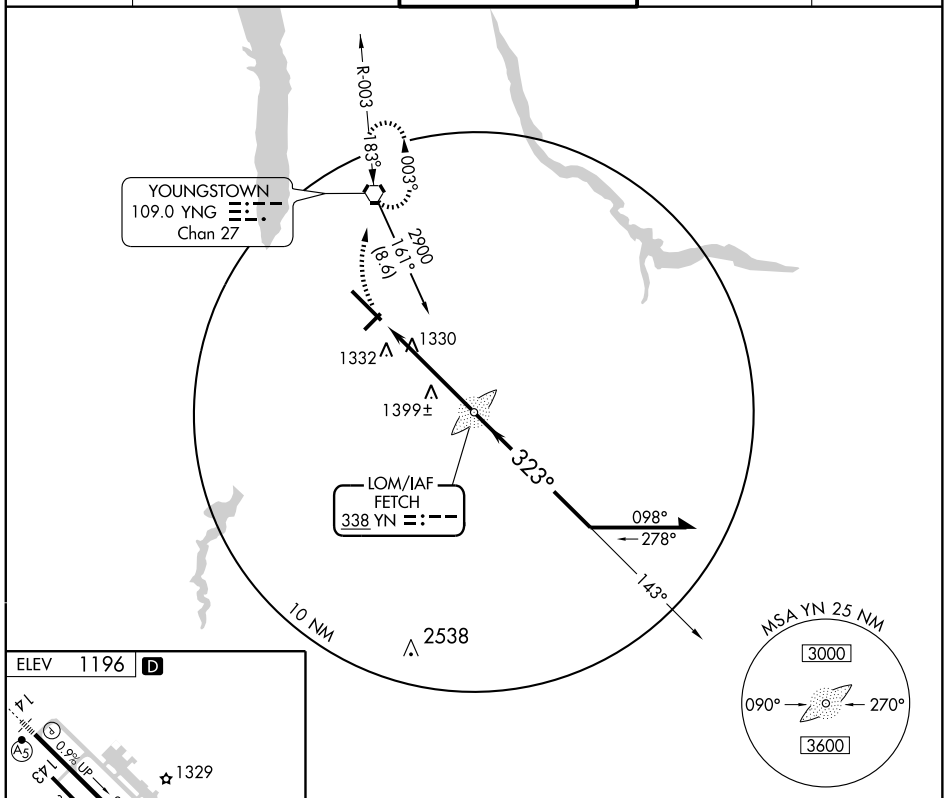
YOUNGSTOWN-WARREN RGNL (YNG)

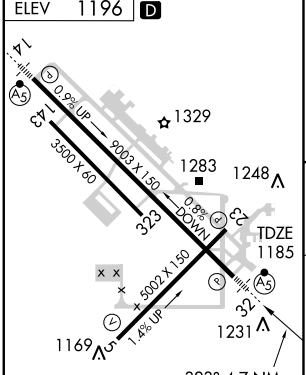
NA
ASR

MALSR

MISSED APPROACH: Climbing right turn to 2900 direct YNG VORTAC and hold, continue climb-in-hold to 2900.

ATIS	YOUNGSTOWN APP CON ★	YOUNGSTOWN TOWER	GND CON	CLNC DEL
123.75	133.95 322.3	119.5 263.0	121.9 275.8	118.25

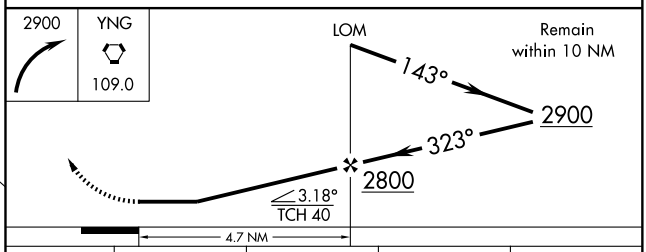




HIRL Rwy 14-32
MIRL Rwy 5-23
REIL Rwys 5 and 23

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-32	1700/40	515 (600-¾)	1700/50 515 (600-1)	1700-1½ 515 (600-1½)
CIRCLING	1700-1	504 (600-1)	1700-1½ 504 (600-1½)	1760-2 564 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	9003
CH 49205	143°	TDZE	1134
W14A		Apt Elev	1196

RNAV (GPS) RWY 14

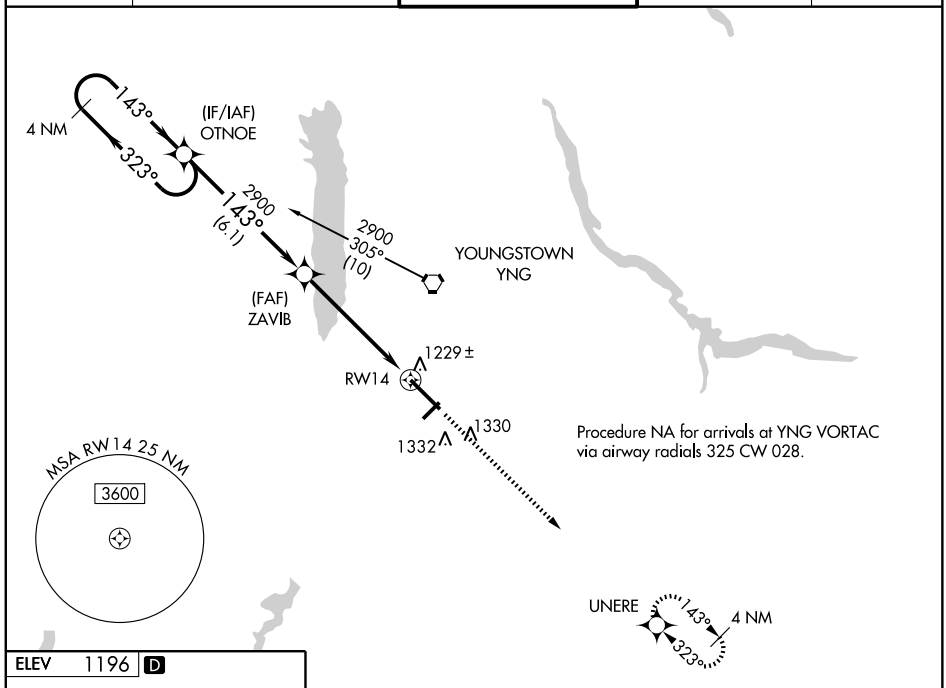
YOUNGSTOWN-WARREN RGNL (YNG)

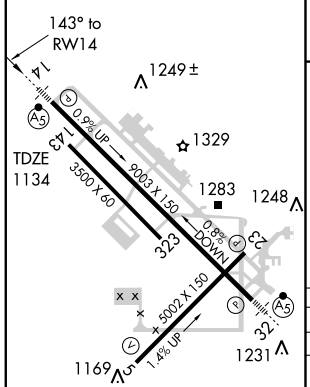
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA ASR below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR

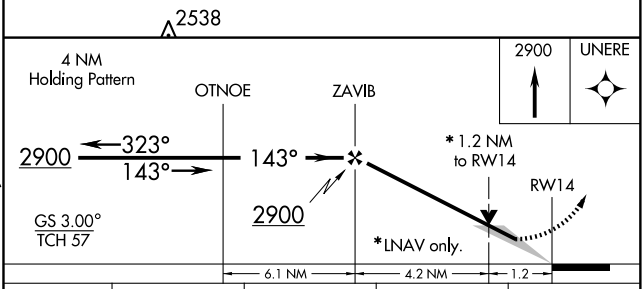
MISSED APPROACH: Climb to 2900 direct UNERE and hold.

ATIS	YOUNGSTOWN APP CON ★	YOUNGSTOWN TOWER	GND CON	CLNC DEL
123.75	133.95 322.3	119.5 263.0	121.9 275.8	118.25





HIRL Rwy 14-32
MIRL Rwy 5-23
REIL Rwys 5 and 23



CATEGORY	A	B	C	D
LPV DA	1384/24 250 (200-½)			
LNAV/ VNAV DA	1499/40 365 (400-¾)			
LNAV MDA	1540/24 406 (400-½)		1540/40 406 (400-¾)	1540/50 406 (400-1)
CIRCLING	1640-1 444 (500-1)	1660-1 464 (500-1)	1660-1½ 464 (500-1½)	1760-2 564 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	9003
CH 97406	323°	TDZE	1185
W32A		Apt Elev	1196

RNAV (GPS) RWY 32

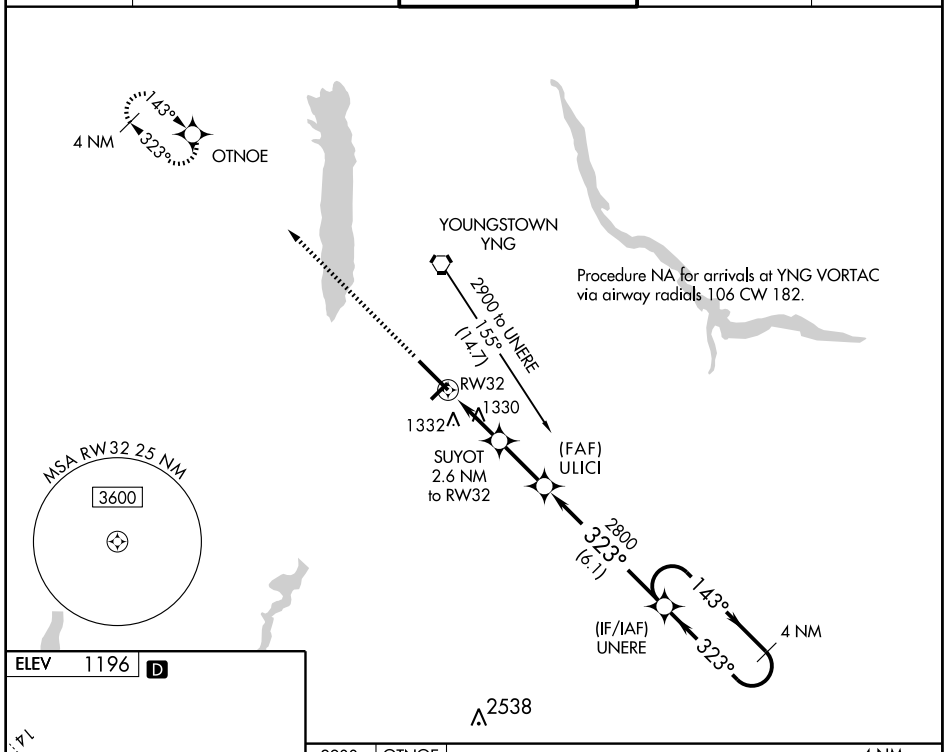
YOUNGSTOWN-WARREN RGNL (YNG)

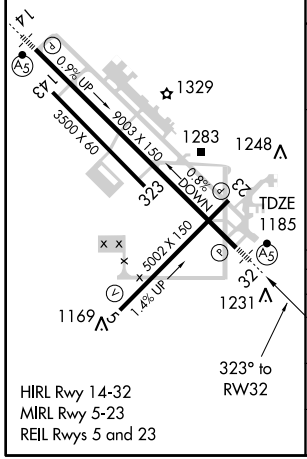
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. ASR

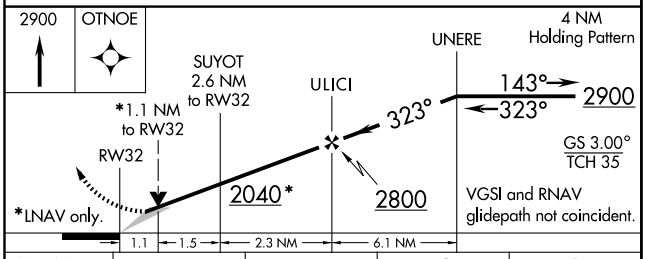
MALSR

MISSED APPROACH: Climb to 2900 direct OTNOE and hold.

ATIS	YOUNGSTOWN APP CON ★	YOUNGSTOWN TOWER	GND CON	CLNC DEL
123.75	133.95 322.3	119.5 263.0	121.9 275.8	118.25







CATEGORY	A	B	C	D
LPV DA	1457/24 272 (300-½)			
LNAV/ VNAV DA	1638/60 453 (500-1¼)			
LNAV MDA	1580/24 395 (400-½)			1580/50 395 (400-1)
CIRCLING	1640-1 444 (500-1)	1660-1 464 (500-1)	1660-1½ 464 (500-1½)	1760-2 564 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC YNG 109.0 Chan 27	APP CRS 187°	Rwy Idg TDZE N/A Apt Elev N/A 1196

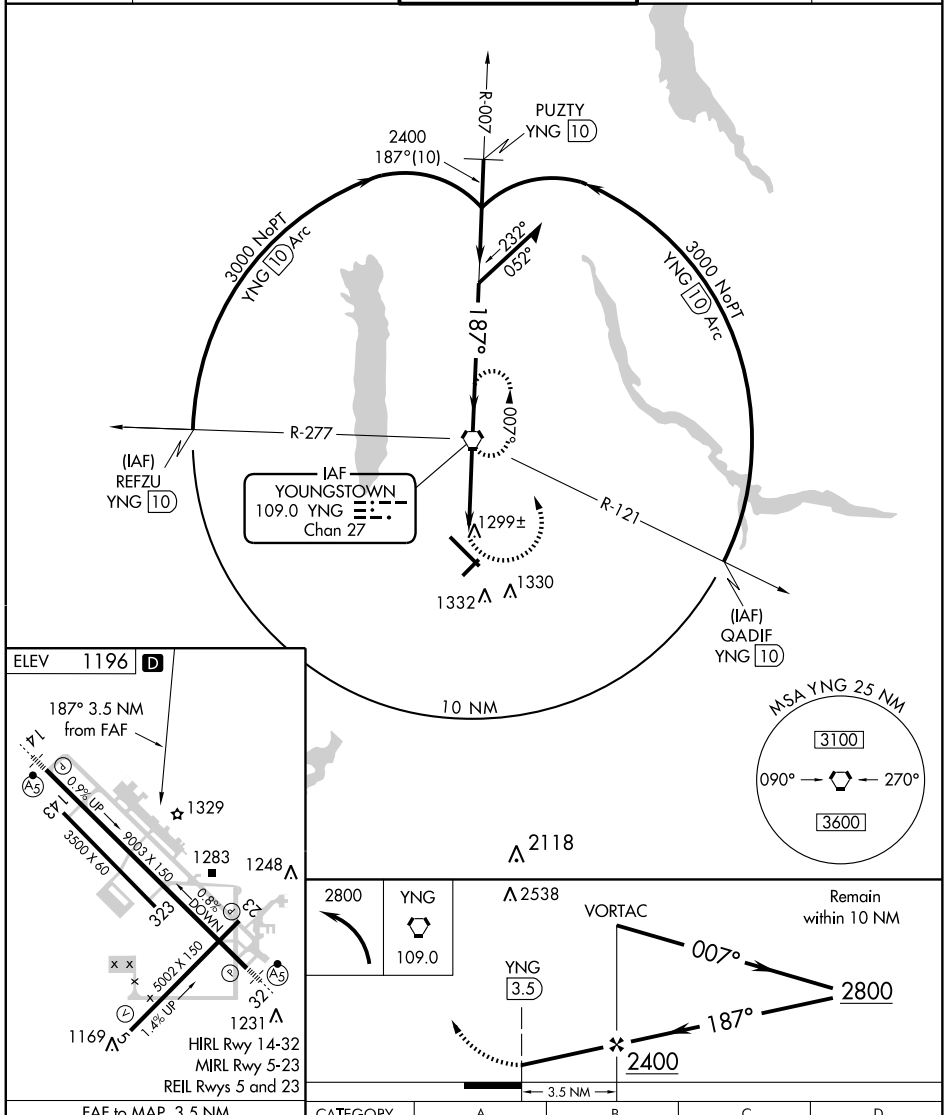
VOR-A

YOUNGSTOWN-WARREN RGNL (YNG)

ASR

MISSED APPROACH: Climbing left turn to 2800 direct YNG VORTAC and hold.

ATIS	YOUNGSTOWN APP CON ★	YOUNGSTOWN TOWER	GND CON	CLNC DEL
123.75	133.95 322.3	119.5 263.0	121.9 275.8	118.25



FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

CATEGORY	A	B	C	D
CIRCLING	1640-1 444 (500-1)	1660-1 464 (500-1)	1660-1½ 464 (500-1½)	1760-2 564 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-TNF	APP CRS	Rwy Idg	5000
109.95	220°	TDZE	892
Chan 36(Y)		Apt Elev	900

ILS or LOC/DME RWY 22

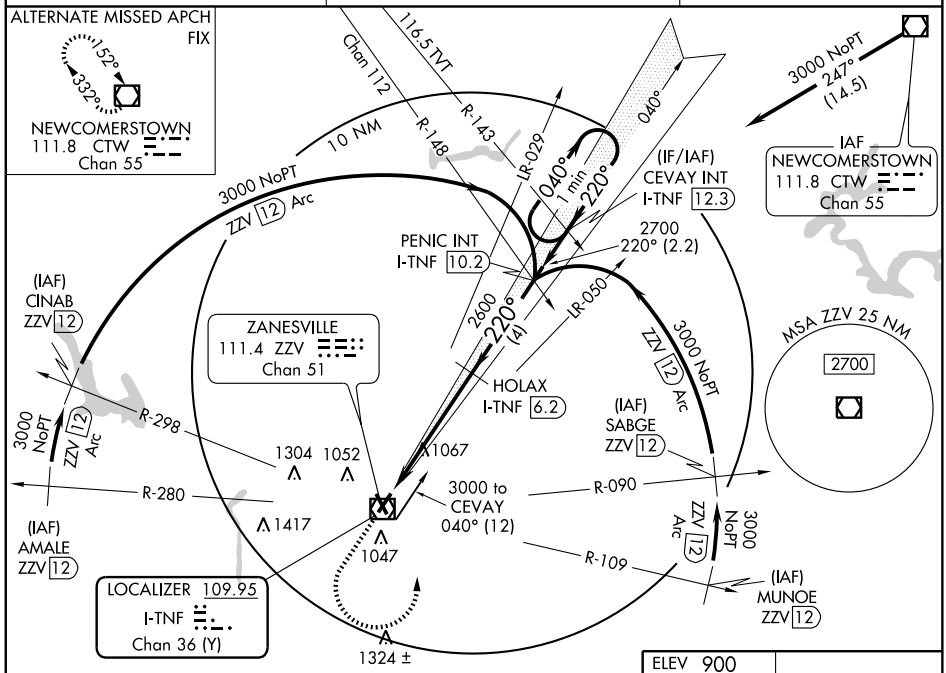
ZANESVILLE MUNI (ZZV)

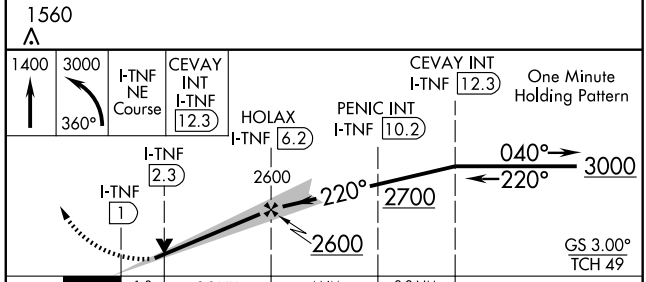
When local altimeter setting not received, use Newark altimeter setting and increase all DA 64 feet and all MDA 80 feet. Increase S-ILS 22 all Cats, and S-LOC 22 Cat C visibility ¼ mile. VDP NA when using Newark altimeter setting.

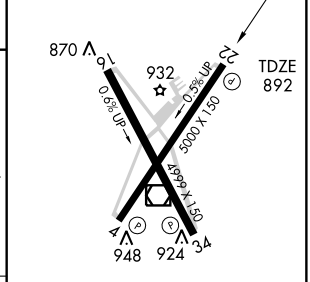
NA

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via heading 360° and I-TNF NE course to CEVAY INT/I-TNF 12.3 DME and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
111.4	124.45 370.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 22	1092-¾ 200 (200-¾)			
S-LOC 22	1320-1 428 (500-1)		1320-1¼ 428 (500-1¼)	1320-1½ 428 (500-1½)
CIRCLING	1360-1 460 (500-1)		1360-1½ 460 (500-1½)	1460-2 560 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 16-34 L
REIL Rwys 4, 22, 16 and 34 L

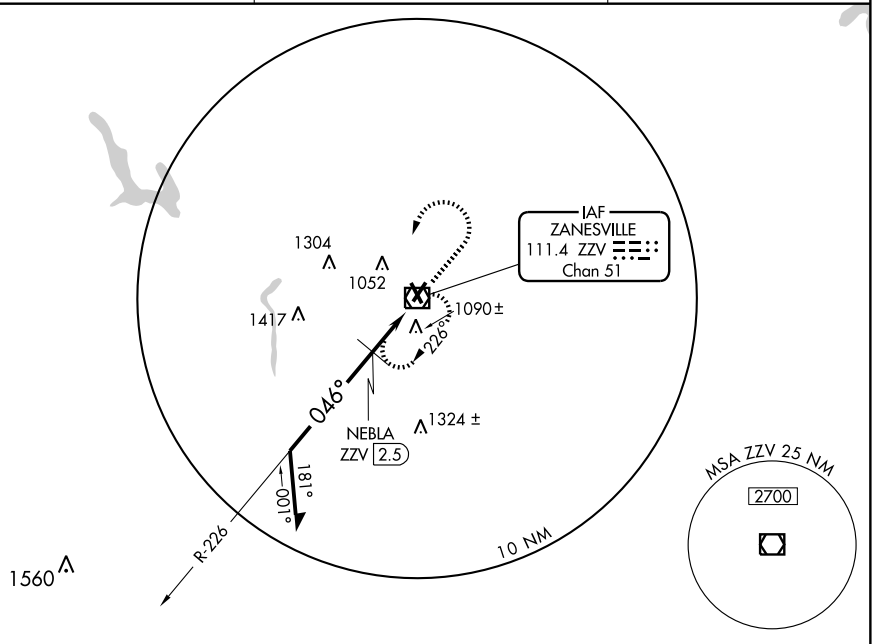
EC-2, 14 JAN 2010 to 11 FEB 2010

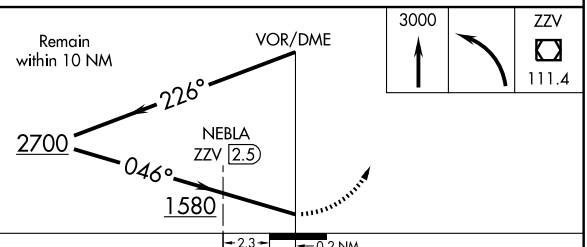
VOR/DME ZZV	APP CRS	Rwy Idg	5000
111.4	046°	TDZE	900
Chan 51		Apt Elev	900

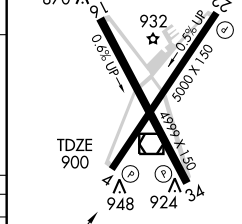
VOR or GPS RWY 4
ZANESVILLE MUNI (ZZV)

MISSED APPROACH: Climb to 3000 then left turn direct ZZV VOR/DME and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
111.4	124.45 370.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-4	1580-1	680 (700-1)	1580-2 680 (700-2)	1580-2¼ 680 (700-2¼)
CIRCLING	1580-1	680 (700-1)	1580-2 680 (700-2)	1580-2¼ 680 (700-2¼)
NEBLA FIX MINIMUMS				
S-4	1340-1	440 (500-1)	1340-1¼ 440 (500-1¼)	1340-1½ 440 (500-1½)
CIRCLING	1400-1	500 (500-1)	1400-1½ 500 (500-1½)	1460-2 560 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 16-34 L
REIL Rwys 4, 22, 16 and 34 L

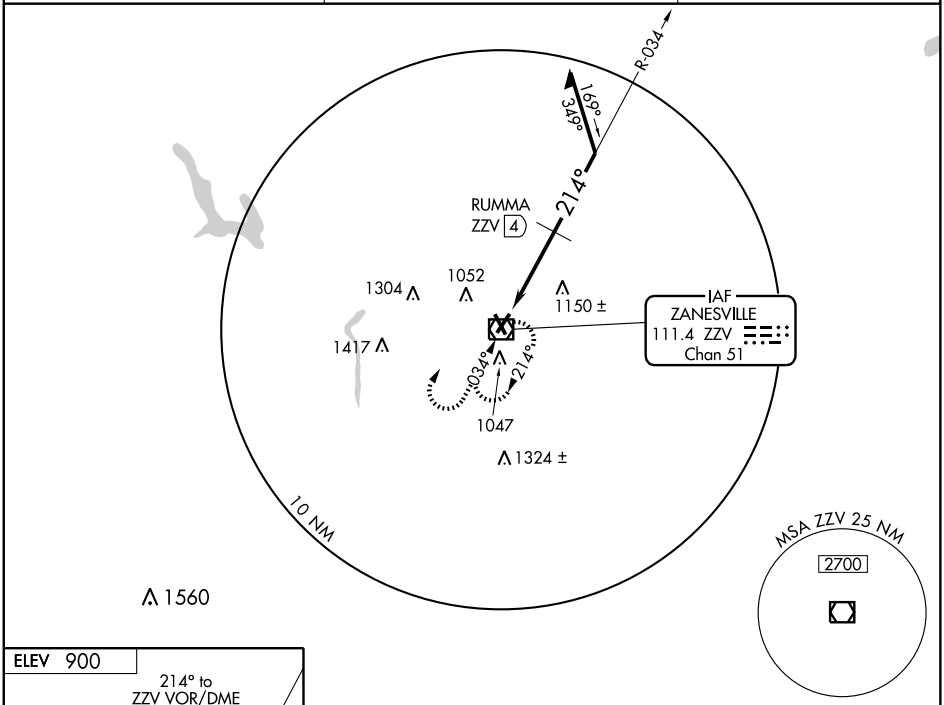
EC-2. 14 JAN 2010 to 11 FEB 2010

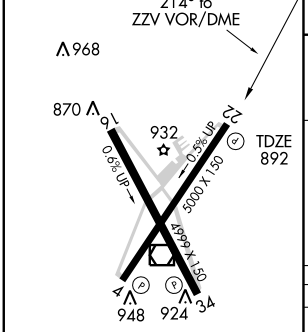
VOR/DME ZZV	APP CRS	Rwy Idg	5000
111.4	214°	TDZE	892
Chan 51		Apt Elev	900

VOR or GPS RWY 22
ZANESVILLE MUNI (ZZV)

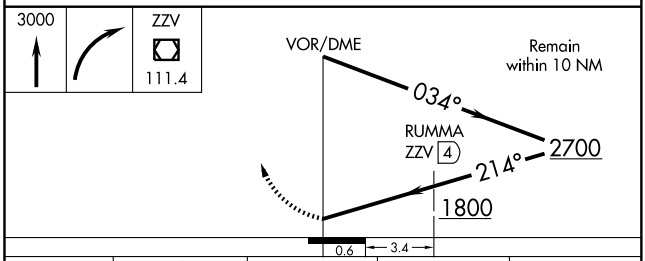
MISSED APPROACH: Climb to 3000 then right turn direct ZZV VOR/DME and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
111.4	124.45 370.9	123.0 (CTAF) L





HIRL Rwy 4-22 L
MIRL Rwy 16-34 L
REIL Rwys 4, 22, 16 and 34 L



CATEGORY	A	B	C	D
S-22	1800-1¼	908 (900-1¼)	1800-2¾ 908 (900-2¾)	1800-3 908 (900-3)
CIRCLING	1800-1¼	900 (900-1¼)	1800-2¾ 900 (900-2¾)	1800-3 900 (900-3)
RUMMA FIX MINIMUMS				
S-22	1400-1	508 (500-1)	1400-1½	508 (500-1½)
CIRCLING	1400-1	500 (500-1)	1400-1½ 500 (500-1½)	1460-2 560 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

AIFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ALTON/ST.LOUIS, IL	
ST. LOUIS RGNL	**ILS or LOC Rwy 29[1]**
	LOC BC Rwy 11[1]
	NDB Rwy 17[2]
	RNAV (GPS) Rwy 11
	RNAV (GPS) Rwy 17
	RNAV (GPS) Rwy 29
	RNAV (GPS) Rwy 35
	VOR-A

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

ANTIGO, WI	
LANGLADE COUNTY	**NDB Rwy 16[1]**
	RNAV (GPS) Rwy 16
	RNAV (GPS) Rwy 34

NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

APPLETON, WI	
OUTAGAMIE COUNTY RGNL	**ILS or LOC Rwy 3[12]**
	ILS Rwy 29[13]
	RNAV (GPS) Rwy 3[2]
	RNAV (GPS) Rwy 21[2]
	VOR/DME Rwy 21[2]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]LOC, NA.

ASHLAND, WI	
JOHN F. KENNEDY MEMORIAL	**RNAV (GPS) Rwy 2**
	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 20
	RNAV (GPS) Rwy 31
	VOR Rwy 2[1]
	VOR Rwy 31

NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

NAME	ALTERNATE MINIMUMS
BARABOO, WI	
BARABOO WISCONSIN DELLS	**RNAV (GPS) Rwy 1**
	RNAV (GPS) Rwy 19
	VOR-A

NA when local weather not available.

BELLEVILLE, IL	
SCOTT AFB/ MIDAMERICA	**ILS or LOC/DME Rwy 14L[1]**
	ILS or LOC Rwy 14R[12]
	ILS Rwy 32L[23]
	ILS or LOC Rwy 32R[1]

[1]ILS,Category C, 700-2; Category D, 800-2½; Category E, 800-2¾. LOC, Category D, 800-2½; Category E, 800-2¾.
[2]NA when control tower closed.
[3]ILS, Category D, 800-2¼; Category E, 800-2¾. LOC, Category E, 800-2¾.

BLOOMINGTON, IL	
CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL	**ILS or LOC Rwy 20[12]**
	ILS or LOC Rwy 29[1]
	ILS or LOC/DME Rwy 2[12]
	LOC BC Rwy 11
	RNAV (GPS) Rwy 2
	RNAV (GPS) Rwy 11
	RNAV (GPS) Rwy 20
	RNAV (GPS) Rwy 29

NA when local weather not available.
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.

BOSCOBEL, WI	
BOSCOBEL	**RNAV (GPS) Rwy 7[1]**
	RNAV (GPS) Rwy 25[1]
	VOR/DME Rwy 25[2]

NA when local weather not available.
[1]Categories A,B, 900-2; Category C, 1000-2¾.
[2]Categories A,B,1000-2; Category C, 1000-2¾.

NAME ALTERNATE MINIMUMS

BURLINGTON, WI

BURLINGTON MUNI ..... **RNAV (GPS) Rwy 29**
VOR Rwy 29[1]
NA when local weather not available.
[1]Category D, 800-2¼.

CAHOKIA/ST. LOUIS, IL

ST. LOUIS
DOWNTOWN ..... **ILS or LOC Rwy 30L[123]**
RNAV (GPS) Rwy 12R[34]
[1]NA when control tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]Category D, 800-2¼.

CARBONDALE-MURPHYSBORO, IL

SOUTHERN ILLINOIS ..... **ILS Rwy 18L**
NDB or GPS Rwy 18L
NA when control tower closed.

CHAMPAIGN-URBANA, IL

UNIVERSITY OF ILLINOIS-
WILLARD ..... **ILS or LOC Rwy 32R[12]**
LOC BC Rwy 14L[1]
RADAR-1[1]
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 32R[2]
VOR Rwy 4[2]
VOR/DME Rwy 14L[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

CHICAGO, IL

CHICAGO O'HARE INTL ... **ILS or LOC Rwy 9L**
ILS or LOC Rwy 9R
ILS,LOC,Categories A, B, 1100-2; Categories C, D, 1100-3.

LANSING MUNI ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 36
NA when local weather not available.

CHICAGO(WEST CHICAGO), IL

DUPAGE ..... **RNAV (GPS) Rwy 20R**
NA when local weather not available.

CHICAGO/AURORA,IL

AURORA MUNI ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 33[12]
RNAV (GPS) Rwy 9[1]
RNAV (GPS) Rwy 33[2]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, Categories A,B,C,D, 700-2.

NAME ALTERNATE MINIMUMS

CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL

CHICAGO EXECUTIVE ..... **ILS or LOC Rwy 16**
RNAV (GPS) Rwy 16
NA when local weather not available.

CHICAGO/ROMEOVILLE, IL

LEWIS UNIVERSITY ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 27
VOR Rwy 9
NA when local weather not available.
Category D, 800-2½.

CHICAGO/WAUKEGAN, IL

WAUKEGAN RGNL ..... **ILS Rwy 23**
NA when control tower closed.

CLINTONVILLE, WI

CLINTONVILLE MUNI ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 32
NA when local weather not available.

DANVILLE, IL

VERMILION RGNL ..... **ILS or LOC Rwy 21**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 34
VOR/DME Rwy 3
VOR Rwy 21
NA when local weather not available.

DE KALB, IL

DE KALB TAYLOR MUNI .. **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 27
NA when local weather not available.
[1]Categories C,D, 700-2.

DECATUR, IL

DECATUR ..... **ILS Rwy 6[1]**
LOC BC Rwy 24[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 36[2]
VOR Rwy 36[1]
[1]NA when control tower closed.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

EAGLE RIVER, WI
EAGLE RIVER UNION ..... **NDB Rwy 22[1]**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.
[1]Category C, 800-2¼,Category D, 800-2½.

EAU CLAIRE, WI
CHIPPEWA VALLEY
RGNL ..... **ILS or LOC Rwy 22[12]**
RNAV (GPS) Rwy 22[12]
VOR-A[23]
[1]Category D, 800-2½.
[2]NA when local weather not available.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.

EFFINGHAM, IL
EFFINGHAM COUNTY
MEMORIAL ..... **VOR or GPS Rwy 1**
Category D, 800-2¼.

FAIRFIELD, IL
FAIRFIELD MUNI ..... **RNAV (GPS) Rwy 9**
NA when local weather not available.

FLORA, IL
FLORA MUNI ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

FOND DU LAC, WI
FOND DU LAC
COUNTY ..... **RNAV (GPS) Rwy 36**
NA when local weather not available.

FREEPORT, IL
ALBERTUS ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR Rwy 24
NA when local weather not available.

GREEN BAY, WI
AUSTIN STRAUBEL INTL .... **ILS or LOC Rwy 6**
LOC BC Rwy 24
RADAR-1
NA when control tower closed.

HARRISBURG, IL
HARRISBURG-RALEIGH ... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.

NAME ALTERNATE MINIMUMS

HAYWARD, WI
SAWYER COUNTY ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.
Category C, 800-2¼; Category D, 1000-3.

JACKSONVILLE, IL
JACKSONVILLE MUNI ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR Rwy 13
NA when local weather not available.

JANESVILLE, WI
SOUTHERN WISCONSIN
RGNL ..... **ILS or LOC Rwy 4[1]**
ILS or LOC Rwy 32[23]
NA when control tower closed.
[1]ILS,Category D, 700-2.
[2]ILS, LOC, Categories A,B, 1100-2; Categories C,D, 1100-3.
[3]NA when local weather not available.

JUNEAU, WI
DODGE COUNTY ..... **LOC Rwy 26**
NDB Rwy 2
NDB Rwy 20
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 8
RANV (GPS) Rwy 20
RNAV (GPS) Rwy 26
NA when local weather not available.

KANKAKEE, IL
GREATER KANKAKEE ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 34
VOR Rwy 4
VOR Rwy 22
NA when local weather not available.

KENOSHA, WI
KENOSHA RGNL ..... **ILS or LOC Rwy 7L[1]**
RNAV (GPS) Rwy 7L
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 25R
RNAV (GPS) Rwy 33
VOR Rwy 15
VOR Rwy 25R
NA when local weather not available.
[1]NA when control tower closed.

NAME ALTERNATE MINIMUMS

LA CROSSE, WI

LA CROSSE MUNI ..... **ILS or LOC Rwy 18[14]**
NDB Rwy 18[35]
RNAV (GPS) Rwy 3[23]
RNAV (GPS) Rwy 13[34]
RNAV (GPS) Rwy 18[34]
RNAV (GPS) Rwy 21[35]
RNAV (GPS) Rwy 31[36]
RNAV (GPS) Rwy 36[34]
VOR Rwy 13[34]
VOR Rwy 36[14]

[1]NA when control tower closed.
[2]Categories A,B, 1100-2; Category C, 1100-3; Category D, 1200-3.
[3]NA when local weather not available.
[4]Category C, 800-2¼; Category D, 1200-3.
[5]Categories A,B, 1200-2; Categories C,D, 1200-3.
[6]Categories A,B, 1000-2; Category C, 1000-3; Category D, 1200-3.

LAND O'LAKES, WI

KING'S LAND O'LAKES .... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

LAWRENCEVILLE, IL

LAWRENCEVILLE-VINCENNES INTL ..... **VOR Rwy 36**

Category D, 800-2¼.

LINCOLN, IL

LOGAN COUNTY ..... **NDB Rwy 21[1]**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 3

NA when local weather not available.
[1]Category C, 800-2¼, Category D, 800-2½.

LITCHFIELD, IL

LITCHFIELD MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

LONE ROCK, WI

TRI-COUNTY RGNL ..... **RNAV (GPS) Rwy 9[1]**
RNAV (GPS) Rwy 27[1]
VOR-A[2]

NA when local weather not available.
[1]Categories A,B, 900-2; Category C, 900-2¼.
[2]Categories A,B, 1000-2; Category C 1000-2¾.

MACOMB, IL

MACOMB MUNI ..... **LOC Rwy 27[1]**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR/DME-A

NA when local weather not available.

NAME ALTERNATE MINIMUMS

MADISON, WI

DANE COUNTY RGNL-TRUAX FIELD ..... **ILS or LOC Rwy 21[1]**
ILS or LOC/DME Rwy 18[12]
ILS or LOC/DME Rwy 36[12]
RADAR-1[13]
VOR/DME or TACAN Rwy 14[3]
VOR/DME or TACAN Rwy 18[3]
VOR/DME or TACAN Rwy 32[4]
VOR Rwy 21[5]

[1]NA when control tower closed.
[2]ILS, LOC, Category E, 900-3.
[3]Category E, 800-2¾.
[4]Category E, 800-3.
[5]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

MANITOWOC, WI

MANITOWOC COUNTY ... **ILS or LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[1]
RNAV (GPS) Rwy 35[1]
VOR Rwy 17
VOR/DME Rwy 35[1]

Category D, 800-2½.
[1]NA when local weather not available.

MARION, IL

WILLIAMSON COUNTY RGNL ..... **ILS or LOC Rwy 20[1]**
NDB Rwy 20
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2
VOR Rwy 20[2]

NA when local weather not available.
[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

MARSHFIELD, WI

MARSHFIELD MUNI ..... **NDB or GPS Rwy 4[1]**
NDB Rwy 16[1]
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 34[2]

[1]NA except for operators with approved weather reporting service.
[2]NA when local weather not available.

MATTOON/CHARLESTON, IL

COLES COUNTY MEMORIAL ..... **ILS or LOC Rwy 29**
NDB Rwy 29
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 29
VOR Rwy 6
VOR Rwy 24

NA when local weather not available.

NAME ALTERNATE MINIMUMS

MEDFORD, WI
TAYLOR COUNTY ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

MENOMONIE, WI
MENOMONIE MUNI-SCORE FIELD ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
VOR/DME Rwy 27
NA when local weather not available.

MERRILL, WI
MERRILL MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.

MILWAUKEE, WI
LAWRENCE J. TIMMERMAN ..... **LOC Rwy 15L**
VOR or GPS Rwy 4L
VOR or GPS Rwy 15L
NA when control tower closed.

MINOCQUA-WOODRUFF, WI
LAKELAND/NOBLE F. LEE MEMORIAL FIELD ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 28
RNAV (GPS) Rwy 36
NA when local weather not available.

MOLINE, IL
QUAD-CITY INTL ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 27[123]
RNAV (GPS) Rwy 13[3]
RNAV (GPS) Rwy 31[3]
[1]NA when control tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.

MONROE, WI
MONROE MUNI ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
VOR/DME Rwy 30
NA when local weather not available.

MORRIS, IL
MORRIS MUNI-JAMES R WASHBURN FIELD ..... **RNAV (GPS) Rwy 36**
NA when local weather not available.

MOSINEE, WI
CENTRAL WISCONSIN ..... **ILS or LOC Rwy 8[1]**
ILS or LOC Rwy 35
NA when control tower closed.
[1]NA when local weather not available.

NAME ALTERNATE MINIMUMS

MOUNT VERNON, IL
MOUNT VERNON ..... **ILS Rwy 23[12]**
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 23[3]
[1]NA between 2000-0630 local time.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.

NEW RICHMOND, WI
NEW RICHMOND RGNL . **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

OSCEOLA, WI
L O SIMENSTAD MUNI .... **RNAV (GPS) Rwy 28**
NA when local weather not available.

OSHKOSH, WI
WITTMAN RGNL ..... **ILS or LOC Rwy 36[1]**
LOC/DME BC Rwy 18[1]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 27[2]
RNAV (GPS) RWY 36[1]
VOR Rwy 9[2]
VOR Rwy 18[23]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

PARIS, IL
EDGAR COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

PEORIA, IL
GREATER PEORIA RGNL ..... **ILS or LOC Rwy 4**
ILS or LOC Rwy 31
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR or TACAN Rwy 31
NA when local weather not available.

PERU, IL
ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

PHILLIPS, WI
PRICE COUNTY ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

NAME ALTERNATE MINIMUMS

PLATTEVILLE, WI
PLATTEVILLE MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 33
NA when local weather not available.

PONTIAC, IL
PONTIAC MUNI ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR Rwy 24
NA when local weather not available.

PRAIRIE DU CHIEN, WI
PRAIRIE DU CHIEN MUNI .. **VOR/DME Rwy 29**
Category A/B 1000-2, Category C/D 1200-3.

QUINCY, IL
QUINCY RGNL-
BALDWIN FIELD ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36
VOR Rwy 4
VOR/DME Rwy 22
NA when local weather not available.

RANTOUL, IL
RANTOUL NATL AVN CNTR/
FRANK ELLIOTT FLD ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

RICE LAKE, WI
RICE LAKE REGIONAL-
CARL'S FIELD ..... **ILS or LOC Rwy 1[1]**
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19
VOR Rwy 1
VOR/DME Rwy 19
NA when local weather not available.
[1]ILS, Category D, 700-2.

SHEBOYGAN, WI
SHEBOYGAN COUNTY
MEMORIAL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 31
VOR Rwy 3[1]
VOR Rwy 21
NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

SPARTA, IL
SPARTA COMMUNITY-
HUNTER FIELD ..... **RNAV (GPS) Rwy 36**
NA when local weather not available.

SPRINGFIELD, IL
ABRAHAM LINCOLN
CAPITAL ..... **ILS or LOC Rwy 4[12]**
ILS or LOC Rwy 22[12]
RADAR-1[23]
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR/DME Rwy 22
NA when local weather n ot available.
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]Category E, 800-2¾.

STERLING-ROCKFALLS, IL
WHITESIDE CO-
JOS H BITTORF FIELD ..... **NDB Rwy 7**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
NA when local weather not available.

STEVENS POINT, WI
STEVENS POINT
MUNI ..... **RNAV (GPS) Rwy 3[1]**
RNAV (GPS) Rwy 21[1]
VOR/DME Rwy 3[1]
VOR/DME Rwy 21[1]
VOR or GPS Rwy 30
Category D, 800-2¼.
[1]NA when local weather not available.

STURGEON BAY, WI
DOOR COUNTY
CHERRYLAND ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

TAYLORVILLE, IL
TAYLORVILLE MUNI ..... **NDB Rwy 18**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
NA when local weather not available.

TOMAHAWK, WI
TOMAHAWK RGNL ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

NAME ALTERNATE MINIMUMS

WATERTOWN, WI

WATERTOWN MUNI ..... **RNAV (GPS) Rwy 5[12]**
RNAV (GPS) Rwy 11[13]
RNAV (GPS) Rwy 23[12]
RNAV (GPS) Rwy 29[12]
VOR/DME Rwy 29[2]

[1]NA when local weather not available.
[2]Category D, 900-3.
[3]Categories A, B, 900-2; Category C, 900-2¼; Category D, 900-3.

WAUKESHA, WI

WAUKESHA COUNTY .... **ILS or LOC Rwy 10[12]**
RNAV (GPS) Rwy 10[13]
RNAV (GPS) Rwy 28[13]
VOR-A[13]

[1]NA when local weather not available.
[2]ILS, Category C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

WAUPACA, WI

WAUPACA MUNI ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28

NA when local weather not available.

WAUSAU, WI

WAUSAU DOWNTOWN ... **RNAV (GPS) Rwy 12**

NA when local weather not available.

CHAMPAIGN/URBANA, IL Amdt. 6A, OCT 28, 2002 (FAA) ELEV 754

UNIVERSITY OF ILLINOIS-WILLARD

RADAR - 316°-135° 121.35 285.65 136°-315° 132.85 291.0 A

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	14L		ABC	**1100**-1	346	(400-1)	D	**1100**-1¼	346	(400-1¼)
	32R		ABC	**1100**/24	351	(400-½)	D	**1100**/50	351	(400-1)
CIRCLING			A	**1160**-1	406	(500-1)	B	**1220**-1	466	(500-1)
			C	**1220**-1½	466	(500-1½)	D	**1320**-2	566	(600-2)

When control tower closed, ASR not authorized.
Category D S-32R visibility increased to RVR 6000 for inoperative MALSR.

CHICAGO/ROCKFORD, IL Amdt. 10A, DEC 21,2006 (FAA) ELEV 742

CHICAGO/ ROCKFORD INTL

RADAR - 121.0 327.0

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1		AB	**1160**/24	431	(500-½)	C	**1160**/40	431	(500-¾)
			D	**1160**/50	431	(500-1)				
	7		AB	**1180**/24	438	(500-½)	C	**1180**/40	438	(500-¾)
			D	**1180**/50	438	(500-1)				
	25		AB	**1220**-1	485	(500-1)	C	**1220**-1¼	485	(500-1¼)
			D	**1220**-1½	485	(500-1½)				
CIRCLING			A	**1220**-1	478	(500-1)	b	**1240**-1	498	(500-1)
			C	**1240**-1½	498	(500-1½)	D	**1320**-2	578	(600-2)

GREEN BAY, WI Amdt. 9C, JUL 6, 2006 (FAA) ELEV 695

AUSTIN STRAUBEL INTL

RADAR - 119.4 338.2 V A

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	36		AB	**1100**/24	418	(500-½)	C	**1100**/40	418	(500-¾)
			D	**1100**/50	418	(500-1)				
	24		AB	**1120**-1	438	(500-1)	C	**1120**-1¼	438	(500-1¼)
			D	**1120**-1½	438	(500-1½)				
	18		AB	**1220**-1	525	(600-1)	C	**1220**-1½	525	(600-1½)
			D	**1220**-1¾	525	(600-1¾)				
	6		AB	**1220**/24	528	(600-½)	C	**1220**/50	528	(600-1)
			D	**1220**/60	528	(600-1¼)				
CIRCLING			AB	**1220**-1	525	(600-1)	C	**1220**-1½	525	(600-1½)
			D	**1260**-2	565	(600-2)				

For inoperative MALSR, increase ASR S-36 Category D visibility to RVR 6000.
When control tower closed, ASR not authorized.

MADISON, WI

Amdt. 17, MAR 17, 2005 (FAA) ELEV **887**

DANE COUNTY RGNL-TRUAX FIELD

RADAR - 135.45 343.7

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	21		AB	**1360**-½	473	(500-½)	C	**1360**-¾	473	(500-¾)
			D	**1360**-1	473	(500-1)	E	**1360**-1¼	473	(500-1¼)
	36		AB	**1360**/24	498	(500-½)	C	**1360**/50	498	(500-1)
			D	**1360**/60	498	(500-1¼)	E	**1360**/1½	498	(500-1½)
	14		AB	**1360**-1	499	(500-1)	C	**1360**-1¼	499	(500-1¼)
			D	**1360**-1½	499	(500-1½)	E	**1360**-1¾	499	(500-1¾)
	18		AB	**1360**/24	500	(600-½)	C	**1360**/40	500	(600-¾)
			D	**1360**/50	500	(600-1)	E	**1360**/60	500	(600-1¼)
	32		AB	**1440**-1	579	(600-1)	C	**1440**-1½	579	(600-1½)
			D	**1440**-1¾	579	(600-1¾)	E	**1440**-2	579	(600-2)
CIRCLING			A	**1440**-1	553	(600-1)	B	**1460**-1	573	(600-1)
			C	**1460**-1½	573	(600-1½)	D	**1460**-2	573	(600-2)
			E	**1680**-2¾	793	(800-2¾)				

When control tower closed, ASR procedures not authorized.

SPRINGFIELD, IL

Amdt. 9, OCT 27,2005 (FAA) ELEV **597**

ABRAHAM LINCOLN CAPITAL

RADAR - 118.6 323.0

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		ABC	**960**-½	363	(400-½)	DE	**960**-1	363	(400-1)
	31		AB	**1240**-½	650	(700-1)	C	**1240**-1¼	650	(700-1¼)
			D	**1240**-1½	650	(700-1½)	E	**1240**-1¾	650	(700-1¾)
	4		ABC	**960**/24	368	(400-½)	DE	**960**/50	368	(400-1)
CIRCLING			AB	**1240**-1	643	(700-1)	C	**1240**-1¾	643	(700-1¾)
			D	**1240**-2	643	(700-2)	E	**1380**-2¾	783	(800-2¾)

If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 60 feet.
For inoperative MALSR; increase S-4 categories D and E visibility to 6000; increase S-22 categories D and E visibility to 1¼; increase S-31 category E visibilty to 2¼.
When control tower closed, ASR not authorized.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ALTON/ST. LOUIS, IL

ST. LOUIS RGNL (ALN)

ORIG 05300 (FAA)

NOTE: **Rwy 11,** tree 1876' from departure end of runway, 834' left of centerline, 65' AGL/ 575' MSL, light pole 1067' from departure end of runway, 667' left of centerline, 25' AGL/554' MSL. **Rwy 17,** multiple trees beginning 1520' from departure end of runway, 859' right of centerline, 82' AGL/621' MSL, tree 1794' from departure end of runway, 410' left of centerline, 59' AGL/ 598' MSL. **Rwy 29,** multiple trees beginning 1318' from departure end of runway, 494' left of centerline, 59' AGL/ 579' MSL, light pole 663' from departure end of runway, 528' left of centerline, 10' AGL/559' MSL, tree 1481' from departure end of runway, 501' right of centerline, 66' AGL/578' MSL. **Rwy 35,** multiple trees and light pole beginning 980' from departure end of runway, 574' left of centelrine, 67' AGL/596' MSL.

AMERY, WI

AMERY MUNI (AHH)

AMDT 1 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-1 or std. with a min. climb of 335' per NM to 1600

NOTE: **Rwy 18,** towers 6684' from departure end of runway, 2072' left of centerline, 140' AGL/1340' MSL.

NAME	TAKE-OFF MINIMUMS

ANTIGO, WI

LANGLADE COUNTY (AIG)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 400-2 or std. w/ min. climb of 221' per NM to 1900, or alternatively, with std. takeoff min. and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 8,** Trees beginning 3692' from departure end of runway, 538' right of centerline, up to 100' AGL/1799' MSL. Vehicle and road 796' from departure end of runway, 27' right of centerline, 15' AGL/1544' MSL. **Rwy 16,** Vehicle and road beginning 150' from departure end of runway, 212' left of centerline, 15' AGL/1539' MSL. **Rwy 26,** Trees beginning 2447' from departure end of runway, on centerline, up to 100' AGL/1614' MSL.

ASHLAND, WI

JOHN F. KENNEDY MEMORIAL (ASX)
AMDT 1 08157 (FAA)

NOTE: **Rwy 2,** trees beginning 52' from departure end of runway, 209' right of centerline, up to 100'AGL/939' MSL. Trees beginning 119' from departure end of runway, 110' left of centerline, up to 100' AGL/929' MSL. Antenna 2411' from departure end of runway, 920' left of centerline, 117' AGL/926' MSL. **Rwy 13,** trees beginning 44' from departure end of runway, 161' right of centerline, up to 100' AGL/878' MSL. Trees beginning 831' from departure end of runway, 241' left of centerline, up to 100' AGL/868' MSL. **Rwy 20,** truck on road 329' from departure end of runway, 576' right of centerline, 15' AGL/844' MSL. Trees beginning 206' from departure end of runway, 229' right of centerline, up to 100' AGL/893' MSL. Trees beginning 1152' from departure end of runway, 295' left of centerline, up to 100' AGL/893' MSL. **Rwy 31,** truck on road 65' from departure end of runway, 325' right and 331' left of centerline, 15' AGL/844' MSL. Trees beginning 90' from departure end of runway, 172' right of centerline, up to 100' AGL/919' MSL. Trees beginning 34' from departure end of runway, 222' left of centerline, up to 100' AGL/838' MSL

BARABOO, WI

BARABOO WISCONSIN DELLS (DLL)
ORIG 85017 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1.

DEPARTURE PROCEDURE: **Rwy 14,** southeastbound departures, climbing left turn to heading 070° intercept DLL R-090, climb to 3200 before proceeding southeastbound. **Rwys 19, 32,** southeastbound departures (090° CW 180°) climb on runway heading to 3200 before proceeding on course.

BLACK RIVER FALLS, WI

BLACK RIVER FALLS AREA (BCK)
AMDT 1 (FAA)

DEPARTURE PROCEDURE: **Rwys 8, 26,** climb runway heading to 1400 before proceeding on course.

BLOOMINGTON-NORMAL, IL

CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)
ORIG 07074 (FAA)

DEPARTURE PROCEDURE: **Rwy 20,** climb heading 198° to 1400 before turning left.

NOTE: **Rwy 2,** pole 1638' from departure end of runway, 908' right of centerline, 78' AGL/922' MSL. **Rwy 11,** tree 2069' from departure end of runway, 1031' right of centerline, 60' AGL/933' MSL.

BOSCOBEL, WI

BOSCOBEL (OVS)
AMDT 1 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 600-3 or std. w/ min. climb of 447' per NM to 1300. **Rwy 7,** std. w/ min. climb of 548' per NM to 1500, or 1200-2½ for climb in visual conditions. **Rwy 20,** std. w/ min. climb of 672' per NM to 1400 or 1200-2½ for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 381' per NM to 1300 or 1200-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 017° to 1300 before turning south. **Rwy 7,** climb heading 067° to 1500 before turning south, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course. **Rwy 20,** climb heading 197° to 1500 before turning east, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course. **Rwy 25,** climb heading 247° to 1500 before proceeding on course, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course.

NOTE: **Rwy 2,** trees 1.3 NM from departure end of runway, 2536' left of centerline, 100' AGL/1118' MSL. Trees 1.6 NM from departure end of runway, 1276' left of centerline, 100' AGL/1127' MSL. Trees 1750' from departure end of runway, 470' left of centerline, 100' AGL/835' MSL. **Rwy 7,** trees 1.2 NM from departure end of runway, 2270' right of centerline, 100' AGL/1167' MSL. Trees 1290' from departure end of runway, 580' left of centerline, 100' AGL/726' MSL. Tree 13' from departure end of runway, 489' left of centerline, 10' AGL/690' MSL. Trees 1988' from departure end of runway, 250' left of centerline, 40' AGL/738' MSL. **Rwy 20,** tower 1.7 NM from departure end of runway, 640' right of centerline, 205' AGL/1196' MSL. Tower 3070' from departure end of runway, 865' left of centerline, 100' AGL/790' MSL. **Rwy 25,** tree 1.6 NM from departure end of runway, 2290' right of centerline, 100' AGL/1137' MSL. Tree 2.1 NM from departure end of runway, 1110' right of centerline, 100' AGL/1066' MSL. Trees 958' from departure end of runway, 478' right of centerline, 40' AGL/737' MSL. Trees 1165' from departure end of runway, 701' left of centerline, 40' AGL/731' MSL. Tree 1.6 NM from departure end of runway, 2290' right of centerline, 100' AGL/1137' MSL.

BOYCEVILLE, WI

BOYCEVILLE MUNI (3T3)
ORIG 02332 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 1300-2 or std. with a min. climb of 340' per NM to 2700.

NOTE: **Rwy 8,** tower 6.44NM from departure end of runway,3378'right of centerline,1200'AGL/2180'MSL.

BURLINGTON, WI

BURLINGTON MUNI (BUU)
AMDT 2 86128 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 300-1 or std. with a min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 11,** climb runway heading to 1400 before turning.

CABLE, WI

CABLE UNION (3CU)
AMDT 4 99308 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** west departures, climb runway heading to 1900 before turning westbound.

CAHOKIA/ST. LOUIS, IL

ST. LOUIS DOWNTOWN (CPS)

AMDT 7 05300 (FAA)

TAKEOFF MINIMUMS: **Rwy 5,** 200-1 ¼ or std. with a min. climb of 343' per NM to 800. **Rwy 30L,** 400-2½ or std. with a min. climb of 220' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 5,** climb via heading 047° to 900 before turning left. **Rwy 12L/12R,** climb via heading 122° to 1000 before turning left. **Rwy 23,** climb via heading 227° to 2000 before turning. **Rwy 30L/30R,** climb via heading 302° to 1700 before turning.

NOTE: **Rwy 5,** antenna 476' from departure end of runway, 326' right of centerline, 37' AGL/448' MSL, pole 630' from departure end of runway, 540' right of centerline, 62' AGL/473' MSL, multiple towers beginning 1649' from departure end of runway, 19' left of centerline, up to 76' AGL/487' MSL. **Rwy 12L,** tree 1633' from departure end of runway, 144' left of centerline, 44' AGL/453' MSL. **Rwy 12R,** tree 2279' from departure end of runway 927' right of centerline, 77' AGL/486' MSL. Tree 3823' from departure end of runway, 20' left of centerline, 92' AGL/509' MSL. **Rwy 23,** pole 763' from departure end of runway, 182' right of centerline, 44' AGL/453' MSL, multiple trees beginning 812' from departure end of runway, 4' right of centerline, up to 81' AGL/492' MSL. **Rwy 30L,** multiple trees beginning 889' from departure end of runway, 516' right of centerline, up to 114' AGL/521' MSL.

CANTON, IL

INGERSOLL (CTK)

ORIG 08213 (FAA)

NOTE: **Rwy 9,** tree 1335' from departure end of runway, 772' right of centerline, 100' AGL/749' MSL. **Rwy 36,** tree 1162' from departure end of runway, 486' right of centerline, 100' AGL/739' MSL.

CARMI, IL

CARMI MUNI (CUL)

AMDT 1 83356 (FAA)

DEPARTURE PROCEDURE: **Rwy 36,** climb runway heading to 1000 before turning westbound.

CASEY, IL

CASEY MUNI (1H8)

AMDT 3 83258 (FAA)

DEPARTURE PROCEDURE: **Rwys 4, 22, 36,** climb runway heading to 1900 before turning southbound. **Rwy 18,** climb runway heading to 1900 before turning left.

CENTRALIA, IL

CENTRALIA MUNI (ENL)

AMDT 1 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.

CHAMPAIGN/URBANA, IL

UNIVERSITY OF ILLINOIS-WILLARD (CMI)

ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 041° to 1300 before turning left.

NOTE: **Rwy 4,** trees beginning 56' from departure end of runway, 23' left of centerline, up to 63' AGL/808' MSL. Trees beginning 56' from departure end of runway, 89' right of centerline, up to 98' AGL/843' MSL. **Rwy 14R,** rod on obstruction light 520' from departure end of runway, 383' left of centerline, 17' AGL/760' MSL. Glide slope 541' from departure end of runway, 439' left of centerline, 36' AGL/779' MSL. Rod on obstruction light 543' from departure end of runway, 439' left of centerline, 37' AGL/780' MSL. **Rwy 18,** Terrain beginning 2' from departure end of runway, from left to right of centerline, up to 0' AGL/749' MSL. **Rwy 32L,** terrain 20' from departure end of runway, 152' right of centerline, 0' AGL/752' MSL. Antenna on ASR 1920' from departure end of runway, 331' left of centerline, 82' AGL/831' MSL.

CHICAGO, IL

CHICAGO MIDWAY INTL (MDW)

AMDT 10 08101 (FAA)

DEPARTURE PROCEDURE: **Rwys 4L,4R,** Climbing right turn to 2400 heading 100° before proceding on course. **Rwys 13C, 13L, 13R,** Climb heading 135° to 1400 before turning. **Rwys 22L, 22R,** Climb heading 224° to 1300 before turning. **Rwys 31C, 31L, 31R,** Climb heading 315° to 1500 before turning.

NOTE: **Rwy 4L,** fence 18' from departure end of runway, 257' left of centerline, 12' AGL/616' MSL. Vehicle plus road 143' from departure end of runway, 163' left of centerline, 16' AGL/620' MSL. Building 251' from departure end of runway, 217' left of centerline, 26' AGL/630' MSL. Sign 1912' from departure end of runway, 330' left of centerline, 88' AGL/692' MSL. Multiple light poles and trees beginning 375' from departure end of runway, 98' right of centerline, up to 75' AGL/679' MSL.

Rwy 4R, LOC 300' from departure end of runway, on centerline, 10' AGL/614' MSL. Light pole and multiple trees beginning 40' from departure end of runway, 369' left of centerline, up to 75' AGL/679' MSL. Blast fence 277' from departure end of runway, 45' left of centerline, 9' AGL/613' MSL. Tower 3983' from departure end of runway, 1142' left of centerline, 109' AGL/708' MSL. Multiple light poles and trees beginning 96' from departure end of runway, 21' right of centerline, up to 53' AGL/657' MSL. Train beginning 1483' from departure end of runway, 570' right of centerline, 48' AGL/654' MSL. **Rwy 13C**, LOC 248' from departure end of runway, on centerline, 8' AGL/619' MSL. Building 101' from departure end of runway, 254' left of centerline, 14' AGL/625' MSL. Trees beginning 288' from departure end of runway, 459' left of centerline, up to 76' AGL/680' MSL. Trees beginning 109' from departure end of runway, 402' right of centerline, up to 86' AGL/700' MSL. **Rwy 13L,** multiple poles and trees beginning 362' from departure end of runway, 215' left of centerline, up to 71' AGL/675' MSL. Trees beginning 1136' from departure end of runway, 54' right of centerline, up to 76' AGL/680' MSL. **Rwy 13R,** wind sock 263' from departure end of runway, 256' left of centerline, 9' AGL/621' MSL. Tree 1852' from departure end of runway, 960' left of centerline, 75' AGL/661' MSL. Building 459' from departure end of runway, 594' right of centerline, 50' AGL/660' MSL. Hangar 661' from departure end of runway, 291' right of centerline, 52' AGL/661' MSL. **Rwy 22L,** multiple poles and trees beginning 74' from departure end of runway, 375' left of centerline, up to 70' AGL/689' MSL. Multiple poles and trees beginning 465' from departure end of runway, 49' right of centerline, up to 60' AGL/679' MSL. Tank 4100' from departure end of runway, 161' right of centerline, 109' AGL/728' MSL. **Rwy 22R,** multiple poles and trees beginning 575' from departure end of runway, 168' left of centerline, up to 58' AGL/677' MSL. Tank 4100' from departure end of runway, 161' left of centerline, 109' AGL/728' MSL. Fence 198' from departure end of runway, 3' right of centerline, 12' AGL/630' MSL. Trees beginning 183' from departure end of runway, 65' right of centerline, up to 72' AGL/686' MSL.

CHICAGO MIDWAY INTL (CON'T)

Rwy 31C, LOC 239' from departure end of runway, on centerline, 10' AGL/617' MSL. Trees beginning 452' from departure end of runway, 454' left of centerline, up to 63' AGL/667' MSL. Spire 2207' from departure end of runway, 699' left of centerline, 78' AGL/684' MSL. Multiple poles and trees beginning 142' from departure end of runway, 28' right of centerline, up to 73' AGL/672' MSL. DME 183' from departure end of runway, 309' right of centerline, 17' AGL/624' MSL. Sign 1528' from departure end of runway, 270' right of centerline, 52' AGL/652' MSL. Tank 5576' from departure end of runway, 1430' right of centerline, 162' AGL/756' MSL. **Rwy 31L,** trees beginning 1299' from departure end of runway, 85' left of centerline, up to 53' AGL/662' MSL. Trees beginning 1779' from departure end of runway, 26' right of centerline, up to 68' AGL/667' MSL. **Rwy 31R,** multiple poles and trees beginning 379' from departure end of runway, 49' left of centerline, up to 65' AGL/664' MSL. Pole and trees beginning 70' from departure end of runway, 50' right of centerline, up to 68' AGL/667' MSL.

CHICAGO-O'HARE INTL (ORD)

AMDT 16A 09099 (FAA)

TAKEOFF MINIMUMS: **Rwy 27L,** std. w/ min. climb of 214' per NM to 1700, or 300-1¼ with min. climb of 203' per NM to 1700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway. **Rwy 27R,** std. w/ min. climb of 228' per NM to 1800. **Rwy 28,** std. w/ min. climb of 222' per NM to 1700. **Rwy 32L**, std. w/ min. climb of 231' per NM to 1800.

NOTE: **Rwy 4L**, multiple buildings beginning 3325' from DER, 1198' right of centerline, up to 101' AGL/750' MSL. **Rwy 4R,** multiple trees beginning 793' from DER, 568' right of centerline, up to 77' AGL/716' MSL. Multiple trees beginning 2266' from DER, 756' left of centerline, up to 84' AGL/723' MSL. Parked aircraft on ramp 153' from DER, 329' left of centerline, 80' AGL/735' MSL. **Rwy 9L,** building 2771' from DER, 1194' right of centerline, 94' AGL/745' MSL. **Rwy 9R,** street light 877' from DER, 686' right of centerline, 40' AGL/684' MSL. **Rwy 10,** multiple towers beginning 2522' from DER, 983' right of centerline, up to 127' AGL/771' MSL. Parked aircraft on ramp 33' from DER, 440' left of centerline, 80' AGL/735' MSL. **Rwy 14L,** multiple lights beginning 982' from DER, 745' left of centerline, up to 40' AGL/684' MSL. Parked aircraft on ramp and sign beginning 100' from DER, 363' right of centerline, up to 80' AGL/729' MSL. **Rwy 14R,** parked aircraft on ramp 1104' from DER, 766' right of centerline, 80' AGL/730' MSL. **Rwy 22L,** tree 972' from DER, 354' left of centerline, 31' AGL/690' MSL. **Rwy 22R,** parked aircraft on ramp 34' from DER, 430' left of centerline, 80' AGL/736' MSL. **Rwy 27L,** multiple poles, towers, and aircraft on ramp beginning 70' from DER, 408' left of centerline, 147' AGL/812' MSL. **Rwy 27R,** elevator 2778' from DER, 1021' left of centerline, 111' AGL/776' MSL. Tank 1489' from DER, 892' left of centerline, 55' AGL/723' MSL. **Rwy 32L,** flag pole 2036' from DER, 791' left of centerline, 58' AGL/732' MSL. **Rwy 32R,** multiple trees beginning 1438' from DER, 851' right of centerline, up to 71' AGL/715' MSL.

CHICAGO, IL (CON'T)

LANSING MUNI (IGQ)
AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. w/ min. climb of 322' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 002° to 1200 before proceeding on course.

NOTE: **Rwy 9,** poles beginning 1203' from DER, from left to right of centerline, up to 32' AGL/647' MSL. Building 1882' from DER, 964' left of centerline, 50' AGL/668' MSL. Tower 4314' from DER, 664' left of centerline, 149' AGL/764' MSL. **Rwy 18,** trees beginning 381' from DER, 440' right of centerline, up to 42' AGL/661' MSL. **Rwy 27,** hangar and building beginning 254' from DER, 69' right of centerline, up to 26' AGL/641' MSL. Trees, antennas, antennas on buildings, signs, light poles, and road with vehicles beginning 326' from DER, from left to right of centerline, up to 68' AGL/683' MSL. Tank 575' from DER, 65' left of centerline, 16' AGL/630' MSL. **Rwy 36,** pole 5546' from DER, 1932' right of centerline, 164' AGL/777' MSL.

CHICAGO/AURORA, IL

AURORA MUNI (ARR)
AMDT 1 07298 (FAA)

NOTE: **Rwy 9,** vehicle on road 794' from departure end of runway, right and left of centerline, 15' AGL/734' MSL. Multiple trees beginning 4126' from departure end of runway, on centerline, 100' AGL/819' MSL. **Rwy 15,** multiple trees, power poles and road beginning 900' from departure end of runway, 47' right of centerline, up to 100' AGL/809' MSL. Power pole 1313' from departure end of runway, 47' left of centerline, 34' AGL/733' MSL. **Rwy 18,** multiple power poles beginning 1218' from departure end of runway, 190' right of centerline, up to 35' AGL/734' MSL. Multiple trees beginning 3646' from departure end of runway, on centerline up to 100' AGL/809' MSL. **Rwy 27,** vehicle on road 1020' from departure end of runway, right and left of centerline, 15' AGL/734' MSL. **Rwy 33,** multiple trees and road beginning 788' from departure end of runway, 238' right of centerline, up to 79' AGL/788' MSL. Road and power pole beginning 577' from departure end of runway, 137' left of centerline, up to 38' AGL/747' MSL. **Rwy 36,** tree, pole and fence beginning 31' from departure end of runway, 169' left of centerline, up to 35' AGL/734' MSL. Vehicle on road beginning 1099' from departure end of runway, right and left of centerline, 15' AGL/734' MSL.

CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL

CHICAGO EXECUTIVE (PWK)
AMDT 2 04330 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1 or std. with min. climb of 286' per NM to 900.

NOTE: **Rwy 6,** tree 226' from departure end of runway, 226' right of centerline, 51' AGL/691' MSL. **Rwy 12,** antenna 4287' from departure end of runway, 1191' right of centerline, 129' AGL/769' MSL. **Rwy 16,** tree 1572' from departure end of runway, 423' left of centerline, 62' AGL/702' MSL. Obstruction light, 393' from departure end of runway, 383' right of centerline, 14' AGL/658' MSL. **Rwy 24,** tower 2955' from departure end of runway, 990' left of centerline, 133' AGL/783' MSL. **Rwy 30,** antenna 5171' from departure end of runway, 758' right of centerline, 152' AGL/802' MSL. Tower 4865' from departure end of runway 1002' right of centerline, 131' AGL/778' MSL. **Rwy 34,** tree 479' from departure end of runway, 465' left of centerline, 79' AGL/723' MSL.

CHICAGO/ROMEOVILLE, IL

LEWIS UNIVERSITY (LOT)
ORIG 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 330' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1100 before turning right.

NOTE: **Rwy 2,** multiple towers beginning 1.1 NM from departure end of runway, 361' left of centerline, up to 210' AGL/875' MSL. **Rwy 9,** multiple trees beginning 857' from departure end of runway, 359' left of centerline, up to 66' AGL/735' MSL. Building 244' from departure end of runway, 379' left of centerline, 10' AGL/679' MSL. Multiple trees and pole beginning 278' from departure end of runway, 174' right of centerline, up to 62' AGL/721' MSL. Sign 113' from departure end of runway, 355' right of centerline, 4' AGL/668' MSL. **Rwy 27,** multiple trees beginning 1144' from departure end of runway, 635' right of centerline, up to 54' AGL/723' MSL.

CHICAGO/WAUKEGAN, IL

WAUKEGAN RGNL (UGN)
ORIG 91122 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1.

CHICAGO/WEST CHICAGO, IL

DU PAGE (DPA)
ORIG 07354 (FAA)

NOTE: **Rwy 2L,** tree 2249' from departure end of runway, 1065' left of centerline, 15' AGL/831' MSL. **Rwy 2R,** tower 4561' from departure end of runway, 1540' right of centerline, 140' AGL/899' MSL. **Rwy 10,** building 631' from departure end of runway, 611' left of centerline, 15' AGL/777' MSL, tree 872' from departure end of runway, 336' left of centerline, 15' AGL/815' MSL, tree 1437' from departure end of runway, 367' left of centerline, 15' AGL/827' MSL, stack 1639' from departure end of runway, 184' left of centerline, 50' AGL/810' MSL. **Rwy 15,** road 267' from departure end of runway, 130' left of centerline, 15' AGL/815' MSL, road 467' from departure end of runway, 8' left of centerline, 15' AGL/815' MSL. Signal pole 804' from departure end of runway, 235' right of centerline, 15' AGL/800' MSL, trees beginning 1075' from departure end of runway, 133' right of centerline, 15' AGL/832' MSL. **Rwy 33,** multiple trees starting 332' from departure end of runway, 356' left and right of centerline, 15' AGL/836' MSL, obstruction light on pole 887' from departure end of runway, 149' left of centerline, 10' AGL/796' MSL, obstruction light on pole 927' from departure end of runway, 120' right of centerline, 10' AGL/793' MSL.

CLINTONVILLE, WI

CLINTONVILLE MUNI (CLI)
AMDT 1 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-environmental.

NOTE: **Rwy 4,** trees beginning 382' from departure end of runway, 485' right of centerline, up to 100' AGL/914' MSL, elevator 1199' from departure end of runway, 300' right of centerline, up to 100' AGL/930' MSL. **Rwy 14,** trees beginning 379' from departure end of runway, 424' right of centerline, up to 100' AGL/909' MSL. **Rwy 22,** trees beginning 729' from departure end of runway, 471' right of centerline, up to 100' AGL/929' MSL. **Rwy 32,** trees beginning 1215' from departure end of runway, 426' left of centerline, up to 100' AGL/934' MSL.

DANVILLE, IL

VERMILION RGNL (DNV)
ORIG 09183 (FAA)

NOTE: **Rwy 3,** tree 2298' from departure end of runway, 725' right of centerline, 50' AGL/761' MSL. **Rwy 16,** tree 4101' from departure end of runway, 378' left of centerline, 50' AGL/789' MSL. **Rwy 21,** tree 1982' from departure end of runway, 802' left of centerline, 50' AGL/728' MSL. **Rwy 34,** tree 3460' from departure end of runway, 2' right of centerline, 50' AGL/812' MSL.

DE KALB, IL

DE KALB TAYLOR MUNI (DKB)
AMDT 4 99140 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1.
DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 1400 before proceeding on course.

DECATUR, IL

DECATUR (DEC)
AMDT 2 84131 (FAA)

DEPARTURE PROCEDURE: Northbound departures: **Rwys 6,12,24,** climb runway heading to 1600 before turning north. **Rwy 18,** climb runway heading to 1200 before turning north. **Rwy 30,** right turn, climb to 3000 via DEC R-340 before proceeding north. **Rwy 36,** left turn, climb to 3000 via DEC R-340 before proceeding north.

DELAVAN, WI

LAKE LAWN (C59)
AMDT 1 03247 (FAA)

NOTE: **Rwy 18,** trees 150' from departure end of runway, 200' right of centerline, 56' AGL/1023' MSL. Trees 300' from departure end of runway, 200' right of centerline, 50' AGL/1017' MSL. **Rwy 36,** trees 90' from departure end of runway, 175' left of centerline, 66' AGL/1045' MSL. Poles 251' from departure end of runway, 86' right of centerline, 66' AGL/1045' MSL. Pole 90' from departure end of runway, 240' right of centerline, 60' AGL/1039' MSL. Pole 85' from departure end of runway, 170' left of centerline, 60' AGL/1039' MSL.

DIXON, IL

DIXON MUNI - CHARLES R WALGREEN FIELD (C73)
AMDT 2 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 600-1½ or std. w/ min. climb of 410' per NM to 1400.
DEPARTURE PROCEDURE: **Rwy 12,** climb heading 123° to 1300 before turning right.
NOTE: **Rwy 12,** T-L towers beginning 1.20 NM from DER, left and right of centerline, up to 180' AGL/1139' MSL. **Rwy 8,** vehicle on road 336' from DER, 184' right of centerline, 15' AGL/812' MSL. Road 359' from DER on centerline, 796' MSL. **Rwy 26,** trees beginning 386' from DER, 182' right and left of centerline, up to 52' AGL/833' MSL. Multiple roof tops and poles beginning 164' from DER, 360' right of centerline, up to 25' AGL/806' MSL. Stack and railroad tracks beginning 570' from DER, 304' right of centerline, up to 60' AGL/843' MSL.

EAGLE RIVER, WI

EAGLE RIVER UNION (EGV)
ORIG 06271 (FAA)

NOTE: **Rwy 4,** road 240' from departure end of runway, 559' right of centerline, 15' AGL/1654' MSL. Terrain 51' from departure end of runway, 288' right of centerline, 0' AGL/1639' MSL. **Rwy 13,** road 268' from departure end of runway, 572' left of centerline, 15' AGL/1654' MSL. **Rwy 22,** road 246' from departure end of runway ,566' right of centerline, 15' AGL/1654' MSL. Multiple trees 476' from departure end of runway,430' right of centerline, 83' AGL/1722' MSL. Multiple trees 761' from departure end of runway, 147' left of centerline, 96' AGL/1735' MSL.

EAU CLAIRE, WI

CHIPPEWA VALLEY RGNL (EAU)
AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 500-2¾ or std. w/ min. climb of 295' per NM to 1500. **Rwy 32,** 200-1½ or std. w/ min. climb of 270' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 138° to 2000 before proceeding on course. **Rwy 22,** climb heading 224° to 1700 before proceeding on course. **Rwy 32,** climb heading 304° to 1700 before proceeding on course.
NOTE: **Rwy 4,** terrain 25' from departure end of runway, 98' left of centerline, 0' AGL/942' MSL. **Rwy 14,** trees beginning 336' from departure end of runway, 73' right of centerline, up to 62' AGL/1110' MSL. Trees beginning 999' from departure end of runway, 29' left of centerline up to 60' AGL/1159' MSL. Radio tower 2.2 NM from departure end of runway, 18' left of centerline, 455' AGL/1349' MSL. **Rwy 22,** vehicle on road and obstruction light on pole beginning 116' from departure end of runway, 426' right of centerline, up to 17' AGL/892' MSL. Trees 639' from departure end of runway, 509' left of centerline, 30' AGL/909' MSL. **Rwy 32,** trees beginning 184' from departure end of runway, 502' left of centerline, up to 67' AGL/1069' MSL. Trees beginning 562' from departure end of runway, 224' right of centerline, up to 74' AGL/933' MSL.

EFFINGHAM, IL

EFFINGHAM COUNTY MEMORIAL (1H2)
AMDT 4 98001 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 600-1.
DEPARTURE PROCEDURE: **Rwy 29,** climb runway heading to 2100 before proceeding on course.

FAIRFIELD, IL

FAIRFIELD MUNI (FWC)
AMDT 2 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 400-1 or std. with a min. climb of 310' per NM to 800. **Rwy 27,** 300-1 or std. with a min. climb of 320' per NM to 600.

FLORA, IL

FLORA MUNI (FOA)
AMDT 1 84047 (FAA)

DEPARTURE PROCEDURE: **Rwys 3, 33,** climb runway heading to 1100 before turning left. **Rwy 21,** climb runway heading to 1100 before turning right.

FOND DU LAC, WI
FOND DU LAC COUNTY (FLD)
AMDT 1 84327 (FAA)
DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 2000 before turning north. **Rwy 36,** climb runway heading to 2000 before turning east.

FREEPORT, IL
ALBERTUS (FEP)
ORIG 07130 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36,** NA-Environmental.
NOTE: **Rwy 24,** multiple trees beginning 446' from departure end of runway, 450' right of centerline, up to 67' AGL/903' MSL.

FRIENDSHIP (ADAMS), WI
ADAMS CO. LEGION FIELD (63C)
AMDT 1 02164 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA - unsurveyed turf runways. **Rwy 33,** 500-2 or std. with a min. climb of 400' per NM to 1600.
NOTE: **Rwy 15,** powerline 1210' from departure end of runway, 130' left of centerline, 60' AGL/1090' MSL. **Rwy 33,** trees 200' from departure end of runway, 200' left of centerline, 57' AGL/1032' MSL. Trees 1.43 NM from departure end of runway, 2653' left of centerline, 100' AGL/1399' MSL. Watch tower 1.69 NM from departure end of runway, 2271' left of centerline, 150' AGL/1400' MSL.

GRANTSBURG, WI
GRANTSBURG MUNI (GTG)
ORIG 94230 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23,** 300-1.

GRAYSLAKE, IL
CAMPBELL (C81)
AMDT 1 82063 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** 300-1.
DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 1200 before turning.

GREEN BAY, WI
AUSTIN STRAUBEL INTL (GRB)
AMDT 2 07354 (FAA)
DEPARTURE PROCEDURE: **Rwy 6,** climb heading 062° to 1300 before turning right. **Rwy 18,** climb heading 182° to 1600 before turning left.
NOTE: **Rwy 18,** tree 3022' from departure end of runway, 680' left of centerline, 100' AGL/779' MSL. **Rwy 24,** trees beginning 1556' from departure end of runway, 893' left of centerline, up to 100' AGL/779' MSL. Pole 1114' from departure end of runway, 665' left of centerline, 38' AGL/722' MSL.

HARRISBURG, IL
HARRISBURG-RALEIGH (HSB)
ORIG 08101 (FAA)
NOTE: **Rwy 6,** Trees and a PVC pipe, beginning 62' from departure end of runway, 230' left of centerline, up to 100' AGL/519' MSL. Trees 895' from departure end of runway 523' right of centerline, 61' AGL/454' MSL. **Rwy 24,** Trees beginning 252' from departure end of runway, 420' right of centerline, up to 100' AGL/479' MSL. **Rwy 32,** Trees beginning 4182' from Departure end of runway, 615' left of centerline, up to 100' AGL/499' MSL. Trees beginning 1744' from departure end of runway, 299' right of centerline, up to 100' AGL/509' MSL.

HAYWARD, WI
SAWYER COUNTY (HYR)
AMDT 4 99308
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 300' per NM to 1300. **Rwy 20,** 300-1 or std. with a min. climb of 270' per NM to 1300. **Rwy 34,** 300-1 or std. with a min. climb of 250' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1900 before turning eastbound.

JANESVILLE, WI
SOUTHERN WISCONSIN RGNL (JVL)
ORIG 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-2¼ or std. w/ a min. climb of 203' per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway.
NOTE: **Rwy 4,** Road 342' from departure end of runway, 520' right of centerline, 17' AGL/846' MSL. Trees beginning 624' from departure end of runway, 366' left of centerline, up to 60' AGL/889' MSL. Light on pole 1290' from departure end of runway, 595' left of centerline, 21' AGL/840' MSL. Antenna 804' from departure end of runway, 190' left of centerline, 16' AGL/825' MSL. **Rwy 32,** Tree 1524' from departure end of runway 857' left of centerline, 100' AGL/869' MSL. **Rwy 36,** tree 1427' from departure end of runway, 108' left of centerline, 42' AGL/851' MSL. Road 385' from departure end of runway, 20' left of centerline, 15' AGL/824' MSL. Tower 1.92 NM from departure end of runway, 1427' left of centerline, 258' AGL/1101' MSL.

JOLIET, IL
JOLIET RGNL
TAKE-OFF MINIMUMS: **Rwy 12,** 500-1. **Rwy 22,** 300-1.
DEPARTURE PROCEDURE: **Rwy 4,** climb to 1000 before turning right. **Rwy 30,** climb to 1000 before turning left. **Rwy 22,** when ceiling is below 500, climb to 1100 before turning left.

JUNEAU, WI
DODGE COUNTY (UNU)
ORIG 94286 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 300-1.

KANKAKEE, IL

GREATER KANKAKEE (IKK)
ORIG 07074 (FAA)

NOTE: **Rwy 4,** vehicle on road 532' from departure end of runway, 546' left of centerline, 15' AGL/652' MSL. **Rwy 16,** vehicle on road 729' from departure end of runway, 181' right of centerline, 15' AGL/645' MSL. **Rwy 22,** vehicle on road 1069' from departure end of runway, 622' left of centerline, 15' AGL/653' MSL. **Rwy 34,** vehicle on road 831' from departure end of runway, 189' left of centerline, 15' AGL/650' MSL. Tree 623' from departure end of runway, 203' right of centerline, 25' AGL/650' MSL. Tree 164' from departure end of runway, 541' right of centerline, 60' AGL/630' MSL. Tree 505' from departure end of runway, 122' left of centerline, 65' AGL/635' MSL.

KENOSHA, WI

KENOSHA RGNL (ENW)
ORIG 09239 (FAA)

NOTE: **Rwy 7R,** multiple light poles beginning 560' from DER, 342' right of centerline, up to 26' AGL/729' MSL. Multiple trees and pole beginning 569' from DER, 248' left of centerline, up to 54' AGL/760' MSL. **Rwy 7L,** muliple trees beginning 156' from DER, 324' left of centerline up to 52' AGL/761' MSL. **Rwy 25L,** multiple trees and hangars beginning 10' from DER, 209' right' of centerline up to 11' AGL/760' MSL. Tree 22' from DER, 378' left of centerline 24' AGL/763' MSL. Fence, 200' from DER, 456' left of centerline, 8' AGL, 737' MSL. Vehicle on road 889' from DER, 187' left of centerline, 14' AGL/753' MSL. **Rwy 33,** multiple trees beginning 808' from DER, 39' right of centerline up to 81' AGL/811' MSL. Multiple trees beginning 1171' from DER, 78' left of centerline, up to 84' AGL/810' MSL. **Rwy 25R,** trees 2800' from DER, 603' left to right of centerline, 100' AGL/819' MSL.

KEWANEE, IL

KEWANEE MUNI (EZI)
ORIG-A 09351(FAA)

NOTE: **Rwy 27,** powerlines and utility pole beginning 1424' from DER, 100' right of centerline, up to 79' AGL/925' MSL. Powerlines 2215' from DER, 432' left of centerline, 79' AGL/916' MSL. Tree 2212' from DER, 972' left of centerline, 100' AGL/933' MSL.

LA CROSSE, WI

LA CROSSE MUNI (LSE)
AMDT 5 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min climb of 460' per NM to 1600, or 1400-2½ for climb in visual conditions. **Rwy 13,** std. w/ min. climb of 420' per NM to 2000, or 1400-2½ for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 290' per NM to 1800, or 1400-2½ for climb in visual conditions. **Rwy 21,** std. w/ min climb of 430' per NM to 2000, or 1400-2½ for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 300' per NM to 2500, or 1400-2½ for climb in visual conditions.**Rwy 36,** std. w/ min. climb of 325' per NM to 1800, or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 13, 18, 21, 31, 36,** for climb in visual conditions cross La Crosse Muni airport at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 3,** trees 964' from DER, 333' right of centerline, 80' AGL/730' MSL. Multiple trees beginning 499' from DER, 222' left of centerline, 56' AGL/706' MSL. Multiple trees beginning 4327' from DER, 263' right of centerline, up to 89' AGL/809' MSL. Pole 4371' from DER, 203' left of centerline, 84' AGL/784' MSL. Multiple trees 1.89 NM from DER, 2726' right of centerline, 100' AGL/1339' MSL. **Rwy 13,** trees 423' from DER, 446' left of centerline, 46' AGL/696' MSL. Trees 2666' from DER, 503' left of centerline, 97' AGL/747' MSL. **Rwy 18,** vehicle and road 685' from DER, 589' left of centerline, 15' AGL/694' MSL. Multiple trees beginning 1809' from DER, 10' left of centerline, up to 63' AGL/723' MSL. Multiple trees beginning 1630' from DER, 23' right of centerline, up to 67' AGL/727' MSL. **Rwy 21,** multiple tress beginning 1521' from DER, 586' left of centerline, up to 75' AGL/735' MSL. Light poles 1406' from DER, 174' right of centerline 35' AGL/695' MSL. Trees 2706' from DER, 285' right of centerline, 67' AGL/727' MSL. **Rwy 31,** multiple trees beginning 1992' from DER, 289' left of centerline, up to 80' AGL/730' MSL. Multiple trees beginning 2499' from DER, 92' right of centerline, up to 139' AGL/789' MSL.

LA POINTE, WI

MADELINE ISLAND (4R5)
ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. w/ min. climb of 213' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 22,** Climb heading 220° to 1200 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 69' from departure end of runway, 5' left of centerline, up to 100' AGL/759' MSL. Trees beginning 340' from departure end of runway, 52' right of centerline, up to 100' AGL/759' MSL. **Rwy 22,** trees beginning 1867' from departure end of runway, 187' left of centerline, up to 100' AGL/710' MSL. Trees beginning 167' from departure end of runway, 23' right of centerline, up to 100' AGL/729' MSL.

LACON, IL

MARSHALL COUNTY (C75)
AMDT 2 89236 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 18, 36,** 300-1.

DEPARTURE PROCEDURE: **Rwy 31,** climb runway heading to 1800 before turning.

LADYSMITH, WI
RUSK COUNTY (RCX)
ORIG 01193 (FAA)
TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. with a min. climb of 430' per NM to 1500.

LAKE GENEVA, WI
GRAND GENEVA RESORT (C02)
ORIG 03079 (FAA)
DEPARTURE PROCEDURE: **Rwy 23,** climb runway heading to 1500 before turning westbound.

LAND O'LAKES, WI
KINGS LAND O'LAKES (LNL)
AMDT 4 05132 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-obstacles.
NOTE: **Rwy 14,** road and vehicle 195' from departure end of runway, 245' left of centerline, 33' AGL/1737' MSL. **Rwy 32,** trees 50' from departure end of runway, 296' right of centerline, up to 100' AGL/1820' MSL. Trees 820' from departure end of runway, 220' right of centerline, 66' AGL/1770' MSL. Multiple trees beginning 480' from departure end of runway, 200' left of centerline, 60' AGL/1764' MSL. Tank 1144' from departure end of runway, 615' right of centerline, 125' AGL/1833' MSL.

LINCOLN, IL
LOGAN COUNTY (AAA)
AMDT 1 05300 (FAA)
TAKE-OFF MINIMUMS: **Rwy 21,** 300-½ or std. with a min. climb of 341' per NM to 800.
NOTE: **Rwy 21,** spire 2193' from departure end of runway, 208' left of centerline, 96' AGL/686' MSL.

LITCHFIELD, IL
LITCHFIELD MUNI (3LF)
AMDT 3 05300 (FAA)
NOTE: **Rwy 9,** tower 1058' left of departure end of runway, 132' AGL/822' MSL.

LONE ROCK, WI
TRI COUNTY RGNL (LNR)
AMDT 4 08185 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 600-1¾, or 1000-2½ for climb in visual conditions. **Rwys 18, 36,** NA-Environmental.
DEPARTURE PROCEDURE: **Rwys 9, 27,** for climb in visual conditions: cross Tri-County Rgnl Airport at or above 1600 before proceeding on course.
NOTE: **Rwy 9,** terrain and trees beginning 23' from departure end of runway, 238' left of centerline, up to 100' AGL/1129' MSL. Road beginning 244' from departure end of runway, 330' left of centerline, up to 17' AGL/733' MSL. Terrain and trees beginning 18' from departure end of runway, 235' right of centerline, up to 100' AGL/722' MSL. **Rwy 27,** building 764' from departure end of runway, 386' left of centerline, up to 25' AGL/744' MSL. Tree 1381' from departure end of runway, 590' left of centerline, up to 70' AGL/785' MSL. Road beginning 245' from departure end of runway, on centerline, up to 12' AGL/731' MSL. Antennas and poles beginning 920' from departure end of runway, 372' right of centerline, up to 33' AGL/752' MSL. Trees and terrain beginning 2 NM from departure end of runway, 2658' right of centerline, up to 100' AGL/1199' MSL.

MACOMB, IL
MACOMB MUNI (MQB)
AMDT 1 89236 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 1700 before turning right. **Rwy 27,** climb runway heading to 1700 before turning left.

MADISON, WI
BLACKHAWK AIRFIELD (87Y)
ORIG 97338 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-2 or std. with a min. climb of 220' per NM to 1300.

DANE COUNTY RGNL-TRUAX FIELD (MSN)
AMDT 7 03219 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** (Southwest departures 200° CW 260°) climb via heading 182° to 3200 before proceeding on course. **Rwy 21,** (Southwest departures 200° CW 260°) climb via heading 209° to 3200 before proceeding on course.
NOTE: **Rwy 36,** tree 2700' from departure end of runway, 1097' right of centerline, 100' AGL/987' MSL.

MANITO, IL
MANITO MITCHELL (C45)
AMDT 2 82105 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 36,** 300-1.

MANITOWOC, WI

MANITOWOC COUNTY (MTW)
AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1½ or std. with a min. climb of 254' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 072° to 1200 before proceeding on course. **Rwy 25,** climb heading 252° to 1200 before proceeding on course.

NOTE: **Rwy 7,** tree 520' from DER, 279' left of centerline, 27' AGL/666' MSL. **Rwy 17,** stack 1.24 NM from DER, 1915' left of centerline, 310' AGL/893' MSL. Trees beginning 23' from DER, 16' left of centerline, up to 94' AGL/743' MSL. Trees beginning 1802' from DER, 76' right of centerline, up to 98' AGL/747' MSL. Flagpole 1234' from DER, 512' right of centerline, 36' AGL/695' MSL. Antenna 989' from DER, 511' right of centerline, 39' AGL/688' MSL. **Rwy 25,** tree 734' from DER, 321' right of centerline, 48' AGL/697' MSL. Tree 1870' from DER, 223' left of centerline, 63' AGL/722' MSL. Train on railroad, 744' from DER, on centerline, 23' AGL/676' MSL. **Rwy 35,** trees beginning 167' from DER, 477' right of centerline, up to 66' AGL/710' MSL. Tree 2012' from DER, 863' left of centerline, 67' AGL/716' MSL.

MARION, IL

WILLIAMSON COUNTY RGNL (MWA)
ORIG 05132 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 600-3 or std. with a min. climb of 222' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 11,** Climb via heading 107° to 1100 before turning left.

NOTE: **Rwy 2,** multiple trees beginning 291' from departure end of runway, 265' left of centerline, up to 106' AGL/543' MSL. **Rwy 11,** multiple poles beginning 802' from departure end of runway, 496' right of centerline, up to 75' AGL/518' MSL. Tree 1427' from departure end of runway, 594' right of centerline, 81' AGL/528' MSL. Tank 5216' from departure end of runway, 800' right of centerline, 164' AGL/601' MSL. Tower 3.16 NM from departure end of runway, 1.32 NM left of centerline, 490' AGL/980' MSL. **Rwy 20,** multiple trees beginning 1744' from departure end of runway, 823' right of centerline, up to 68' AGL/521' MSL. **Rwy 29,** wind sock 341' from departure end of runway, 291' left of centerline, 11' AGL/461' MSL. Multiple trees beginning 559' from departure end of runway, 360' right of centerline, up to 77' AGL/534' MSL. Theater screen 1488' from departure end of runway, 1346' right of centerline, 77' AGL/530' MSL.

MARSHFIELD, WI

MARSHFIELD MUNI (MFI)
ORIG 06271 (FAA)

NOTE: **Rwy 34,** multiple trees beginning 1412' from departure end of runway, 532' left of centerline, up to 60' AGL/1359' MSL.

MATTOON-CHARLESTON, IL

COLES COUNTY MEMORIAL (MTO)
AMDT 4 09351(FAA)

NOTE: **Rwy 11,** trees beginning 1842' from DER, 869' left of centelrine, up to 100' AGL/803' MSL.

MEDFORD, WI

TAYLOR COUNTY (MDZ)
AMDT 2 09071 (FAA)

NOTE: **Rwy 9,** trees beginning 1123' from DER, 561' left of centerline, up to 61' AGL/1540' MSL. Tree 2555' from DER, 592' right of centerline, 75' AGL/1544' MSL. **Rwy 16,** trees beginning 7' from DER, 248' left of centerline, up to 75' AGL/1524' MSL. Vehicle plus road beginning 33' from DER, 8' left of centerline, up to 15' AGL/1466' MSL. Vehicle plus road beginning 27' from DER, 93' right of centerline, up to 15' AGL/1462' MSL. **Rwy 27,** tower 2839' from DER, 1111' left of centerline, 150' AGL/1580' MSL. Trees beginning 1040' from DER, 49' left of centerline, up to 75' AGL/1526' MSL. Silo 1593' from DER, 789' right of centerline, 30' AGL/1499' MSL. Trees beginning 2008' from DER, 147' right of centerline, up to 68' AGL/1527' MSL. **Rwy 34,** terrain, trees and poles beginning 37' from DER, 187' right of centerline, up to 41' AGL/1510' MSL. Vehicle plus road beginning 490' from DER, 485' right of centerline, up to 15' AGL/1476' MSL.

MENOMONIE, WI

MENOMONIE MUNI-SCORE FIELD (LUM)
ORIG 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9,18,27,36,** 300-1.

MERRILL, WI

MERRILL MUNI (RRL)
ORIG 07242 (FAA)

NOTE: **Rwy 7,** bush 55' from departure end of runway, 468' left of centerline, 5' AGL/1311' MSL. Pole 392' from departure end of runway, 512' right of centerline, 23' AGL/1329' MSL. Building 358' from departure end of runway, 451' right of centerline, 21' AGL/1327' MSL. Multiple trees beginning 905' from departure end of runway, from 727' right to 552' left of centerline, up to 91' AGL/1400' MSL. Multiple trees beginning 2597' from departure end of runway, from 22' right to 86' left of centerline, up to 82' AGL/1401' MSL. **Rwy 16,** multiple trees beginning 1587' from departure end of runway, on centerline, up to 100' AGL/1439' MSL. **Rwy 25,** bush 132' from departure end of runway, 494' right of centerline, 13' AGL/1331' MSL. Pole 1240' from departure end of runway, 778' left of centerline, 37' AGL/1356' MSL. Multiple trees beginning 1085' from departure end of runway, from 554' right to 359' left of centerline, up to 69' AGL/1388' MSL. **Rwy 34,** multiple trees beginning 49' from departure end of runway, from 33' right to 139' left of centerline, up to 100' AGL/1439' MSL.

MIDDLETON, WI

MIDDLETON MUNI-MOREY FIELD (C29)
AMDT 1 05356 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 468' per NM to 1300. **Rwys 1, 19,** NA-turf.

DEPARTURE PROCEDURE: **Rwy 10,** climb via heading 101° to 2600 before proceeding on course. **Rwy 28,** climb via heading 281° to 2600 before proceeding on course.

NOTE: **Rwy 28,** multiple trees beginning 2067' from departure end of runway, 583' left of centerline, up to 60' AGL/1032' MSL.

MILWAUKEE, WI

GENERAL MITCHELL INTL (MKE)

AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7R,** 300-1½ or std. with a min. climb of 300' per NM to 1100. **Rwy 31,** 300-1½ or std. w/ a min. climb of 257' per NM to 1000.

NOTE: **Rwy 1R,** antenna, 581' from DER, 600' left of centerline, 46' AGL/719' MSL. Trees beginning 3210' from DER, 462' right of centerline, up to 100' AGL/795' MSL. **Rwy 1L,** fence beginning 148' from DER, 391' left of centerline, up to 4' AGL/679' MSL. Vehicle on road, 459' from DER, 577' left of centerline, 17' AGL/696' MSL. Pole, 575' from DER, 593' left of centerline, 6' AGL/689' MSL. Pole, 1859' from DER, 912' right of centerline, 18' AGL/734' MSL. Antenna, 1928' from DER, 1' right of centerline, 15' AGL/727' MSL. Pole, 2291' from DER, 937' right of centerline, 28' AGL/750' MSL. Tower, 2284' from DER, 463' right of centerline, 17' AGL/739' MSL. Pole, 2393' from DER, 683' right of centerline, 14' AGL/736' MSL. Trees, beginning 2492' from DER, 971' left of centerline, up to 54' AGL/780' MSL. Trees, beginning 2816' from DER, 154' right of centerline, up to 100' AGL/799' MSL. **Rwy 7R,** multiple poles beginning 457' from DER, 456' right of centerline, up to 36' AGL/709' MSL. Train on track, 566' from DER, 12' right of centerline, up to 23' AGL/734' MSL. Multiple poles beginning 801' from DER, 199' left of centerline, up to 38' AGL/711' MSL. Trees, beginning 1211' from DER, 186' right of centerline, up to 100' AGL/779' MSL. Tree, 2192' from DER, 456' left of centerline, 66' AGL/742' MSL. Stack, 1.12 NM from DER, 2171' right of centerline, 210' AGL/926' MSL. Stack, 1.21 NM from DER, 1164' left of centerline, 180' AGL/891' MSL. **Rwy 7L,** hanger, 319' from DER, 456' right of centerline, 13' AGL/696' MSL. Tree, 730' from DER, 675' left of centerline, 100' AGL/779' MSL. Pole, 1727' from DER, 194' left of centerline, 55' AGL/751' MSL. Tower, 1864' from DER, 48' left of centerline, 30' AGL/742' MSL. **Rwy 13,** multiple light poles, beginning 379' from DER, 156' left of centerline, up to 36' AGL/709' MSL. Multiple light poles beginning 858' from DER, 144' right of centerline, up to 36' AGL/709' MSL. Train on track, 556' from DER, 405' left of centerline, 23' AGL/734' MSL. Multiple trees beginning 1222' from DER, 206' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1067' from DER, 406' right of centerline, up to 100' AGL/770' MSL. **Rwy 19L,** tree, 1785' from DER, 863' left of centerline, 100' AGL/779' MSL. Rod on glide slope antenna, 1837' from DER, 559' right of centerline, 63' AGL/749' MSL. **Rwy 19R,** tree, 778' from DER, 647' right of centerline, 100' AGL/809' MSL. Vehicle on road, 398' from DER, 588' left of centerline, 17' AGL/726' MSL. **Rwy 25L,** tree, 1072' from DER, 757' left of centerline, 100' AGL/829' MSL. Tower, 3330' from DER, 1222' right of centerline, 57' AGL/812' MSL. **Rwy 25R**, flag pole, 603' from DER, 336' left of centerline, 36' AGL/709' MSL. Hangar, 625' from DER, 363' right of centerline, 26' AGL/702' MSL. Tree, 855' from DER, 401' right of centerline, 100' AGL/779' MSL. Tree, 1297' from DER, 187' left of centerline, 30' AGL/716' MSL. Pole, 1605' from DER, 301' right of centerline, 47' AGL/720' MSL.

GENERAL MITCHELL INTL (CON'T)

Rwy 31, fence, 197' from DER, 244' right of centerline, 7' AGL/681' MSL. Sign, 219' from DER, 449' right of centerline, 50' AGL/730' MSL. Multiple light poles beginning 265' from DER, 69' right of centerline, up to 30' AGL/706' MSL. Multiple light poles beginning 687' from DER, 112' left of centerline, up to 30' AGL/703' MSL. Hangar, 438' from DER, 564' left of centerline, 50' AGL/722' MSL. Pole, 1351' from DER, 340' right of centerline, 46' AGL/735' MSL. Multiple trees, beginning 1504' from DER, 258' right of centerline, up to 100' AGL/775' MSL. Multiple trees, beginning 1122' from DER, 391' left of centerline, up to 100' AGL/768' MSL. Pole, 2629' from DER, 344' right of centerline, 165' AGL/758' MSL. Tank, 1.10 NM from DER, 742' right of centerline, 165' AGL/885' MSL.

LAWRENCE J. TIMMERMAN (MWC)

ORIG 93035 (FAA)

DEPARTURE PROCEDURE: **Rwys 4L, 4R, 15L/R,** climb to 2100 before turning east.

MINOCQUA-WOODRUFF, WI

LAKELAND/NOBLE F. LEE MEMORIAL FIELD (ARV)

ORIG 09351 (FAA)

NOTE: **Rwy 10,** trees beginning 239' from DER, 545' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 424' from DER, 576' left of centerline, up to 100' AGL/1729' MSL. **Rwy 18,** trees beginning 785' from DER, 482' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 825' from DER, 506' left of centerline, up to 100' AGL/1729' MSL. **Rwy 28,** trees beginning 659' from DER, 564' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 474' from DER, 432' left of centerline, up to 100' AGL/1729' MSL. **Rwy 36,** trees and windsock beginning 157' from DER, 5' right of centerline, up to 96' AGL/1725' MSL. Trees beginning 1280' from DER, 29' left of centerline, up to 100' AGL/1749' MSL.

MOLINE, IL

QUAD-CITY INTL (MLI)

AMDT 9 04330 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. with a min. climb of 220' per NM to 800. **Rwy 13,** 300-1¼ or std. with a min. climb of 250' per NM to 900. **Rwy 23,** 300-1 or std. with a min. climb of 285' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 5,** climb via heading 048° to 3000 before turning left. **Rwy 9,** climb via heading 090° to 1600 before turning. **Rwy 13,** climb via heading 126° to 1600 before turning. **Rwy 23,** climb via heading 228° to 1600 before turning. **Rwy 27,** climb via heading 270° to 1600 before turning. **Rwy 31,** climb via heading 306° to 3000 before turning right.

NOTE: **Rwy 9,** trees 4800' from departure end of runway, 1472' right of centerline, 30' AGL/740' MSL. **Rwy 13,** trees beginning 5117' from departure end of runway, 1351' right of centerline, up to 50' AGL/775' MSL. **Rwy 23,** numerous trees beginning 3423' from departure end of runway, 292' left of centerline, up to 50' AGL/757' MSL.

MONEE, IL
BULT FIELD (C56)
ORIG 09071 (FAA)
NOTE: **Rwy 9,** vehicle on road 145' from DER, on centerline, 15' AGL/785' MSL. **Rwy 27,** vehicle on road 150' from DER, on centerline, 15' AGL/797' MSL. Metal chimney 305' from DER, 210' left of centerline, 29' AGL/812' MSL. Tree 367' from DER, 161' left of centerline, 40' AGL/819' MSL. Pole barn 421' from DER, 202' left of centerline, 22' AGL/801' MSL. Trees beginning 1484' from DER, 223' right of centerline, up to 100' AGL/859' MSL.

MONMOUTH, IL
MONMOUTH MUNI (C66)
AMDT 2 93231 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 400-2.

MONROE, WI
MONROE MUNI (EFT)
AMDT 2 09127 (FAA)
NOTE: **Rwy 2,** vehicle on road 926' from DER, left and right of centerline, up to 17' AGL/1116' MSL. Trees beginning 182' from DER, 175' right of centerline, up to 100' AGL/1169' MSL. **Rwy 12,** trees beginning 1234' from DER, 655' right of centerline, up to 100' AGL/1189' MSL. **Rwy 20,** trees beginning 712' from DER, 288' right of centerline, up to 100' AGL/1129' MSL. **Rwy 30,** trees beginning 1918' from DER, 87' right of centerline, up to 100' AGL/1209' MSL. Vehicle on road 1166' from DER, 157' right of centerline, up to 17' AGL/1126' MSL.

MORRIS, IL
MORRIS MUNI - JAMES R. WASHBURN FIELD (C09)
ORIG 08325 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. w/ min. climb of 320' per NM to 1000.
NOTE: **Rwy 18,** tree 511' from departure end of runway, 607' right of centerline, 100' AGL/659' MSL. Tower 8810' from departure end of runway, 647' right of centerline, 290' AGL/840' MSL. **Rwy 36,** trees beginning 1562' from departure end of runway, 758' right of centerline extending to 722' left of centerline, 100' AGL/679' MSL.

MOSINEE, WI
CENTRAL WISCONSIN (CWA)
ORIG 85185 (FAA)
TAKE-OFF MINIMUMS: **Rwy 35,** 300-1.
DEPARTURE PROCEDURE: **Rwy 35,** (northbound departures 350° CW 045°) climbing left turn to 3500 via AUW R-270 before turning on course.

MOUNT CARMEL, IL
MOUNT CARMEL MUNI (AJG)
ORIG 97338 (FAA)
TAKE-OFF MINIMUMS: **Rwy 22,** 300-1 or std. with a min. climb of 340' per NM to 700.

MOUNT STERLING, IL
MOUNT STERLING MUNI (I63)
ORIG 09183 (FAA)
NOTE: **Rwy 18,** trees beginning 1555' from DER, 309' right of centerline, up to 95' AGL/784' MSL. Tree 2243' from DER, 856' left of centerline, 100' AGL/819' MSL. **Rwy 36,** vehicle on road and pole 686' from DER, 486' right of centerline, up to 60' AGL/779' MSL. Vehicle on road and trees beginning 679' from DER, 365' left of centerline, up to 100' AGL/839' MSL.

MOUNT VERNON, IL
MOUNT VERNON (MVN)
ORIG 07074 (FAA)
DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 331° to 1300 before turning left.
NOTE: **Rwy 5,** multiple trees beginning 1615' from departure end of runway, 7' left of centerline, up to 134' AGL/602' MSL, antenna 2477' from departure end of runway, 990' right of centerline, 79' AGL/547' MSL, tree 3329' from departure end of runway, 519' right of centerline, 98' AGL/566' MSL. **Rwy 15,** multiple trees beginning 712' from departure end of runway, 17' right of centerline, up to 71' AGL/529' MSL, tree 908' from departure end of runway, 465' left of centerline, 70' AGL/527' MSL, railroad 608' from departure end of runway, 159' right of centerline, 23' AGL/479' MSL, road 564' from departure end of runway, 3' right of centerline, 15' AGL/472' MSL. **Rwy 23,** multiple trees beginning 1705' from departure end of runway, 102' right of centerline, up to 72' AGL/539' MSL, tree 1797' from departure end of runway, 158' left of centerline, 57' AGL/524' MSL, railroad 238' from departure end of runway, 500' left of centerline, 23' AGL/485' MSL, multiple roads beginning 12' from departure end of runway, 367' left of centerline, up to 15' AGL/479' MSL, fencepost 291' from departure end of runway, 426' right of centerline, 9' AGL/476' MSL. **Rwy 33,** multiple trees beginning 696' from departure end of runway, 130' right of centerline, up to 93' AGL/573' MSL, multiple trees beginning 689' from departure end of runway, 216' left of centerline, up to 105' AGL/585' MSL.

NEW LISBON, WI
MAUSTON-NEW LISBON UNION (82C)
ORIG 97198 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32**, 400-1 or std. with a min. climb of 220' per NM to 1400.

NEW RICHMOND, WI
NEW RICHMOND RGNL (RNH)
ORIG 07354 (FAA)
NOTE: **Rwy 14,** multiple trees beginning 810' from departure end of runway, 230' left of centerline, up to 100' AGL/1099' MSL. Vehicle on road 502' from departure end of runway, 612' left of centerline, 15' AGL/1014' MSL. **Rwy 32,** vehicle on road 425' from departure end of runway, 591' left of centerline, 15' AGL/1014' MSL. Multiple trees beginning 1460' from departure end of runway, 443' right of centerline, up to 100' AGL/1099' MSL.

OSCEOLA, WI

L.O. SIMENSTAD MUNI (OEO)
ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-environmental.

NOTE: **Rwy 10,** multiple trees beginning 9951' from departure end of runway, 3135' right of centerline, up to 100' AGL/1159' MSL. Multiple trees beginning 1785' from departure end of runway, 932' left of centerline, up to 100' AGL/1149' MSL.**Rwy 28,** multiple trees beginning 3534' from departure end of runway, 1277' right of centerline, up to 100' AGL/979' MSL. Truck on road beginning 421' from departure end of runway 71' left of centerline, 15' AGL/904' MSL.

OSHKOSH, WI

WITTMAN RGNL (OSH)
ORIG 08157 (FAA)

NOTE: **Rwy 4,** vehicle on road 450' from departure end of runway, on centerline, 15' AGL/794' MSL. Trees beginning 577' from departure end of runway, 66' right of centerline, up to 41' AGL/810' MSL. Trees beginning 1053' from departure end of runway, 391' left of centerline, up to 100' AGL/869' MSL. **Rwy 9**, vehicle on road 620' from departure end of runway, on centerline, 15' AGL/794' MSL. Trees and hanger beginning 223'from departure end of runway, 192' right of centerline, up to 104' AGL/863' MSL. Trees, poles beginning 546' from departure end of runway, 280' left of centerline, up to 93' AGL/852' MSL. **Rwy 13,** trees, buildings and poles beginning 503' from departure end of runway, 3' right of centerline, up to 100' AGL/889' MSL. Trees 400' from departure end of runway, 350' left of centerline, 72' AGL/841' MSL. **Rwy 22,** vehicle on road 830' from departure end of runway, on centerline, 15' AGL/814' MSL. Trees and pole beginning 530' from departure end of runway, 193' right of centerline, up to 100' AGL/919' MSL. Antenna and airport beacon on ATCT 1689' from departure end of runway, 869' left of centerline, 88' AGL/883' MSL **Rwy 27,** trees 1063' from departure end of runway, 583' right of centerline, up to 100' AGL/919' MSL. Trees and trafflc signal 2505' from departure end of runway, 307' left of centerline, 100' AGL/949' MSL. **Rwy 31,** trees and antenna on building beginning 1133' from departure end of runway, 347' right of centerline, up to 100' AGL/889' MSL. Trees beginning 3860' from departure end of runway, 1,472' left of centerline, up to 100' AGL/909' MSL. **Rwy 36,** antenna on building 551' from departure end of runway, 263' right of centerline, 14' AGL/803' MSL.

PARIS, IL

EDGAR COUNTY (PRG)
ORIG 07354 (FAA)

NOTE: **Rwy 9,** trees beginning 1923' from departure end of runway, on centerline, up to 100' AGL/744' MSL. **Rwy 27,** elevator 1301' from departure end of runway, 255' left of centerline, 50' AGL/711' MSL. Trees beginning 1301' from departure end of runway, 255' left of centerline, up to 100' AGL/754' MSL. Trees beginning 366' from departure end of runway, 295' right of centerline, up to 100' AGL/759' MSL.

PARK FALLS, WI

PARK FALLS MUNI (PKF)
ORIG 99028 (FAA)

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 3400 before turning east.

PAXTON, IL

PAXTON (1C1)
ORIG 86184 (FAA)

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 2400 before turning left. **Rwy 36,** climb runway heading to 2400 before turning right.

PEKIN, IL

PEKIN MUNI (CI5)
ORIG 08269 (FAA)

NOTE: **Rwy 9,** trees beginning 62' from departure end of runway, 411' right of centerline, up to 63' AGL/583' MSL. Poles beginning 819' from departure end of runway, 388' left of centerline, up to 32' AGL/552' MSL. Poles beginning 824' from departure end of runway, 411' right of centerline, up to 34' AGL/554' MSL. **Rwy 27,** rising terrain 718' from departure end of runway, 103' left of centerline, up to 550' MSL.

PEORIA, IL

GREATER PEORIA RGNL (PIA)
ORIG 05076 (FAA)

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 126° to 1400 before turning left.

NOTE: **Rwy 4,** tank 5023' from departure end of runway, 1616' left of centerline, 131' AGL/781' MSL. Multiple trees beginning 1425' from departure end of runway, 573' left of centerline, up to 91' AGL/740' MSL. **Rwy 13,** multiple trees beginning 990' from departure end of runway, 582' left of centerline, up to 45' AGL/676' MSL. Tower 4.5 miles from departure end of runway, 2.5 NM left of centerline, 656' AGL/1340' MSL. **Rwy 22,** tree 1475' from departure end of runway, 554' right of centerline, 54' AGL/693' MSL. Tree 1475' from departure end of runway, 669' right of centerline, 64' AGL/694' MSL. **Rwy 31,** tree 5039' from departure end of runway, 252' right of centerline, 60' AGL/769' MSL. Multiple trees beginning 1196' from departure end of runway, 252' right of centerline, up to 69' AGL/769' MSL.

MOUNT HAWLEY AUXILIARY (3MY)
AMDT 2 09239 (FAA)

NOTE: **Rwy 18,** train on railroad tracks 161' from DER, 414' right of centerline, 23' AGL/802' MSL. Fence 366' from DER, 388' left of centerline, 5' AGL/784' MSL. Trees beginning 369' from DER, 21' left of centerline, up to 54' AGL/833' MSL. Trees beginning 404' from DER, 17' right of centerline, up to 74' AGL/853' MSL. Rooflines beginning 708' from DER, 215' left of centerline, 22' AGL/801' MSL. Peaks beginning 714' from DER, 225' left of centerline, 30' AGL/809' MSL. **Rwy 36,** rooflines beginning 205' from DER, 438' right of centerline, 18' AGL/797' MSL. Peaks beginning 239' from DER, 374' right of centerline, up to 37' AGL/816' MSL. Light poles beginning 249' from DER, 390' right of centerline, up to 66' AGL/845' MSL.

PERU, IL

ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD (VYS)
ORIG 06103 (FAA)

DEPARTURE PROCEDURE: **Rwy 18,** climb via heading 195° to 1400 before turning east.

PHILLIPS, WI
PRICE COUNTY (PBH)
ORIG 97086 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with climb of 240' per NM to 1800.

PLATTEVILLE, WI
PLATTEVILLE MUNI (PVB)
ORIG 09239 (FAA)
NOTE: **Rwy 7,** vehicle on road beginning 499' from DER, left to right of centerline, up to 15' AGL/1053' MSL. Pavilion 250' from DER, 345' left of centerline, 17' AGL/1039' MSL. Poles beginning 208' from DER, 438' left of centerline, up to 37' AGL/1059' MSL. Trees beginning 224' from DER, 17' right of centerline, up to 47' AGL/1069' MSL. Trees beginning 257' from DER, 222' left of centerline, up to 29' AGL/1051' MSL. **Rwy 25,** tree 91' from DER, 277' left of centerline, 21' AGL/1020' MSL. Trees beginning 57' from DER, 325' right of centerline, up to 10' AGL/1009' MSL. **Rwy 15,** tree 1145' from DER, 620' right of centerline, 52' AGL/1073' MSL. Trees beginning 61' from DER, 208' left of centerline, up to 11' AGL/1032' MSL.

PONTIAC, IL
PONTIAC MUNI (PNT)
ORIG 08213 (FAA)
NOTE: **Rwy 24,** multiple buildings beginning 766' from departure end of runway, 60' left of centerline, up to 28' AGL/672' MSL. Tree 2226' from departure end of runway, 1040' right of centerline, 100' AGL/744' MSL. Multiple light poles beginning 3635' from departure end of runway, 262' right of centerline, up to 130' AGL/774' MSL.

POPLAR GROVE, IL
POPLAR GROVE (C77)
ORIG 99308 (FAA)
TAKE-OFF MINIMUMS: **Rwy 30,** 300-1 or std. with a min. climb of 310' per NM to 1000. **Rwys 9, 12, 17, 27, 35,** NA.

PORTAGE, WI
PORTAGE MUNI (C47)
AMDT 1 83286 (FAA)
TAKE-OFF MINIMUMS: **Rwys 17, 22,** 300-1 or std. with a min. climb of 265' per NM to 1000.

PRAIRIE DU CHIEN, WI
PRAIRIE DU CHIEN MUNI (PDC)
AMDT 3 02332 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29,32,** 800-2 or std. with a min. climb of 289' per NM to 1700.
DEPARTURE PROCEDURE: **Rwys 11,29,14,32,** climb to 2000 before turning on course.
NOTE: **Rwy 29,** tower 9416' right of departure end of runway,300'AGL/1440'MSL.

PRAIRIE DU SAC, WI
SAUK-PRAIRIE (91C)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** std. w/ min. climb gradient of 221' per NM to 1700 or 1000-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 36,** climb heading 357° to 1700 before turning or for climb in visual conditions cross Sauk-Prairie Airport at or above 1700 MSL before proceeding on course.
NOTE: **Rwy 18,** utility pole, 330'from departure end of runway, 325' right of centerline, 19' AGL/839' MSL. Trees beginning 802' from departure end of runway, 175' left of centerline, up to 100' AGL/919' MSL. Trees beginning 921' from departure end of runway, on centerline, up to 100' AGL/929' MSL. **Rwy 36,** navigation light top 15' from departure end of runway, 35' right of centerline, 2' AGL/833' MSL. Navigation light top 16' from departure end of runway, 60' left of centerline, 3' AGL/834' MSL. Silo top 855' from departure end of runway, 414' left of centerline, up to 33' AGL/864' MSL. Trees beginning 967' from departure end of runway, 611' left of centerline, up to 60' AGL/891' MSL.

QUINCY, IL
QUINCY RGNL-BALDWIN FIELD (UIN)
ORIG 07242 (FAA)
NOTE: **Rwy 4,** multiple trees beginning 1041' from departure end of runway, 707' right of centerline, up to 68' AGL/797' MSL. Tree 1128' from departure end of runway, 623' right of centerline, 43' AGL/775' MSL. **Rwy 18,** multiple trees beginning 1720' from departure end of runway, 534' left of centerline, up to 100' AGL/849' MSL. **Rwy 22,** tree 586' from departure end of runway, 636' right of centerline, 67' AGL/796' MSL. **Rwy 36,** multiple trees beginning 4' from departure end of runway, 165' right of centerline, up to 91' AGL/820' MSL.

RACINE, WI
JOHN H. BATTEN (RAC)
AMDT 4 84243 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** 300-1.

RANTOUL, IL
RANTOUL NATL AVN CNTR-FRANK ELLIOTT FLD (TIP)
ORIG 08101 (FAA)
NOTE: **Rwy 9,** Rising terrain 84' from departure end of runway, 149' right of centerline, up to 732' MSL.

REEDSBURG, WI
REEDSBURG MUNI (C35)
AMDT 1 85325 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 400-1. **Rwy 36,** 300-1.
DEPARTURE PROCEDURE: **Rwy 25,** climb to 2300 on runway heading before turning northbound. **Rwy 36,** climb to 2300 on runway heading before turning westbound.

RHINELANDER, WI
RHINELANDER-ONEIDA COUNTY (RHI)
AMDT 3 98225 (FAA)
DEPARTURE PROCEDURE: **Rwys 9, 15,** climb runway heading to 3900 before turning north.

RICE LAKE, WI

RICE LAKE RGNL-CARL'S FIELD (RPD)
ORIG 05132 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 231' per NM to 2200, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** for climb in visual conditions: Cross Rice Lake Rgnl-Carl's Field at or above 2300. **Rwy 31,** climb via heading 310° to 1900 before turning left.

NOTE: **Rwy 13,** trees 1550' from departure end of runway, 200' right of centerline, 67' AGL/1167' MSL. **Rwy 19,** trees 2780' from departure end of runway, 200' left of centerline, 73' AGL/1169' MSL. **Rwy 31,** trees 1480' from departure end of runway, 50' right of centerline, 64' AGL/1156' MSL.

RICHLAND CENTER, WI

RICHLAND (93C)
AMDT 1A 07241 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9,17,** NA. **Rwy 27,** 400-2 or std. with a min. climb of 491' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 222' per NM to 1800.

ROBINSON, IL

ROBINSON MUNI (RSV)
ORIG 08269 (FAA)

NOTE: **Rwy 9,** trees 2285' from departure end of runway, 474' right of centerline, 60' AGL/516' MSL. Trees 971' from departure end of runway, 594' left of centerline, 58' AGL/517' MSL. **Rwy 17,** tree 2493' from departure end of runway, 521' right of centerline, 100' AGL/589' MSL. **Rwy 27,** trees beginning at 178' from departure end of runway, 358' right of centerline, up to 78' AGL/547' MSL. Trees beginning at 2190' from departure end of runway, 89' left of centerline, 98' AGL/567' MSL. **Rwy 35,** road with vehicle 693' from departure end of runway, 611' right of centerline, 15' AGL/474' MSL. Tree 1545' from departure end of runway, 841' left of centerline, 100' AGL/554' MSL.

ROCHELLE, IL

ROCHELLE MUNI AIRPORT-KORITZ FIELD (RPJ)
AMDT 3 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 800-1 or std. with a min. climb of 433' per NM to 1800.

NOTE: **Rwy 7,** tower 3415' from departure end of runway, 1135' right of centerline, 120' AGL/924' MSL. Tower, 3.66 NM from departure end of runway, 2020' left of centerline, 625' AGL/1463' MSL.

ST. JACOB, IL

ST LOUIS METRO-EAST/ SHAFER FIELD (3K6)
ORIG 87155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1.

SALEM, IL

SALEM-LECKRONE (SLO)
AMDT 6 01193 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-2 or std. with a min. climb of 280' per NM to 900.

SHAWANO, WI

SHAWANO MUNI (EZS)
AMDT 2 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 600-3 or std. w/ min. climb of 329' per NM to 1600. **Rwy 17,** 300-2 or std. w/ min. climb of 245' per NM to 1200. **Rwy 29,** 300-1½ or std. w/ min. climb of 248' per NM to 1100.

NOTE: **Rwy 11,** tower 2.3 NM from departure end of runway, 3006' right of centerline, 222' AGL/1240' MSL. Multiple trees beginning 1700' from departure end of runway, 389' left to 2432' right of centerline, up to 100' AGL/1149' MSL. **Rwy 17,** multiple trees beginning 1710' from departure end of runway, 2951' left to 1292' right of centerline, up to 100' AGL/1059' MSL. Elevator 5839' from departure end of runway, 738' right of centerline, 149' AGL/979' MSL. **Rwy 29,** multiple trees beginning 649' from departure end of runway, 1052' left to 1117' right of centerline, up to 100' AGL/929' MSL. Vehicle on road 538' from departure end of runway, crossing left to right 17' AGL/826' MSL. Water tank 1.1 NM from departure end of runway, 1310' right of centerline, 175' AGL/1019' MSL. **Rwy 35,** ships 1007' from departure end of runway, left to right of centerline, up to 60' AGL/869' MSL. Vehicle on road 580' from departure end of runway, left to right of centerline, up to 15' AGL/824' MSL. Multiple trees beginning 2200' from departure end of runway, 724' left of centerline, up to 100' AGL/909' MSL.

SHEBOYGAN, WI

SHEBOYGAN COUNTY MEMORIAL (SBM)
AMDT 1 09351 (FAA)

NOTE: **Rwy 13,** vehicle on road 744' from DER, west to east, 15' AGL/764' MSL. Trees beginning 302' from DER, 105' left of centerline, up to 56' AGL/796' MSL. **Rwy 21,** vehicle on road 143' from DER, east to northwest, 15' AGL/774' MSL. Tree 230' from DER, 377' right of centerline, 27' AGL/767' MSL. Trees 1475' from DER, 291' right of centerline, 92' AGL/792' MSL. Tower 5414' from DER, 1625' right of centerline, 133' AGL/883' MSL. Obstruction light on localizer, 157' from DER, 4' left of centerline, 11' AGL/750' MSL. Trees 1709' from DER, 35' left of centerline, 83' AGL/794' MSL. **Rwy 31,** pole 405' from DER, 40' right of centerline, 27' AGL/777' MSL. Trees 70' from DER, 352' right of centerline, 56' AGL/806' MSL. Trees 1345' from DER, 482' right of centerline, 76' AGL/826' MSL. Trees 2227' from DER, 17' right of centerline, 71' AGL/821' MSL. Trees 1604' from DER, 32' left of centerline, 92' AGL/842' MSL. Tower 4606' from DER, 920' left of centerline, 139' AGL/889' MSL.

SHELL LAKE, WI

SHELL LAKE MUNI (SSQ)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 200-1¼ or std. w/ min climb of 238' per NM to 1500, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy32,** 200-1 ¼ or std. w/ min climb of 235' per NM to 1500, or alternatively with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 14,** Vehicle and road 91' from departure end of runway, 167' left of centerline, up to 15' AGL/1244' MSL. Trees beginning 147' from departure end of runway, 89' right of centerline up to 100' AGL/1409' MSL. Vehicle and road 218' from departure end of runway, 144' right of centerline, up to 15' AGL/1244' MSL. Trees beginning 358' from departure end of runway, 306' left of centerline up to 100' AGL/1329' MSL. **Rwy 32,** vehicle and road 84' from departure endof runway, 3' left of centerline, up to 15' AGL/1264' MSL. Railroad 347' from departure end of runway, 56' left of centerline, up to 23' AGL/1272' MSL. Vehicle and road 745' from departure end of runway 30' right of centerline, up to 15' AGL/1274' MSL. Railroad 827' from departure end runway, 686' right of centerline, up to 23' AGL/1272' MSL. Trees 2467' from departure end of runway, 853' right of centerline, up to 100' AGL/1349' MSL. Trees 2645' from departure end of runway, 100' left of centerline, up to 100' AGL/1419' MSL.

SPARTA, IL

SPARTA COMMUNITY-HUNTER FIELD (SAR)
ORIG 04106 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.

SPARTA, WI

SPARTA/FORT MC COY (CMY)
AMDT 1 90123 (FAA)

DEPARTURE PROCEDURE: **Rwys 1, 11, 29,** climb on runway heading to 1400' before turning on course.

SPRINGFIELD, IL

ABRAHAM LINCOLN CAPITAL (SPI)
ORIG 05300 (FAA)

NOTE: **Rwy 4,** multiple trees beginning 1456' from departure end of runway, 734' left of centerline, up to 59' AGL/650' MSL. **Rwy 13,** bush 342' from departure end of runway, 299' right of centerline, 43' AGL/592' MSL. **Rwy 18,** tower 1702' from departure end of runway, 778' right of centerline, 100' AGL/659' MSL. Multiple trees beginning 1503' from departure end of runway, 283' right of centerline, up to 98' AGL/660' MSL. Building 2.53 NM form departure end of runway, 1.2 NM left of centerline, 405' AGL/1000' MSL. **Rwy 31,** multiple trees beginning 1641' from departure end of runway, 619' left of centerline, up to 81' AGL/665' MSL. **Rwy 36,** multiple trees beginning 1873' from departure end of runway, 470' left of centerline, up to 79' AGL/670' MSL. Rod on tower 2397' from departure end of runway, 501' right of centerline, 55' AGL/653' MSL.

STERLING-ROCKFALLS, IL

WHITESIDE COUNTY-JOSEPH H. BITTORF FIELD (SQI)
ORIG 08325 (FAA)

NOTE: **Rwy 7,** elevator 3095' from departure end of runway, 1099' right of centerline, 91' AGL/741' MSL. **Rwy 18,** vehicle on roadway 736' from departure end of runway, on centerline, 15' AGL/664' MSL. Tree 1012' from departure end of runway, 288' left of centerline, 35' AGL/680' MSL. Tree 787' from departure end of runway, 120' right of centerline, 29' AGL/669' MSL. Multiple trees beginning 3619' from departure end of runway, 944' left of centerline, up to 100' AGL/769' MSL. **Rwy 25,** multiple trees beginning 1308' from departure end of runway, 22' left of centerline, up to 82' AGL/732' MSL. Multiple trees beginning 666' from departure end of runway, 42' right of centerline, up to 80' AGL/720' MSL. **Rwy 36,** vehicle on roadway, 575' from departure end of runway, on centerline, 17' AGL/668' MSL. Tree 564' from departure end of runway, 103' right of centerline, 11' AGL/662' MSL.

STEVENS POINT, WI

STEVENS POINT MUNI (STE)
ORIG 09015 (FAA)

NOTE: **Rwy 3,** trees beginning 1175' from departure end of runway, 649' left of centerline, 54' AGL/1173' MSL. Tree 2693' from departure end of runway, 556' right of centerline, 62' AGL/1181' MSL. **Rwy 21,** trees beginning 1127' from departure end of runway, 119' right of centerline, up to 100' AGL/1209' MSL. Trees beginning 1247' from departure end of runway, 151' left of centerline, up to 45' AGL/1153' MSL. **Rwy 12,** poles beginning 177' from departure end of runway, 197' right of centerline, up to 37' AGL/1126' MSL. Trees beginning 757' from departure end of runway, 27' right of centerline, up to 95' AGL/1204' MSL. Trees beginning 958' from departure end of runway, 112' left of centerline, up to 87' AGL/1196' MSL. **Rwy 30,** building 217' from departure end of runway, 535' left of centerline, 30' AGL/1139' MSL. Vehicle and road 499' from departure end of runway, on centerline, 15' AGL/1124' MSL. Trees beginning 848' from departure end of runway, 66' left of centerline, up to 87' AGL/1206' MSL. Trees beginning 869' from departure end of runway, 139' right of centerline, up to 81' AGL/1210' MSL.

STURGEON BAY, WI

DOOR COUNTY CHERRYLAND (SUE)
ORIG 07242 (FAA)

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1700 before turning east.

NOTE: **Rwy 2,** 100' tree 1.4 NM from departure end of runway, 2674' left of centerline, 100' AGL/839' MSL. **Rwy 10,** 130' boat 5128' from departure end of runway, on centerline, 130' AGL/710' MSL. **Rwy 20,** multiple trees, antennas, vehicle on road, poles beginning 121' from departure end of runway, 374' right of centerline, 90' AGL/802' MSL. Multiple poles and trees beginning 320' from departure end of runway, 250' left of centerline, 81' AGL/797' MSL. **Rwy 28,** vehicle on road 355' from departure end of runway, on centerline, 15' AGL/734' MSL.

SUPERIOR, WI
RICHARD I. BONG (SUW)
AMDT 5 98281 (FAA)
DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 2500 before turning west. **Rwy 31,** climb runway heading to 2500 before turning north.

TAYLORVILLE, IL
TAYLORVILLE MUNI (TAZ)
ORIG 05300 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-no survey data.
NOTE: **Rwy 18,** numerous trees 1000' from departure end of runway, from 335' left of centerline to 1150' right of centerline, up to 100' AGL/719' MSL. **Rwy 36,** numerous trees 1580' from departure end of runway, from 20' left of centerline to 570' right of centerline, up to 100' AGL/724' MSL.

TOMAHAWK, WI
TOMAHAWK RGNL (TKV)
ORIG 08269 (FAA)
NOTE: **Rwy 9,** tree 1' from departure end of runway, 402' left of centerline, 8' AGL/1487' MSL. Building 18' from departure end of runway, 439' right of centerline, 16' AGL/1505' MSL. Building 90' from departure end of runway, 440' right of centerline, 16' AGL/1505' MSL. Tree 593' from departure end of runway, 389' right of centerline, 36' AGL/1515' MSL. **Rwy 27,** tree 464' from departure end of runway, 443' right of centerline, 63' AGL/1522' MSL. Vehicle on road 83' from departure end of runway, 439' right of centerline, 15' AGL/1479' MSL. Tree 1965' from departure end of runway, 665' left of centerline, 60' AGL/1539' MSL. Wind cone 4' from departure end of runway, 400' left of centerline, 16' AGL/1495' MSL.

VIROQUA, WI
VIROQUA MUNI (Y51)
ORIG-A 07298 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-unsurveyed turf runways. **Rwy 11,** NA. Obstacle.

VOLK FIELD (KVOK)
CAMP DOUGLAS, WI. 07186
TAKE-OFF OBSTACLES: **Rwy 27**: Trees 80' AGL/1019' MSL, 2537' from DER, 983' right of centerline. Trees 80' AGL/1039' MSL, 3742' from DER, 835' left of centerline. **Rwy 9**: Antenna 50' AGL/1040' MSL, 4966' from DER, 625' left of centerline.

WATERTOWN, WI
WATERTOWN MUNI (RYV)
DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2500 before heading west. **Rwy 29,** climb runway heading to 2500 before turning north.

WAUKESHA, WI
WAUKESHA COUNTY (UES)
AMDT 6 09127(FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 400-2½ or std. with a min. climb of 316' per NM to 1400.
NOTE: **Rwy 10,** light pole 146' from DER, 326' left of centerline, 9' AGL/918' MSL. Light pole 560' from DER, 597' left of centerline, 17' AGL/936' MSL. Pipe on building 229' from DER, 275' left of centerline, 16' AGL/925' MSL. Trees beginning 1652' from DER, 171' right of centerline, up to 70' AGL/1029' MSL. Trees beginning 1868' from DER, 16' left of centerline, up to 54' AGL/983' MSL. Tower 1.0 NM from DER, 1571' right of centerline, 219' AGL/1148' MSL. Tower 1.1 NM from DER, 1140' right of centerline, 177' AGL/1126' MSL. Tower 1.8 NM from DER, 3455' right of centerline, 272' AGL/1238' MSL. **Rwy 18,** vehicle on road 618' from DER, 162' left of centerline, 15' AGL/946' MSL. Bush 746' from DER, 107' right of centerline, 9' AGL/938' MSL. Trees beginning 753' from DER, 187' right of centerline, up to 18' AGL/957' MSL. Tree 757' from DER, 182' left of centerline, 17' AGL/946' MSL. Tree 1188' from DER, 27' left of centerline, 27' AGL/956' MSL. Pole 1976' from DER, 304' left of centerline, 48' AGL/967' MSL. Pole 2026' from DER, 196' right of centerline, 62' AGL/981' MSL. Tower 2010' from DER, 932' left of centerline, 66' AGL/984' MSL. Rod on stack 4489' from DER, 657' left of centerline, 118' AGL/1037' MSL. **Rwy 28,** vehicle on road 877' from DER, 541' left of centerline, 15' AGL/924' MSL. Pole 1078' from DER, 739' left of centerline, 47' AGL/936' MSL. **Rwy 36,** rod on pole 401' from DER, 555' left of centerline, 46' AGL/945' MSL. Vehicle on road 300' from DER, 349' right of centerline, 15' AGL/914' MSL. Trees beginning 486' from DER, 175' right of centerline, up to 81' AGL/970' MSL. Trees beginning 999' from DER, 124' left of centerline, up to 72' AGL/962' MSL.

WAUPACA, WI
WAUPACA MUNI (PCZ)
AMDT 2 05020 (FAA)
TAKE-OFF MINIMUMS: **Rwy 28,** 300-2 or std with a min. climb of 317' per NM to 1300.
NOTES: **Rwy 10,** trees 1400' from departure end of runway, 300' left of centerline, 41' AGL/850' MSL. **Rwy 13,** road and vehicle 240' from departure end of runway, 275' right of centerline, 29' AGL/832' MSL. **Rwy 28,** trees 1.1 NM from departure end of runway, 1848' left of centerline, 100' AGL, 1119' MSL. **Rwy 31,** trees 800' from departure end of runway, 150' left of centerline, 19' AGL/846' MSL. Trees 1965' from departure end of runway, 585' left of centerline, 100' AGL/979' MSL.

WAUSAU, WI
WAUSAU DOWNTOWN (AUW)
AMDT 4 86044 (FAA)
TAKE-OFF MINIMUMS: **Rwy 30,** 300-1.
Rwy 4, 400-1. **Rwy 12,** 300-1. **Rwy 22,** 700-1.
DEPARTURE PROCEDURE: **All runways:** West departures (220° CW to 300°) climb to 3500 on runway heading before proceeding on course.
Rwy 4, North departures (360° CW 030°) climb on runway heading to 2900 before proceeding on course.

WAUTOMA, WI

WAUTOMA MUNI (Y50)

ORIG 98225 (FAA)

DEPARTURE PROCEDURE: **Rwy 31,** climb runway heading to 1800 before turning north.

NDB AHH 278	APP CRS 165°	Rwy Idg 4001 TDZE 1080 Apt Elev 1088

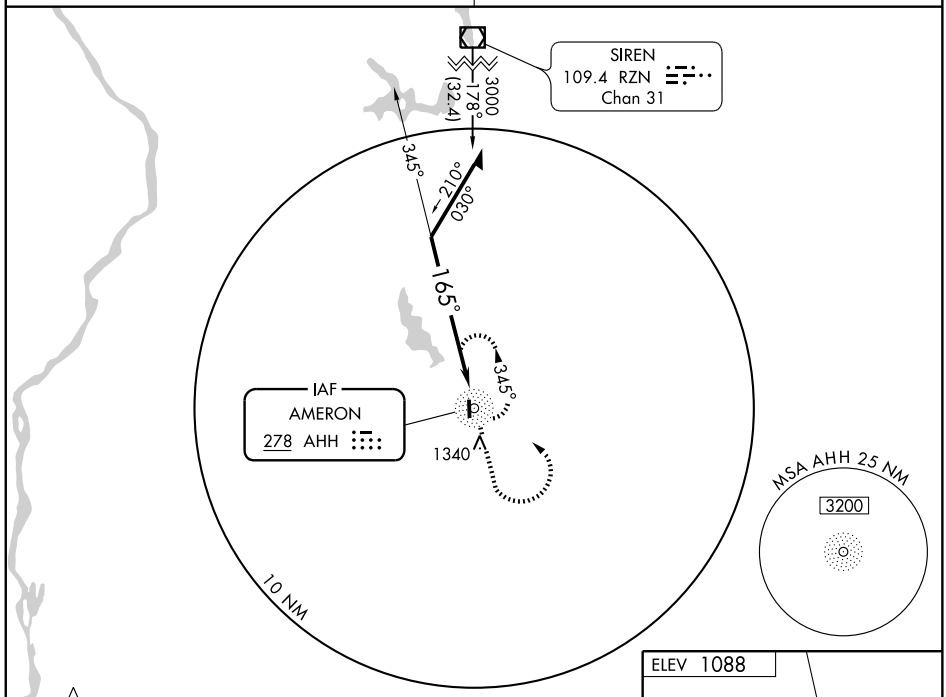
NDB RWY 18
AMERY MUNI (AHH)

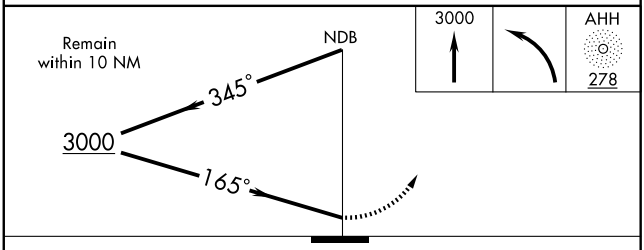
Use L.O. Simenstad Muni altimeter setting; if not received, use Minneapolis-St. Paul Intl/Wold-Chamberlain altimeter setting and increase all MDAs 80 feet.

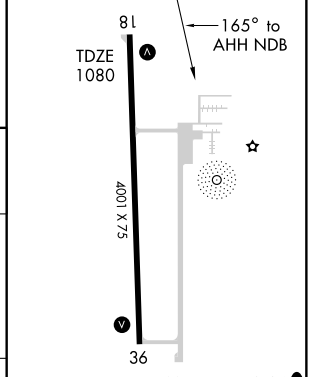
NA

MISSED APPROACH: Climb to 3000, then left turn direct AHH NDB and hold.

MINNEAPOLIS CENTER	UNICOM
125.3 335.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1820-1 740 (800-1)		1820-2 740 (800-2)	NA
CIRCLING	1820-1 732 (800-1)		1820-2 732 (800-2)	NA

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

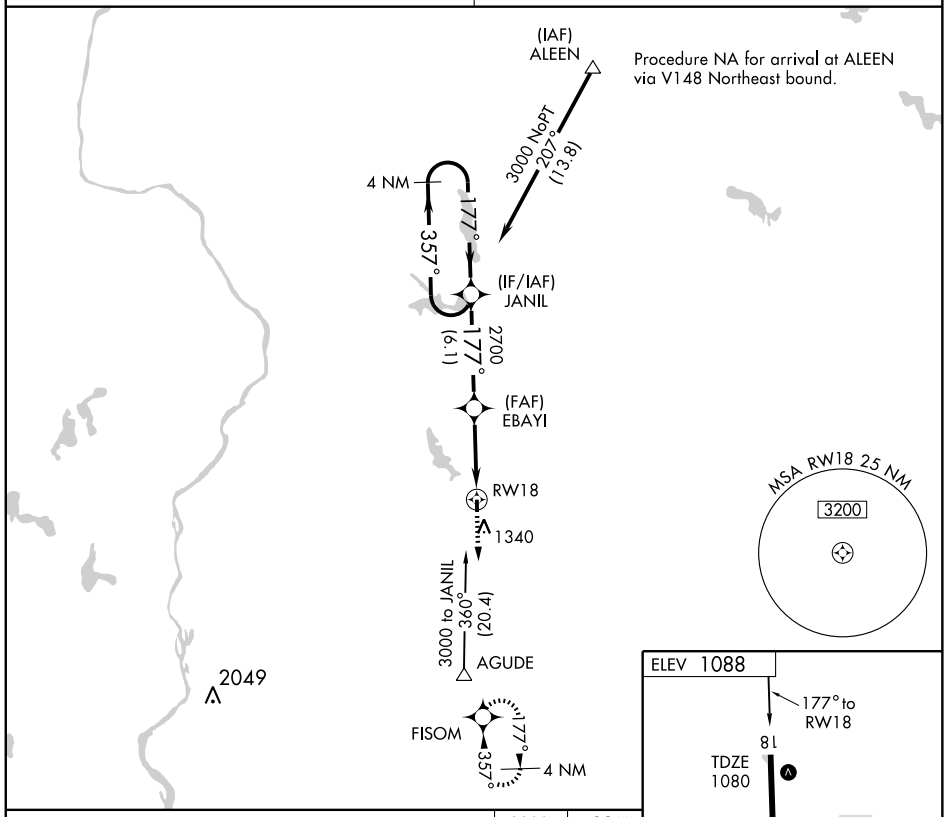
APP CRS	Rwy Idg	4001
177°	TDZE	1080
	Apt Elev	1088

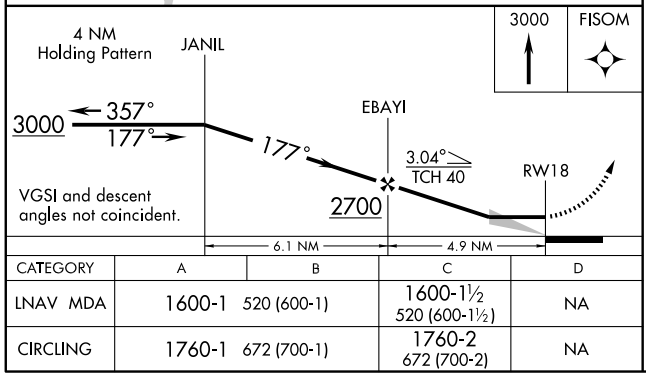
RNAV (GPS) RWY 18
AMERY MUNI (AHH)

Use L. O. Simenstad Muni altimeter setting; if not received, use Minneapolis-St. Paul Intl/Wold-Chamberlain altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA.

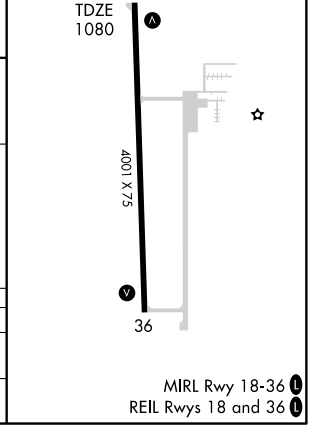
MISSED APPROACH: Climb to 3000 direct FISOM and hold.

MINNEAPOLIS CENTER	UNICOM
125.3 335.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1600-1 520 (600-1)		1600-1½ 520 (600-1½)	NA
CIRCLING	1760-1 672 (700-1)		1760-2 672 (700-2)	NA



MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

EC-3, 14 JAN 2010 to 11 FEB 2010

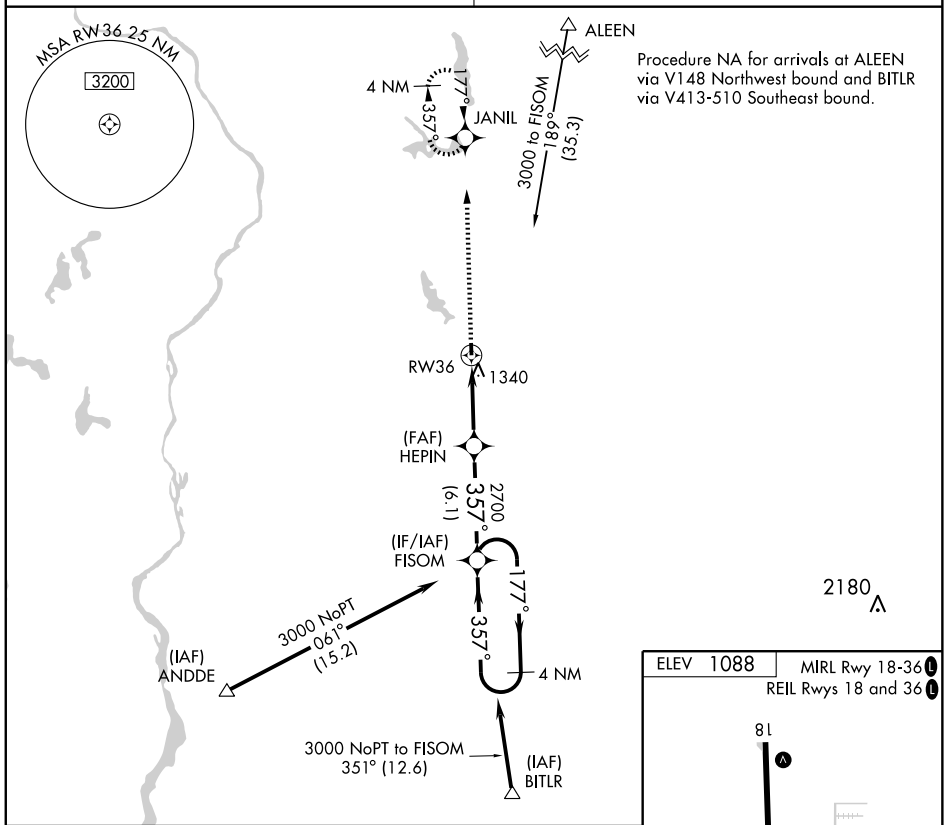
APP CRS	Rwy Idg	4001
357°	TDZE	1088
	Apt Elev	1088

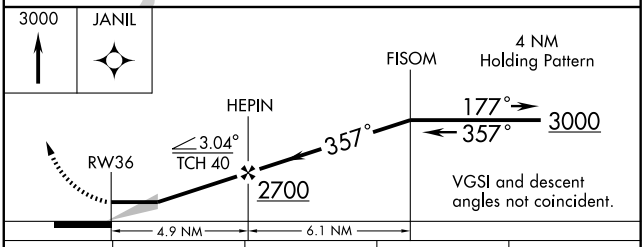
RNAV (GPS) RWY 36
AMERY MUNI (AHH)

Use L. O. Simenstad Muni altimeter setting; if not received, use Minneapolis-St. Paul Intl/Wold-Chamberlain altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA.

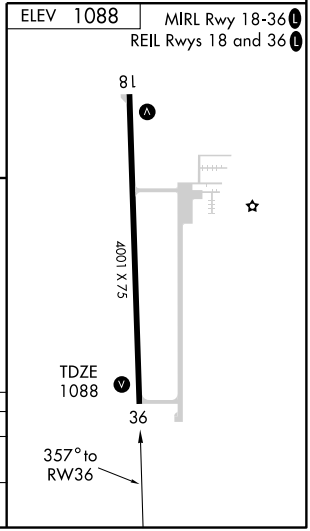
MISSED APPROACH: Climb to 3000 direct JANIL and hold.

MINNEAPOLIS CENTER	UNICOM
125.3 335.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1700-1	612 (700-1)	1700-1¾ 612 (700-1¾)	NA
CIRCLING	1760-1	672 (700-1)	1760-2 672 (700-2)	NA



EC-3. 14 JAN 2010 to 11 FEB 2010

NDB AIG 347	APP CRS 180°	Rwy Idg 4001 TDZE 1521 Apt Elev 1521

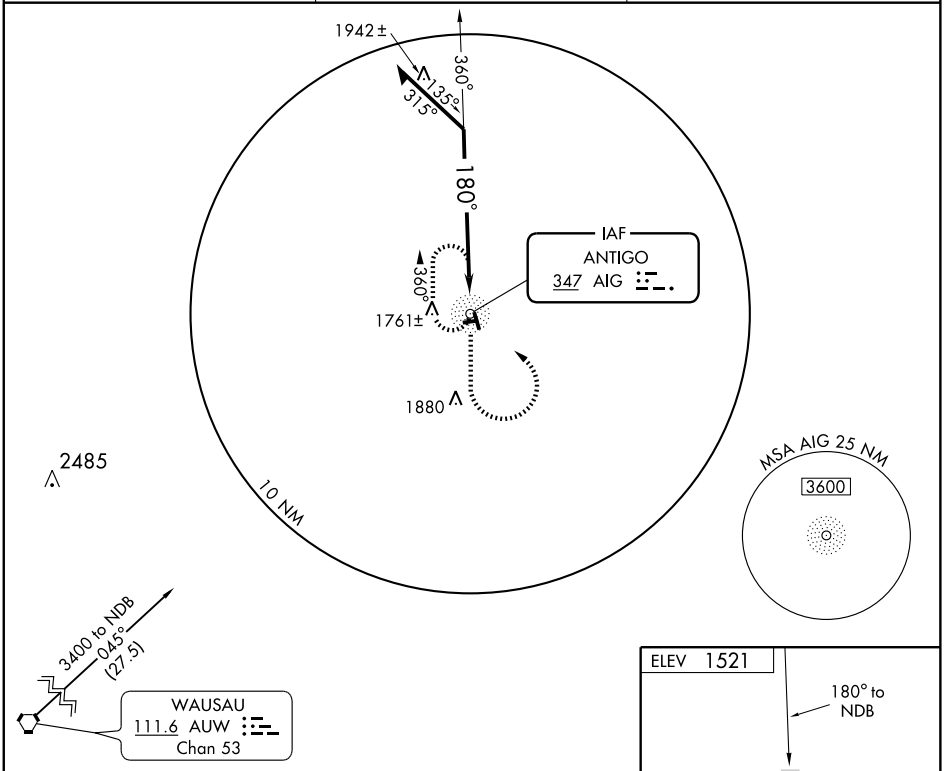
NDB RWY 16

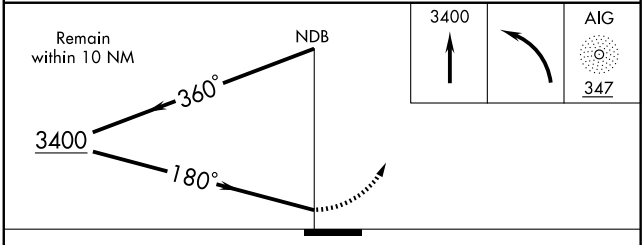
ANTIGO/LANGLADE COUNTY (AIG)

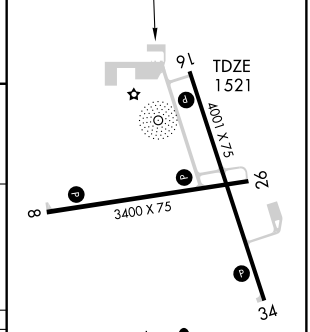
When local altimeter setting not received, use Wausau altimeter setting and increase all MDAs 120 feet and increase visibility Cat A ¼ mile, Cat C and D ½ mile.

MISSED APPROACH: Climb to 3400 then left turn direct AIG NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.075	124.4 317.7	122.8 (CTAF) L







REIL Rwys 16 and 34 L
MIRL Rwys 16-34 and 8-26 L

CATEGORY	A	B	C	D
S-16	2300-1 779 (800-1)	2300-1¼ 779 (800-1¼)	2300-2¼ 779 (800-2¼)	2300-2½ 779 (800-2½)
CIRCLING	2300-1 779 (800-1)	2300-1¼ 779 (800-1¼)	2300-2¼ 779 (800-2¼)	2300-2½ 779 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4001
166°	TDZE	1521
	Apt Elev	1521

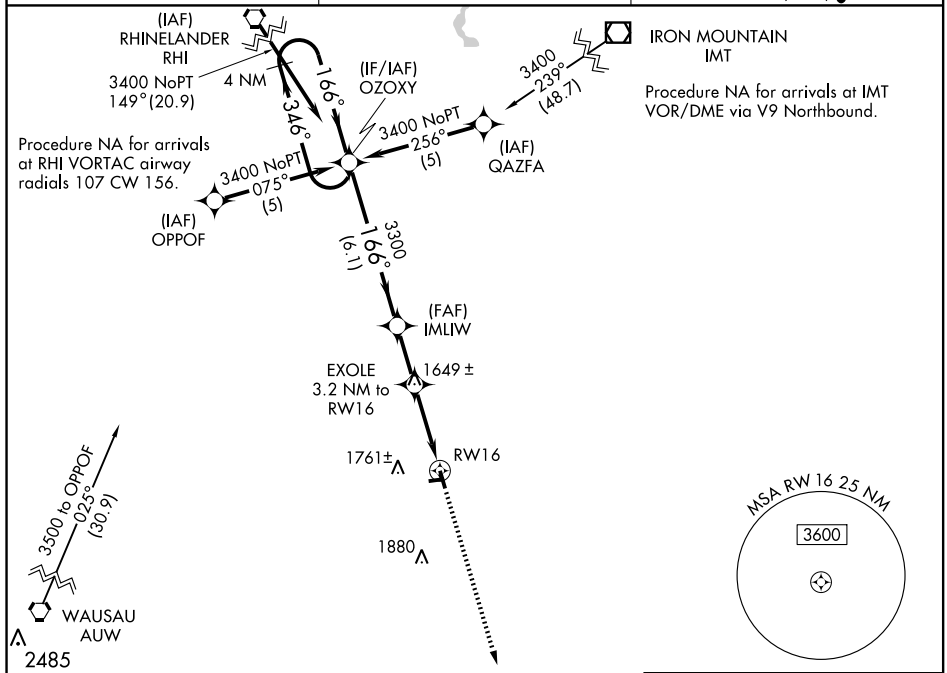
RNAV (GPS) RWY 16

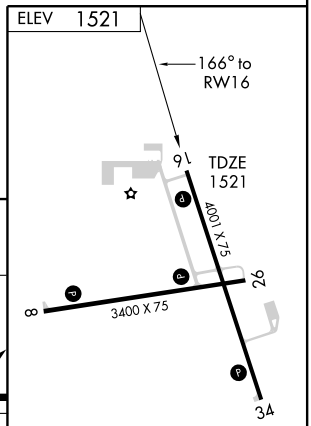
ANTIGO/ LANGLADE COUNTY (AIG)

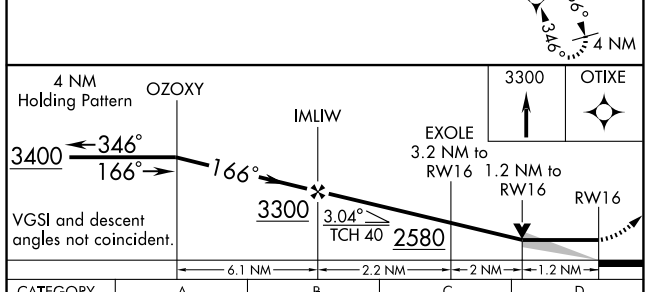
DME/DME RNP-0.3 NA. VDP NA when using Wausau altimeter setting. When local altimeter setting not received, use Wausau altimeter setting and increase all MDAs 120 feet and visibility Cats C and D ½ mile.

MISSED APPROACH: Climb to 3300 direct OTIXE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.075	124.4 317.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1920-1 399 (400-1)			1920-1¼ 399 (400-1¼)
CIRCLING	2120-1 599 (600-1)		2120-1½ 599 (600-1½)	2120-2 599 (600-2)

REIL Rwys 16 and 34 L
MIRL Rwys 16-34 and 8-26 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS		
346°	Rwy Idg	4001
	TDZE	1521
	Apt Elev	1521

RNAV (GPS) RWY 34

ANTIGO/LANGLADE COUNTY (AIG)

DME/DME RNP-0.3 NA. VDP NA when using Wausau altimeter setting.
When local altimeter setting not received, use Wausau altimeter setting and increase all MDAs 120 feet, increase LNAV visibilities Cat C and D ¼ mile, Circling Cat C ½ mile and Cat D ¼ mile.

MISSED APPROACH: Climb to 3400 direct OZOXY and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.075	124.4 317.7	122.8 (CTAF) L

RHINELANDER RHI

Procedure NA for arrivals at RHI VORTAC via V493 Westbound and V191 Northwest bound.

4 NM 166° 346° OZOXY

3400 to OTIXE 158° (44)

MSA RW 34 25 NM 3600

1761± RW34 1709± 1880

2485

(FAF) IYGUR 3300 346° (6.1)

(IF/IAF) OTIXE

(IAF) ESVIW 3300 NoPT 256° (5) 3300 286° (12.2) JEVBI

(IAF) OSTEJ 3300 NoPT 076° (5)

WAUSAU AUW 3300 075° (19.8)

166° 346° 4 NM

ELEV 1521

9L 27R 4001 X 75 26 8 3400 X 75 TDZE 1521 34

346° to RW34

REIL Rwys 16 and 34 L
MIRL Rwys 16-34 and 8-26 L

3400 OZOXY

IYGUR OTIXE 4 NM Holding Pattern

1.3 NM to RW34 RW34 3.05° TCH 39

346° 3300 166° 346° 3300

1.3 4.1 NM 6.1 NM

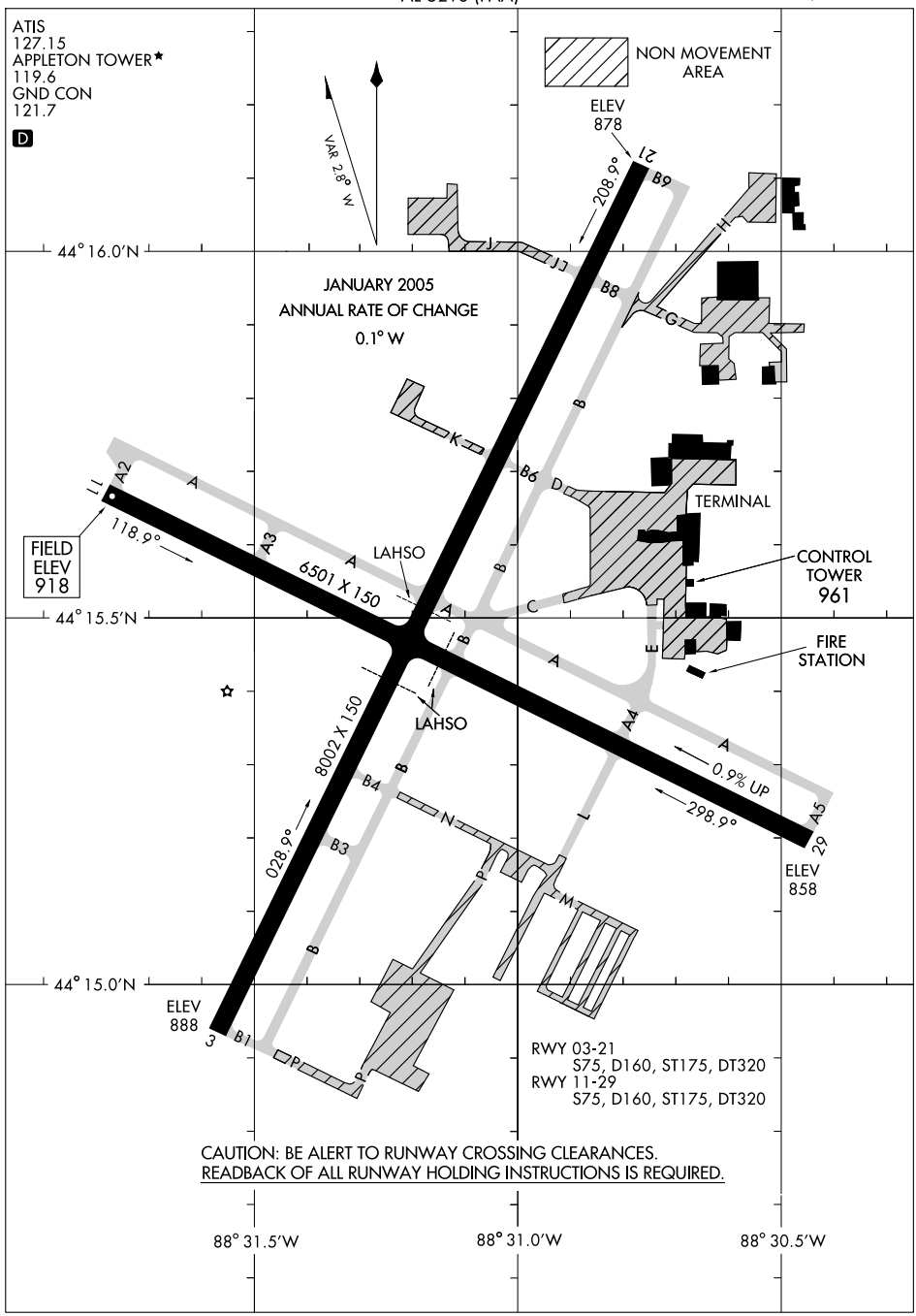
CATEGORY	A	B	C	D
LNAV MDA	1960-1	439 (500-1)	1960-1¼ 439 (500-1¼)	1960-1½ 439 (500-1½)
CIRCLING	2120-1	599 (600-1)	2120-1½ 599 (600-1½)	2120-2 599 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

09295

AIRPORT DIAGRAM

APPLETON/OUTAGAMIE COUNTY RGNL (ATW)
APPLETON, WISCONSIN
AL-5216 (FAA)



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-ATW	APP CRS	Rwy Idg	8002
109.1	028°	TDZE	888
Chan 28		Apt Elev	918

ILS or LOC RWY 3

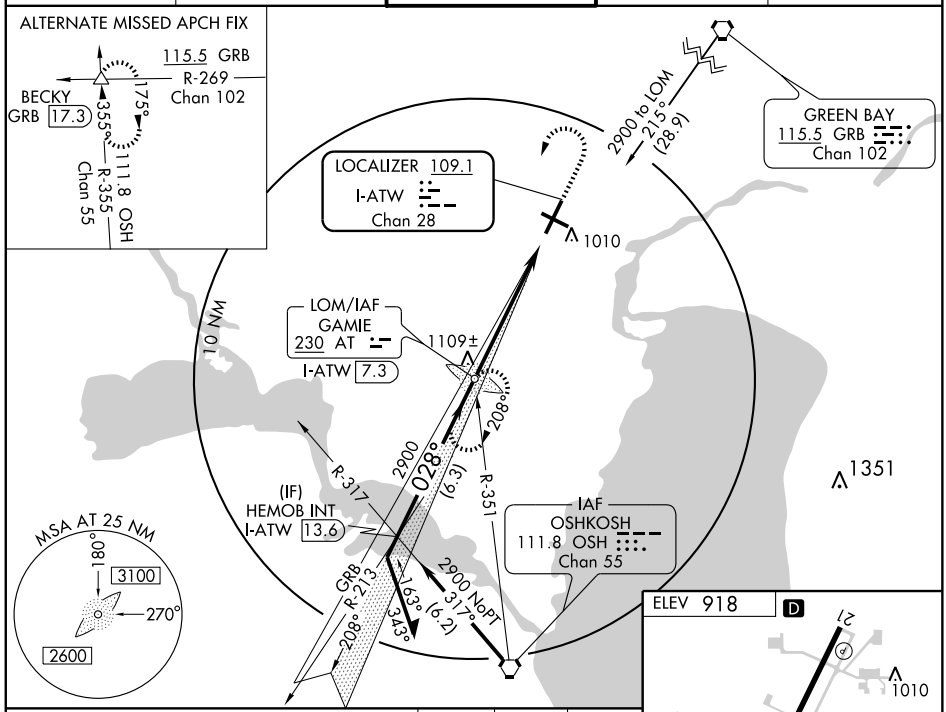
APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

ADF REQUIRED. Visibility reduction by helicopters NA. VDP NA when using Austin Straubel Intl altimeter setting. When using Austin Straubel altimeter setting for inoperative MALSR increase S-ILS visibility ½ mile all Cats. When local altimeter setting not received, use Austin Straubel Intl altimeter setting and increase DAs 81 feet all Cats: increase all MDA's 100 feet and S-LOC Cat C and D ¼ mile.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR A5

MISSED APPROACH: Climb to 2900 then left turn direct GAMIE LOM/INT/I-ATW 7.3 DME and hold.

ATIS	GREEN BAY APP CON*	APPLETON TOWER*	GND CON	UNICOM
127.15	126.3 338.2	119.6 (CTAF) L	121.7	122.95



REIL Rwys 11 and 21 L
HIRL Rwys 11-29 and 3-21 L

CATEGORY	A	B	C	D
S-ILS 3		* 1088/24 200 (200-½)		
S-LOC 3	1380/24 492 (500-½)		1380/40 492 (500-¾)	1380/50 492 (500-1)
CIRCLING	1380-1 462 (500-1)		1380-1½ 462 (500-1½)	1480-2 562 (600-2)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

EC-3, 14 JAN 2010 to 11 FEB 2010

APPLETON, WISCONSIN AL-5216 (FAA)

LOC/DME I-AQZ	APP CRS	Rwy Idg	6501
109.7	298°	TDZE	875
Chan 34		Apt Elev	918

ILS RWY 29

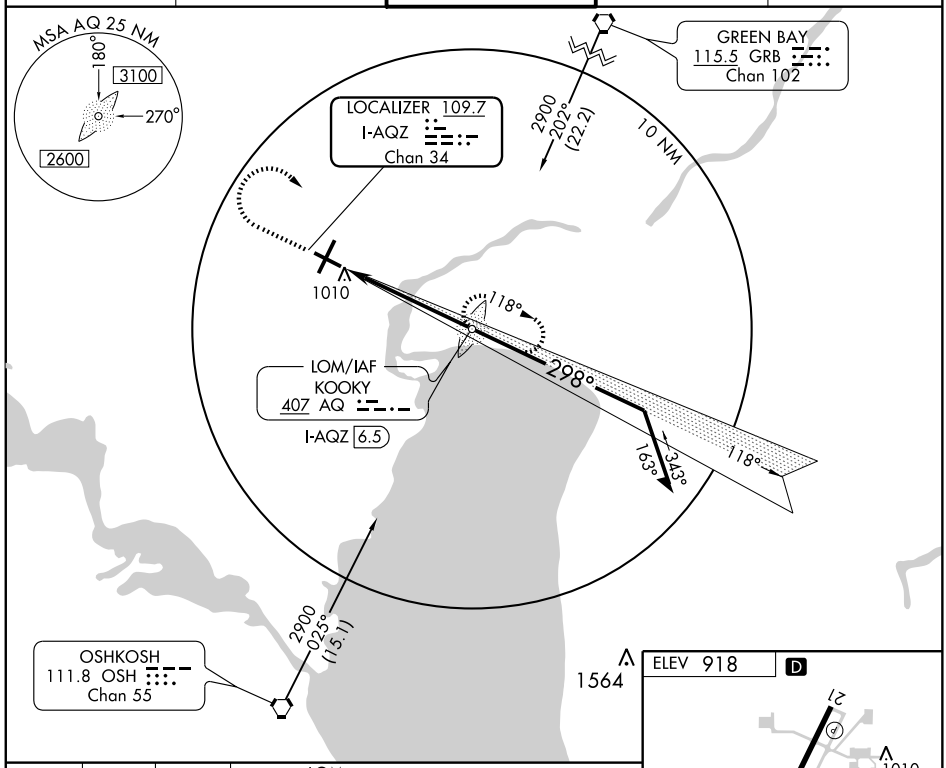
APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

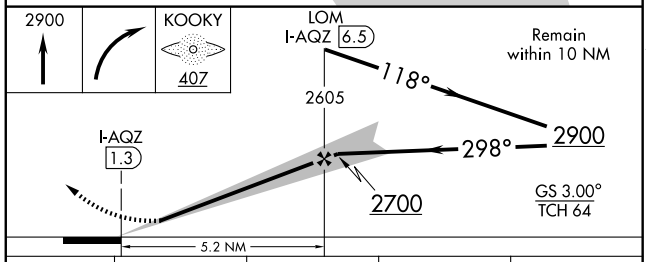
For inoperative MALSR increase S-LOC 29 Cat. D visibility ¼ mile. ADF REQUIRED.

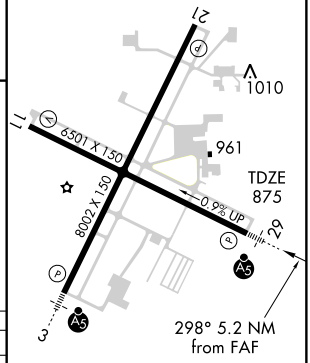
MALSR

MISSED APPROACH: Climb to 2900, then right turn direct KOOKY LOM and hold.

ATIS	GREEN BAY APP CON★	APPLETON TOWER★	GND CON	UNICOM
127.15	126.3 338.2	119.6 (CTAF) L	121.7	122.95







CATEGORY	A	B	C	D
S-ILS 29	1075-½ 200 (200-½)			
S-LOC 29	1220-½ 345 (400-½)			1220-¾ 345 (400-¾)
CIRCLING	1320-1 402 (500-1)	1380-1 462 (500-1)	1380-1½ 462 (500-1½)	1480-2 562 (600-2)

REIL Rwys 11 and 21 L
HIRL Rwys 11-29 and 3-21 L

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH 56223 W03A	APP CRS 028°	Rwy Idg 8002 TDZE 888 Apt Elev 918

RNAV (GPS) RWY 3

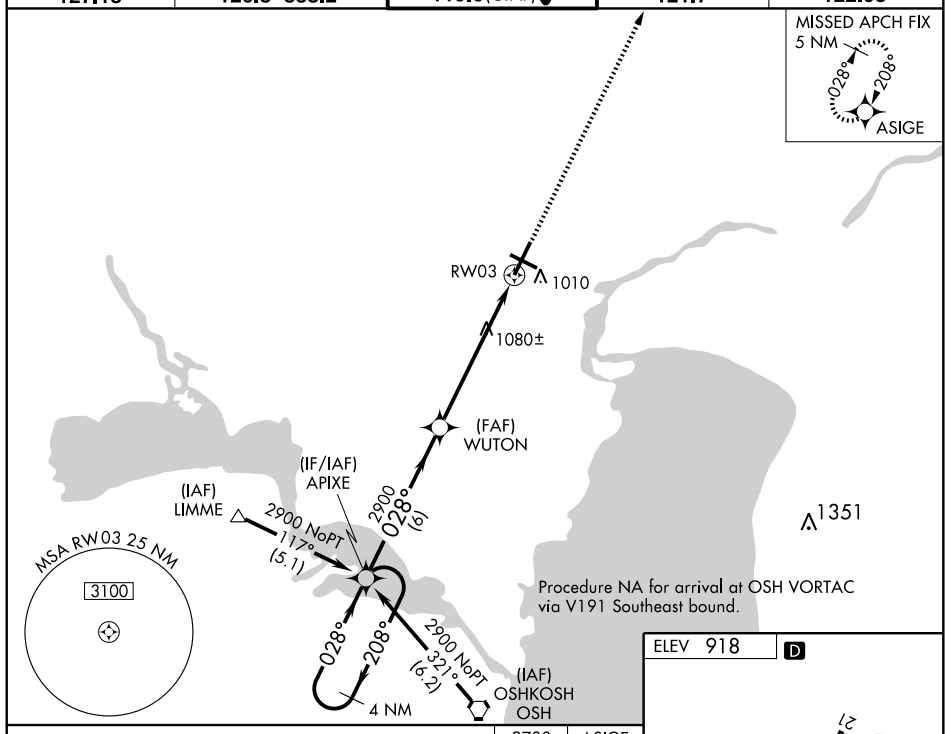
APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

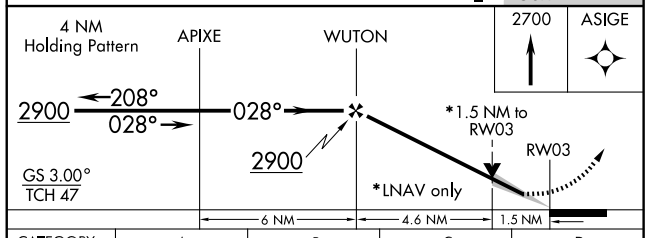
Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Austin Straubel Intl altimeter setting and increase all DAs/MDAs 100 feet. Baro/VNAV and VDP NA when using Austin Straubel Intl altimeter setting. For inoperative MALSR increase LPV visibility to RVR 4000 all Cats.

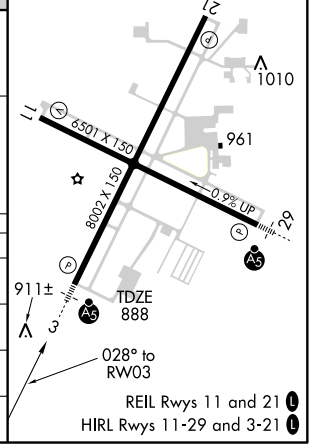
MALSR

MISSED APPROACH: Climb to 2700 direct ASIGE and hold.

ATIS	GREEN BAY APP CON★	APPLETON TOWER★	GND CON	UNICOM
127.15	126.3 338.2	119.6 (CTAF) L	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	1138/24 250 (300-½)			
LNAV/VNAV DA	1232/40 344 (400-¾)			
LNAV MDA	1400/24 512 (500-½)		1400/50 512 (500-1)	1400/60 512 (500-1¼)
CIRCLING	1400-1¼ 482 (500-1¼)		1400-1½ 482 (500-1½)	1480-2 562 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

APPLETON, WISCONSIN AL-5216 (FAA)

APP CRS	Rwy Idg	6501
118°	TDZE	918
	Apt Elev	918

RNAV (GPS) RWY 11

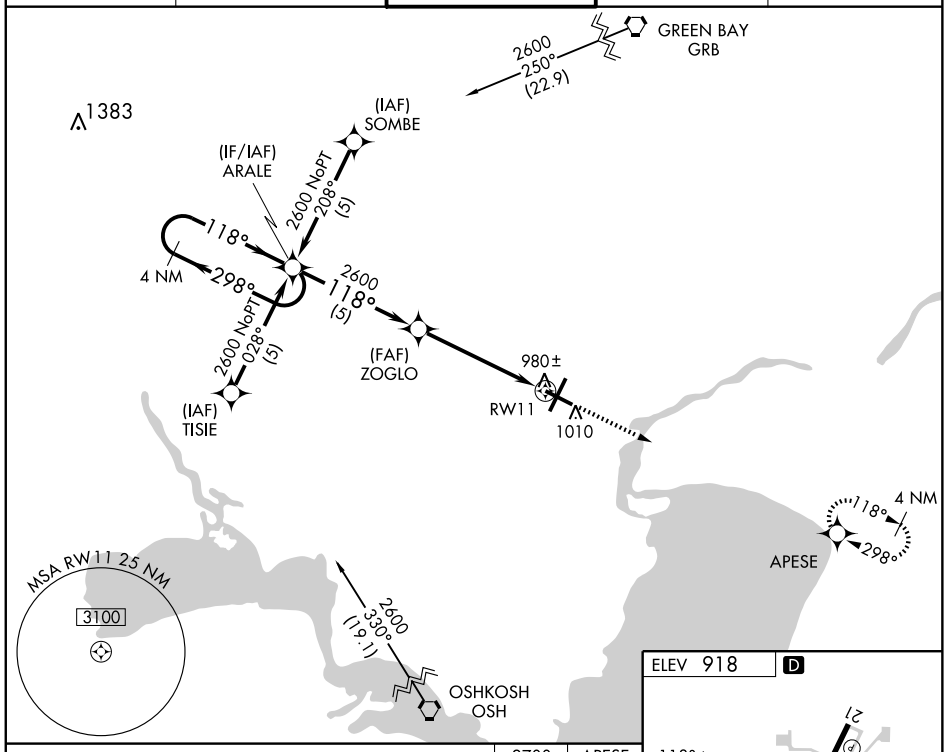
APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

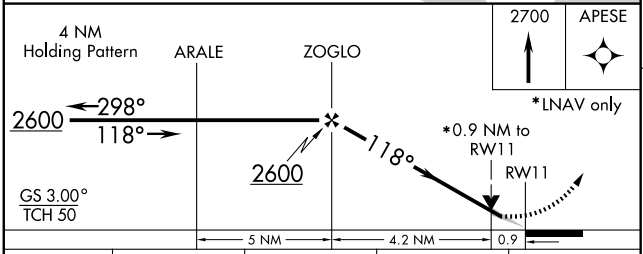
NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

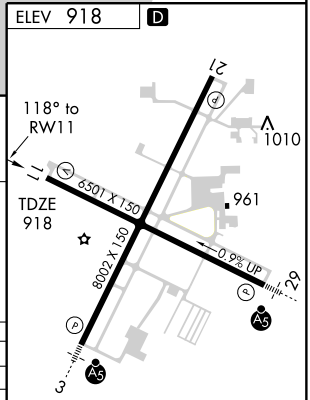
MISSED APPROACH: Climb to 2700 direct APESE WP and hold.

ATIS	GREEN BAY APP CON★	APPLETON TOWER★	GND CON	UNICOM
127.15	126.3 338.2	119.6 (CTAF)	121.7	122.95





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1240-1 322 (400-1)			
LNAV MDA	1240-1 322 (400-1)			
CIRCLING	1320-1 402 (500-1)	1380-1 462 (500-1)	1380-1½ 462 (500-1½)	1480-2 562 (600-2)



REIL Rwys 11 and 21 L
HIRL Rwys 11-29 and 3-21 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APPLETON, WISCONSIN AL-5216 (FAA)

APP CRS	Rwy Idg	8002
208°	TDZE	878
	Apt Elev	918

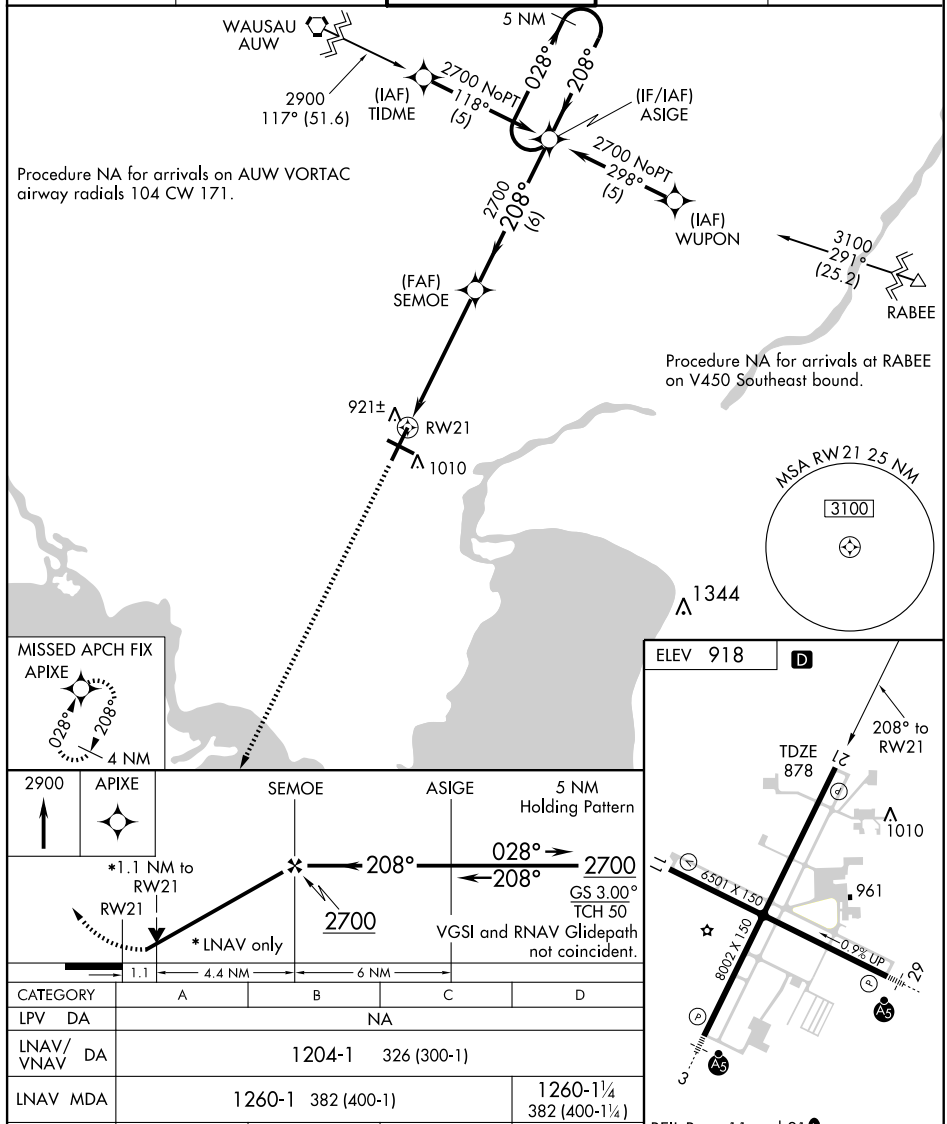
RNAV (GPS) RWY 21

APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Austin Straubel Intl altimeter setting and increase all DAs/MDAs 100 feet. Baro/VNAV and VDP NA when using Austin Straubel Intl altimeter setting.

MISSED APPROACH: Climb to 2900 direct APIXE and hold.

ATIS	GREEN BAY APP CON★	APPLETON TOWER★	GND CON	UNICOM
127.15	126.3 338.2	119.6 (CTAF) L	121.7	122.95



CATEGORY	A	B	C	D
LPV DA	NA			
LNAV/VNAV DA	1204-1 326 (300-1)			
LNAV MDA	1260-1 382 (400-1)			1260-1¼ 382 (400-1¼)
CIRCLING	1320-1 402 (500-1)	1380-1 462 (500-1)	1380-1½ 462 (500-1½)	1480-2 562 (600-2)

REIL Rwys 11 and 21 L
HIRL Rwys 11-29 and 3-21 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APPLETON, WISCONSIN AL-5216 (FAA)

APP CRS	Rwy Idg	6501
298°	TDZE	875
	Apt Elev	918

RNAV (GPS) RWY 29

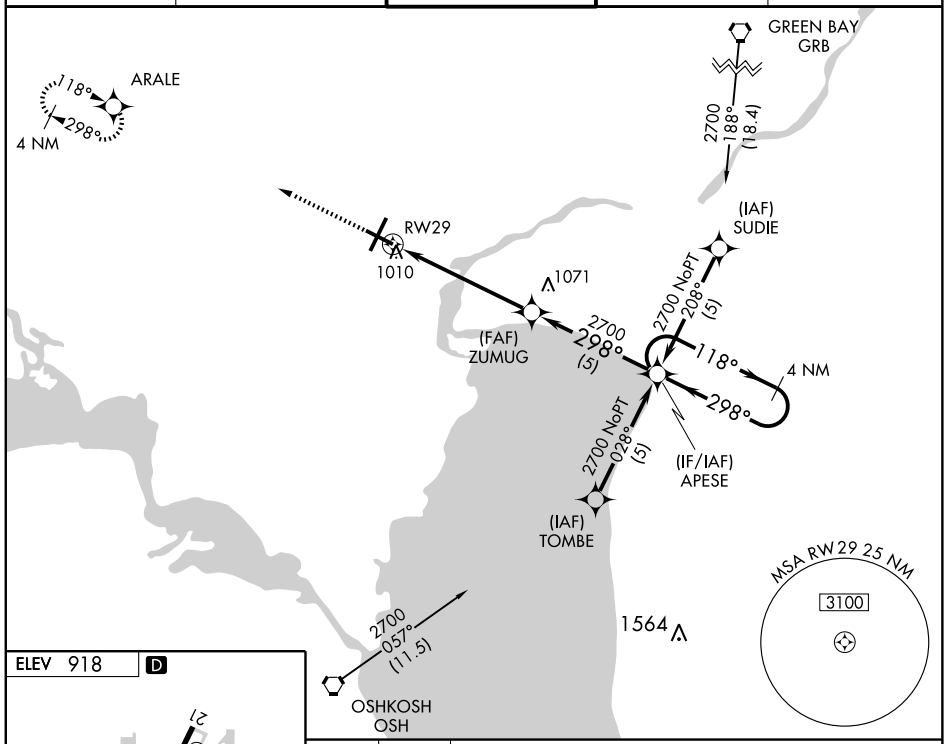
APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

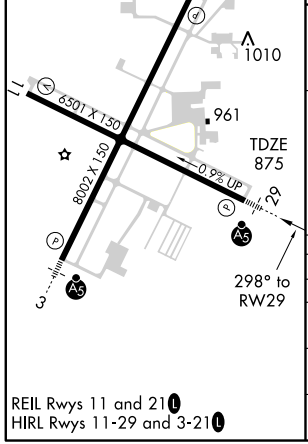
NA GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase Cat. D visibility to 1¼.

MALSR

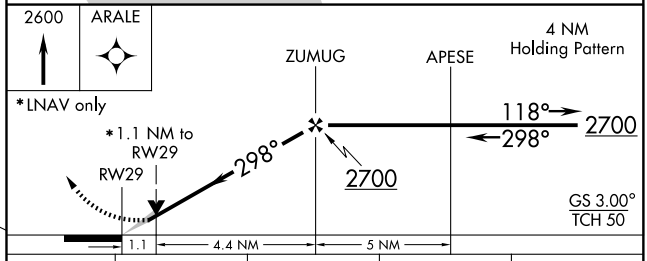
MISSED APPROACH: Climb to 2600 direct ARALE WP hold.

ATIS	GREEN BAY APP CON★	APPLETON TOWER★	GND CON	UNICOM
127.15	126.3 338.2	119.6 (CTAF) L	121.7	122.95





REIL Rwys 11 and 21 L
HIRL Rwys 11-29 and 3-21 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1260-1 385 (400-1)			
LNAV MDA	1260-½ 385 (400-½)			1260-1 385 (400-1)
CIRCLING	1320-1½ 402 (500-1½)	1380-1½ 462 (500-1½)		1480-2 562 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC OSH	APP CRS	Rwy Idg	8002
111.8	002°	TDZE	888
Chan 55		Apt Elev	918

VOR/DME RWY 3

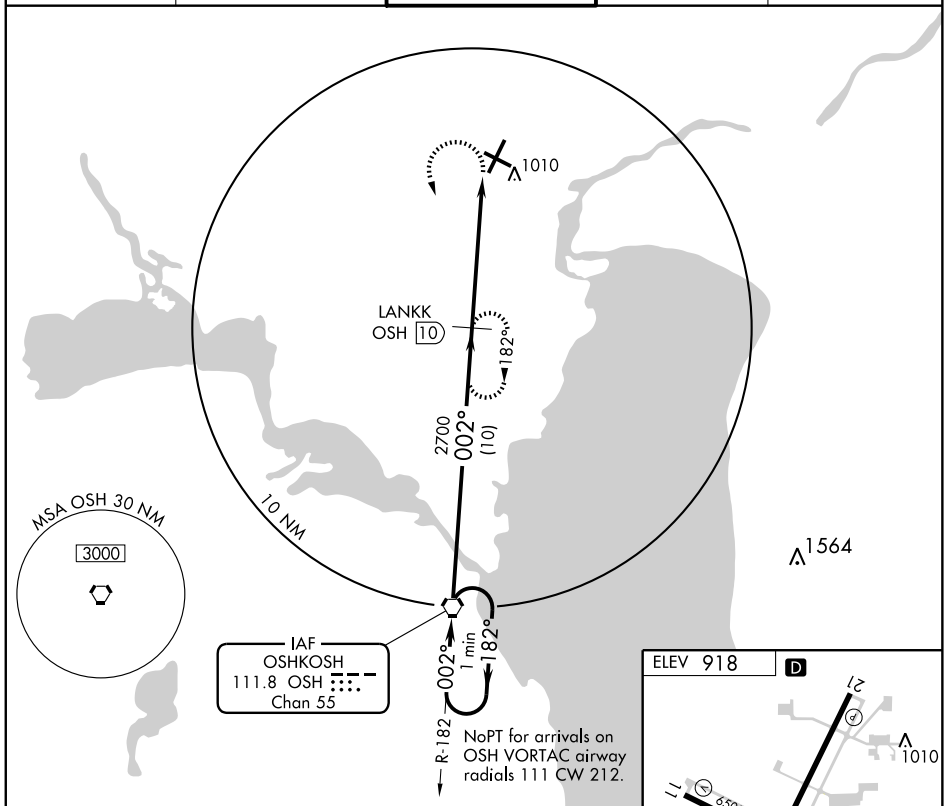
APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

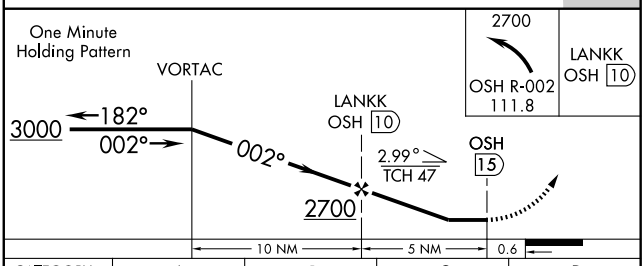
Inoperative table does not apply to Cats. C and D. For inoperative MALSR increase Cats. A and B visibility to RVR 5000.

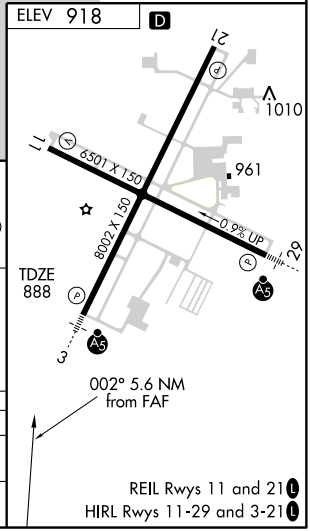
MALSR

MISSED APPROACH: Climbing left turn to 2700 via OSH R-002 to LANKK/10 DME and hold.

ATIS	GREEN BAY APP CON ★	APPLETON TOWER ★	GND CON	UNICOM
127.15	126.3 338.2	119.6 (CTAF) L	121.7	122.95







CATEGORY	A	B	C	D
S-3	1380/40	492 (500-¾)	1380/60 492 (500-1¼)	1380-1½ 492 (500-1½)
CIRCLING	1380-1	462 (500-1)	1380-1½ 462 (500-1½)	1480-2 562 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC OSH	APP CRS	Rwy Idg	8002
111.8	184°	TDZE	878
Chan 55		Apt Elev	918

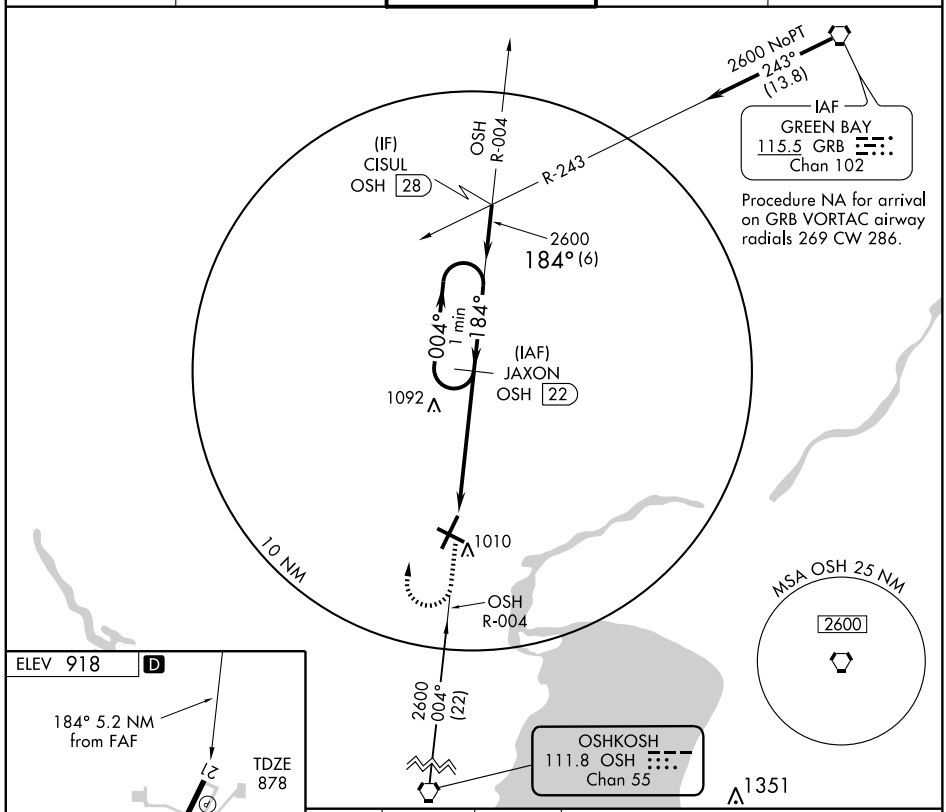
VOR/DME RWY 21

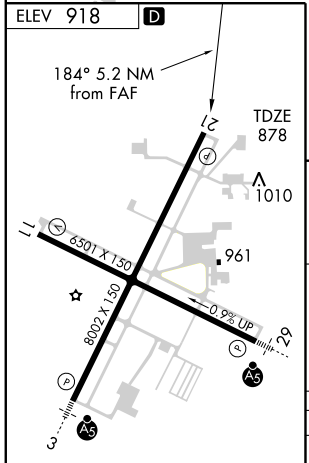
APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

A If local altimeter setting not received, use Austin Straubel Intl altimeter setting and increase all MDAs 100 feet.

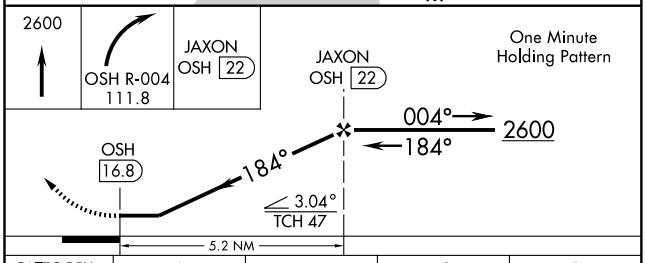
MISSED APPROACH: Climb to 2600 then right turn via OSH R-004 to JAXON and hold.

ATIS	GREEN BAY APP CON★	APPLETON TOWER★	GND CON	UNICOM
127.15	126.3 338.2	119.6 (CTAF) L	121.7	122.95





REIL Rwys 11 and 21 L
HIRL Rwys 11-29 and 3-21 L



CATEGORY	A	B	C	D
S-21	1400-1	522 (500-1)	1400-1½ 522 (500-1½)	1400-1¾ 522 (500-1¾)
CIRCLING	1400-1	482 (500-1)	1400-1½ 482 (500-1½)	1480-2 562 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

ASHLAND, WISCONSIN

AL-5383 (FAA)

LOC/DME I-ASX	APP CRS	Rwy Idg	5197
109.3	019°	TDZE	825
Chan 30		Apt Elev	826

LOC/DME RWY 2

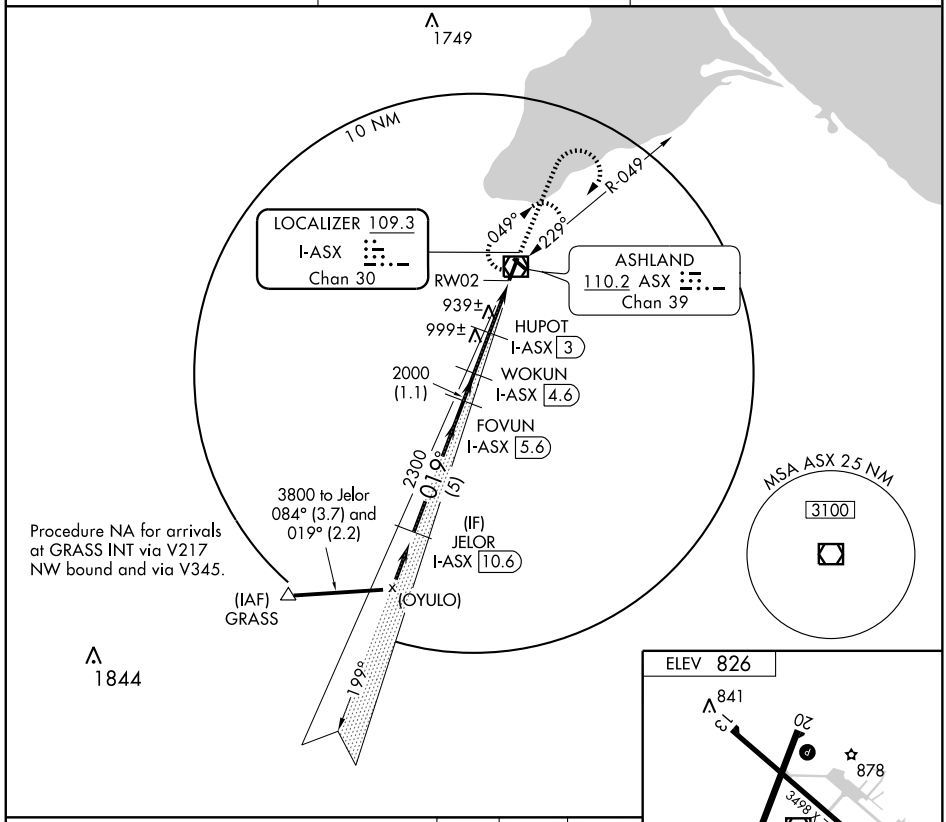
ASHLAND/ JOHN F. KENNEDY MEMORIAL (ASX)

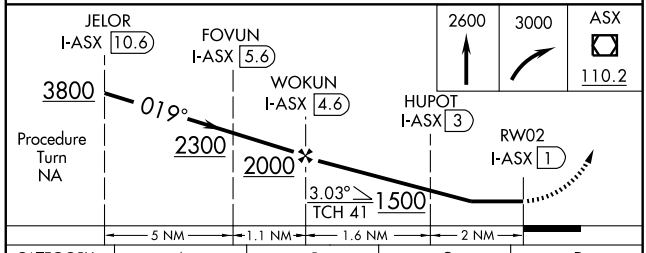
NA

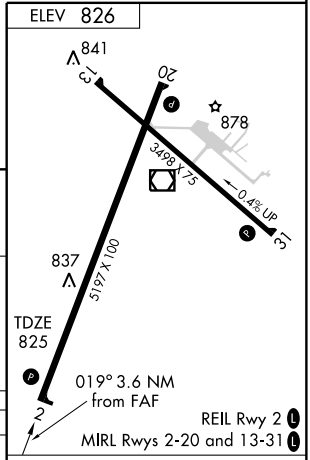
If local altimeter setting not received, use Ironwood altimeter setting and increase all MDAs 140 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 then climbing right turn to 3000 direct ASX VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	126.45 276.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-2	1200-1 375 (400-1)			1200-1¼ 375 (400-1¼)
CIRCLING	1240-1 414 (500-1)	1280-1 454 (500-1)	1280-1½ 454 (500-1½)	1380-2 554 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

NDB ENY 254	APP CRS 023°	Rwy Idg 5197 TDZE 825 Apt Elev 826

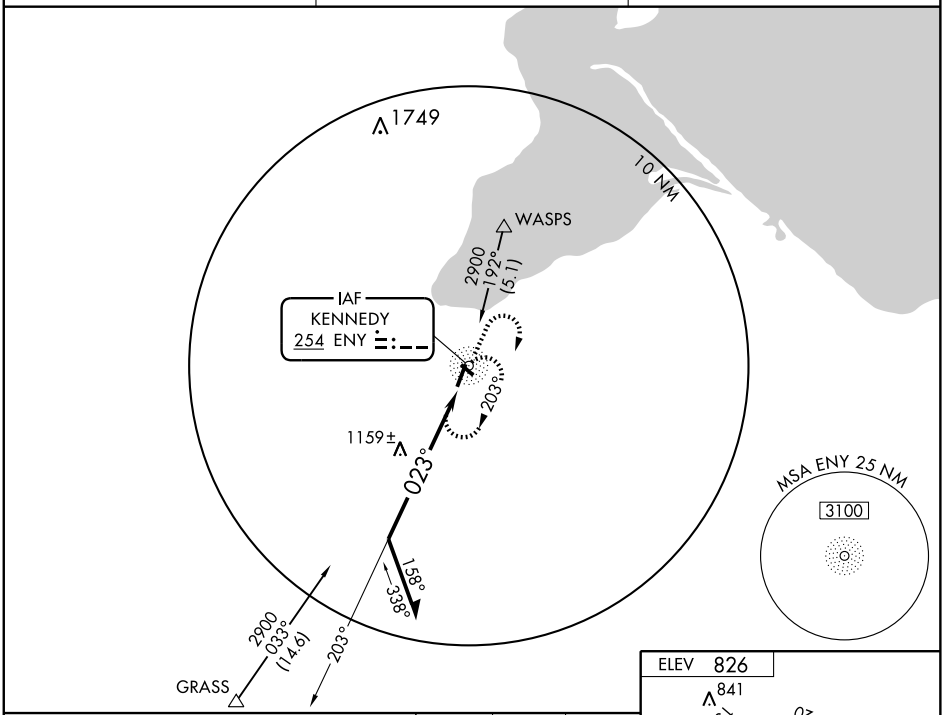
NDB RWY 2

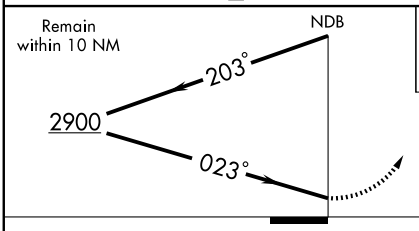
ASHLAND/ JOHN F. KENNEDY MEMORIAL (ASX)

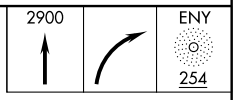
NA

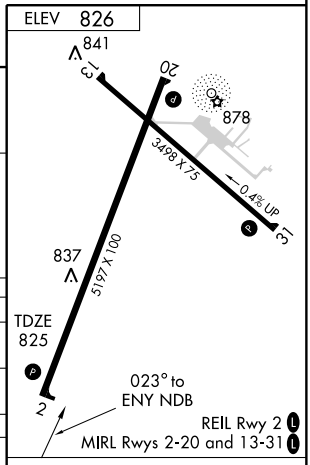
MISSED APPROACH: Climb to 2900 then right turn direct ENY NDB and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	126.45 276.4	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-2	1520-1 695 (700-1)		1520-2 695 (700-2)	1520-2¼ 695 (700-2¼)
CIRCLING	1520-1 694 (700-1)		1520-2 694 (700-2)	1520-2¼ 694 (700-2¼)
DULUTH ALTIMETER SETTING MINIMUMS				
S-2	1740-1¼ 915 (1000-1¼)		1740-2¾ 915 (1000-2¾)	1740-3 915 (1000-3)
CIRCLING	1740-1¼ 914 (1000-1¼)		1740-2¾ 914 (1000-2¾)	1740-3 914 (1000-3)

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS CH 72707 W02A	APP CRS 019°	Rwy Idg 5197 TDZE 826 Apt Elev 827

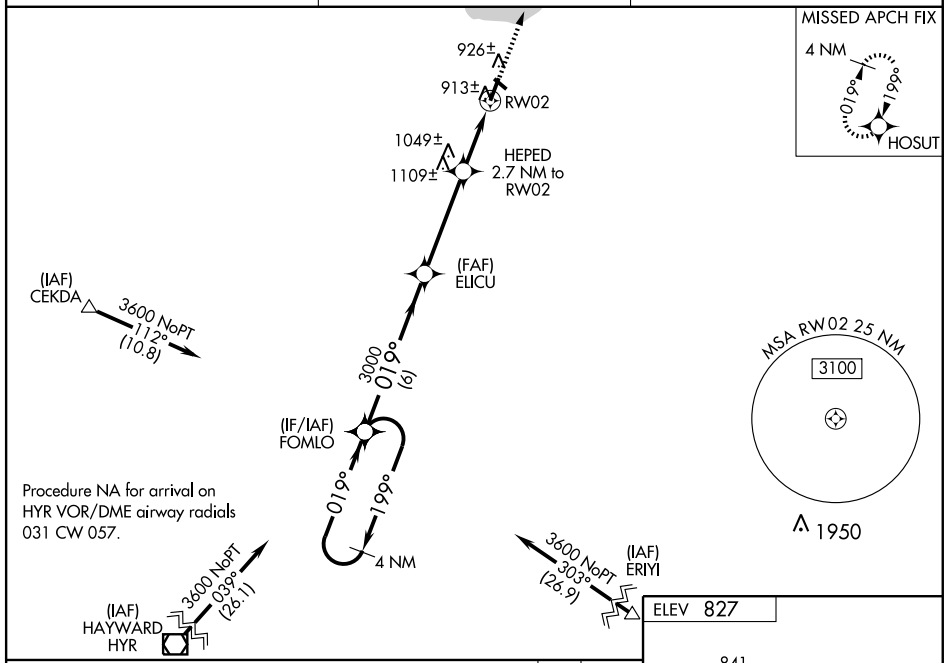
RNAV (GPS) RWY 2

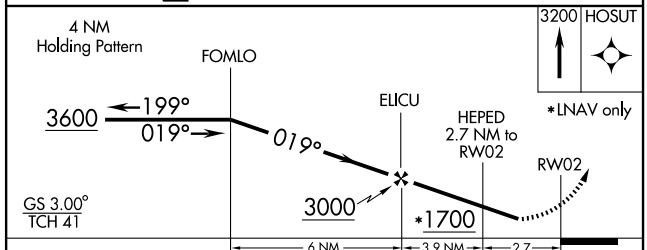
ASHLAND/ JOHN F. KENNEDY MEMORIAL (ASX)

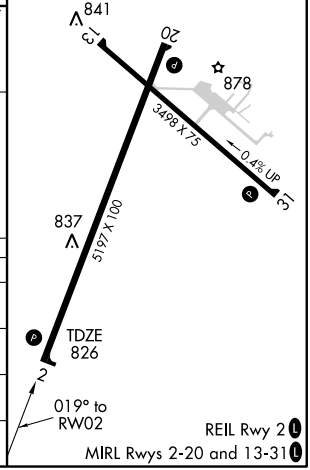
Baro-VNAV NA when using Ironwood altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ironwood altimeter setting and increase all DAs 132 feet and LPV and LNAV/VNAV all Cats. visibility ½ mile, increase all MDAs 140 feet and LNAV Cats. C and D visibility ½ mile, and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct HOSUT and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	126.45 276.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1162-1¼ 336 (400-1¼)			
LNAV/ VNAV DA	1183-1¼ 357 (400-1¼)			
LNAV MDA	1300-1 474 (500-1)		1300-1¼ 474 (500-1¼)	1300-1½ 474 (500-1½)
CIRCLING	1300-1 473 (500-1)		1300-1½ 473 (500-1½)	1380-2 553 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	3498
CH 61107	128°	TDZE	827
W13A		Apt Elev	827

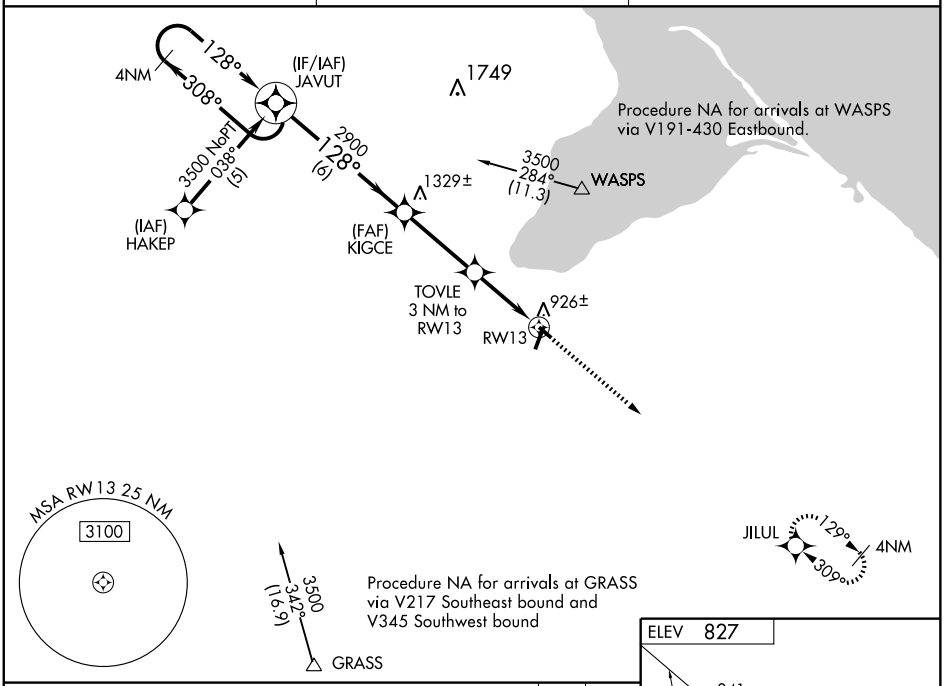
RNAV (GPS) RWY 13

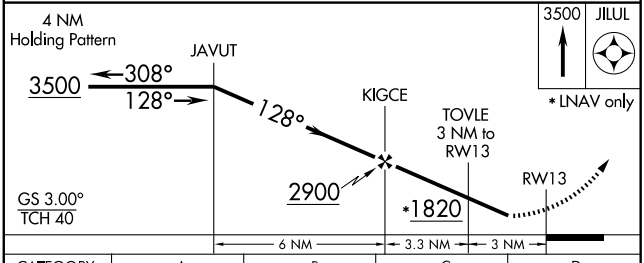
ASHLAND/ JOHN F. KENNEDY MEMORIAL (ASX)

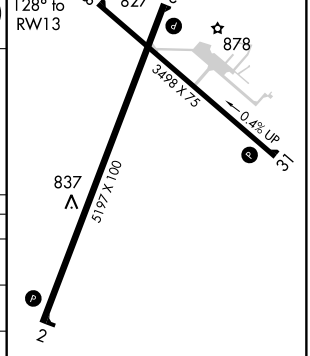
Baro-VNAV NA when using Ironwood altimeter setting. For Uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ironwood altimeter setting and increase all DAs 132 feet and LPV and LNAV/VNAV all Cats. visibility ½ mile, increase all MDAs 140 feet and LNAV Cats. C and D visibility ½ mile and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct JILUL and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	126.45 276.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1155-1¼ 328 (400-1¼)			
LNAV/ VNAV DA	1196-1¼ 369 (400-1¼)			
LNAV MDA	1200-1 373 (400-1)			1200-1¼ 373 (400-1¼)
CIRCLING	1240-1 413 (500-1)	1280-1 453 (500-1)	1280-1½ 453 (500-1½)	1380-2 553 (600-2)

REIL Rwy 2 L
MIRL Rwys 2-20 and 13-31 L

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5197
CH 90307	199°	TDZE	827
W20A		Apt Elev	827

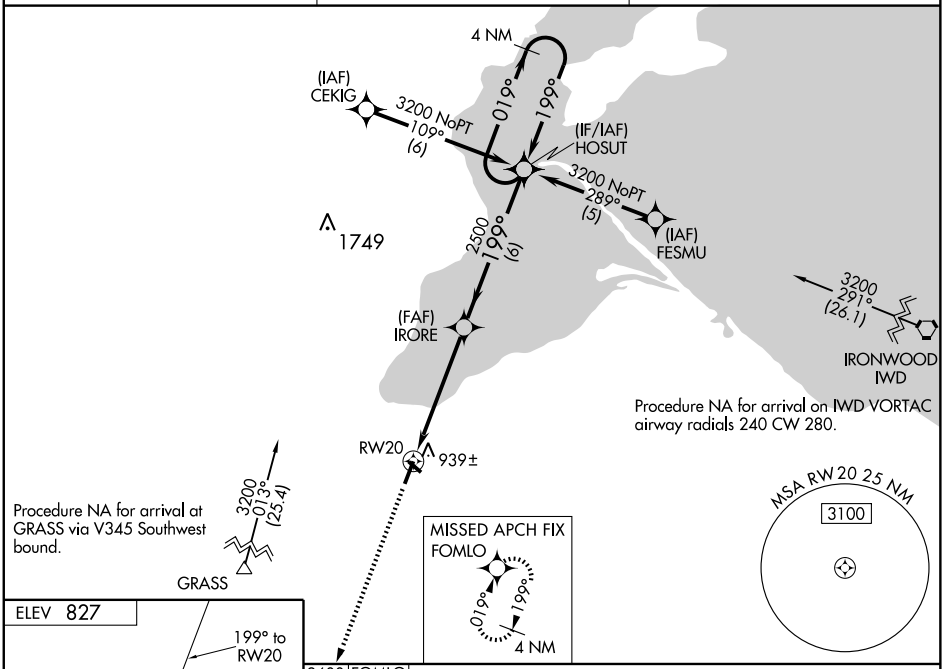
RNAV (GPS) RWY 20

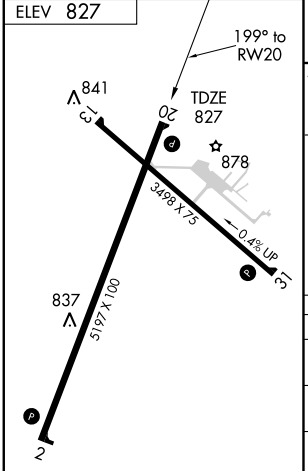
ASHLAND/ JOHN F. KENNEDY MEMORIAL (ASX)

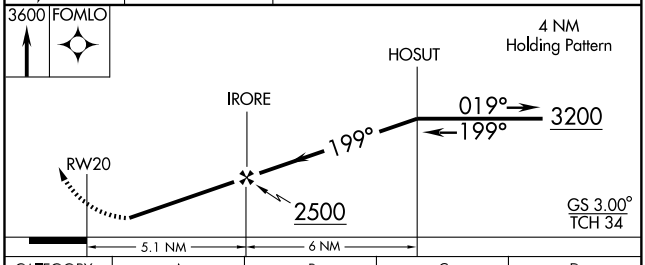
T A Baro-VNAV NA when using Ironwood altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ironwood altimeter setting and increase all DAs 132 feet and LPV all Cats. visibility ½ mile, LNAV/VNAV all Cats. visibility ¼mile, increase all MDAs 140 feet and LNAV Cat. C and D visibility ½ mile and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct FOMLO and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	126.45 276.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1187-1¼ 360 (400-1¼)			
LNAV/ VNAV DA	1209-1½ 382 (400-1½)			
LNAV MDA	1200-1 373 (400-1)			1200-1¼ 373 (400-1¼)
CIRCLING	1240-1 413 (500-1)	1280-1 453 (500-1)	1280-1½ 453 (500-1½)	1380-2 553 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	3498
CH 65807	309°	TDZE	827
W31A		Apt Elev	827

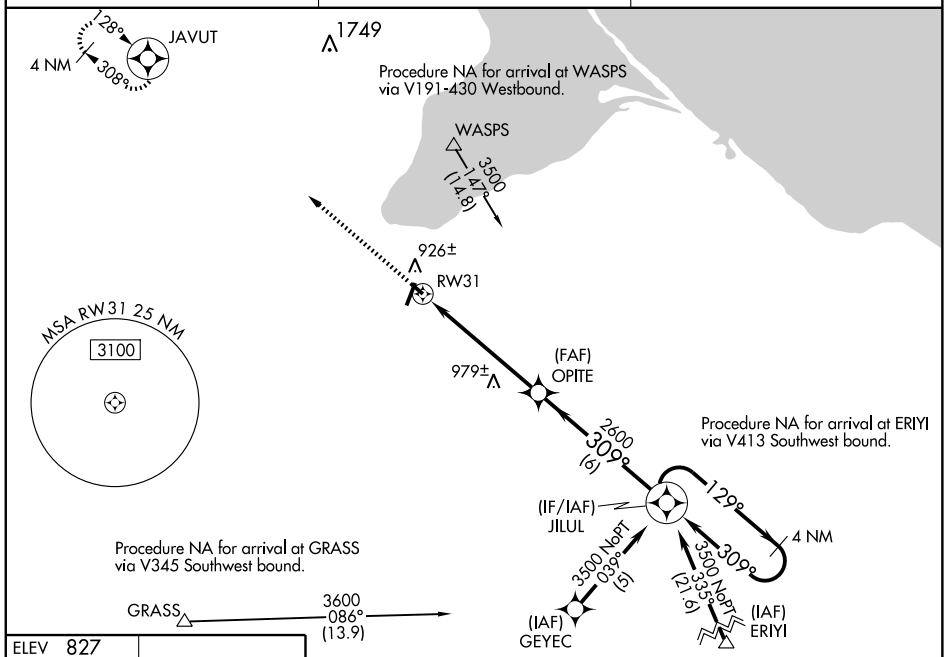
RNAV (GPS) RWY 31

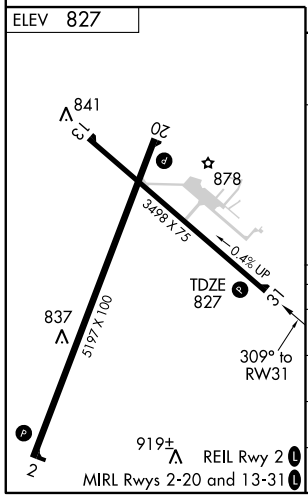
ASHLAND/JOHN F. KENNEDY MEMORIAL (ASX)

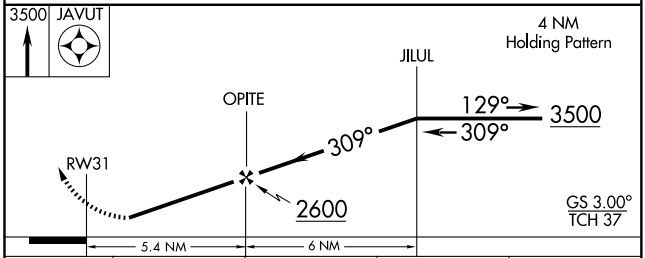
T A Baro-VNAV NA when using Ironwood altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ironwood altimeter setting and increase all DAs 132 feet and LPV and LNAV/VNAV all Cats visibility ½ mile, increase all MDAs 140 feet and LNAV Cat. D visibility ½ mile, LNAV Cat. C and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct JAVUT and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	126.45 276.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1120-1 293 (300-1)			
LNAV/VNAV DA	1189-1¼ 362 (400-1¼)			
LNAV MDA	1240-1 413 (500-1)		1240-1¼ 413 (500-1¼)	
CIRCLING	1240-1 413 (500-1)	1280-1 453 (500-1)	1280-1½ 453 (500-1½)	1380-2 553 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME ASX	APP CRS	Rwy Idg	5197
110.2	024°	TDZE	826
Chan 39		Apt Elev	827

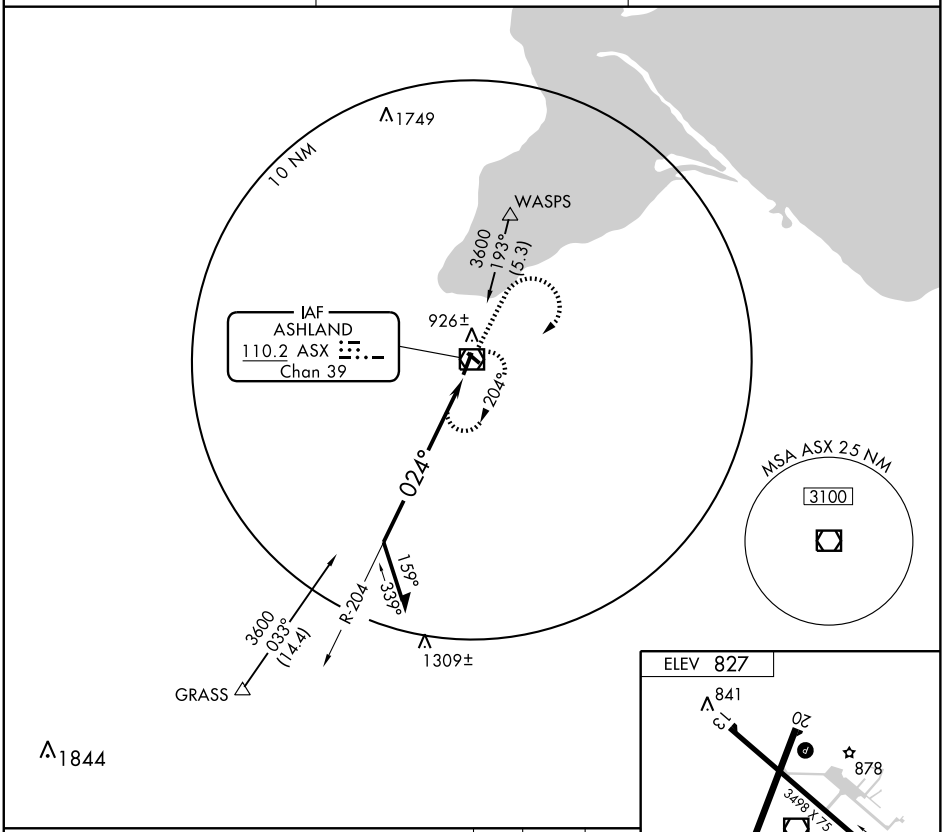
VOR RWY 2

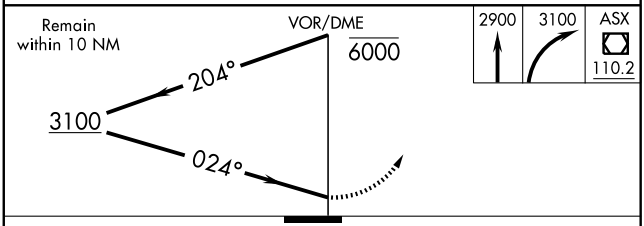
ASHLAND/ JOHN F. KENNEDY MEMORIAL (ASX)

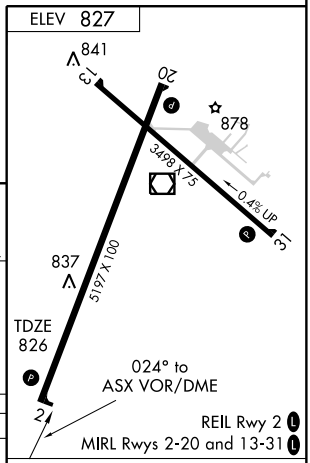
Visibility reduction by helicopters NA. When local altimeter setting not received, use Ironwood altimeter setting and increase all MDAs 140 feet and visibility Cat. A ¼ mile, Cat. C and D ½ mile.

MISSED APPROACH: Climb to 2900 then climbing right turn 3100 direct ASX VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	126.45 276.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-2	1620-1 794 (800-1)	1620-1¼ 794 (800-1¼)	1620-2¼ 794 (800-2¼)	1620-2½ 794 (800-2½)
CIRCLING	1620-1 793 (800-1)	1620-1¼ 793 (800-1¼)	1620-2¼ 793 (800-2¼)	1620-2½ 793 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

VOR/DME ASX	APP CRS	Rwy Idg	3498
110.2	302°	TDZE	827
Chan 39		Apt Elev	827

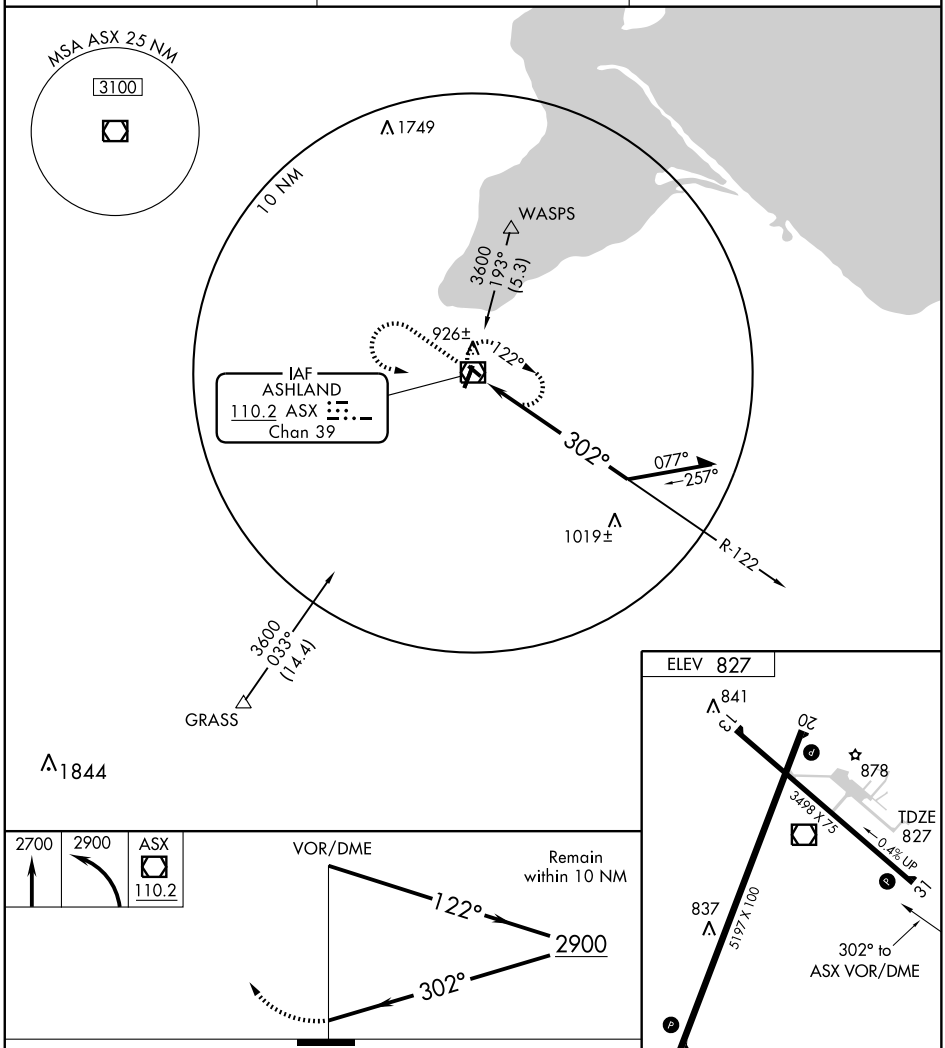
VOR RWY 31

ASHLAND/ JOHN F. KENNEDY MEMORIAL (ASX)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Ironwood altimeter setting and increase all MDAs 140 feet, increase S-31 visibility Cat. C and D ½ mile, increase circling visibility Cat. C ½ mile, Cat. D ¼ mile.

MISSED APPROACH: Climb to 2700 then climbing left turn to 2900 direct ASX VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	126.45 276.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-31	1400-1 573 (600-1)		1400-1½ 573 (600-1½)	1400-1¾ 573 (600-1¾)
CIRCLING	1400-1 573 (600-1)		1400-1½ 573 (600-1½)	1400-2 573 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-DLL	APP CRS	Rwy Idg	4800
109.15	010°	TDZE	980
Chan 28 (Y)		Apt Elev	980

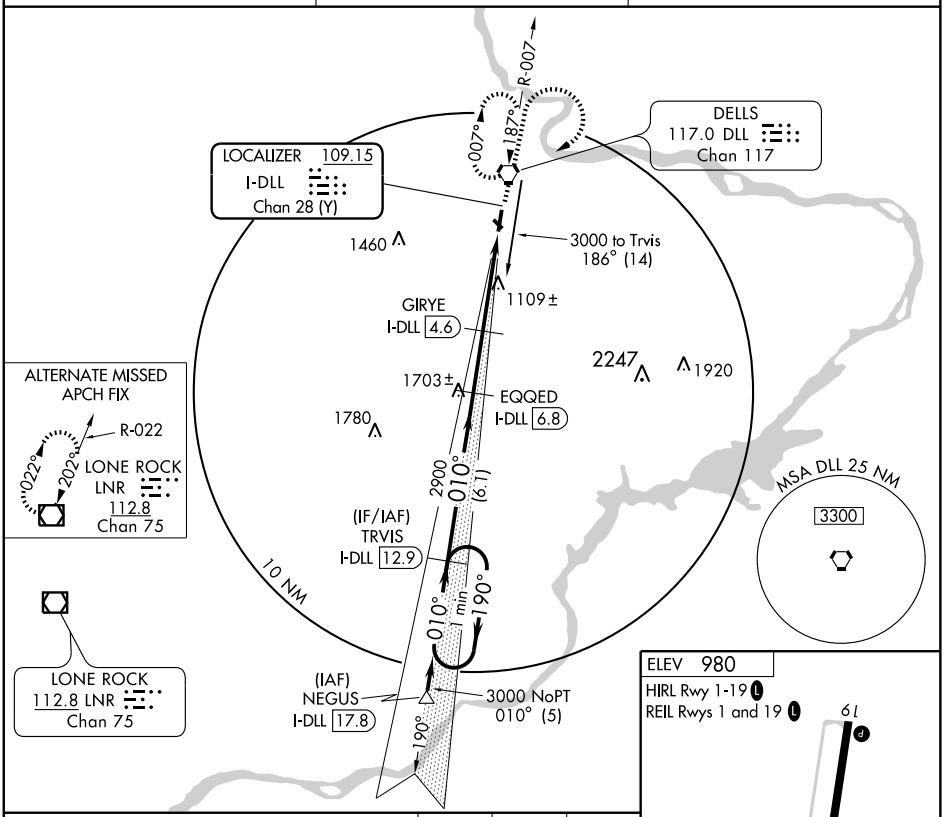
LOC/DME RWY 1

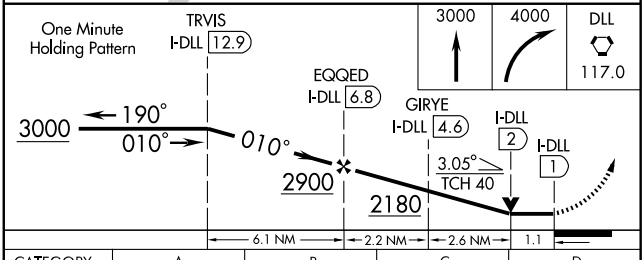
BARABOO WISCONSIN DELLS (DLL)

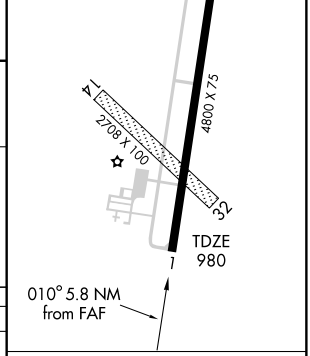
▼ ANA If local altimeter setting not received, use Tri-County Rgnl altimeter setting and increase all MDAs 100 feet. VDP NA when using Tri-County Rgnl altimeter setting. Circling NA to Rwy 14-32.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct DLL VORTAC and hold.

AWOS-3	MADISON APP CON ★	UNICOM
118.325	135.45 343.7	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-1	1360-1 380 (400-1)			NA
CIRCLING	1540-1 560 (600-1)		1560-1½ 580 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg 4800
CH 53304	010°	TDZE 980
W01A		Apt Elev 980

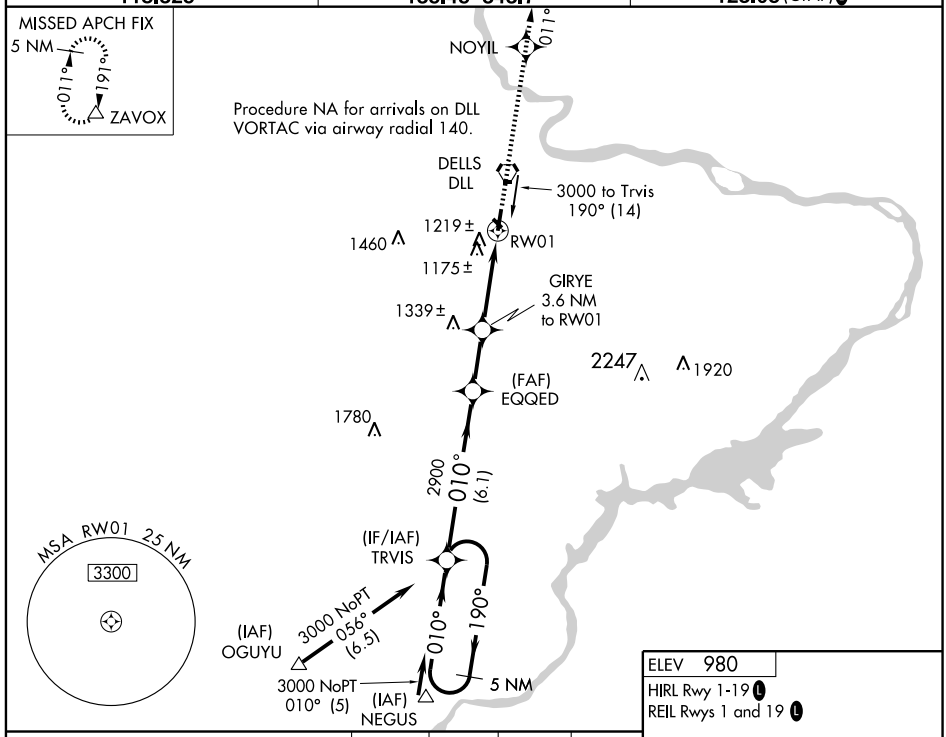
RNAV (GPS) RWY 1

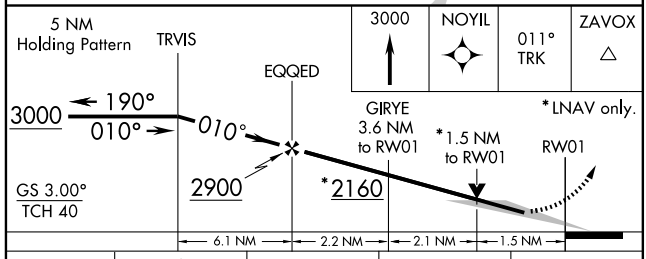
BARABOO WISCONSIN DELLS (DLL)

If local altimeter setting not received, use Tri-County Rgnl altimeter setting and increase all DAs 97 feet/MDAs 100 feet. Baro-VNAV NA when using Tri-County Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA to Rwy 14-32.

MISSED APPROACH: Climb to 3000 direct NOYIL and via 011° track to ZAVOX and hold.

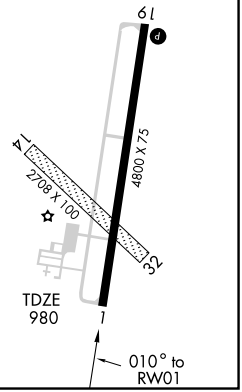
AWOS-3	MADISON APP CON★	UNICOM
118.325	135.45 343.7	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1275-1 295 (300-1)			NA
LNAV/VNAV DA	1495-1¾ 515 (600-1¾)			NA
LNAV MDA	1480-1 500 (500-1)		1480-1¼ 500 (500-1¼)	NA
CIRCLING	1540-1 560 (600-1)		1560-1½ 580 (600-1½)	NA

ELEV 980
HIRL Rwy 1-19 L
REIL Rwys 1 and 19 L



EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4800
190°	TDZE	980
	Apt Elev	980

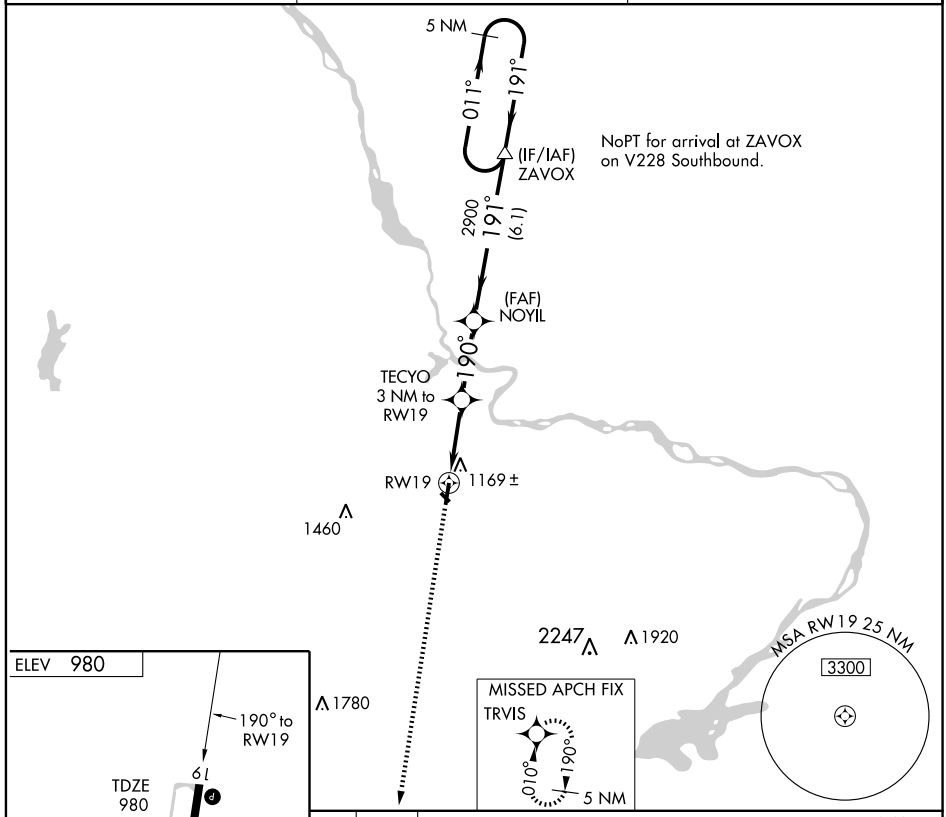
RNAV (GPS) RWY 19

BARABOO WISCONSIN DELLS (DLL)

If local altimeter setting not received, use Tri-County Rgnl altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA. Circling NA to Rwy 14-32. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct TRVIS and hold.

AWOS-3	MADISON APP CON ★	UNICOM
118.325	135.45 343.7	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1420-1	440 (500-1)	1420-1¼ 440 (500-1¼)	NA
CIRCLING	1540-1	560 (600-1)	1560-1½ 580 (600-1½)	NA

HIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC DLL	APP CRS	Rwy Idg	N/A
117.0	187°	TDZE	N/A
Chan 117		Apt Elev	980

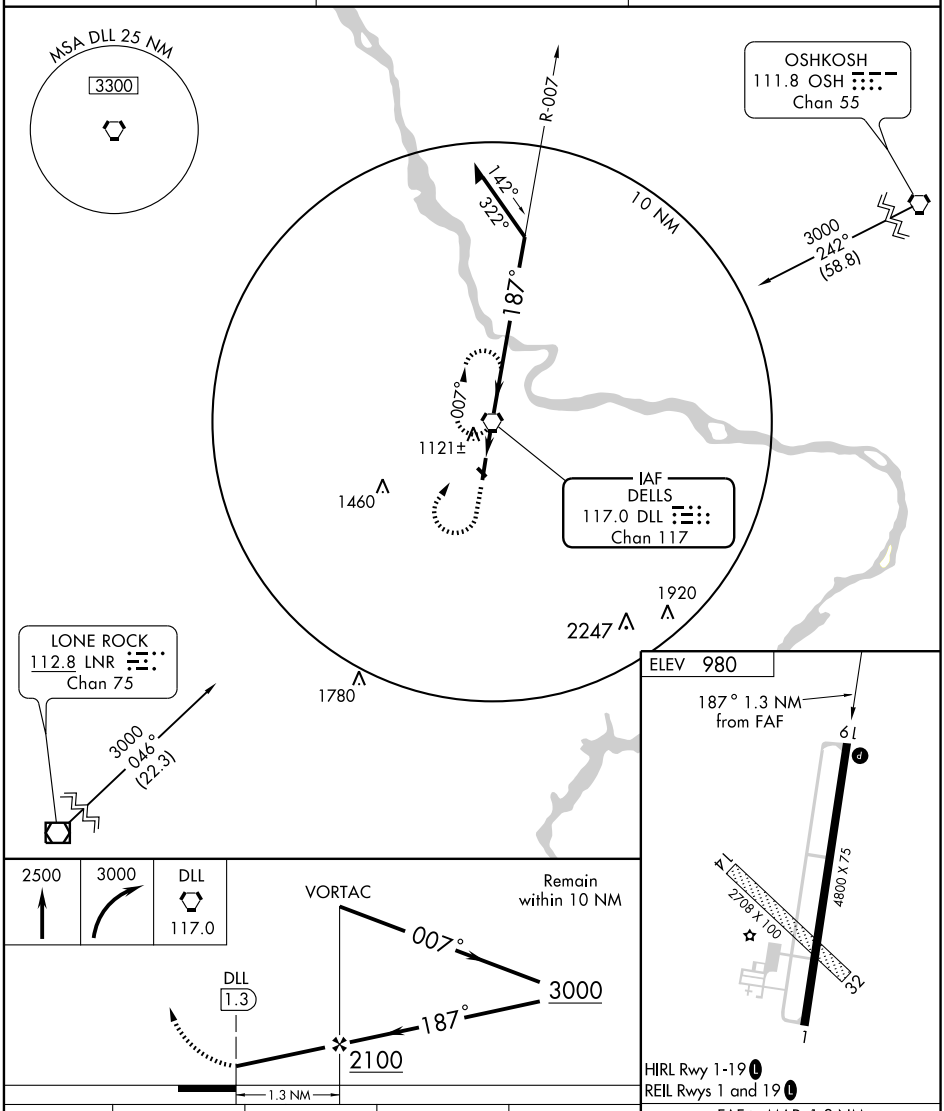
VOR-A

BARABOO WISCONSIN DELLS (DLL)

If local altimeter setting not received, use Tri-County Rgnl altimeter setting and increase all MDAs 100 feet. Circling NA to Rwy 14-32.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct DLL VORTAC and hold.

AWOS-3	MADISON APP CON ★	UNICOM
118.325	135.45 343.7	123.05 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1580-1 600 (600-1)		1580-1½ 600 (600-1½)	NA

FAF to MAP 1.3 NM					
Knots	60	90	120	150	180
Min:Sec	1:18	0:52	0:39	0:31	0:26

EC-3. 14 JAN 2010 to 11 FEB 2010

VOR/DME JVL	APP CRS	Rwy Idg	N/A
114.3	118°	TDZE	N/A
Chan 90		Apt Elev	817

VOR or GPS-A

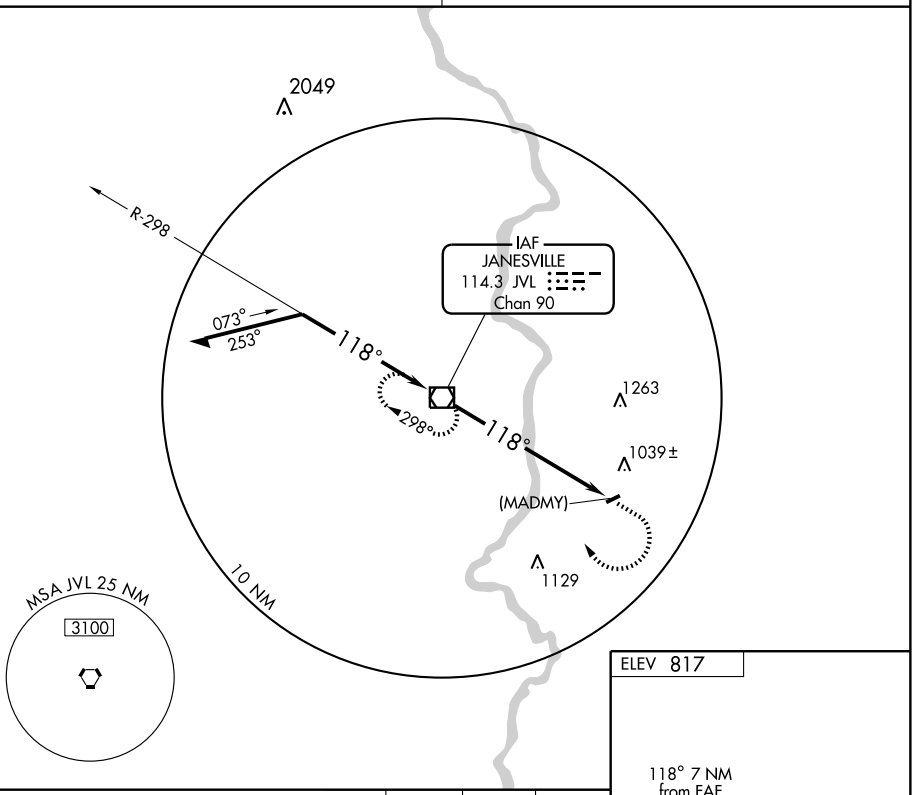
BELOIT (44C)

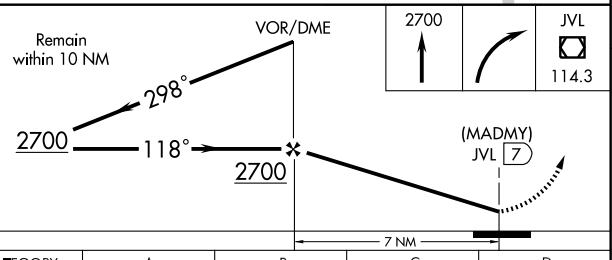
NA Use Janesville altimeter setting; when not received, use Rockford altimeter setting.

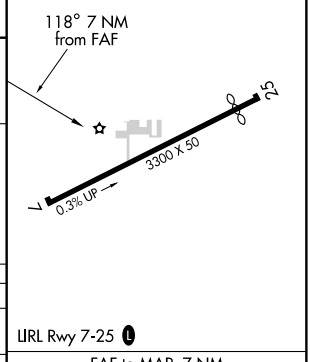
MISSED APPROACH: Climb to 2700 then right turn direct JVL VOR/DME and hold.

ROCKFORD APP CON
121.0 327.0

UNICOM
122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1380-1	563 (600-1)	NA	

ROCKFORD ALTIMETER SETTING MINIMUMS

CIRCLING	1420-1	603 (700-1)	NA

LIRL Rwy 7-25 L

FAF to MAP 7 NM

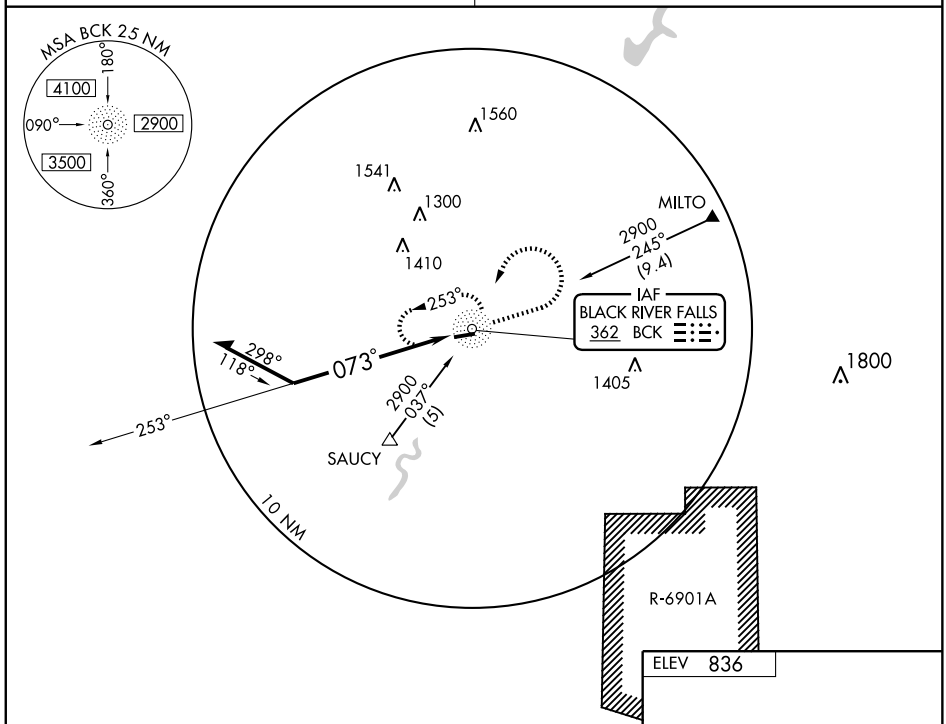
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

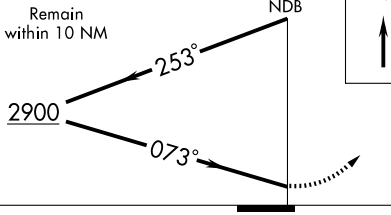
BCK NDB	APP CRS	Rwy ldg	4600
362	073°	TDZE	836
		Apt Elev	836

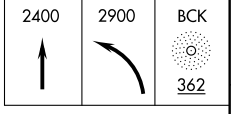
NDB RWY 8

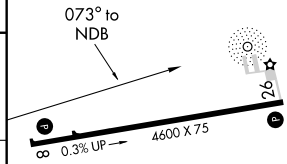
BLACK RIVER FALLS AREA (BCK)

▼ A NA — Use La Crosse altimeter setting.	MISSED APPROACH: Climb to 2400 then climbing left turn to 2900 direct BCK NDB and hold.
MINNEAPOLIS CENTER 128.6 363.0	CTAF 122.9 L









CATEGORY	A	B	C	D
S-8	1920-1¼ 1084 (1100-1¼)	1920-1½ 1084 (1100-1½)	1920-3	1084 (1100-3)
CIRCLING	1920-1¼ 1084 (1100-1¼)	1920-1½ 1084 (1100-1½)	1920-3	1084 (1100-3)

REIL Rwy 8 L
MIRL Rwy 8-26 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4600
080°	TDZE	836
	Apt Elev	836

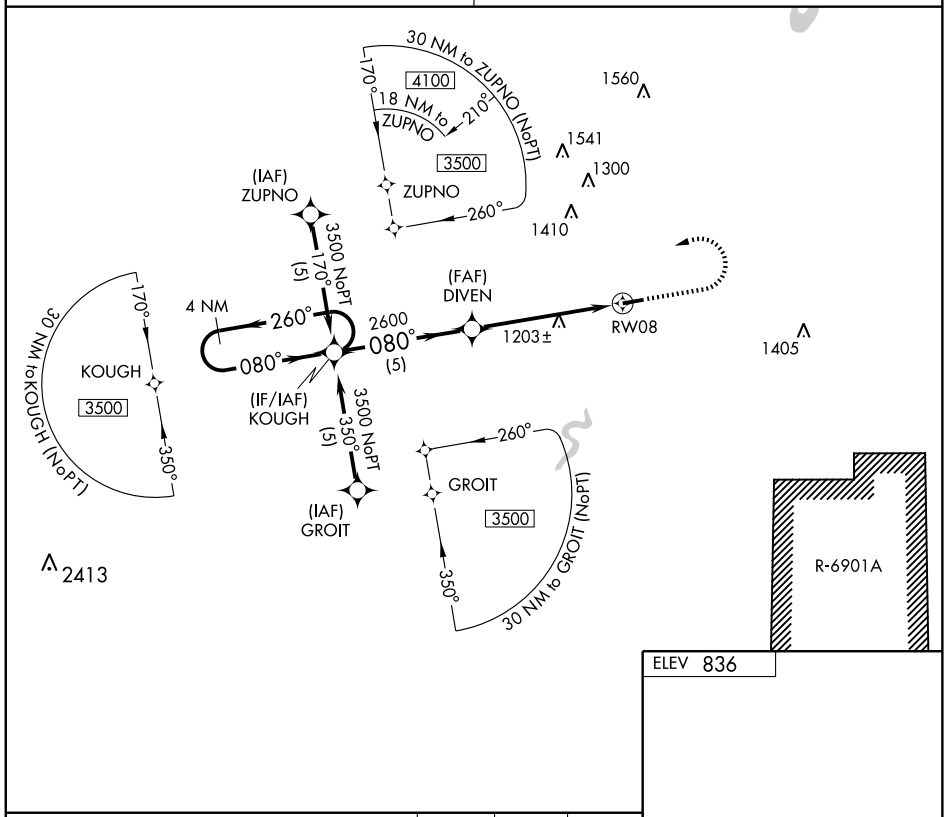
RNAV (GPS) RWY 8
BLACK RIVER FALLS AREA (BCK)

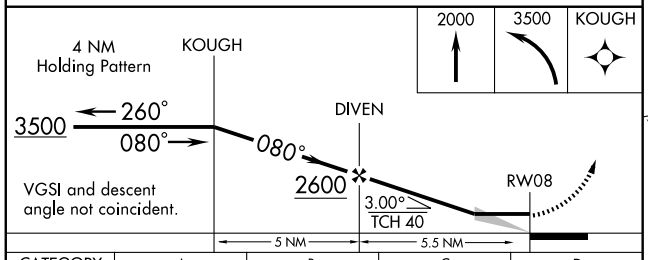
Use La Crosse altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

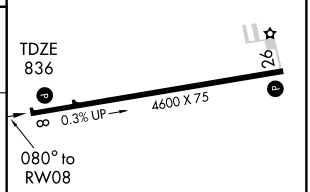
MISSED APPROACH: Climb to 2000 then climbing left turn to 3500 direct KOUGH WP and hold.

MINNEAPOLIS CENTER
128.6 363.0

CTAF
122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1560-1	724 (800-1)	1560-2 724 (800-2)	1560-2¼ 724 (800-2¼)
CIRCLING	1560-1	724 (800-1)	1560-2 724 (800-2)	1580-2½ 744 (800-2½)

REIL Rwy 8 L
MIRL Rwy 8-26 L

EC-3, 14 JAN 2010 to 11 FEB 2010

BOSCOBEL, WISCONSIN

AL-6361 (FAA)

RNAV (GPS) RWY 7

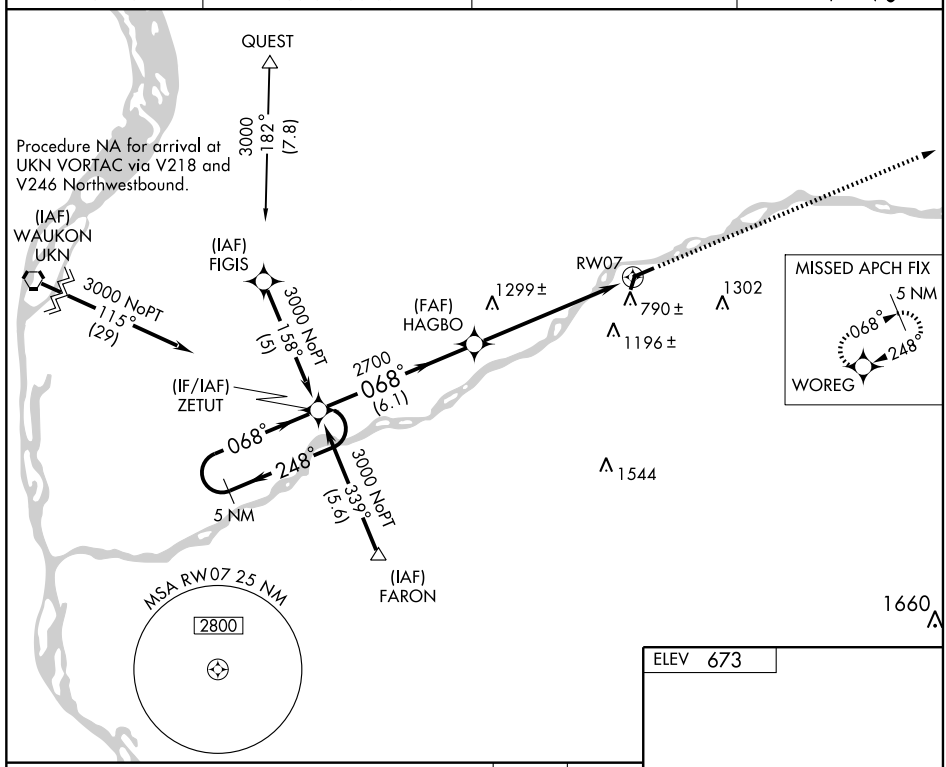
BOSCOBEL (OVS)

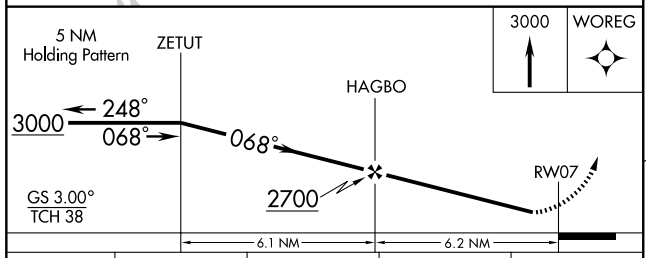
WAAS	APP CRS	Rwy Idg	5000
CH 77902	068°	TDZE	670
W07A		Apt Elev	673

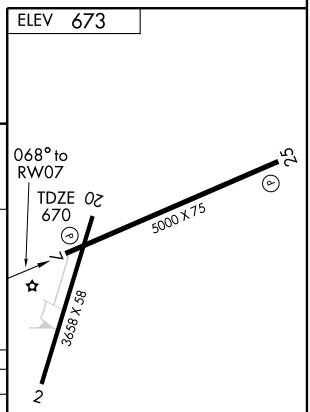
If local altimeter setting not received, use Lone Rock altimeter setting and increase all DAs/MDAs 60 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct WOREG and hold.

ASOS	CHICAGO CENTER	GCO	UNICOM
126.775	133.3 380.35	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1040-1¼ 370 (400-1¼)			NA
LNAV MDA	1560-1¼ 890 (900-1¼)		1560-2¾ 890 (900-2¾)	NA
CIRCLING	1560-1¼ 887 (900-1¼)		1580-2¾ 907 (1000-2¾)	NA

REIL Rwy 7 and 25 L
MIRL Rwys 2-20 and 7-25 L

EC-3, 14 JAN 2010 to 11 FEB 2010

BOSCOBEL, WISCONSIN

AL-6361 (FAA)

RNAV (GPS) RWY 25

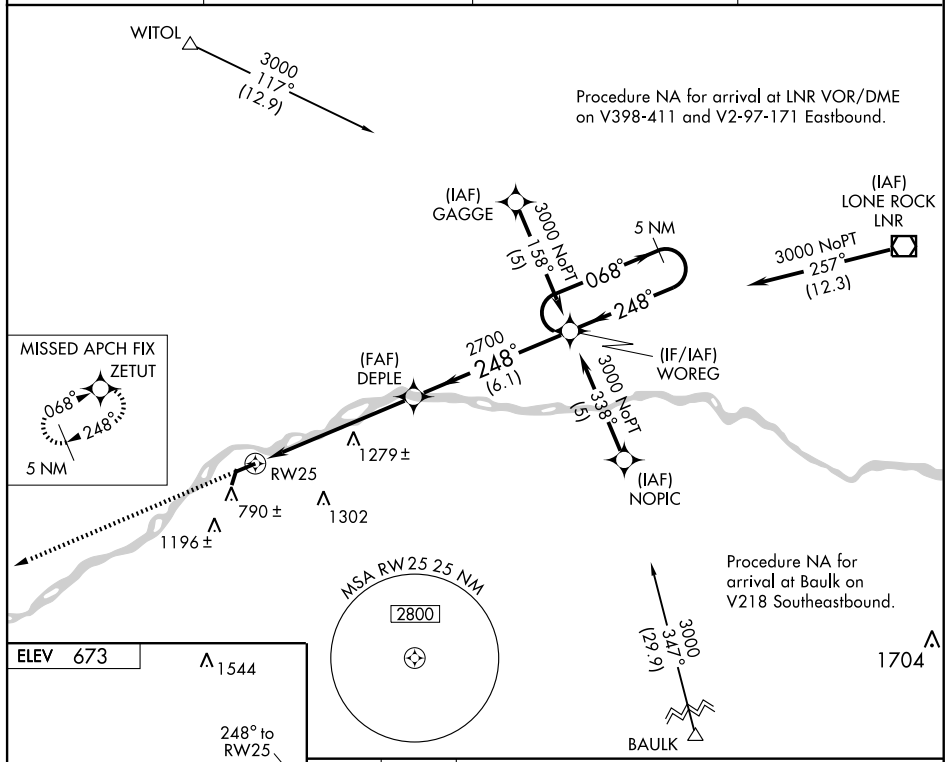
BOSCOBEL (OVS)

WAAS	APP CRS	Rwy Idg	5000
CH 82505	248°	TDZE	671
W25A		Apt Elev	673

If local altimeter setting not received, use Lone Rock altimeter setting and increase all DAs/MDAs 60 feet.
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ZETUT and hold.

ASOS	CHICAGO CENTER	GCO	UNICOM
126.775	133.3 380.35	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	979-1 308 (400-1)			NA
LNAV MDA	1540-1 869 (900-1)	1540-1¼ 869 (900-1¼)	1540-2½ 869 (900-2½)	NA
CIRCLING	1560-1¼ 887 (900-1¼)		1580-2¾ 907 (1000-2¾)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME LNR	APP CRS	Rwy Idg	5000
112.8	252°	TDZE	671
Chan 75		Apt Elev	673

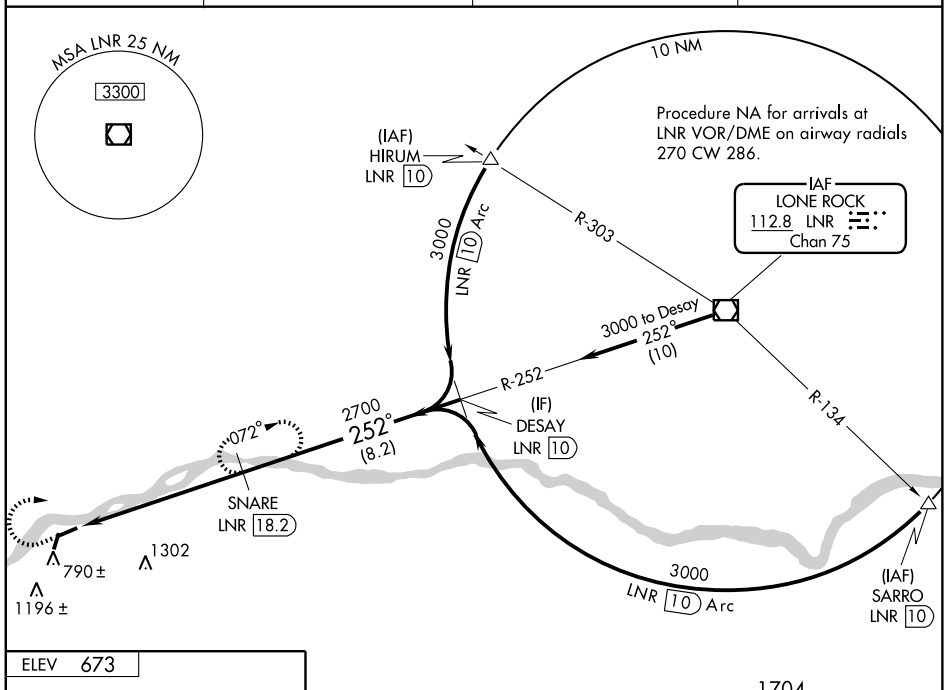
VOR/DME RWY 25

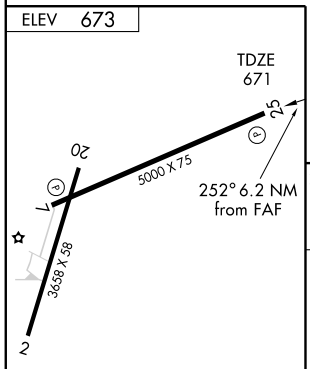
BOSCOBEL (OVS)

If local altimeter setting not received, use Lone Rock altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2700 then right turn via LNR VOR/DME R-252 to SNARE/LNR 18.2 DME and hold.

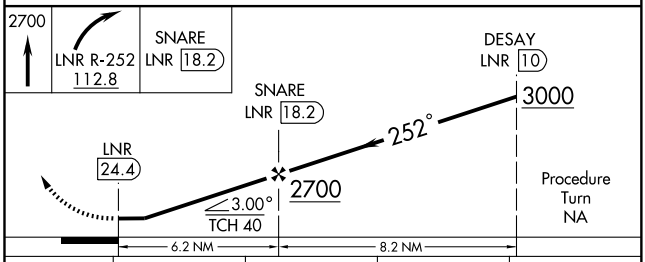
ASOS	CHICAGO CENTER	GCO	UNICOM
126.775	133.3 380.35	121.725	122.8 (CTAF) L





REIL Rwy 7 and 25 L
MIRL Rwys 2-20 and 7-25 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-25	1620-1¼ 949 (1000-1¼)		1620-2¾ 949 (1000-2¾)	NA
CIRCLING	1620-1¼ 947 (1000-1¼)		1620-2¾ 947 (1000-2¾)	NA

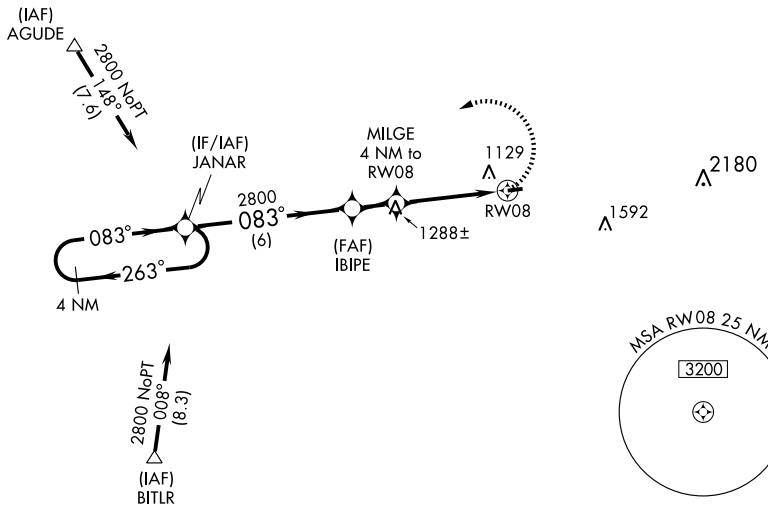
EC-3, 14 JAN 2010 to 11 FEB 2010

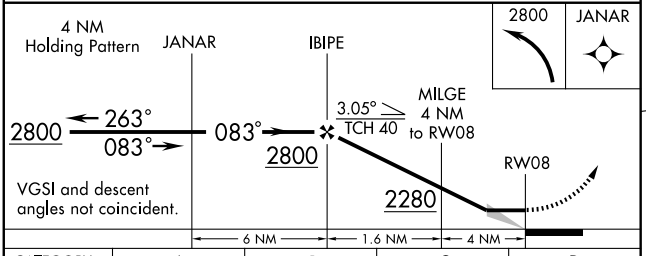
APP CRS		
083°	Rwy Idg	3300
	TDZE	964
	Apt Elev	967

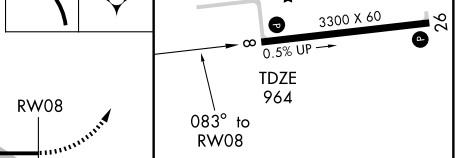
RNAV (GPS) RWY 8
BOYCEVILLE MUNI (3T3)

▼ / ▲ NA — Use New Richmond Rgnl altimeter setting. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing left turn to 2800 direct JANAR and hold.
MINNEAPOLIS CENTER **125.3 335.6**	UNICOM **122.8** (CTAF) L

Procedure NA for arrivals at AGUDE via V78 Westbound.







ELEV 967

CATEGORY	A	B	C	D
LNAV MDA	1440-1	476 (500-1)	1440-1¼ 476 (500-1¼)	NA
CIRCLING	1680-1	713 (800-1)	1680-2 713 (800-2)	NA

MIRL Rwy 8-26 L
REIL Rwy 26 L

BOYCEVILLE, WISCONSIN AL-10056 (FAA)

APP CRS		
264°	Rwy ldg	3300
	TDZE	967
	Apt Elev	967

RNAV (GPS) RWY 26

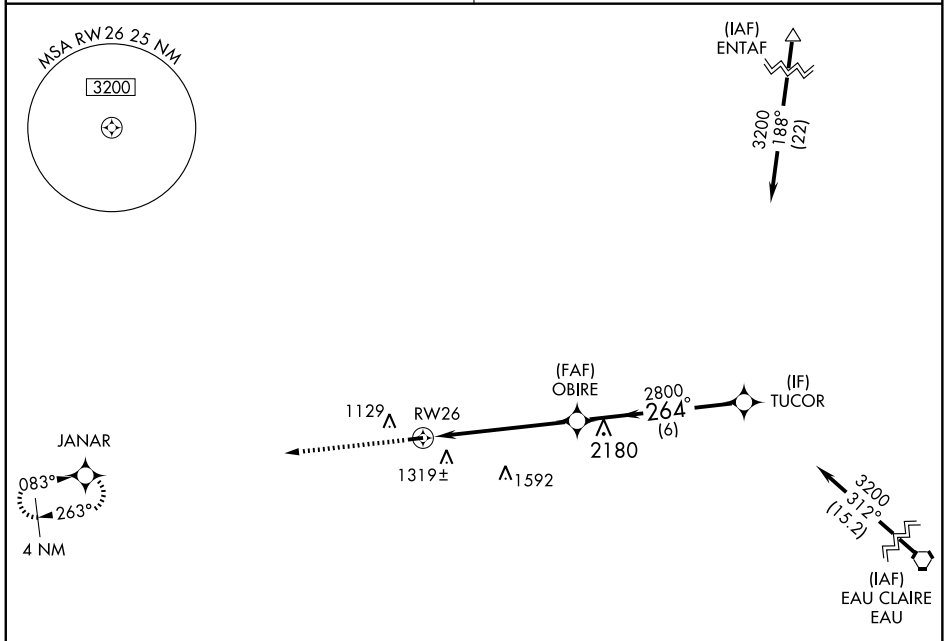
BOYCEVILLE MUNI (3T3)

NA — Use New Richmond Rgnl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct JANAR and hold.

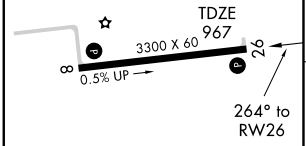
MINNEAPOLIS CENTER
125.3 335.6

UNICOM
122.8 (CTAF) L

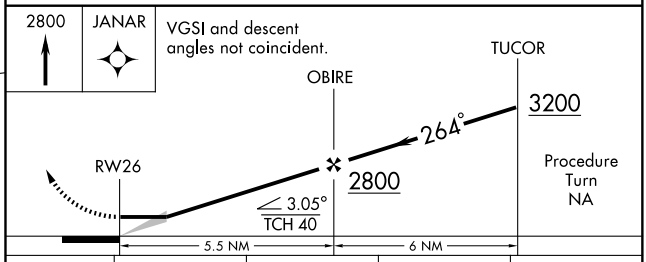


Procedure NA for arrivals at EAU VORTAC on airway radials 254 CW 357.

ELEV 967



MIRL Rwy 8-26 L
REIL Rwy 26 L



CATEGORY	A	B	C	D
LNAV MDA	1480-1	513 (600-1)	1480-1½ 513 (600-1½)	NA
CIRCLING	1680-1	713 (800-1)	1680-2 713 (800-2)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4300
290°	TDZE	779
	Apt Elev	779

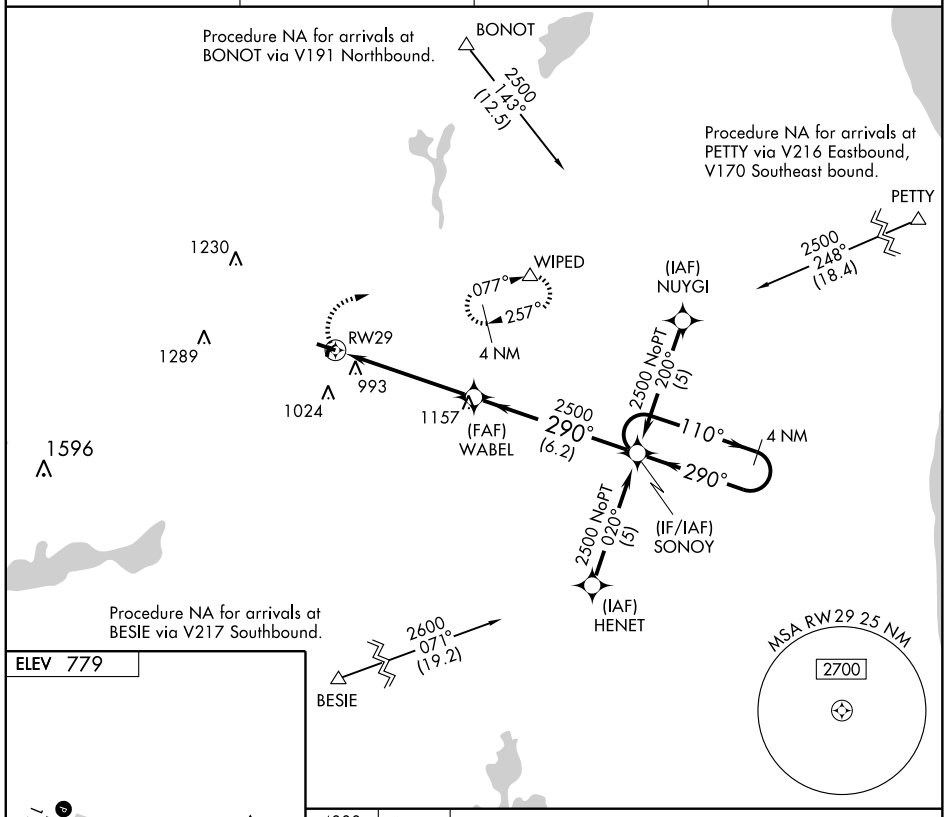
RNAV (GPS) RWY 29

BURLINGTON MUNI (BUU)

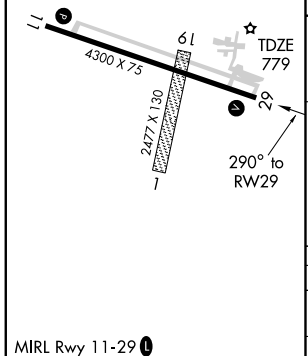
When local altimeter setting not received, use General Mitchell Intl altimeter setting and increase all MDAs 80 feet and LNAV and Circling Cats. C and D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

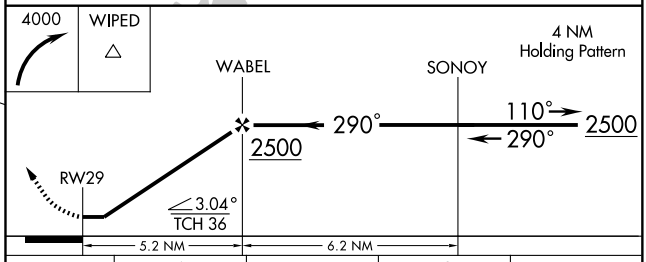
MISSED APPROACH: Climbing right turn to 4000 direct WIPED and hold, continue climb in hold to 4000.

AWOS-3	MILWAUKEE APP CON	GCO	UNICOM
114.50	125.35 307.0	121.725	123.05 (CTAF) L



ELEV 779





CATEGORY	A	B	C	D
LNAV MDA	1320-1	541 (600-1)	1320-1½ 541 (600-1½)	1320-1¾ 541 (600-1¾)
CIRCLING	1340-1 561 (600-1)	1360-1 581 (600-1)	1360-1½ 581 (600-1½)	1380-2 601 (700-2)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC BAE	APP CRS	Rwy Idg	N/A
116.4	180°	TDZE	N/A
Chan 111		Apt Elev	779

VOR or GPS-A

BURLINGTON MUNI (BUU)

NA

Use Milwaukee Mitchell altimeter setting.

MISSED APPROACH: Climb to 2500 then left turn via BAE R-180 to LISSI and hold.

AWOS-3	MILWAUKEE APP CON	GCO	UNICOM
114.50	125.35 307.0	121.725	123.05 (CTAF) L

1849

RADAR REQUIRED

IAF
BADGER
116.4 BAE
Chan 111

2500
180°
(15)

R-180

DARIA
BAE 15
RADAR

2500
180°
(5)

360°

LISSI
BAE 20
RADAR

10 NM

1230

1059±

1289

(MAFWI)

993

1024

MSA BAE 30 NM
2800

ELEV 779

180° 5.5 NM from FAF

11
6l
4300 X 75
29
2477 X 130
1

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

2500

BAE R-180
116.4

LISSI

LISSI
BAE 20
RADAR

DARIA
BAE 15
RADAR

180°

2500

2500

(MAFWI)
BAE 25.5

5.5 NM

5 NM

CATEGORY	A	B	C	D
CIRCLING	1400-1 621 (700-1)	1400-1¼ 621 (700-1¼)	1440-1¾ 661 (700-1¾)	1440-2 661 (700-2)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

EC-3. 14 JAN 2010 to 11 FEB 2010

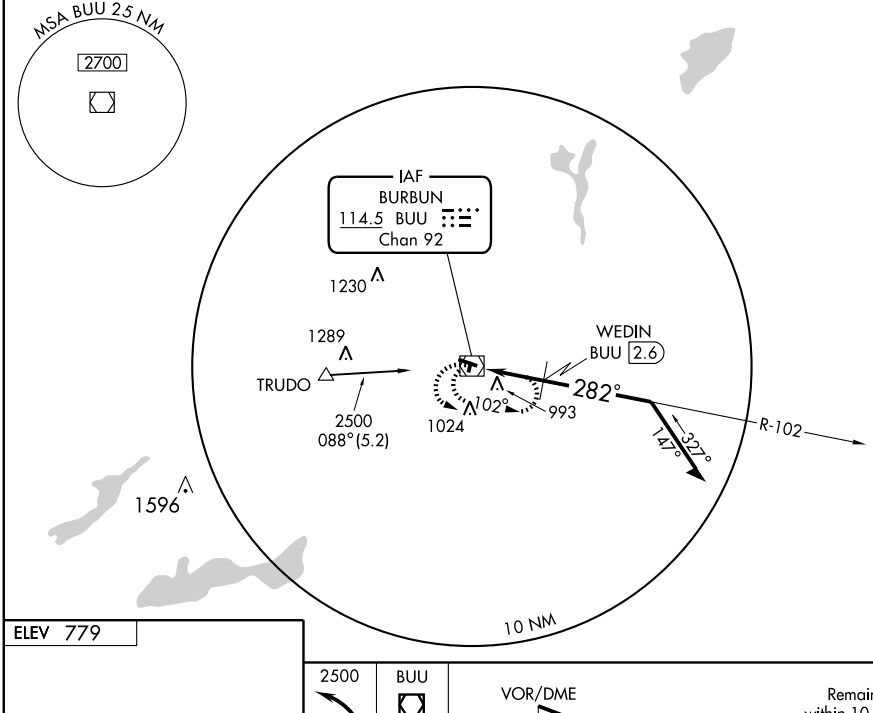
VOR/DME BUU 114.5 Chan 92	APP CRS 282°	Rwy Idg 4300 TDZE 779 Apt Elev 779

VOR RWY 29
BURLINGTON MUNI (BUU)

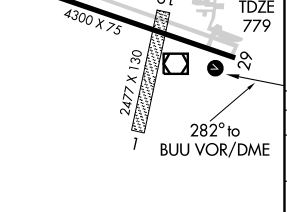
When local altimeter setting not received, use General Mitchell Intl altimeter setting and increase all MDAs 80 feet and increase S-29 and Circling Cats. B,C and D visibilities ¼ mile, and WEDIN Fix minimums S-29 and Circling Cats. C and D visibilities ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2500 in BUU VOR/DME holding pattern.

AWOS-3	MILWAUKEE APP CON	GCO	UNICOM
114.50	125.35 307.0	121.725	123.05 (CTAF) L

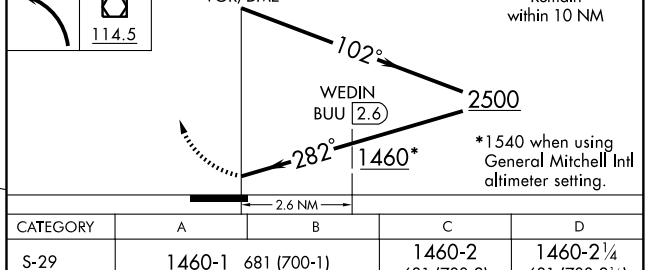


ELEV 779



MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-29	1460-1 681 (700-1)		1460-2 681 (700-2)	1460-2¼ 681 (700-2¼)
CIRCLING	1460-1 681 (700-1)		1460-2 681 (700-2)	1460-2¼ 681 (700-2¼)
WEDIN FIX MINIMUMS				
S-29	1300-1 521 (600-1)		1300-1½ 521 (600-1½)	1300-1¾ 521 (600-1¾)
CIRCLING	1340-1 561 (600-1)	1360-1 581 (600-1)	1360-1½ 581 (600-1½)	1380-2 601 (700-2)

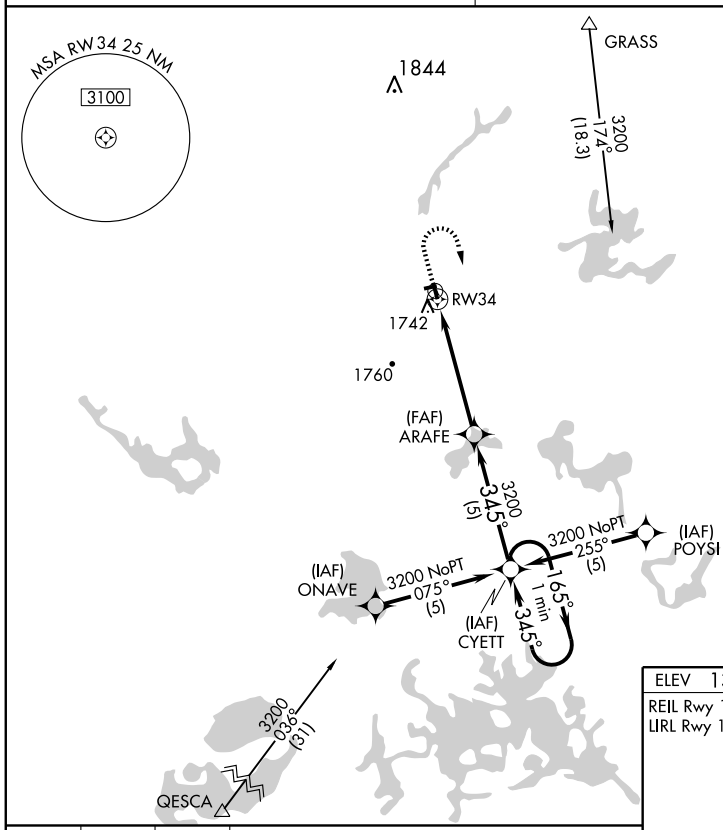
EC-3, 14 JAN 2010 to 11 FEB 2010

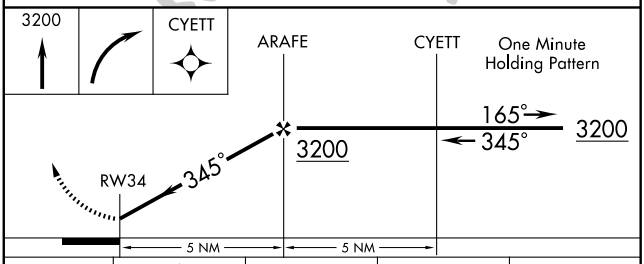
APP CRS	Rwy Idg	3709
345°	TDZE	1360
	Apt Elev	1360

GPS RWY 34
CABLE UNION (3CU)

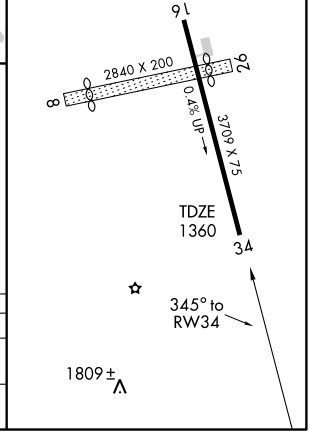
NA	Use Hayward altimeter setting.
MISSED APPROACH: Climb to 3200 then right turn direct CYETT WP and hold.	

MINNEAPOLIS CENTER	UNICOM
126.45 276.4	122.8 (CTAF)





CATEGORY	A	B	C	D
S-34	2120-1 760 (800-1)	2120-1¼ 760 (800-1¼)	2120-2¼ 760 (800-2¼)	2120-2½ 760 (800-2½)
CIRCLING	2160-1 800 (800-1)	2160-1¼ 800 (800-1¼)	2160-2¼ 800 (800-2¼)	2160-2½ 800 (800-2½)



NDB SLY 344	APP CRS 047°	Rwy Idg N/A TDZE N/A Apt Elev 1360

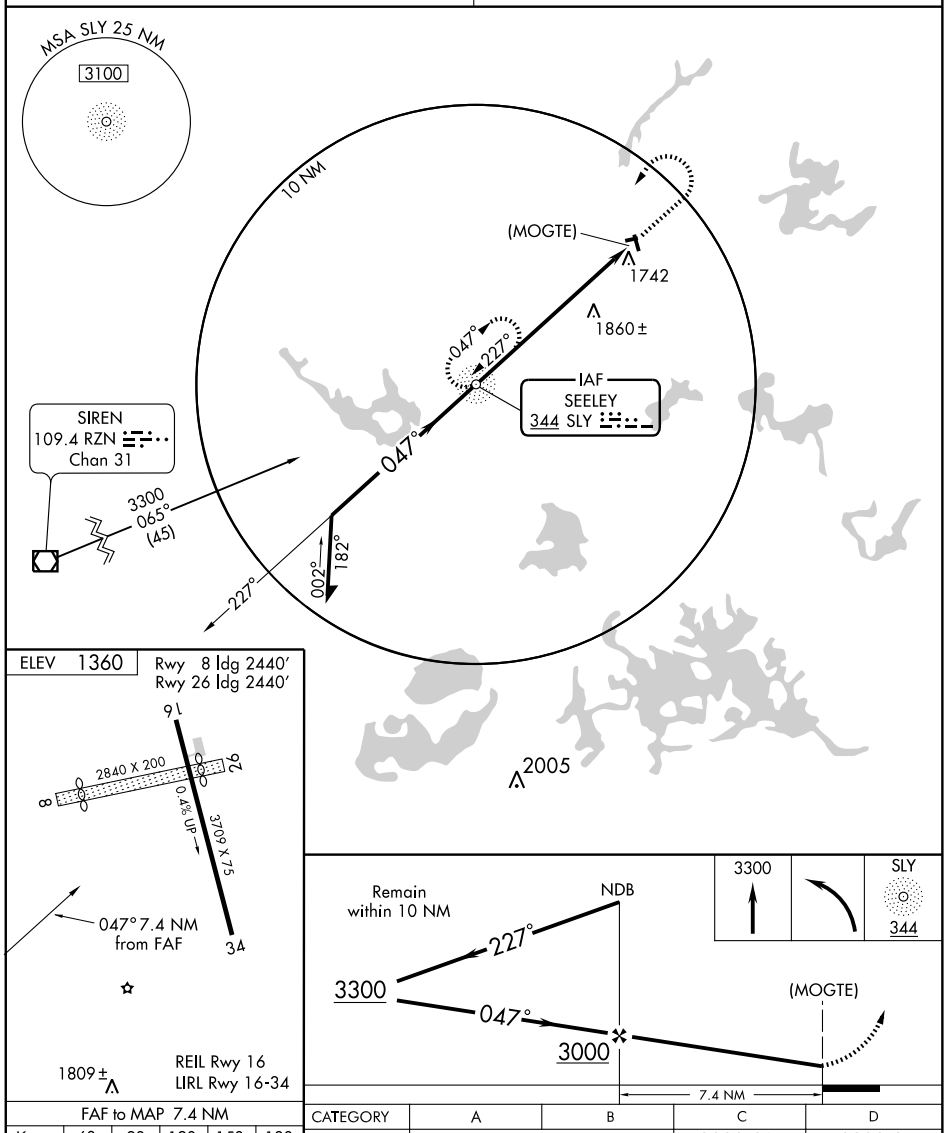
NDB or GPS-B
CABLE UNION (3CU)

NA

Use Hayward altimeter setting.

MISSED APPROACH: Climb to 3300 then left turn direct SLY NDB and hold.

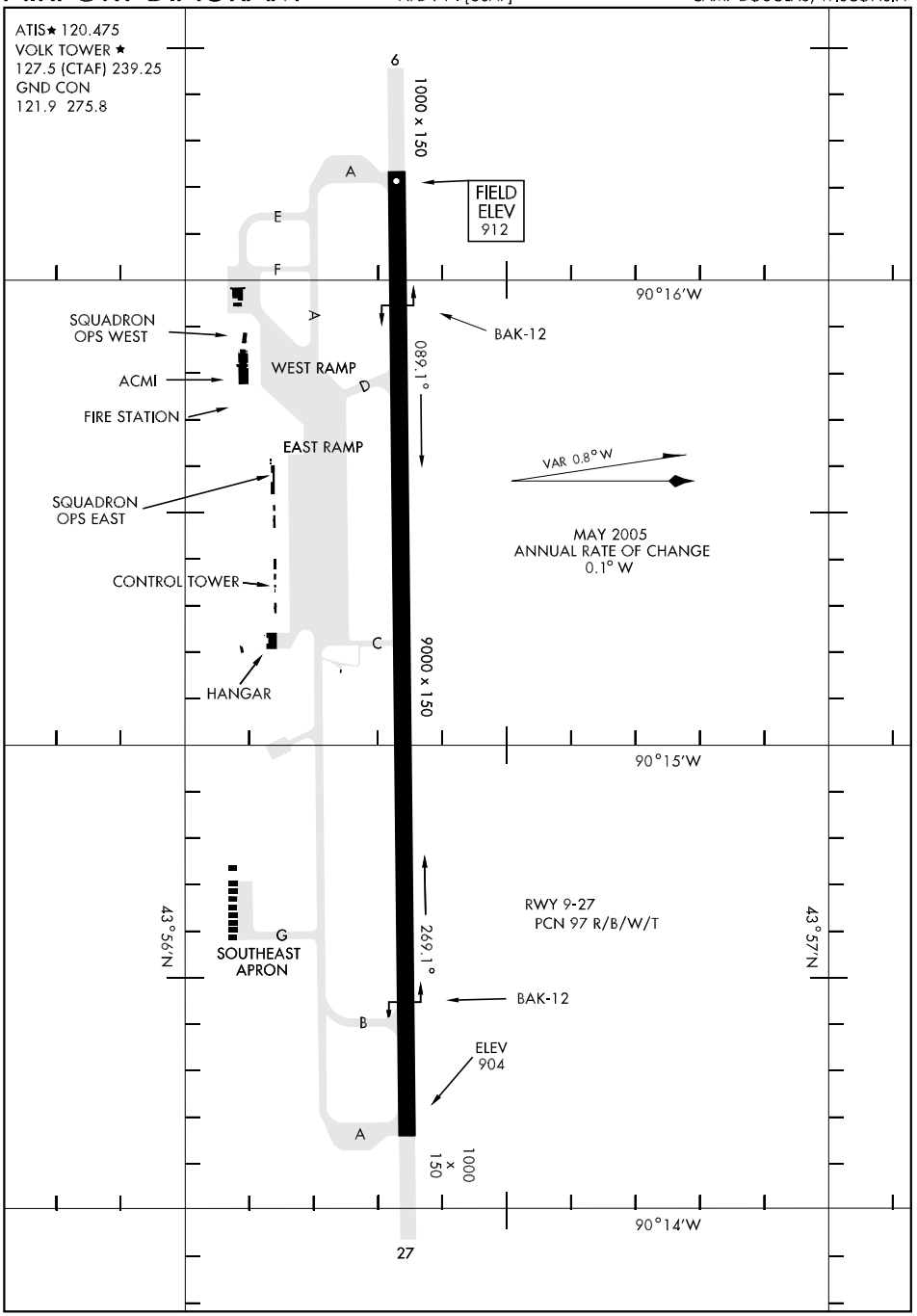
MINNEAPOLIS CENTER	UNICOM
126.45 276.4	122.8 (CTAF)



FAF to MAP 7.4 NM					
Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

CATEGORY	A	B	C	D
CIRCLING	2280-1¼ 920 (1000-1¼)		2280-2¾ 920 (1000-2¾)	2280-3 920 (1000-3)

EC-3. 14 JAN 2010 to 11 FEB 2010


ATIS★ 120.475
VOLK TOWER ★
127.5 (CTAF) 239.25
GND CON
121.9 275.8
6
1000 x 150
A
E
F
FIELD ELEV 912
90°16'W
SQUADRON OPS WEST
ACMI
FIRE STATION
WEST RAMP
EAST RAMP
SQUADRON OPS EAST
CONTROL TOWER
HANGAR
BAK-12
089.1°
VAR 0.8°W
MAY 2005
ANNUAL RATE OF CHANGE
0.1° W
D
C
9000 x 150
90°15'W
43°56'N
G
SOUTHEAST APRON
RWY 9-27
PCN 97 R/B/W/T
269.1°
BAK-12
B
ELEV 904
A
1000 x 150
90°14'W
27
43°57'N

HI-TACAN RWY 27

TACAN	APCH CRS	Rwy ldg	9000
VOK		TDZE	905
Chan 41	277°	Arpt Elev	912

JAL-714 [USAF]

VOLK FIELD (KVOK)

▼ * When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

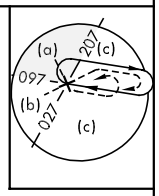
** Circling not authorized South of Rwy 9-27.

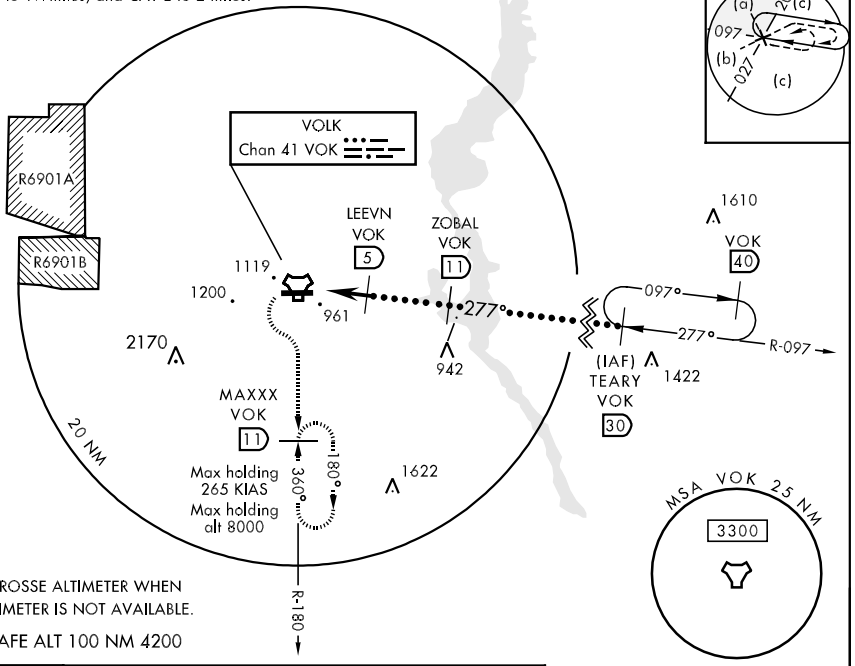
ALSF-1

MISSED APPROACH: Climbing left turn to 3000 intercept VOK TACAN R-180 to MAXXX and hold.

ATIS	VOLK APP CON		VOLK TOWER ★		GND CON		CHICAGO CENTER	
120.475	135.25	290.8	127.5 L	(CTAF) 239.25 L	121.9	275.8	133.3	257.92

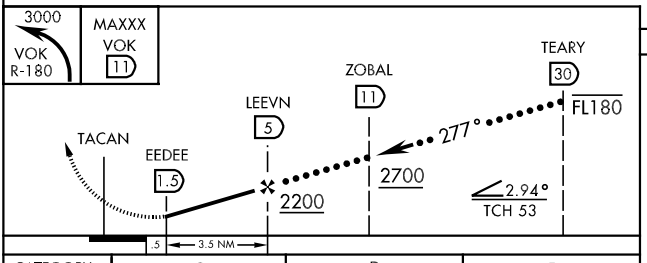
*** When ALS inop, increase CAT C vis to 1½ miles, CAT D to 1¾ miles, and CAT E to 2 miles.

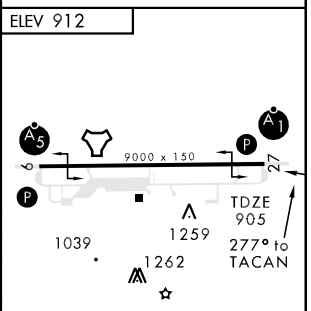




USE LA CROSSE ALTIMETER WHEN LOCAL ALTIMETER IS NOT AVAILABLE.

EMERG SAFE ALT 100 NM 4200





CATEGORY	C	D	E
S-27 *	1360/40 455 (500-¾)	1360/50 455 (500-1)	
CIRCLING **	1500-1½ 588 (600-1½)	1500-2 588 (600-2)	1580-2¼ 668 (700-2¼)
LA CROSSE ALTIMETER SETTING MINIMUMS			
S-27 ***	1500/50 595 (600-1)	1500/60 595 (600-1¼)	1500-1½ 595 (600-1½)
CIRCLING **	1640-2 728 (800-2)	1640-2¼ 728 (800-2¼)	1720-2¾ 808 (900-2¾)

HIRL Rwy 9-27 L

EC-3, 14 JAN 2010 to 11 FEB 2010

ILS or LOC/DME RWY 27

LOC I-VOK	APCH CRS	Rwy ldg	TDZE	Arpt Elev
108.5	269°	9000	905	912

AL-714 [USAF]

VOLK FIELD (KVOK)

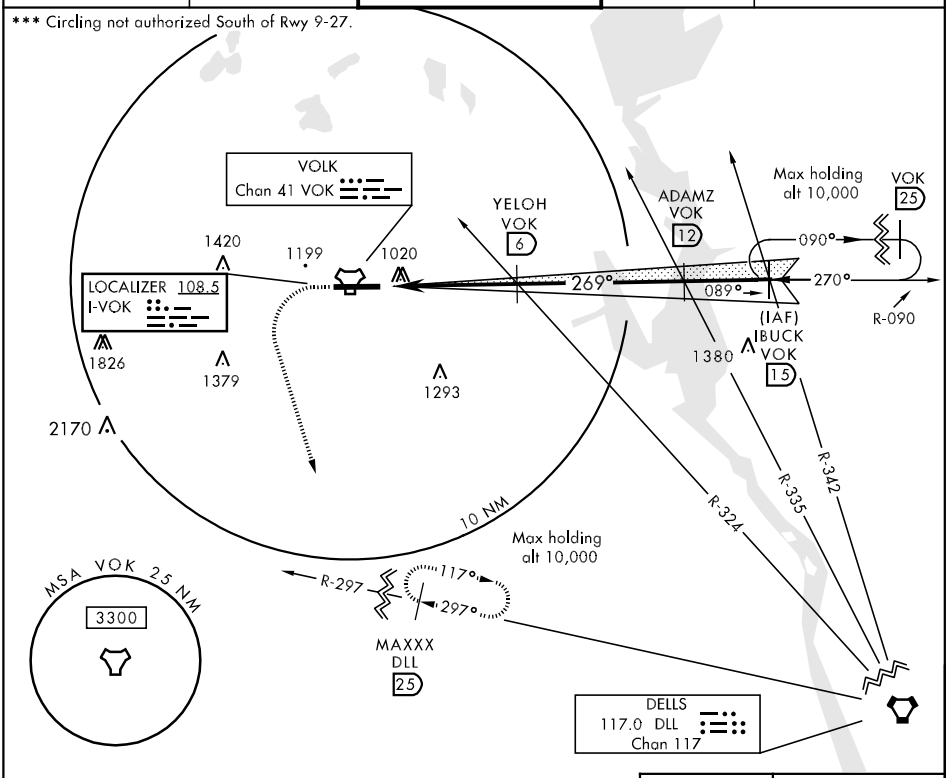
* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, and CAT E vis to 1½ miles.

ALSF-1

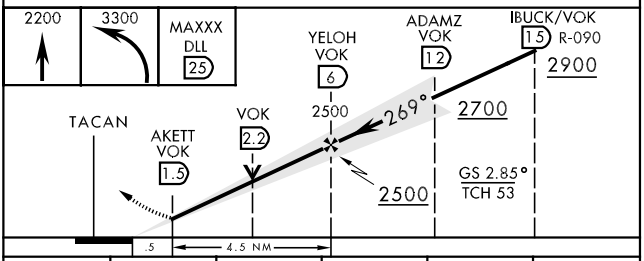
MISSED APPROACH: Climb to 2200, then climbing left turn to 3300 to intercept the DLL R-297 to MAXXX and hold.

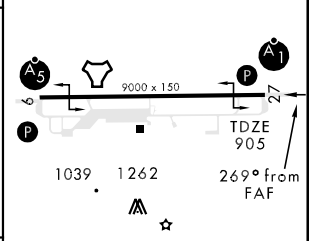
ATIS	VOLK APP CON		VOLK TOWER ★		GND CON		CHICAGO CENTER	
120.475	135.25	290.8	127.5 L	(CTAF) 239.25 L	121.9	275.8	133.3	257.92

*** Circling not authorized South of Rwy 9-27.



EMERG SAFE ALT 100 NM 4200





CATEGORY	A	B	C	D	E
S-ILS 27 *	1105/24		200	(200-½)	
S-LOC 27 **	1320/24 415 (500-½)		1320/40 415 (500-¾)		1320/50 415 (500-1)
CIRCLING ***	1400-1 488 (500-1)	1500-1 588 (600-1)	1500-1½ 588 (600-1½)	1500-2 588 (600-2)	1580-2¼ 668 (700-2¼)

HIRL Rwy 9-27 L

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

RNAV (GPS) RWY 09

APCH CRS	Rwy ldg	9000
089°	TDZE	912
	Arpt Elev	912

AL-714 [USAF]

VOLK FIELD (KVOK)

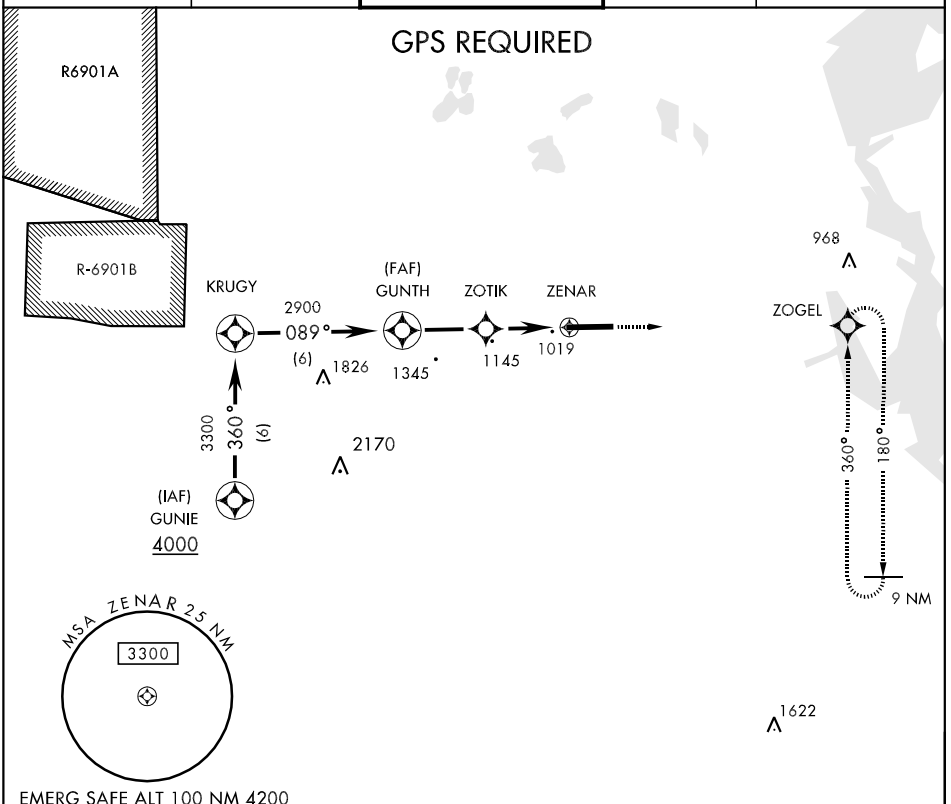
Procedure not authorized when R-6901B active.
DME/DME RNP-0.3 NA.
RNAV-1.

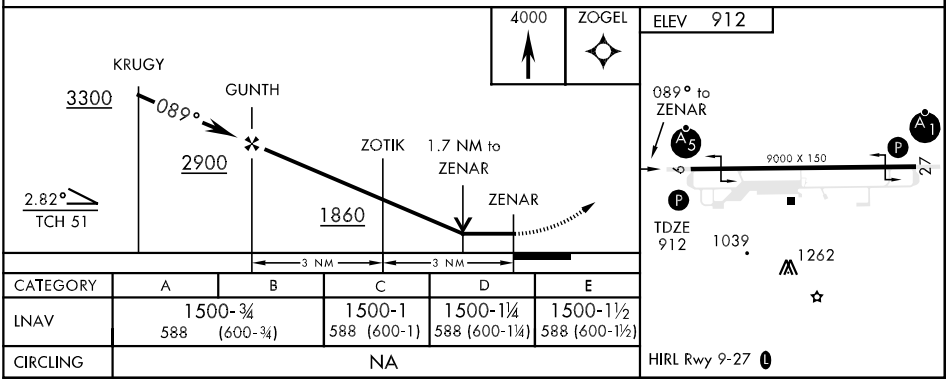
MALSR

MISSED APPROACH: Climb to 4000 direct ZOGEL and hold, continue climb-in-hold to 4000.

ATIS	VOLK APP CON	VOLK TOWER ★	GND CON	CHICAGO CENTER
120.475	135.25 290.8	127.5 (L) (CTAF) 239.25 (L)	121.9 275.8	133.3 257.92

GPS REQUIRED





CATEGORY	A	B	C	D	E
LNAV	1500-¾ 588 (600-¾)		1500-1 588 (600-1)	1500-1¼ 588 (600-1¼)	1500-1½ 588 (600-1½)
CIRCLING	NA				

TACAN RWY 9

TACAN	APCH CRS	Rwy ldg	9000
VOK	076°	TDZE	912
Chan 41		Arpt Elev	912

AL-714 [USAF]

VOLK FIELD (KVOK)

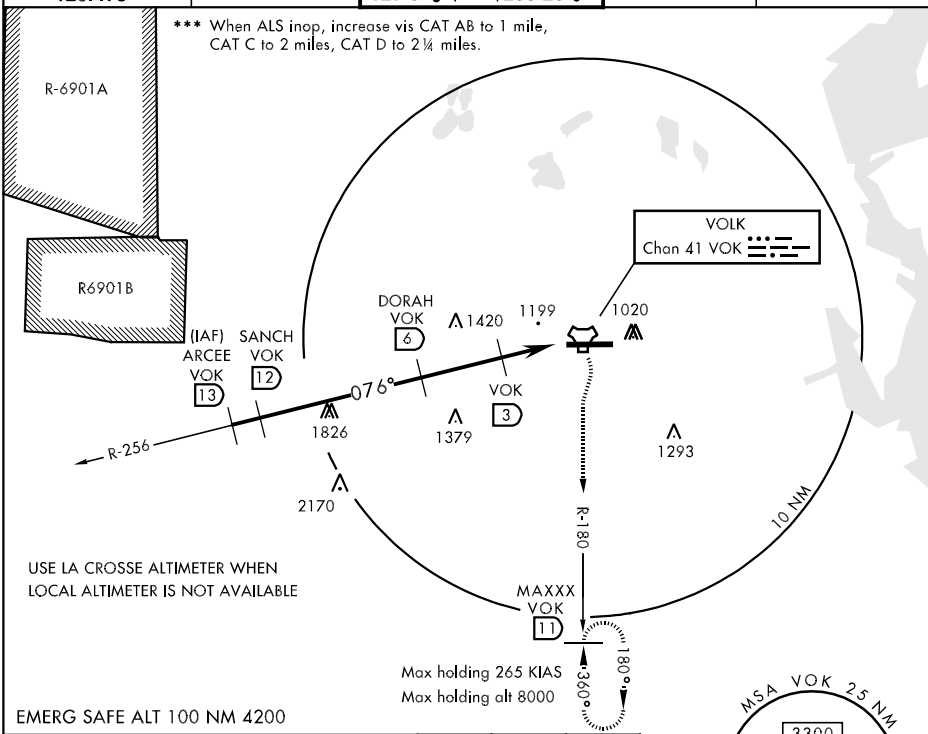
▼ * When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ mile, CAT D to 1¾ miles, CAT E to 2 miles.
** Circling not authorized South of Rwy 9-27.

MALSR

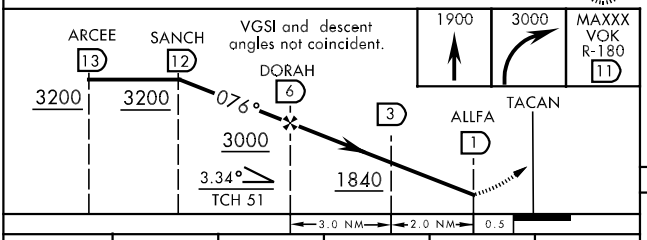
MISSED APPROACH: Climb to 1900 then climbing right turn to 3000 intercept VOK R-180 to MAXXX and hold.

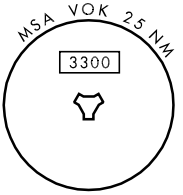
ATIS	VOLK APP CON	VOLK TOWER ★	GND CON	CHICAGO CENTER
120.475	135.25 290.8	127.5 (CTAF) 239.25	121.9 275.8	133.3 257.92

*** When ALS inop, increase vis CAT AB to 1 mile, CAT C to 2 miles, CAT D to 2¼ miles.

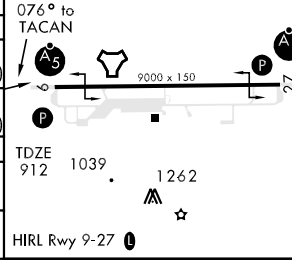


EMERG SAFE ALT 100 NM 4200





ELEV 912



CATEGORY	A	B	C	D	E
S-9 *	1500- ¾ 588 (600-¾)		1500-1 588 (600-1)	1500-1¼ 588 (600-1¼)	1500-1½ 588 (600-1½)
CIRCLING **	1500-1 588 (600-1)		1500-1½ 588 (600-1½)	1500-2 588 (600-2)	1580-2¼ 668 (700-2¼)
LA CROSSE ALTIMETER SETTING MINIMUMS					
S-9 ***	1640-¾ 728 (800-¾)		1640-1½ 728 (800-1½)	1640-1¾ 728 (800-1¾)	1640-2½ 728(800-2½)
CIRCLING **	1640-1 728 (800-1)		1640-2 728 (800-2)	1640-2¼ 728 (800-2¼)	1720-2¾ 808(900-2¾)

EC-3, 14 JAN 2010 to 11 FEB 2010

TACAN Y RWY 27

TACAN	VOK	APCH CRS	Rwy ldg	9000
Chan	41	277°	TDZE	905
			Arpt Elev	912

AL-714 [USAF]

VOLK FIELD (KVOK)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, and CAT DE to 1½ miles.
** Circling not authorized South of Rwy 9-27.

ALSF-1

MISSED APPROACH: Climbing left turn to 3000, intercept VOK TACAN R-180 to MAXXX and hold.

ATIS	VOLK APP CON	VOLK TOWER ★	GND CON	CHICAGO CENTER
120.475	135.25 290.8	127.5 L (CTAF) 239.25 L	121.9 275.8	133.3 257.92

*** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C to 1½ miles, CAT D to 1¾ miles, and CAT E to 2 miles.

R-6901A

R6901B

VOLK
Chan 41 VOK

(IAF)
LEEVN
VOK
5

1199
1020
1420
277°
052°
232°
R-097
1826
1379
1293
1380
2170
R-180
10 NM

MSA VOK 25 NM
3300

WHEN CONTROL TOWER CLOSED, USE LA CROSSE ALTIMETER SETTING.

MAXXX
VOK
11
180°
360°
Max holding
265 KIAS
Max holding
alt 8000

EMERG SAFE ALT 100 NM 4200

ELEV 912

9000 x 150

TDZE
905

1039 1262

277° to TACAN

3000

MAXXX
VOK
R-180
11

LEEVN 5
R-097
4000
097°
2500
TACAN
EEDEE
1.5
277°
2.94°
TCH 53
2200
0.5
3.5 NM

Remain within 10 NM

CATEGORY	A	B	C	D	E
S-27 *	1360/24 455 (500-½)		1360/40 455 (500-¾)	1360/50 455 (500-1)	
CIRCLING **	1400-1 488 (500-1)	1500-1 588 (600-1)	1500-1½ 588 (600-1½)	1500-2 588 (600-2)	1580-2¼ 668 (700-2¼)
LA CROSSE ALTIMETER SETTING MINIMUMS					
S-27 ***	1500/24 595 (600-½)		1500/50 595 (600-1)	1500/60 595 (600-1¼)	1500-1½ 595(600-1½)
CIRCLING **	1540-1 628 (700-1)	1640-1 728 (800-1)	1640-2 728 (800-2)	1640-2¼ 728(800-2¼)	1720-2¾ 808(900-2¾)

HIRL Rwy 9-27 L

TACAN Z RWY 27

TACAN VOK Chan 41	APCH CRS 277°	Rwy ldg 9000 TDZE 905 Arpt Elev 912

AL-714 [USAF]

VOLK FIELD (KVOK)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼, CAT DE to 1½ miles.
** Circling not authorized South of Rwy 9-27.

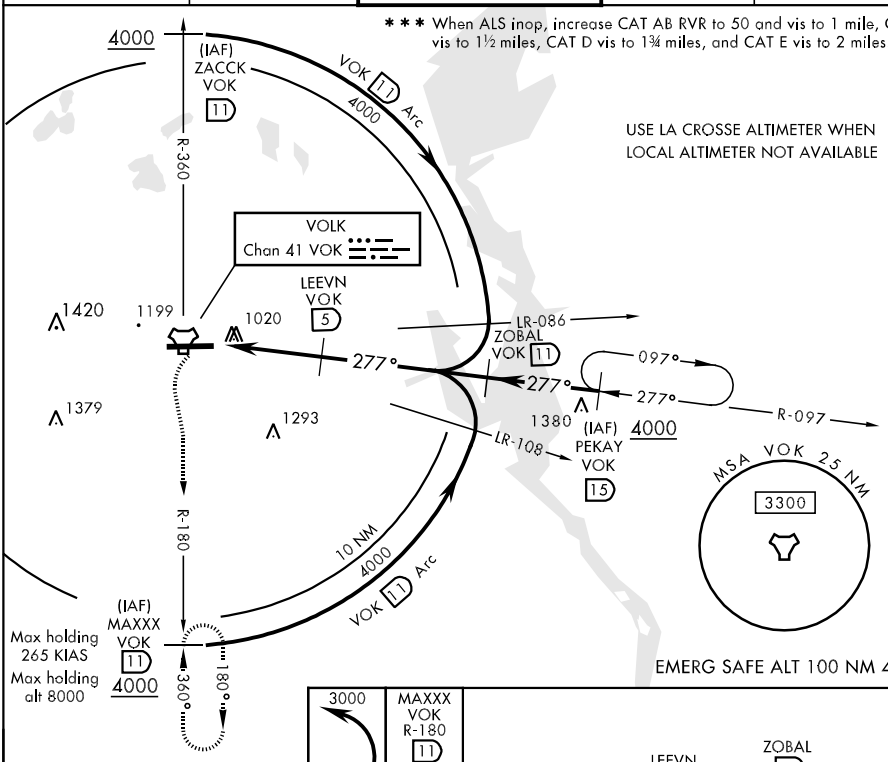
ALSF-1

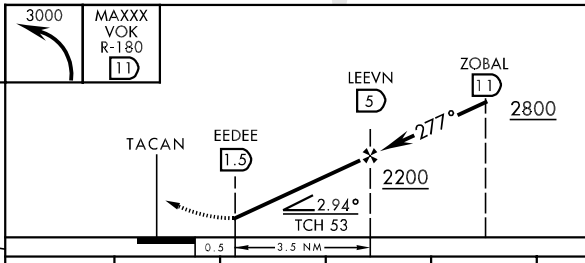
MISSED APPROACH: Climbing left turn to 3000, intercept VOK TACAN R-180 to MAXXX and hold.

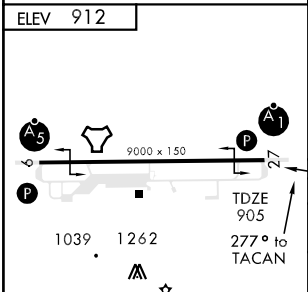
ATIS	VOLK APP CON	VOLK TOWER *	GND CON	CHICAGO CENTER
120.475	135.25 290.8	127.5 (CTAF) 239.25	121.9 275.8	133.3 257.92

*** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles.

USE LA CROSSE ALTIMETER WHEN LOCAL ALTIMETER NOT AVAILABLE







CATEGORY	A	B	C	D	E
S-27 *	1360/24 455 (500-½)		1360/40 455 (500-¾)	1360-50 455 (500-1)	
CIRCLING **	1400-1 488 (500-1)	1500-1 588 (600-1)	1500-1½ 588 (600-1½)	1500-2 588 (600-2)	1580-2¼ 668 (700-2¼)
LA CROSSE ALTIMETER SETTING MINIMUMS					
S-27 ***	1500/24 595 (600-½)		1500/50 595 (600-1)	1500/60 595 (600-1¼)	1500-1½ 595 (600-1½)
CIRCLING **	1540-1 628 (700-1)	1640-1 728 (800-1)	1640 -2 728 (800-2)	1640-2¼ 728 (800-2¼)	1720-2¾ 808 (900-2¾)

HIRL Rwy 9-27

CHETEK, WISCONSIN

APP CRS	Rwy Idg	2800
175°	TDZE	1055
	Apt Elev	1055

AL- 6935 (FAA)

RNAV (GPS) RWY 17

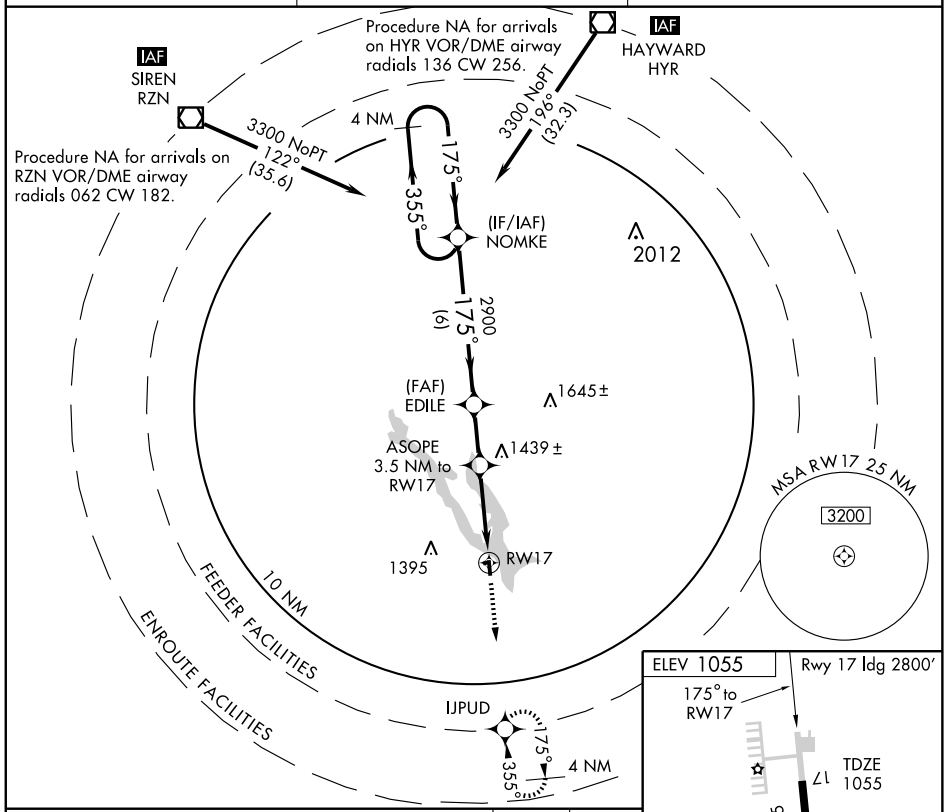
CHETEK MUNI-SOUTHWORTH (Y23)

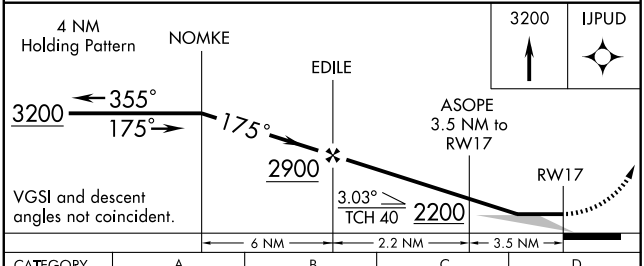
NA

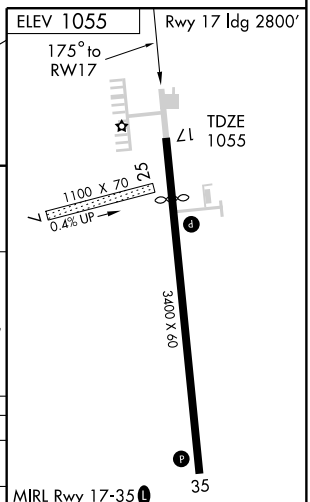
IAF ARM APPROACH MODE PRIOR TO IAF.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Use Rice Lake altimeter setting.

MISSED APPROACH: Climb to 3200 direct IJPUD WP and hold.

RICE LAKE AWOS-3	MINNEAPOLIS CENTER	CTAF
120.525	125.3 335.6	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1640-1	585 (600-1)	1640-1½ 585 (600-1½)	NA
CIRCLING	1640-1	585 (600-1)	1640-1½ 585 (600-1½)	NA

EC-3. 14 JAN 2010 to 11 FEB 2010

CHETEK, WISCONSIN

APP CRS	Rwy Idg	3400
355°	TDZE	1055
	Apt Elev	1055

AL- 6935 (FAA)

RNAV (GPS) RWY 35

CHETEK MUNI-SOUTHWORTH (Y23)

NA

Use Rice Lake altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3200 direct NOMKE WP and hold.

RICE LAKE AWOS-3	MINNEAPOLIS CENTER	CTAF
120.525	125.3 335.6	122.9 L

4 NM 175° 355° NOMKE

1645±

1395

RW35

1279±

EBUVE
2.1 NM to
RW35

1439±

(FAF)
AGHOD

3200 NoPT
085° (5)

(6) 2900

355°

Procedure NA for arrival at BOSEN on V78 W bnd.

BOSEN 3200 083° (17.8)

2180

(IAF)
KEMGE

(IF/IAF)
IJPUD

175°

355°

4 NM

3200 NoPT
336° (13.8)

Procedure NA for arrivals on EAU VORTAC airway radials 276 CW 036.

(IAF)
EAU CLAIRE
EAU

MSA RW35 25 NM
3200

ELEV 1055 Rwy 17 ldg 2800'

17

25

1100 X 70
0.4% UP

3400 X 60

355° to RW35

TDZE 1055

35

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

3200 NOMKE

4 NM Holding Pattern

IJPUD

AGHOD

EBUVE
2.1 NM to
RW35

175°

355°

3200

355°

RW35

3.05°
TCH 40

2900

1740

VGSI and descent angle not coincident.

2.1 NM 3.5 NM 6 NM

CATEGORY	A	B	C	D
LNAV MDA	1580-1	525 (600-1)	1580-1½ 525 (600-1½)	NA
CIRCLING	1640-1	585 (600-1)	1640-1½ 585 (600-1½)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME RPD 110.0 Chan 37	APP CRS 136°	Rwy Idg N/A TDZE N/A Apt Elev 1056

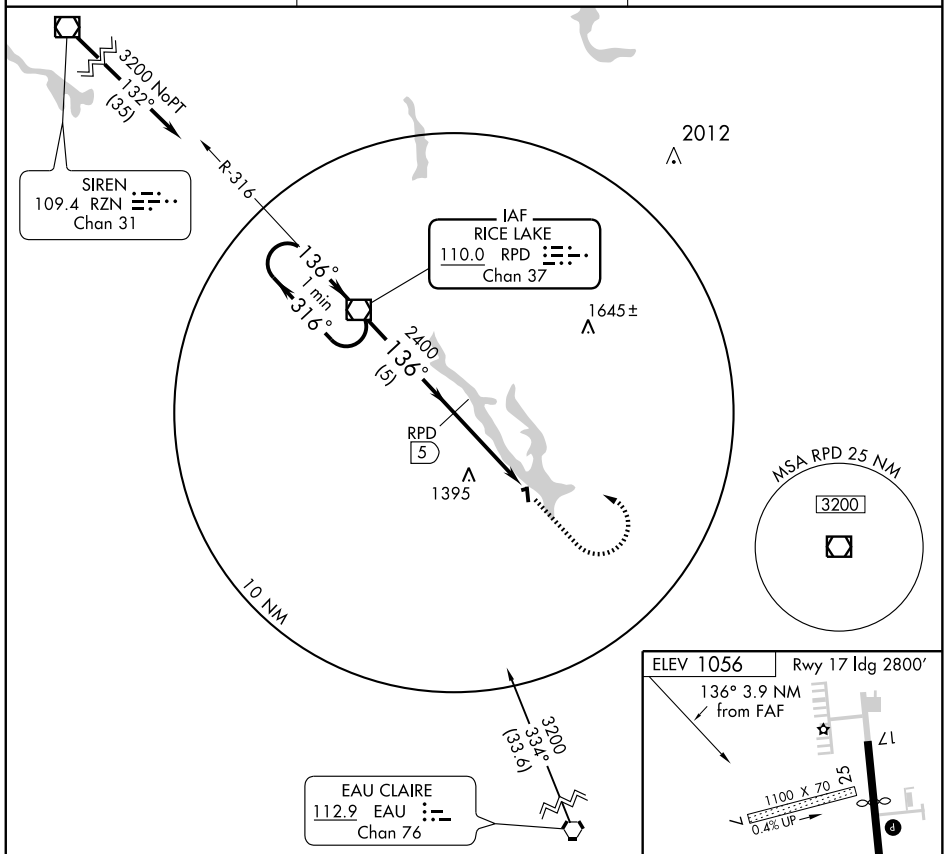
VOR/DME-A

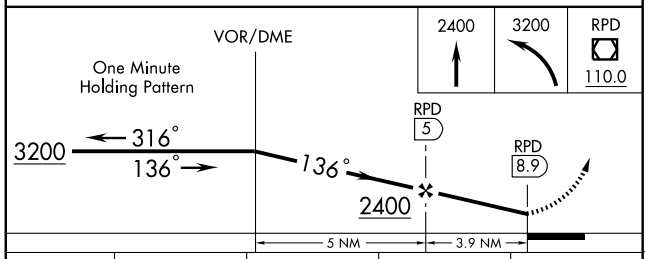
CHETEK MUNI-SOUTHWORTH (Y23)

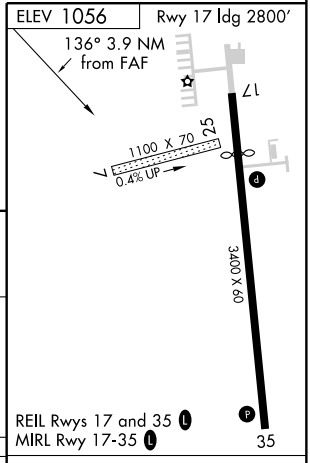
NA Use Rice Lake altimeter setting.

MISSED APPROACH: Climb to 2400 then climbing left turn to 3200 direct RPD VOR/DME and hold.

RICE LAKE AWOS-3 120.525	MINNEAPOLIS CENTER 125.3 335.6	CTAF 122.9 L







CATEGORY	A	B	C	D
CIRCLING	1680-1 622 (700-1)		1680-1¾ 622 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

EC-3, 14 JAN 2010 to 11 FEB 2010

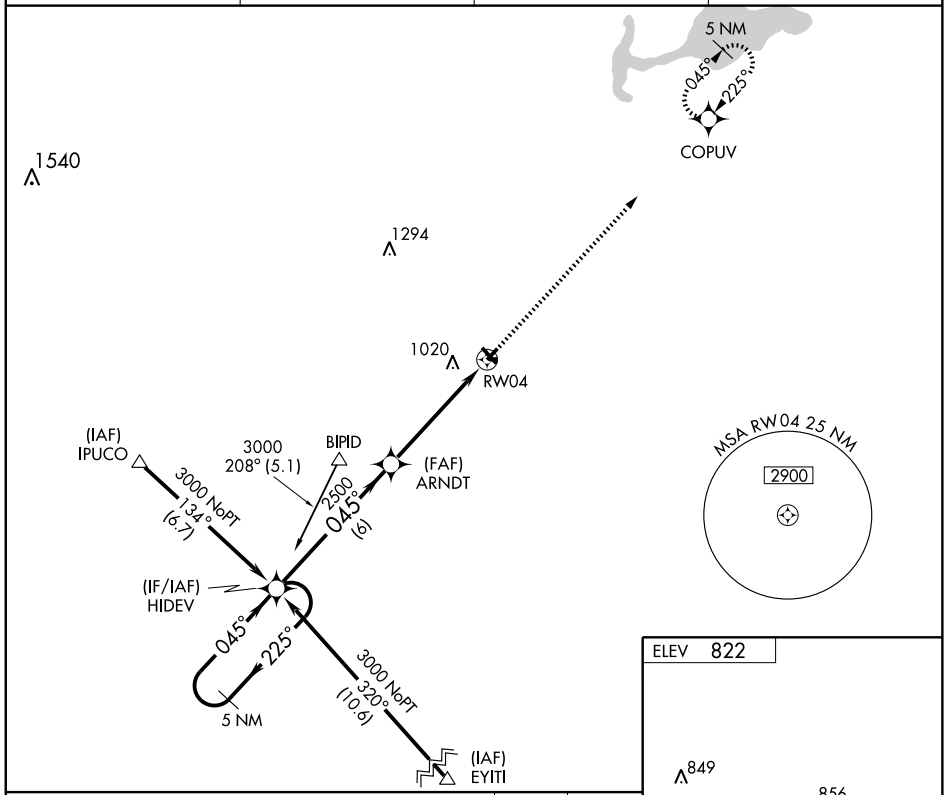
APP CRS	Rwy Idg	3300
045°	TDZE	822
	Apt Elev	822

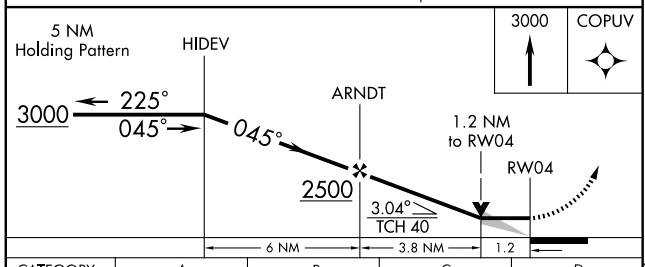
RNAV (GPS) RWY 4
CLINTONVILLE MUNI (CLI)

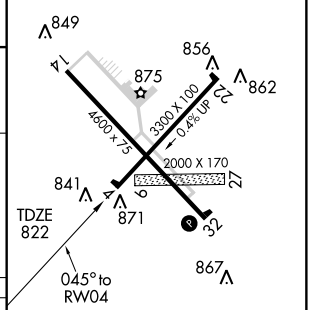
DME/DME RNP-0.3 NA. Circling to Rwy 4-22 NA for Cat. C. If local altimeter setting not received, use Green Bay altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct COPUV and hold.

AWOS-3	GREEN BAY APP CON ★	GCO	UNICOM
120.675	126.3 338.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1260-1 438 (500-1)		NA	
CIRCLING	1320-1 498 (500-1)		1320-1½ 498 (500-1½)	NA

REIL Rwy 32 L
MIRL Rwys 4-22 and 14-32 L

CLINTONVILLE, WISCONSIN AL-5280 (FAA)

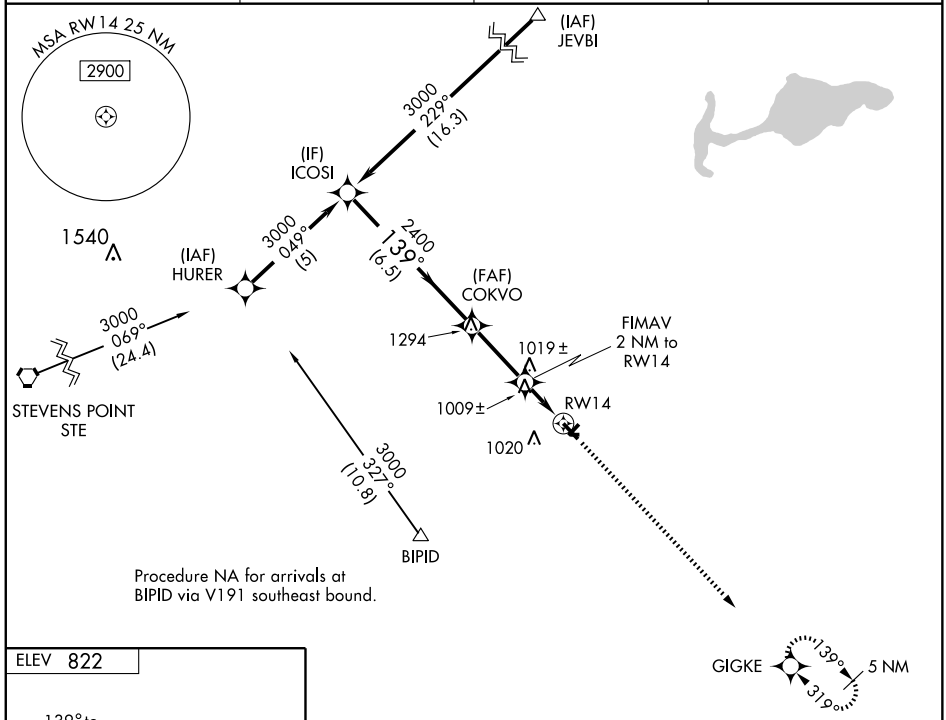
APP CRS		
139°	Rwy Idg	4600
	TDZE	821
	Apt Elev	822

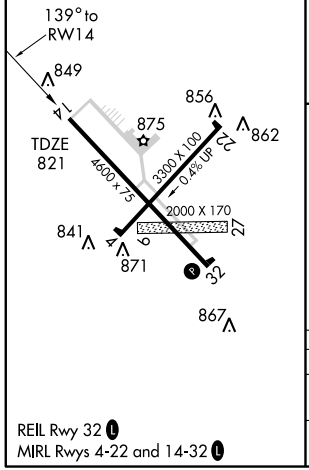
RNAV (GPS) RWY 14
CLINTONVILLE MUNI (CLI)

DME/DME RNP-0.3 NA. Circling to Rwy 4-22 NA for Cat. C. Visibility reduction by helicopters NA. If local altimeter setting not received, use Green Bay altimeter setting and increase all MDAs 80 feet.

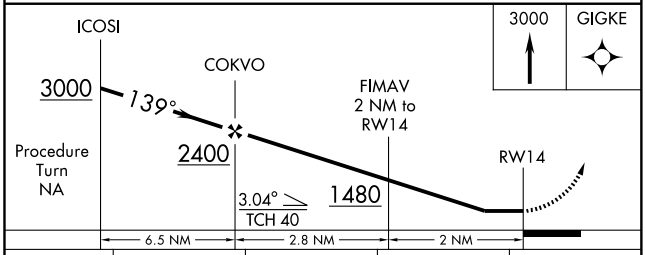
MISSED APPROACH: Climb to 3000 direct GIGKE and hold.

AWOS-3	GREEN BAY APP CON★	GCO	UNICOM
120.675	126.3 338.2	121.725	122.8 (CTAF) L





REIL Rwy 32 L
MIRL Rwys 4-22 and 14-32 L



CATEGORY	A	B	C	D
LNAV MDA	1260-1	439 (500-1)	1260-1¼ 439 (500-1¼)	NA
CIRCLING	1320-1	498 (500-1)	1320-1½ 498 (500-1½)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

CLINTONVILLE, WISCONSIN AL-5280 (FAA)

APP CRS		
225°	Rwy Idg	3300
	TDZE	820
	Apt Elev	822

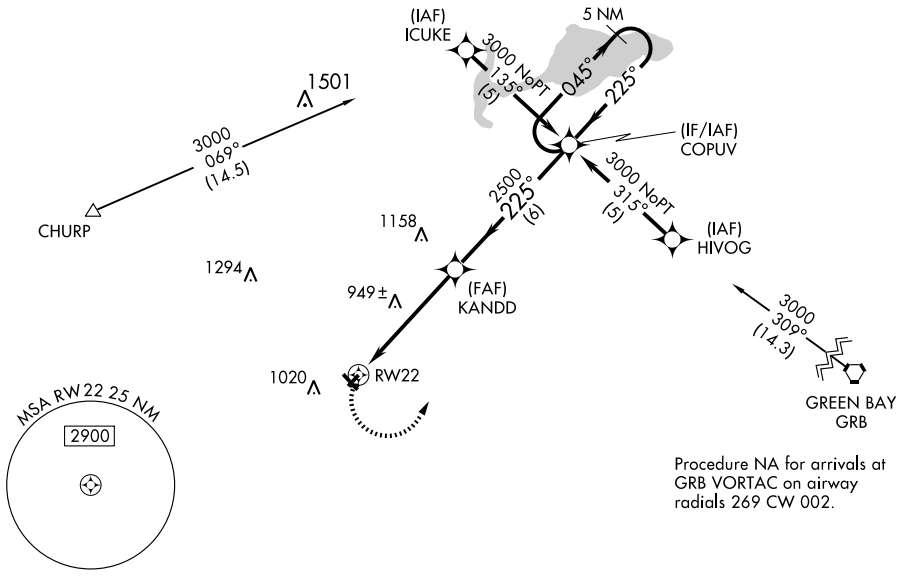
RNAV (GPS) RWY 22

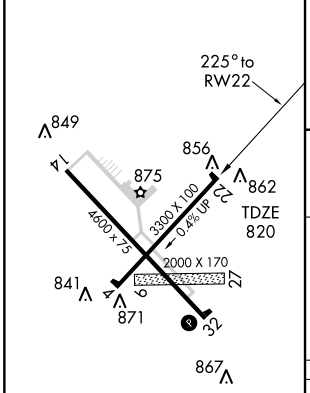
CLINTONVILLE MUNI (CLI)

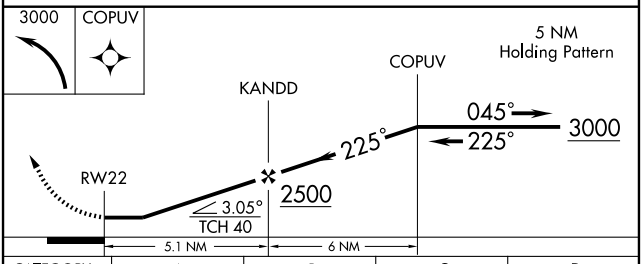
DME/DME RNP-0.3 NA. Circling to Rwy 4-22 NA for Cat. C. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Green Bay altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 3000 direct COPUV and hold.

AWOS-3	GREEN BAY APP CON★	GCO	UNICOM
120.675	126.3 338.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220-1	400 (400-1)	NA	
CIRCLING	1320-1	498 (500-1)	1320-1½ 498 (500-1½)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

CLINTONVILLE, WISCONSIN AL-5280 (FAA)

APP CRS		
319°	Rwy Idg	4600
	TDZE	821
	Apt Elev	822

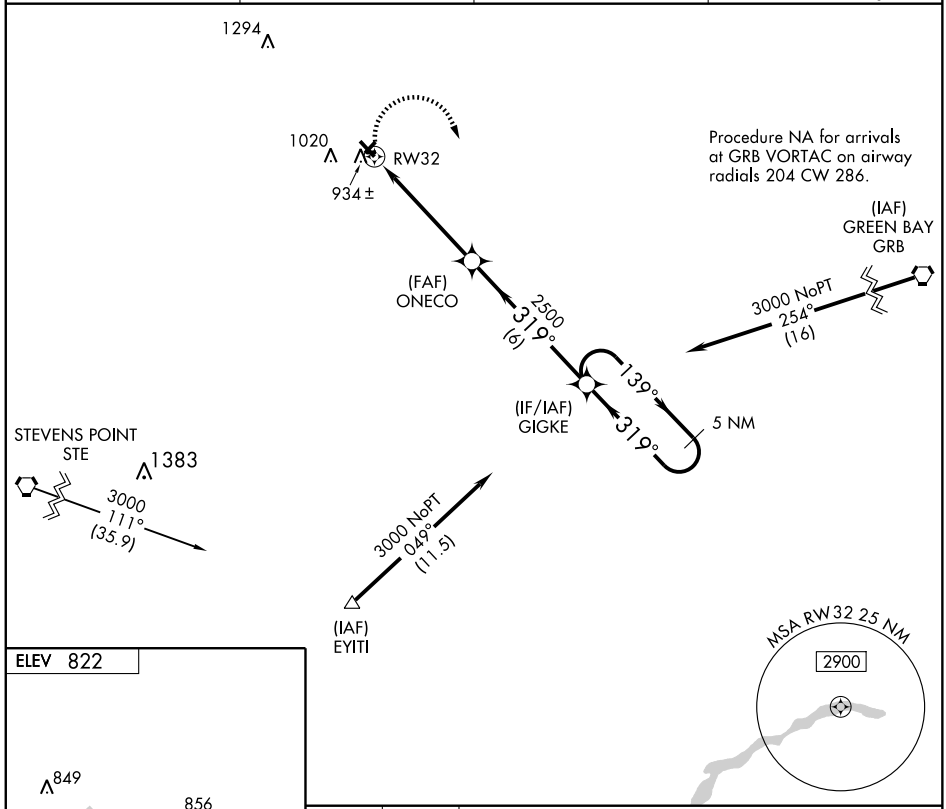
RNAV (GPS) RWY 32

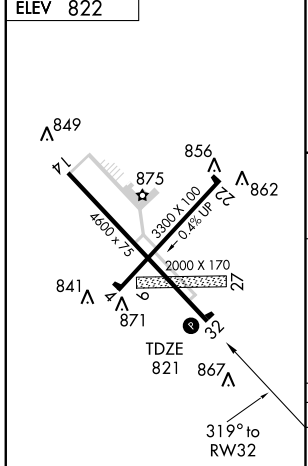
CLINTONVILLE MUNI (CLI)

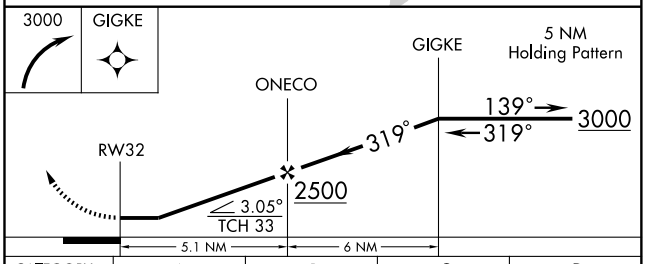
Circling to Rwy 4-22 NA for Cat. C. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Green Bay altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 3000 direct GIGKE and hold.

AWOS-3	GREEN BAY APP CON★	GCO	UNICOM
120.675	126.3 338.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1240-1	419 (500-1)	1240-1¼ 419 (500-1¼)	NA
CIRCLING	1320-1	498 (500-1)	1320-1½ 498 (500-1½)	NA

REIL Rwy 32 L
MIRL Rwys 4-22 and 14-32 L

EC-3, 14 JAN 2010 to 11 FEB 2010

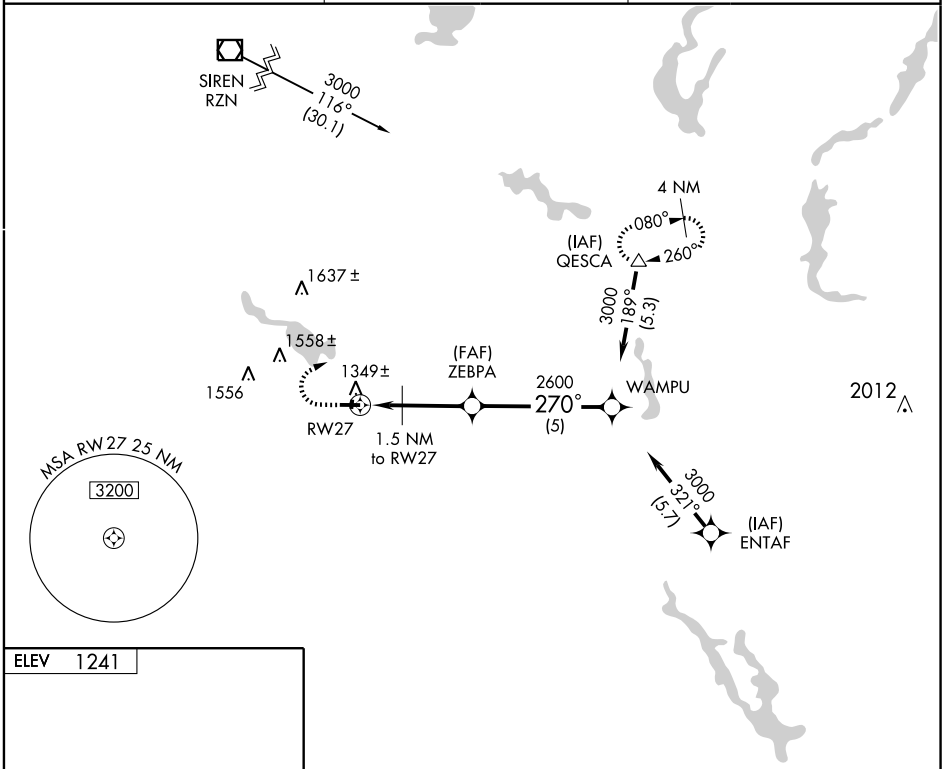
APP CRS	Rwy Idg	4050
270°	TDZE	1238
	Apt Elev	1241

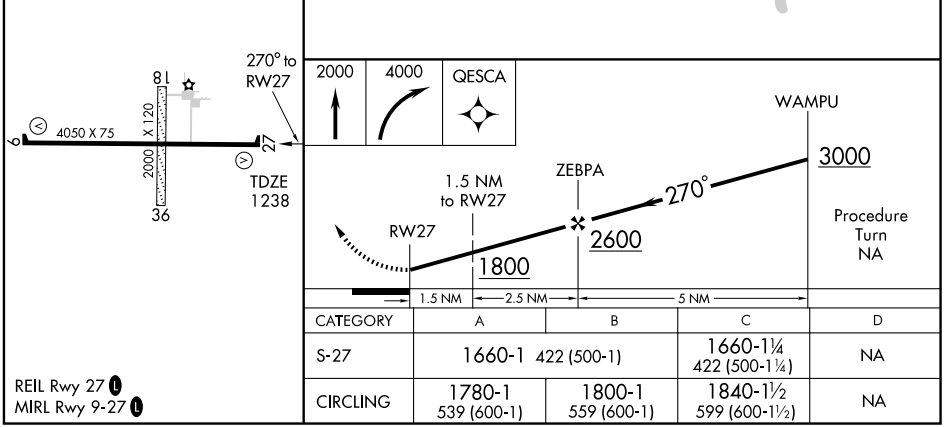
GPS RWY 27
CUMBERLAND MUNI (UBE)

NA — Use Rice Lake altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 4000 direct QESCA WP and hold.

GCO	GREEN BAY RADIO	UNICOM
121.725	122.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-27	1660-1 422 (500-1)		1660-1¼ 422 (500-1¼)	NA
CIRCLING	1780-1 539 (600-1)	1800-1 559 (600-1)	1840-1½ 599 (600-1½)	NA

REIL Rwy 27 L
MIRL Rwy 9-27 L

EC-3. 14 JAN 2010 to 11 FEB 2010

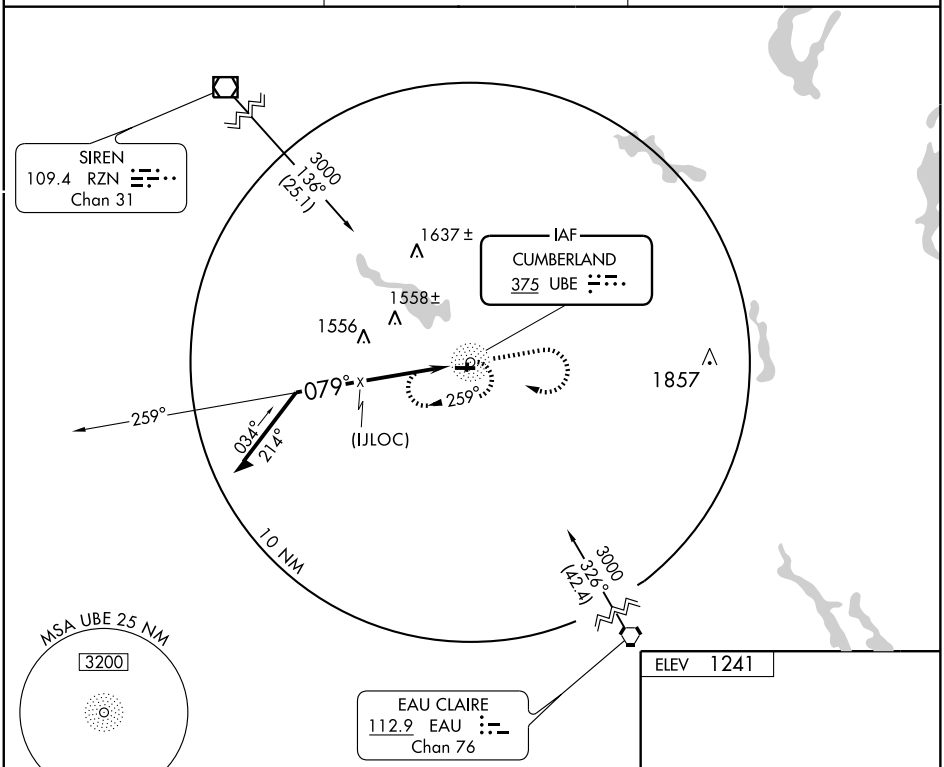
NDB UBE 375	APP CRS 079°	Rwy Idg 4050 TDZE 1241 Apt Elev 1241

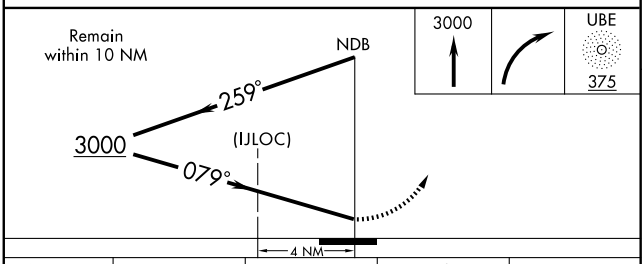
NDB or GPS RWY 9
CUMBERLAND MUNI (UBE)

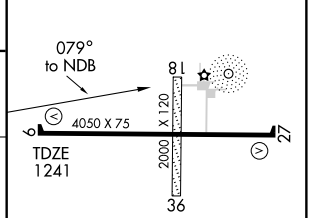
NA — Use Rice Lake altimeter setting.

MISSED APPROACH: Climb to 3000, then right turn direct UBE NDB and hold.

GCO	GREEN BAY RADIO	UNICOM
121.725	122.3	122.8 (CTAF) L







REIL Rwy 27 L
MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-9	2000-1 759 (800-1)	2000-1¼ 759 (800-1¼)	2000-2¼ 759 (800-2¼)	NA
CIRCLING	2000-1 759 (800-1)	2000-1¼ 759 (800-1¼)	2000-2¼ 759 (800-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

EC-3, 14 JAN 2010 to 11 FEB 2010

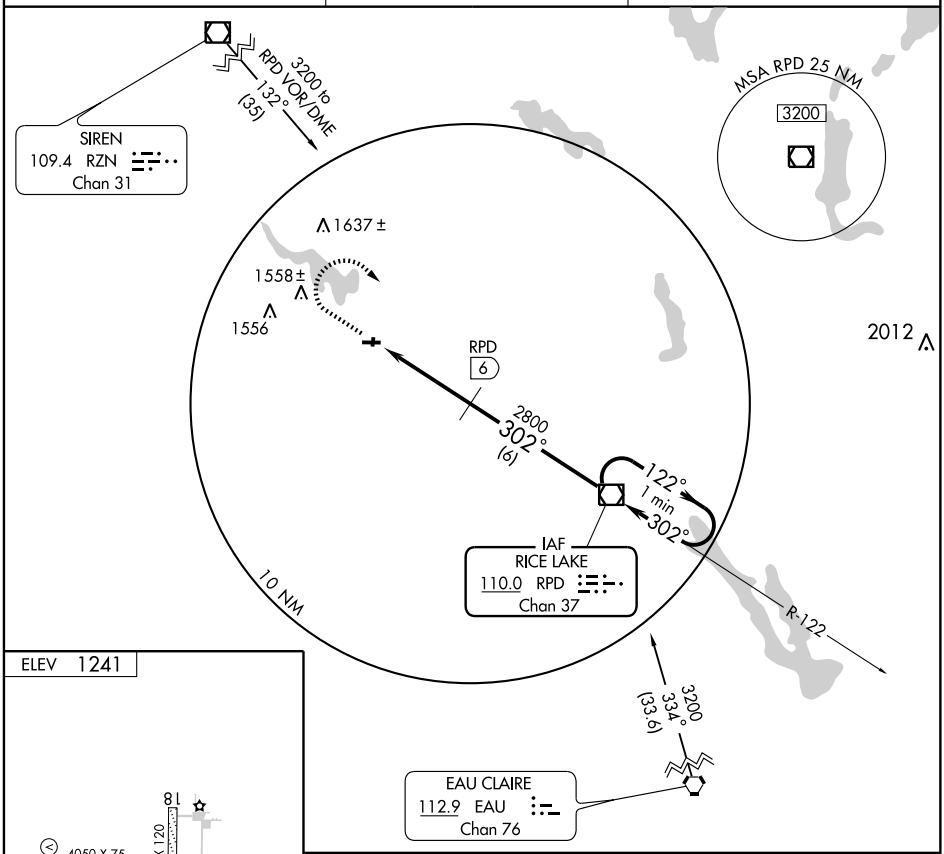
VOR/DME RPD	APP CRS	Rwy Idg	N/A
110.0	302°	TDZE	N/A
Chan 37		Apt Elev	1241

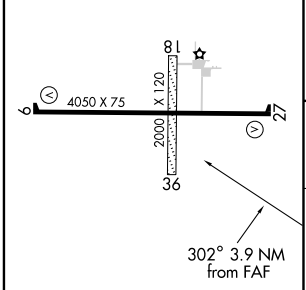
VOR/DME-A
CUMBERLAND MUNI (UBE)

NA — Use Rice Lake altimeter setting.

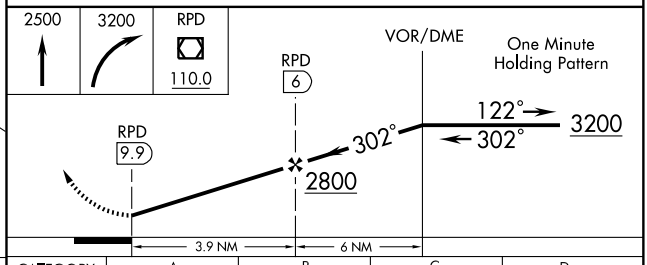
MISSED APPROACH: Climb to 2500 then climbing right turn to 3200 direct RPD VOR/DME and hold.

GCO	GREEN BAY RADIO	UNICOM
121.725	122.3	122.8 (CTAF) L





REIL Rwy 27 L
MIRL Rwy 9-27 L



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1780-1 539 (600-1)	1800-1 559 (600-1)	1840-1½ 599 (600-1½)	NA

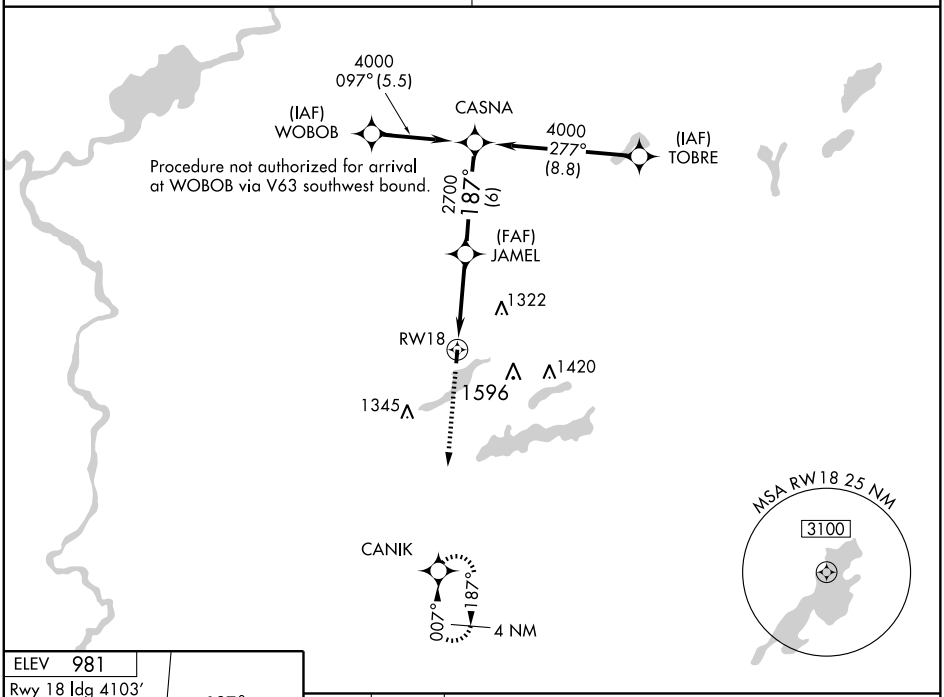
EC-3, 14 JAN 2010 to 11 FEB 2010

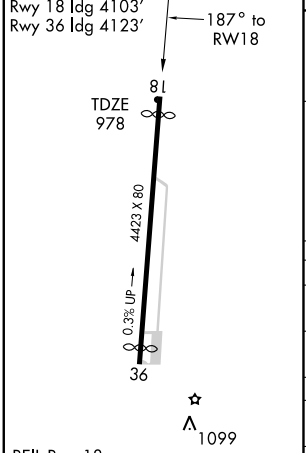
APP CRS	Rwy Idg	4103
187°	TDZE	978
	Apt Elev	981

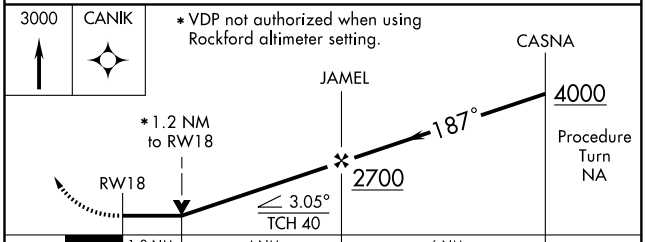
RNAV (GPS) RWY 18

DELAVAN/LAKE LAWN (C59)

GPS or RNP-0.3 Required, DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Rockford altimeter setting.	MISSED APPROACH: Climb to 3000 direct CANIK WP and hold.
ROCKFORD APP CON **121.0 327.0**	CTAF **122.9**







CATEGORY	A	B	C	D
LNAV MDA	1420-1 442 (500-1)		1420-1¼ 442 (500-1¼)	1420-1½ 442 (500-1½)
CIRCLING	1420-1 439 (500-1)	1440-1 459 (500-1)	1440-1½ 459 (500-1½)	1540-2 559 (600-2)
ROCKFORD ALTIMETER SETTING MINIMUMS				
LNAV MDA	1540-1 562 (600-1)		1540-1½ 562 (600-1½)	1540-1¾ 562 (600-1¾)
CIRCLING	1540-1 559 (600-1)		1540-1½ 559 (600-1½)	1580-2 599 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

DELAVAN, WISCONSIN AL-6688 (FAA)

APP CRS	Rwy Idg	4123
007°	TDZE	981
	Apt Elev	981

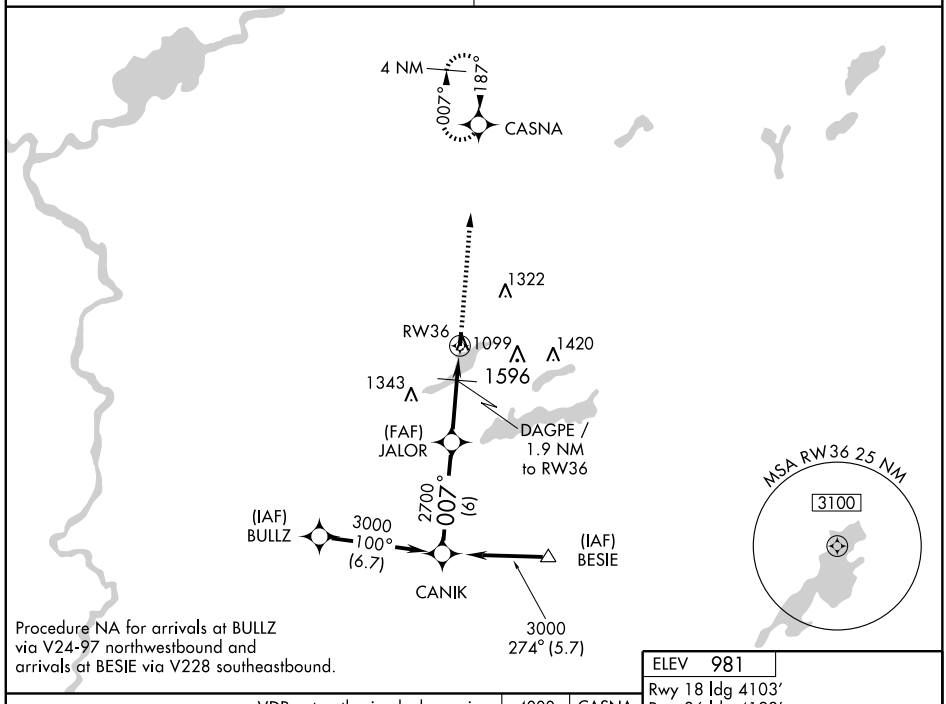
RNAV (GPS) RWY 36

DELAVAN/LAKE LAWN (C59)

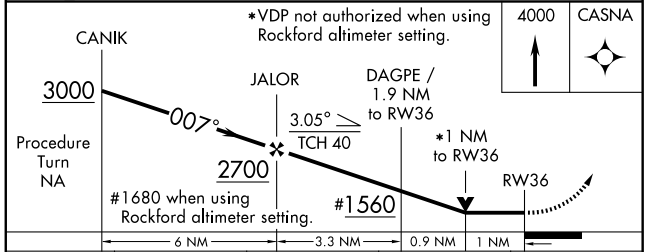
NA — GPS or RNP-0.3 Required, DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Rockford altimeter setting.

MISSED APPROACH: Climb to 4000 direct CASNA WP and hold.

ROCKFORD APP CON	CTAF
121.0 327.0	122.9

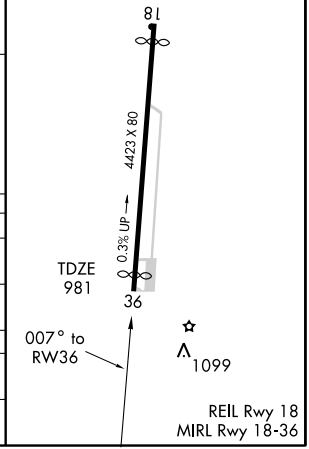


Procedure NA for arrivals at BULLZ via V24-97 northwestbound and arrivals at BESIE via V228 southeastbound.



CATEGORY	A	B	C	D
LNAV MDA	1340-1 359 (400-1)			1340-1¼ 359 (400-1¼)
CIRCLING	1400-1 419 (500-1)	1440-1 459 (500-1)	1440-1½ 459 (500-1½)	1540-2 559 (600-2)
ROCKFORD ALTIMETER SETTING MINIMUMS				
LNAV MDA	1460-1 479 (500-1)		1460-1¼ 479 (500-1¼)	1460-1½ 479 (500-1½)
CIRCLING	1520-1 539 (600-1)		1520-1½ 539 (600-1½)	1580-2 599 (600-2)

ELEV 981
Rwy 18 ldg 4103′
Rwy 36 ldg 4123′



EC-3, 14 JAN 2010 to 11 FEB 2010

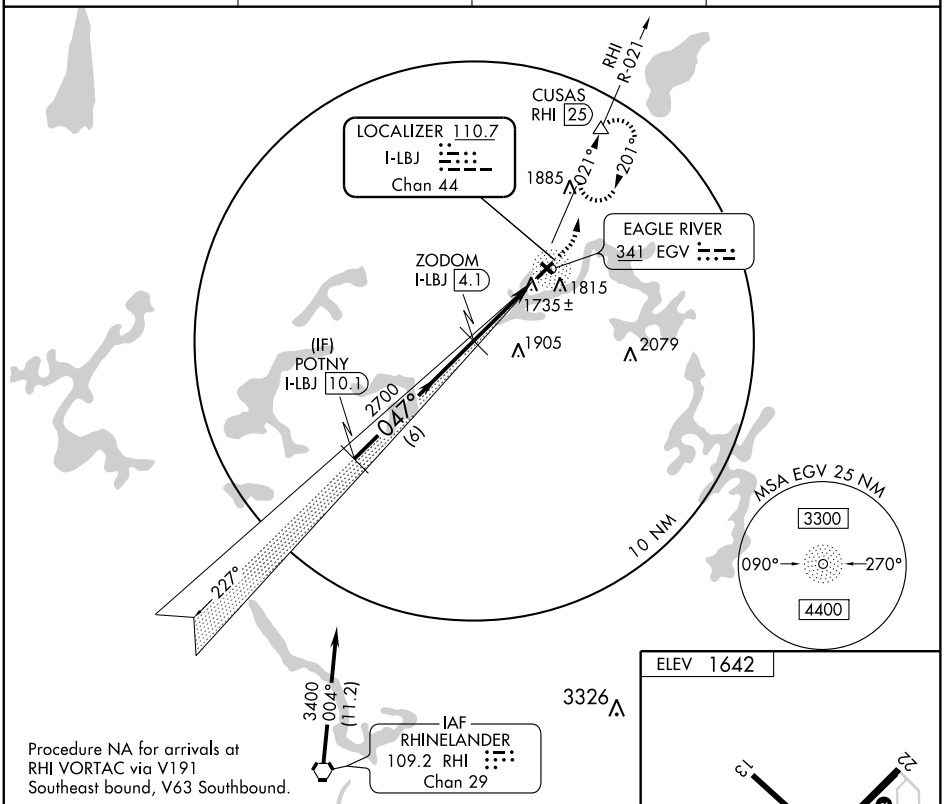
LOC/DME I-LBJ	APP CRS	Rwy Idg	5000
110.7	047°	TDZE	1642
Chan 44		Apt Elev	1642

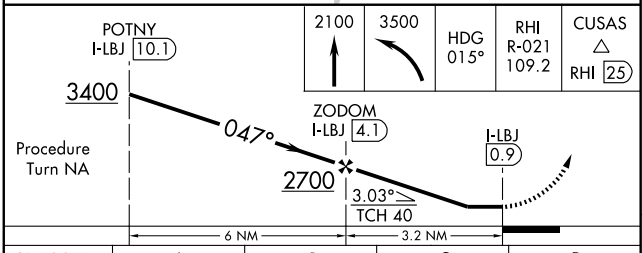
LOC/DME RWY 4
EAGLE RIVER UNION (EGV)

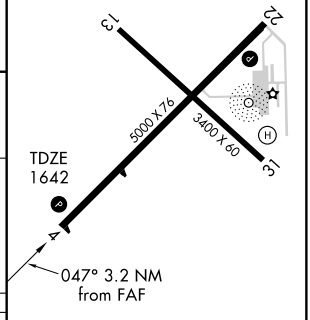
NA If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 then climbing left turn to 3500 via heading 015° and RHI R-021 to CUSAS/RHI 25 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	133.65 281.5	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-4	2000-1 358 (400-1)			2000-1¼ 358 (400-1¼)
CIRCLING	2120-1 478 (500-1)		2120-1½ 478 (500-1½)	2200-2 558 (600-2)

REIL Rwys 4 and 22 L
MIRL Rwys 4-22 and 3-31 L

EC-3. 14 JAN 2010 to 11 FEB 2010

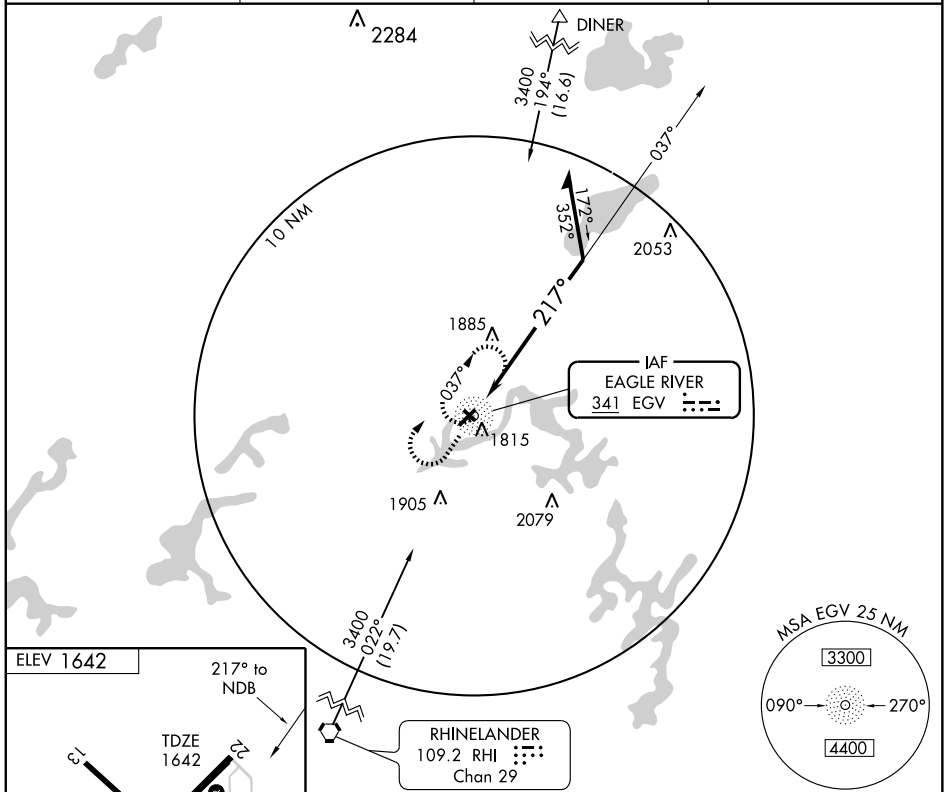
NDB EGV	APP CRS	Rwy Idg	5000
341	217°	TDZE	1642
		Apt Elev	1642

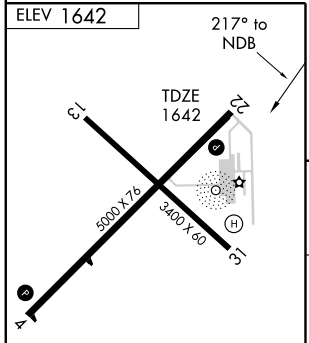
NDB RWY 22
EAGLE RIVER UNION (EGV)

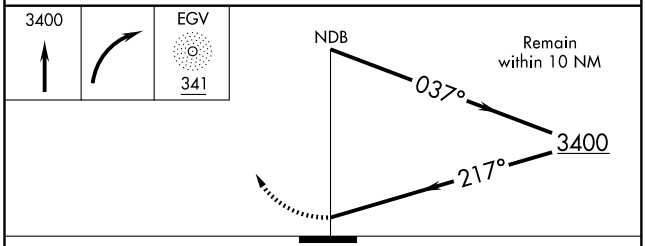
▼ If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all MDAs 60 feet.
▲ Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3400 then right turn direct EGV NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	133.65 281.5	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	2420-1 778 (800-1)	2420-1¼ 778 (800-1¼)	2420-2¼ 778 (800-2¼)	2420-2½ 778 (800-2½)
CIRCLING	2420-1 778 (800-1)	2420-1¼ 778 (800-1¼)	2420-2¼ 778 (800-2¼)	2420-2½ 778 (800-2½)

REIL Rwy 22 L
MIRL Rwys 4-22 and 3-31 L

EC-3, 14 JAN 2010 to 11 FEB 2010

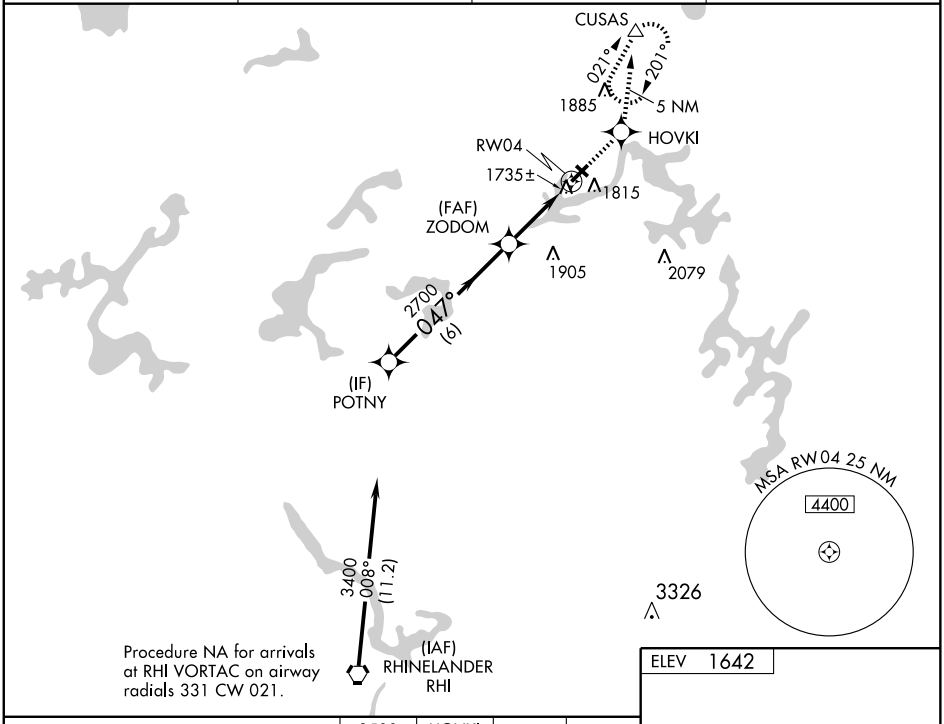
WAAS	APP CRS	Rwy Idg	5000
CH 82002	047°	TDZE	1642
W04A		Apt Elev	1642

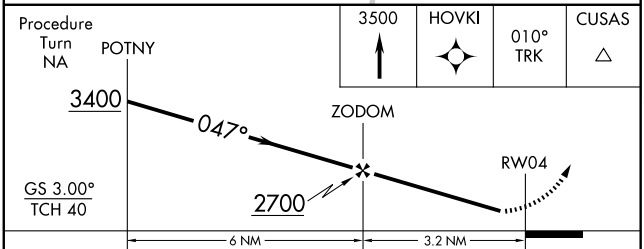
RNAV (GPS) RWY 4
EAGLE RIVER UNION (EGV)

DME/DME RNP-0.3 NA. Baro-VNAV NA when using Minocqua-Woodruff altimeter setting. If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18° C (0° F) or above 44° C (112° F). Visibility reduction for helicopters NA.

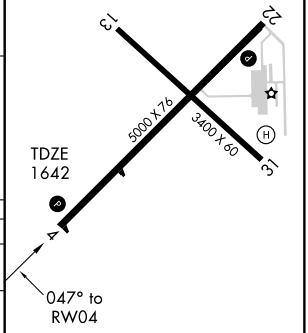
MISSED APPROACH: Climb to 3500 direct HOVKI and via 010° track to CUSAS and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	133.65 281.5	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1970-1¼ 328 (400-1¼)			
LNAV/VNAV DA	2005-1¼ 363 (400-1¼)			
LNAV MDA	2080-1 438 (500-1)		2080-1¼ 438 (500-1¼)	2080-1½ 438 (500-1½)
CIRCLING	2120-1¼ 478 (500-1¼)		2120-1½ 478 (500-1½)	2200-2 558 (600-2)



REIL Rwys 4 and 22 L
MIRL Rwys 4-22 and 3-31 L

EC-3. 14 JAN 2010 to 11 FEB 2010

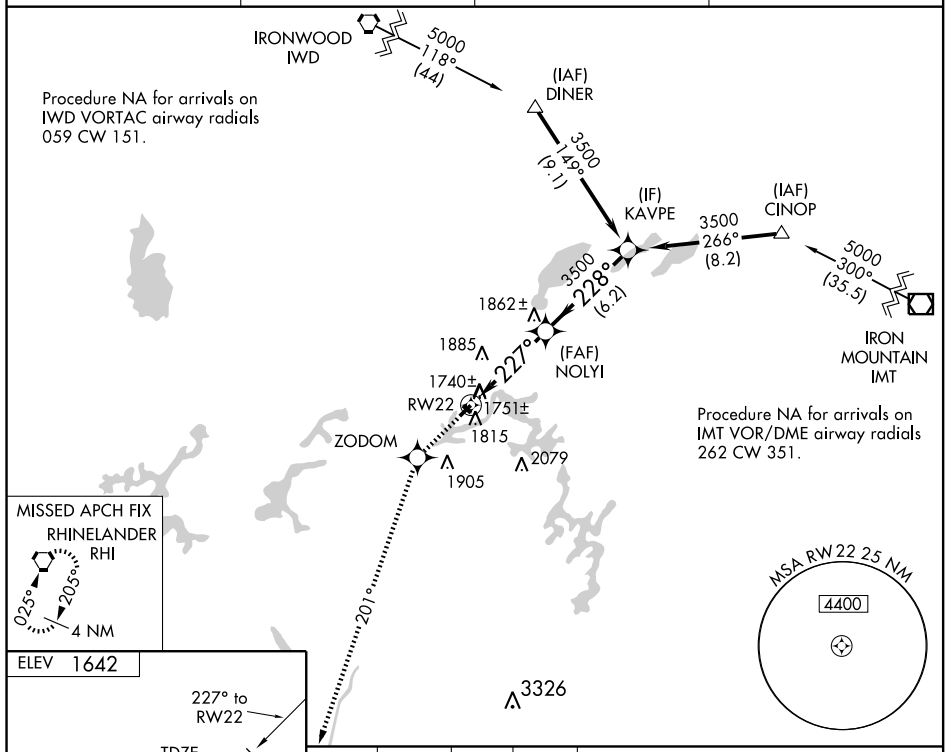
WAAS CH 99304 W22A	APP CRS 227°	Rwy Idg 5000 TDZE 1642 Apt Elev 1642

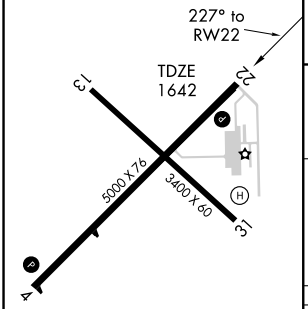
RNAV (GPS) RWY 22
EAGLE RIVER UNION (EGV)

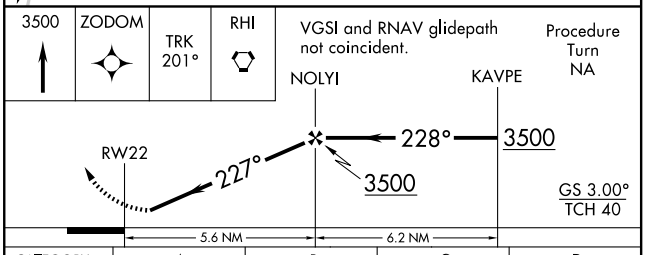
If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all DAs 47 feet and all MDAs 60 feet. Baro-VNAV NA when using Minocqua-Woodruff altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18° C (0° F) or above 45° C (113° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3500 direct ZODEM and via 201° track to RHI VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	133.65 281.5	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2012-1¼ 370 (400-1¼)			
LNAV/VNAV DA	2038-1½ 396 (400-1½)			
LNAV MDA	2040-1 398 (400-1)			2040-1¼ 398 (400-1¼)
CIRCLING	2120-1 478 (500-1)		2120-1½ 478 (500-1½)	2200-2 558 (600-2)

REIL Rwy 22 L
MIRL Rwys 4-22 and 3-31 L

EC-3, 14 JAN 2010 to 11 FEB 2010

EAGLE RIVER, WISCONSIN AL-5884 (FAA)

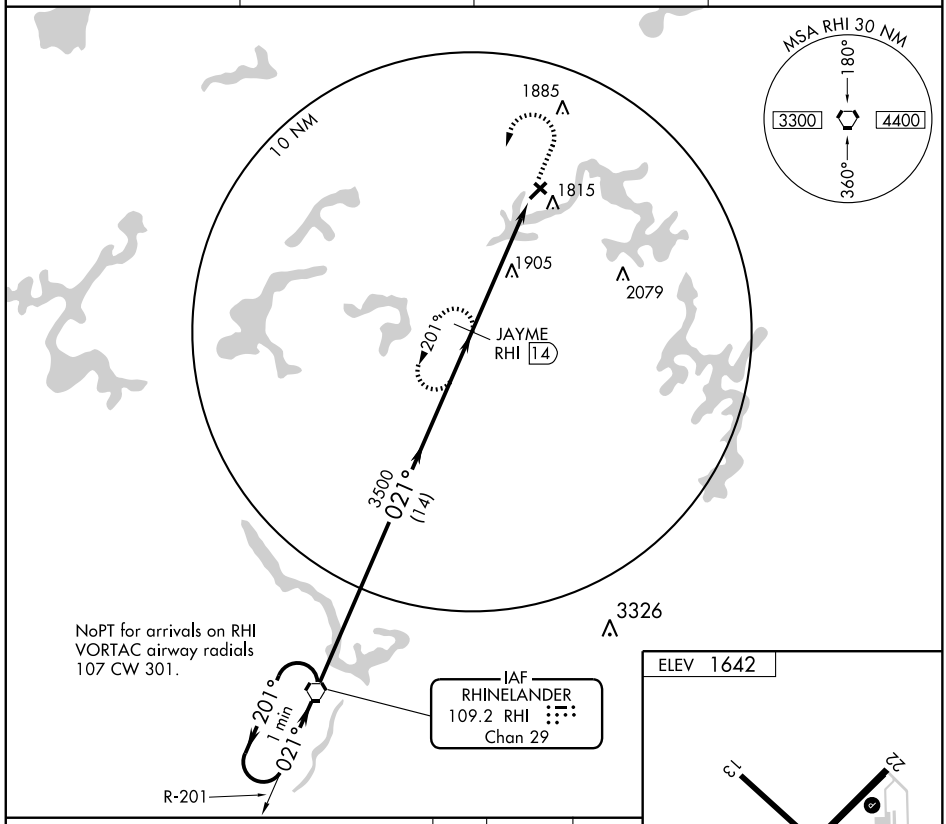
VORTAC RHI	APP CRS	Rwy Idg	5000
109.2	021°	TDZE	1642
Chan 29		Apt Elev	1642

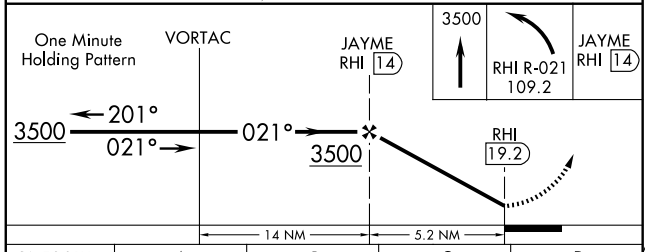
VOR/DME RWY 4

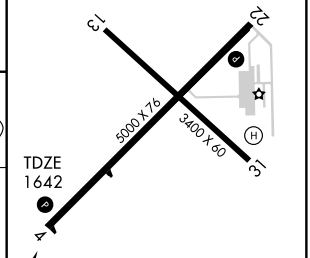
EAGLE RIVER UNION (EGV)

MISSED APPROACH: Climb to 3500 then left turn via RHI R-021 to JAYME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	133.65 281.5	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-4	2260-1	618 (700-1)	2260-1¾ 618 (700-1¾)	2260-2 618 (700-2)
CIRCLING	2260-1	618 (700-1)	2260-1¾ 618 (700-1¾)	2260-2 618 (700-2)

REIL Rwys 4 and 22 L
MIRL Rwys 4-22 and 3-31 L

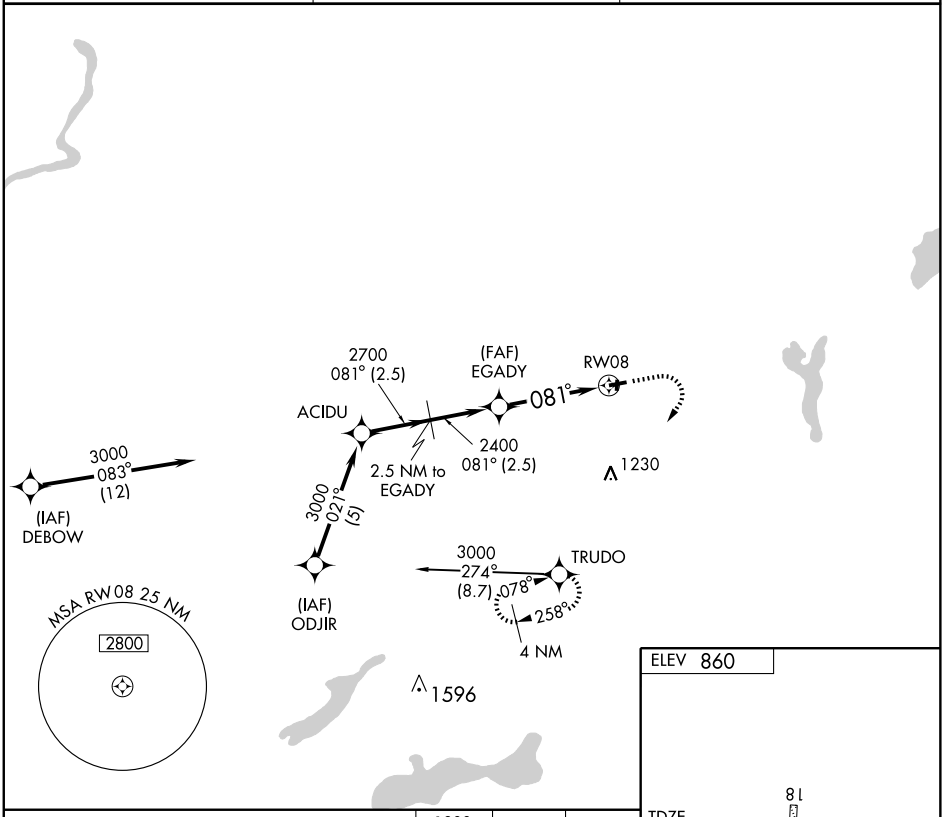
EC-3, 14 JAN 2010 to 11 FEB 2010

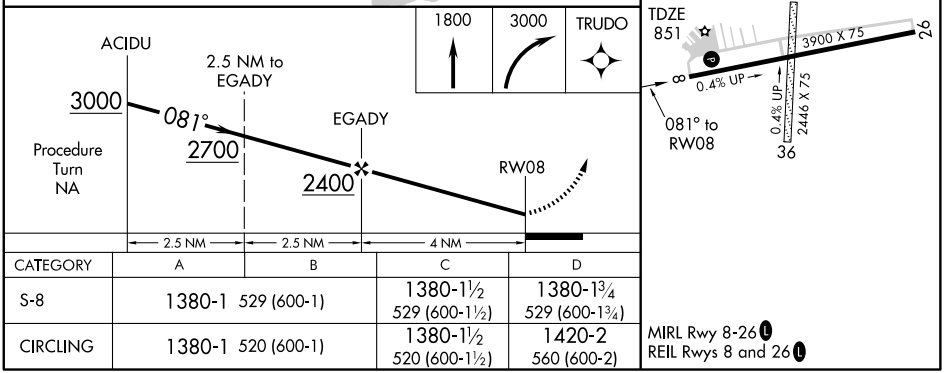
APP CRS	Rwy Idg	3900
081°	TDZE	851
	Apt Elev	860

GPS RWY 8
EAST TROY MUNI (57C)

NA	Use Milwaukee (General Mitchell Intl) altimeter setting.	MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct TRUDO WP and hold.

GCO	MILWAUKEE APP CON	UNICOM
121.725	125.35 307.0	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-8	1380-1	529 (600-1)	1380-1½ 529 (600-1½)	1380-1¾ 529 (600-1¾)
CIRCLING	1380-1	520 (600-1)	1380-1½ 520 (600-1½)	1420-2 560 (600-2)

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

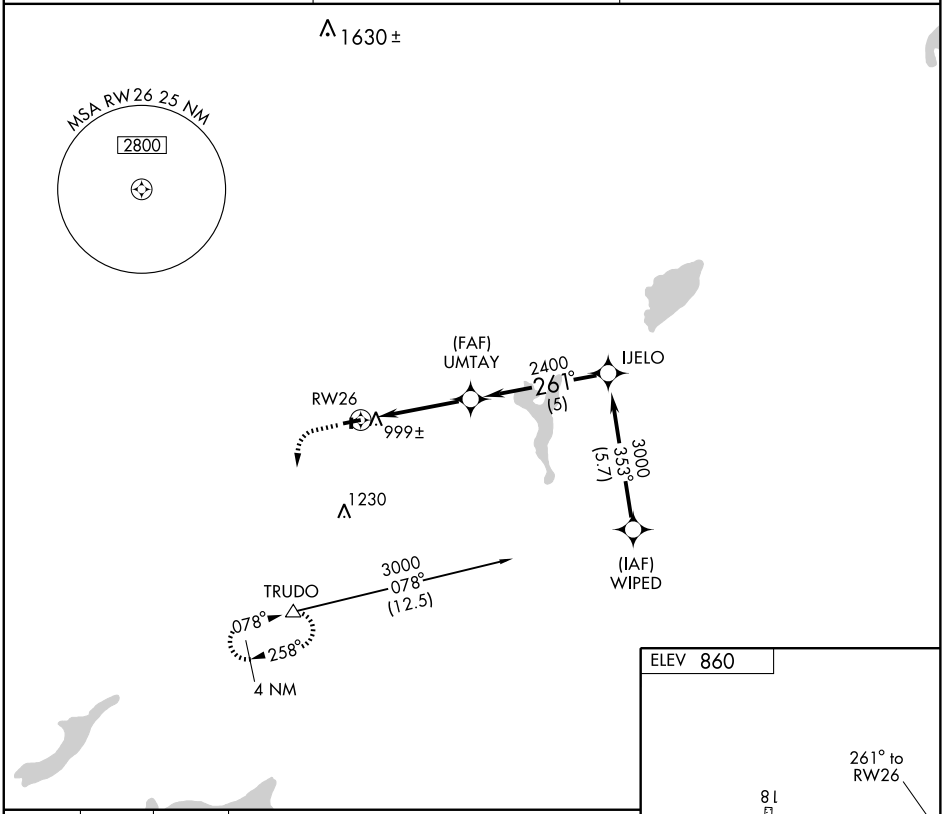
EC-3. 14 JAN 2010 to 11 FEB 2010

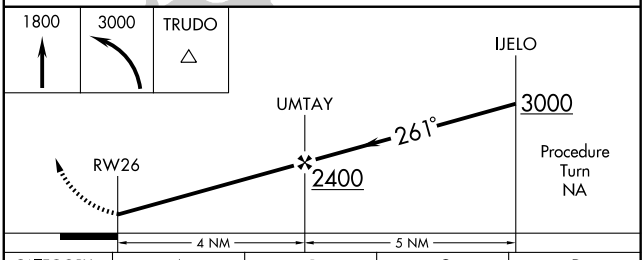
APP CRS	Rwy Idg	3900
261°	TDZE	860
	Apt Elev	860

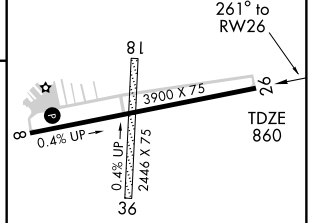
GPS RWY 26
EAST TROY MUNI (57C)

NA	Use Milwaukee (General Mitchell Intl) altimeter setting.	MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct TRUDO Int and hold.

GCO	MILWAUKEE APP CON	UNICOM
121.725	125.35 307.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-26	1340-1 480 (500-1)		1340-1¼ 480 (500-1¼)	1340-1½ 480 (500-1½)
CIRCLING	1380-1 520 (600-1)		1380-1½ 520 (600-1½)	1420-2 560 (600-2)

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

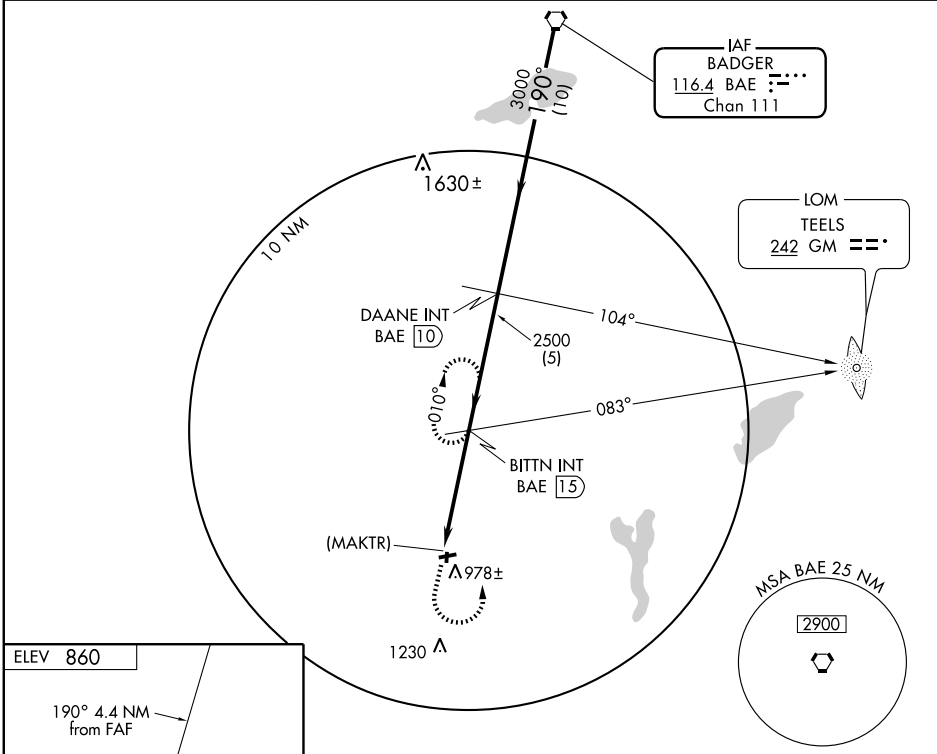
VORTAC BAE	APP CRS	Rwy Idg	N/A
116.4	190°	TDZE	N/A
Chan 111		Apt Elev	860

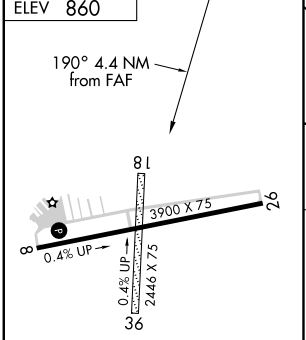
VOR or GPS-A
EAST TROY MUNI (57C)

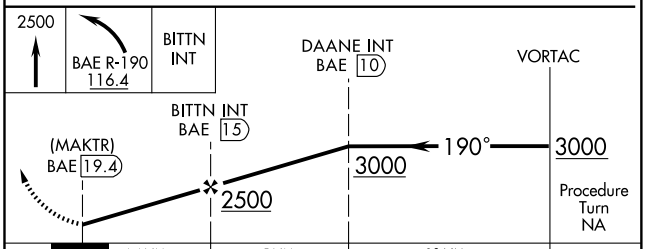
Obtain local altimeter setting on CTAF; when not received, use Milwaukee (General Mitchell) altimeter setting.
ADF OR DME REQUIRED

MISSED APPROACH: Climb to 2500 then left turn via BAE R-190 to BITTN Int/15 DME and hold.

GCO	MILWAUKEE APP CON	UNICOM
121.725	125.35 307.0	123.0 (CTAF) L







MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
CIRCLING	1340-1	480 (500-1)	1340-1½ 480 (500-1½)	NA
MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING MINIMUMS				
CIRCLING	1460-1	600 (600-1)	1460-1½ 600 (600-1½)	NA

EC-3. 14 JAN 2010 to 11 FEB 2010

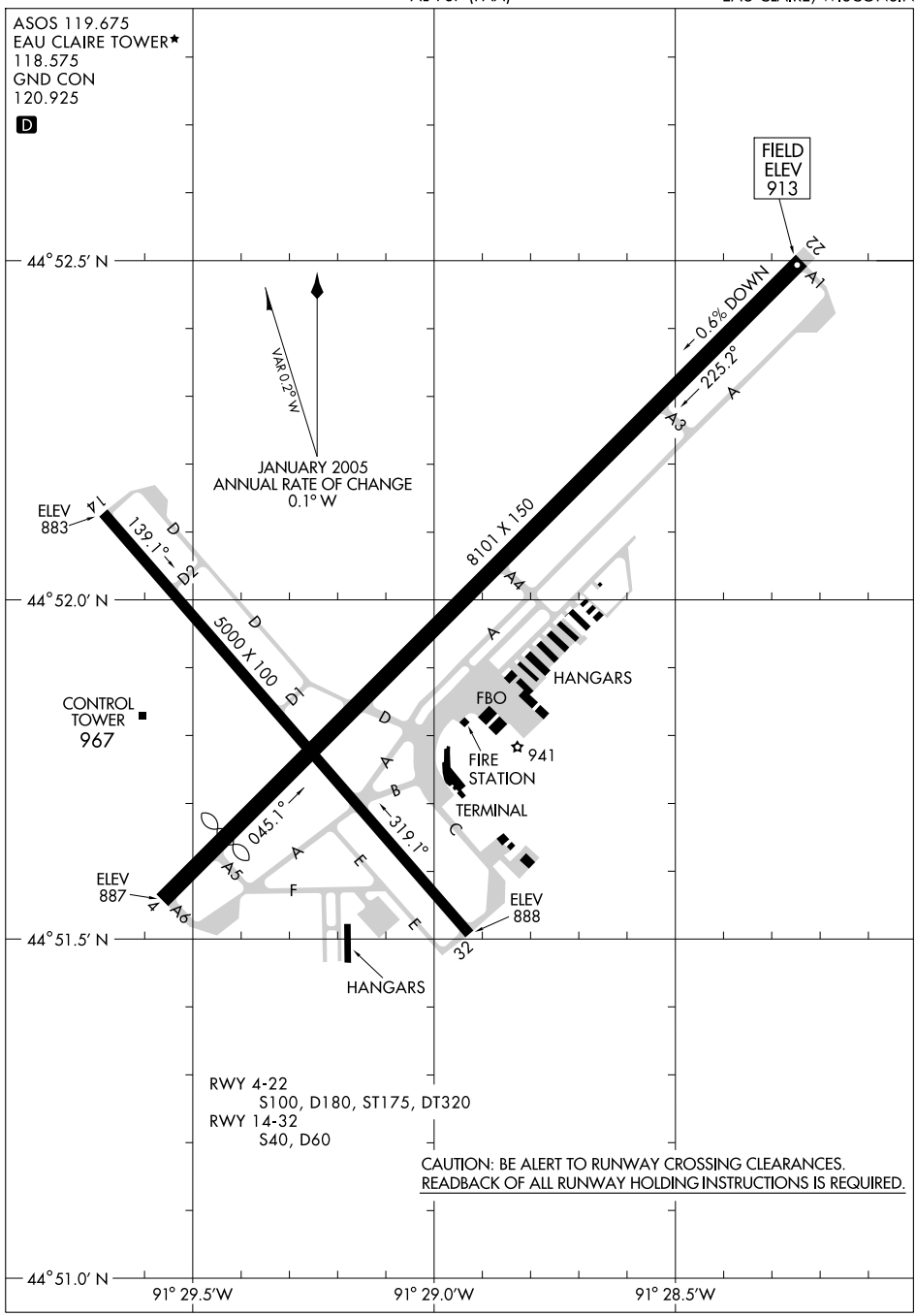
09071

AIRPORT DIAGRAM

EAU CLAIRE/CHIPPEWA VALLEY RGNL (EAU)

AL-937 (FAA)

EAU CLAIRE, WISCONSIN



EC-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-EAU	APP CRS	Rwy Idg	7300
109.5	224°	TDZE	913
Chan 32		Apt Elev	913

ILS or LOC RWY 22

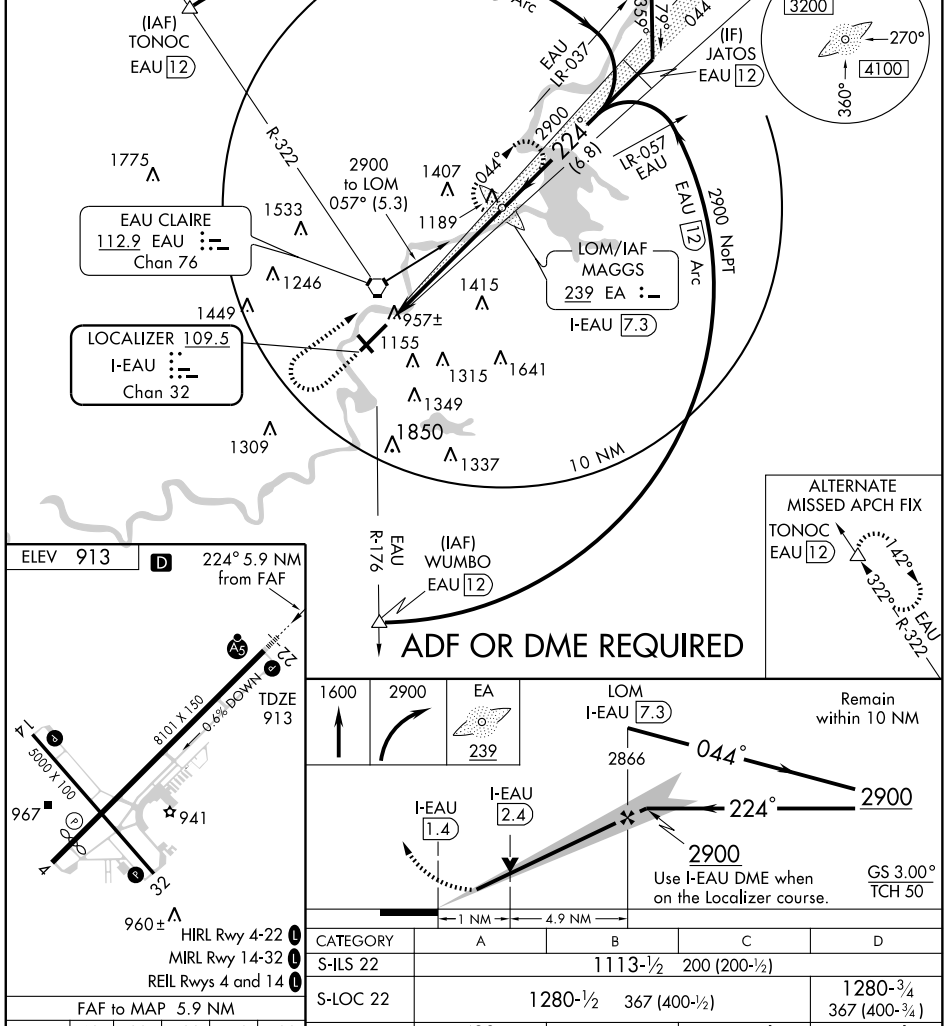
EAU CLAIRE/CHIPPEWA VALLEY RGNL (EAU)

T A For inoperative MALSR when using Rice Lake altimeter setting, increase S-ILS 22 visibility to 1 mile all Cats. When local altimeter setting not received, use Rice Lake altimeter setting and increase DA 109 feet and all MDA 120 feet, increase S-LOC 22 Cat. C and D and Circling Cat. D visibility ¼ mile and increase Circling Cat. C visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 2900 direct EA LOM and hold.

ASOS	MINNEAPOLIS CENTER	TOWER ★	GND CON	UNICOM
119.675	125.3 335.6	118.575 (CTAF) L	120.925	122.95



FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
S-ILS 22	1113-½ 200 (200-½)			
S-LOC 22	1280-½ 367 (400-½)			1280-¾ 367 (400-¾)
CIRCLING	1480-1 567 (600-1)	1500-1 587 (600-1)	1500-1½ 587 (600-1½)	1660-2½ 747 (800-2½)

EC-3. 14 JAN 2010 to 11 FEB 2010

EAU CLAIRE, WISCONSIN AL-937 (FAA)

LOC/DME I-EAU	APP CRS	Rwy Idg	7300
109.5	044°	TDZE	889
Chan 32		Apt Elev	913

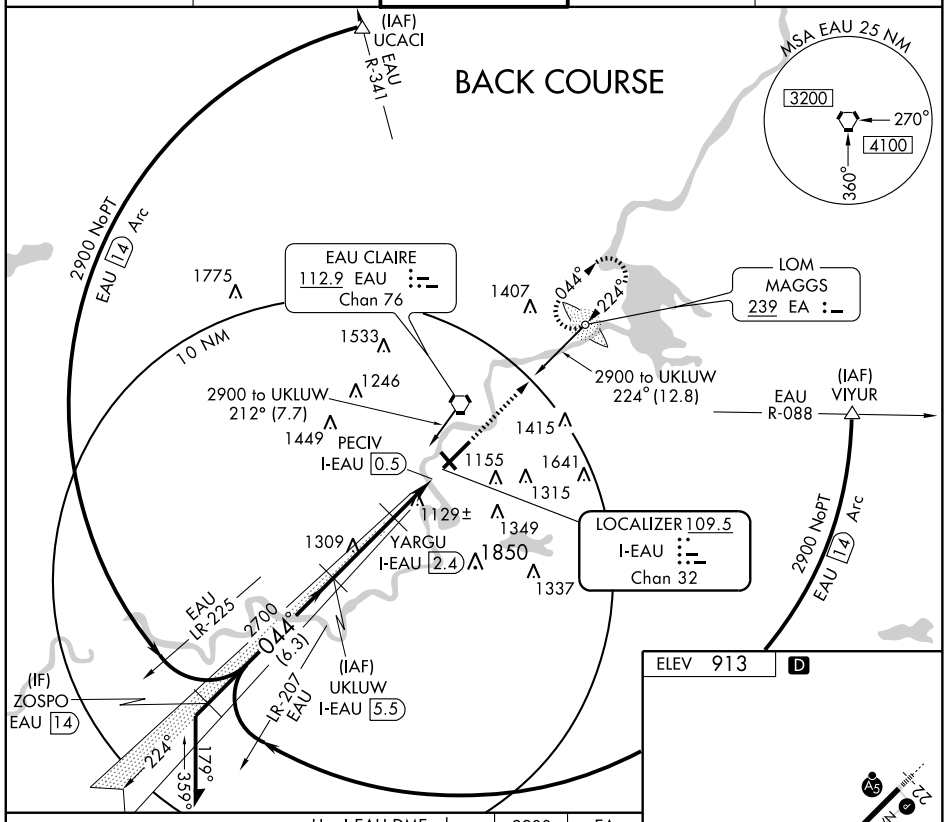
LOC/DME BC RWY 4

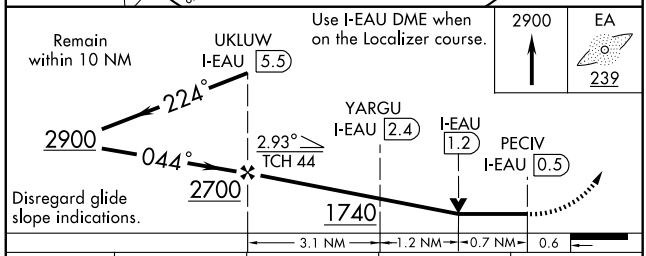
EAU CLAIRE/CHIPPEWA VALLEY RGNL (EAU)

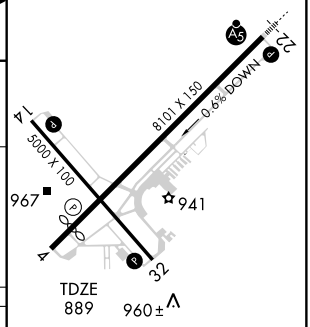
ADF REQUIRED. When local altimeter setting not received, use Rice Lake altimeter setting and increase all MDA 120 feet, increase S-4 Cats. C and D and Circling Cat. C visibility ½ mile, increase Circling Cat. D ¼ mile.

MISSED APPROACH: Climb to 2900 direct EA LOM and hold.

ASOS	MINNEAPOLIS CENTER	TOWER ★	GND CON	UNICOM
119.675	125.3 335.6	118.575 (CTAF) L	120.925	122.95







CATEGORY	A	B	C	D
S-4	1380-1 491 (500-1)		1380-1¼ 491 (500-1¼)	1380-1½ 491 (500-1½)
CIRCLING	1460-1 547 (600-1)	1500-1 587 (600-1)	1500-1½ 587 (600-1½)	1660-2½ 747 (800-2½)

HIRL Rwy 4-22 L
MIRL Rwy 14-32 L
REIL Rwys 4 and 14 L

EC-3. 14 JAN 2010 to 11 FEB 2010

LOM EA 239	APP CRS 224°	Rwy ldg 7301 TDZE 913 Apt Elev 913

NDB RWY 22

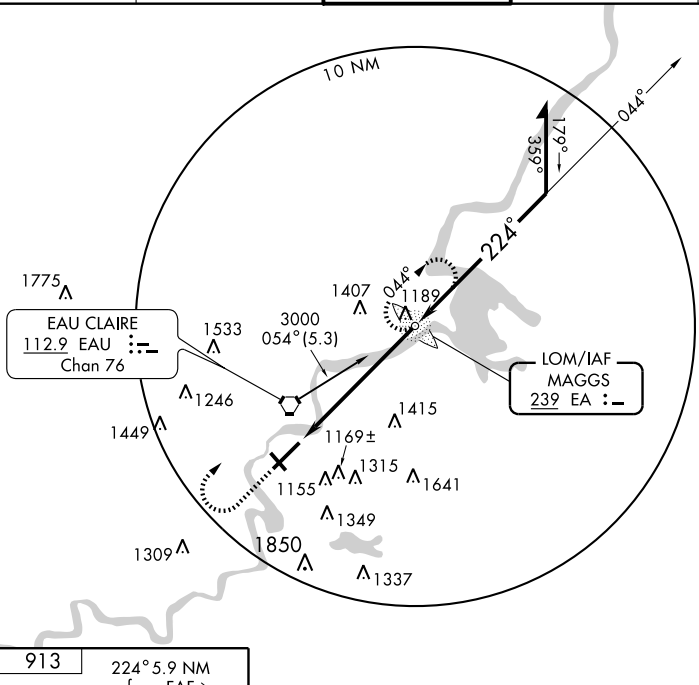
EAU CLAIRE/CHIPPEWA VALLEY RGNL (EAU)

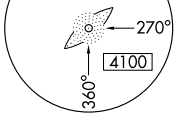
When local altimeter setting not received, use Rice Lake altimeter setting and increase all MDAs 120 feet, increase S-22 Cats. C/D and Circling Cat. C visibility ½ mile, increase Circling Cat. D visibility ¼ mile.

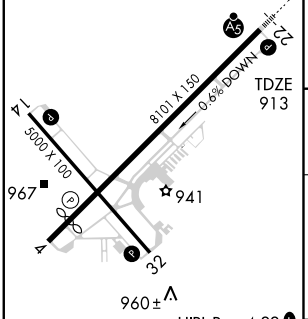
MALSR

MISSED APPROACH: Climb to 3000 then right turn direct EA LOM and hold.

ASOS	MINNEAPOLIS CENTER	TOWER ★	GND CON	UNICOM
119.675	125.3 335.6	118.575 (CTAF) L	120.925	122.95



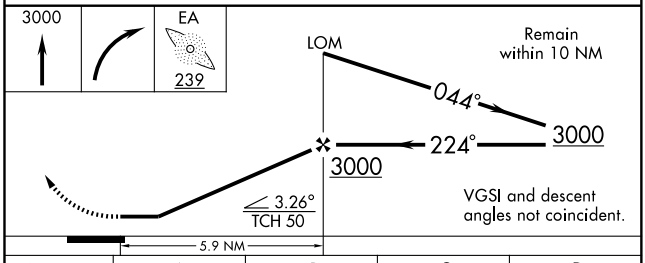




HIRL Rwy 4-22 L
MIRL Rwy 14-32 L
REIL Rwys 4 and 14 L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-22	1480-¾ 567 (600-¾)		1480-1 567 (600-1)	1480-1½ 567 (600-1½)
CIRCLING	1480-1 567 (600-1)	1500-1 587 (600-1)	1500-1½ 587 (600-1½)	1660-2½ 747 (800-2½)

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS		
CH 87006	224°	Rwy Idg	7301
W22A		TDZE	913
		Apt Elev	913

RNAV (GPS) RWY 22

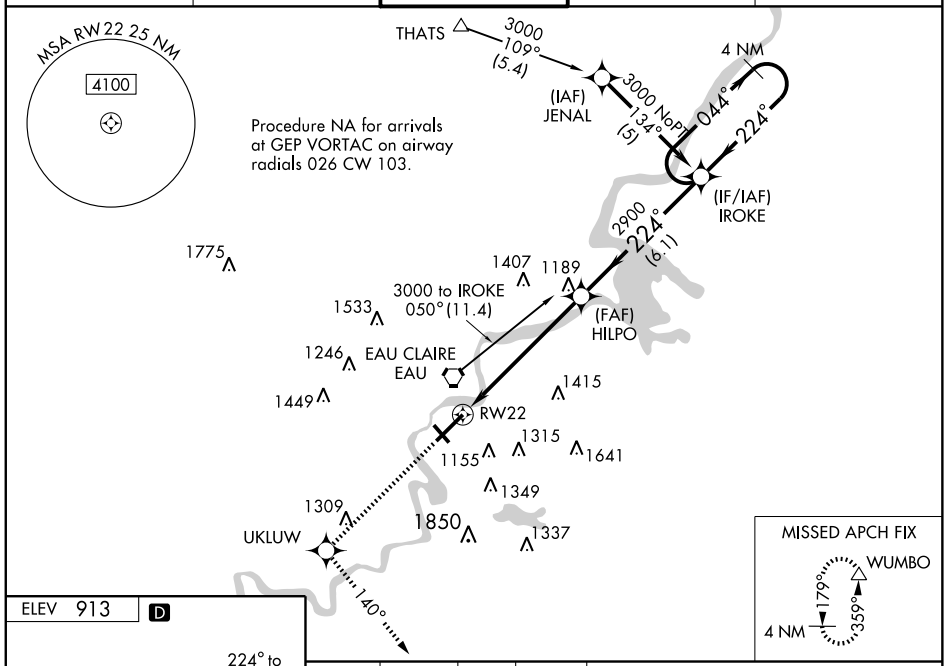
EAU CLAIRE/CHIPPEWA VALLEY RGNL (EAU)

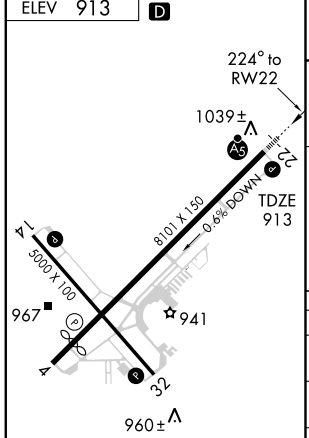
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter not received, use Rice Lake altimeter and increase all MDAs 120 feet, increase LPV all Cats. visibility ¼ mile, LNAV/VNAV all Cats. visibility ½ mile, LNAV Cat. C and D visibility ¼ mile, Circling Cat. C ½ mile and Cat. D ¼ mile. Baro-VNAV and VDP NA when using Rice Lake altimeter setting. DME/DME RNP-0.3 NA.

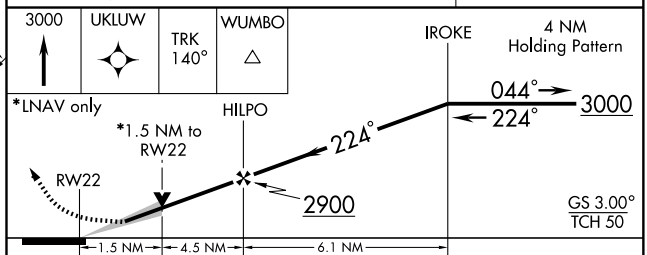
MALSR

MISSED APPROACH: Climb to 3000 direct UKLUW and via 140° track to WUMBO and hold.

ASOS	MINNEAPOLIS CENTER	TOWER ★	GND CON	UNICOM
119.675	125.3 335.6	118.575 (CTAF) L	120.925	122.95







CATEGORY	A	B	C	D
LPV DA	1183-½ 270 (300-½)			
LNAV/VNAV DA	1309-¾ 396 (400-¾)			
LNAV MDA	1440-½ 527 (600-½)		1440-1 527 (600-1)	1440-1¼ 527 (600-1¼)
CIRCLING	1460-1 547 (600-1)	1500-1 587 (600-1)	1500-1½ 587 (600-1½)	1660-2½ 747 (800-2½)

EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC EAU	APP CRS	Rwy ldg	N/A
112.9	184°	TDZE	N/A
Chan 76		Apt Elev	913

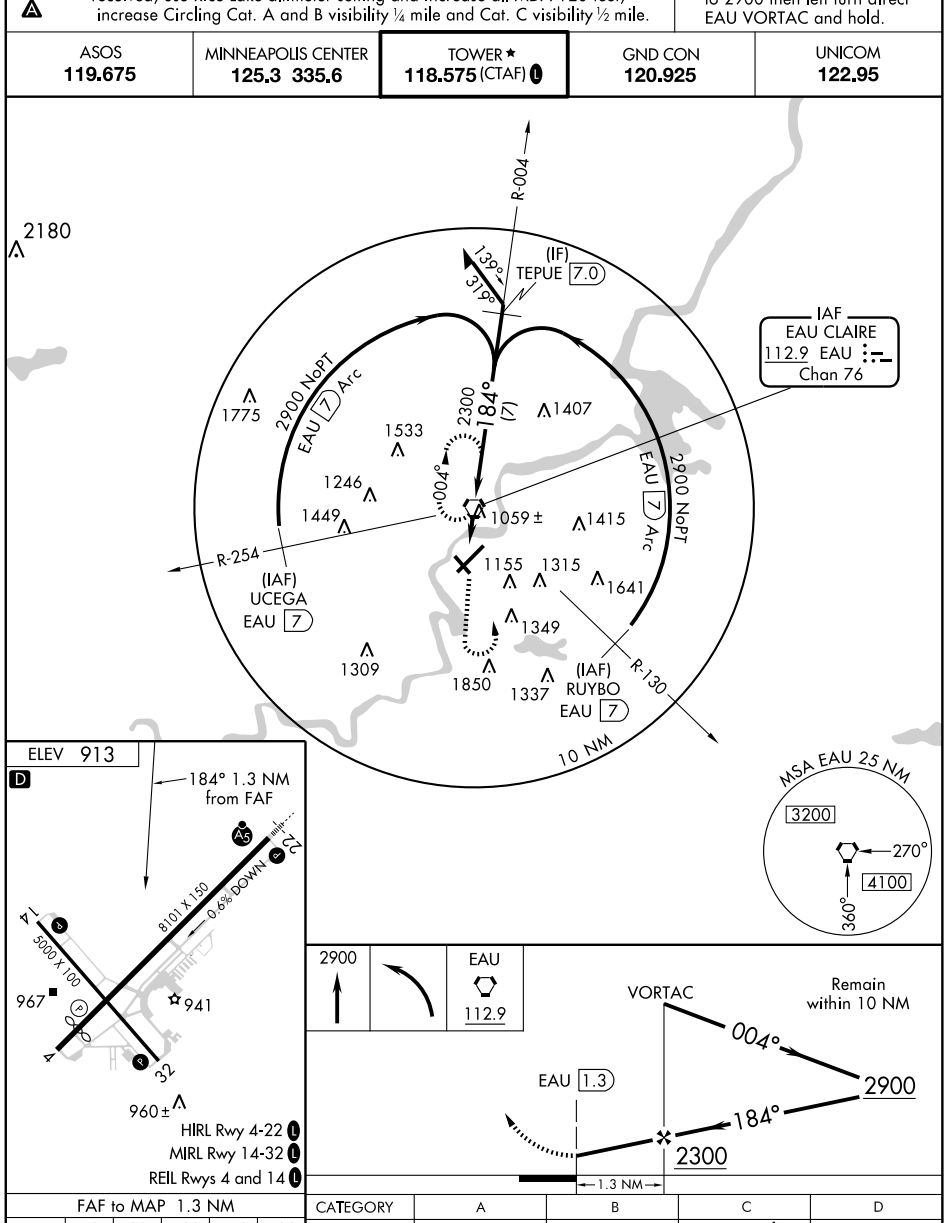
VOR-A

EAU CLAIRE/CHIPPEWA VALLEY RGNL (EAU)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Rice Lake altimeter setting and increase all MDA 120 feet, increase Circling Cat. A and B visibility ¼ mile and Cat. C visibility ½ mile.

MISSED APPROACH: Climb to 2900 then left turn direct EAU VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	TOWER ★	GND CON	UNICOM
119.675	125.3 335.6	118.575 (CTAF) L	120.925	122.95



FAF to MAP 1.3 NM					
Knots	60	90	120	150	180
Min:Sec	1:18	0:52	0:39	0:31	0:26

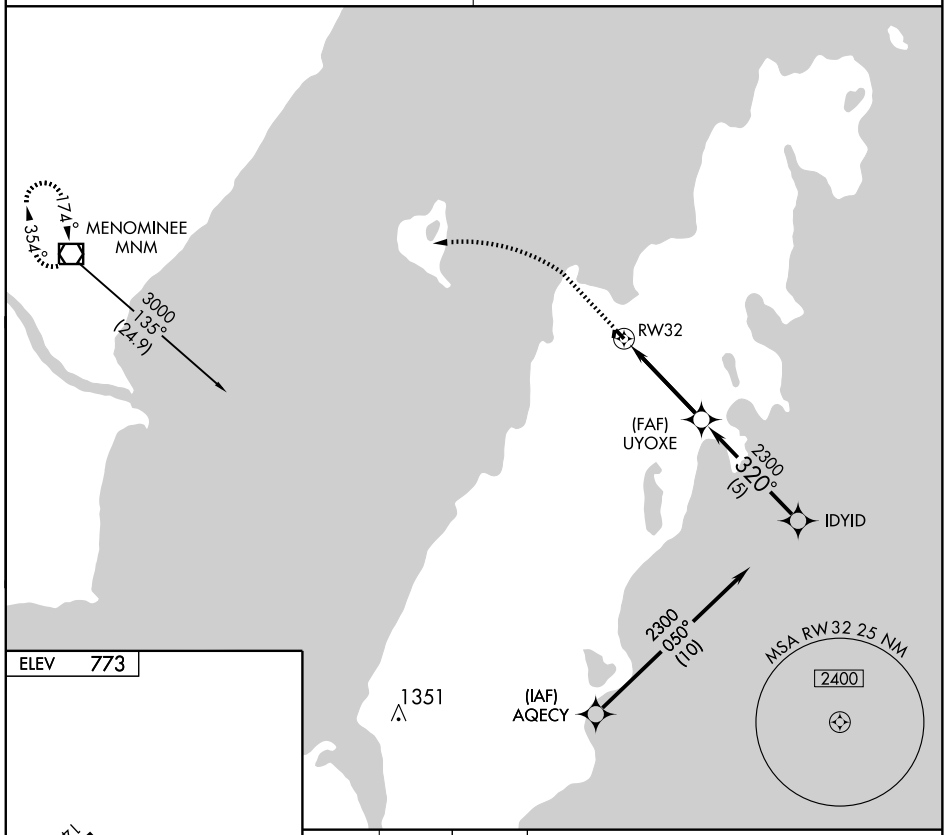
CATEGORY	A	B	C	D
CIRCLING	1780-1 867 (900-1)	1780-1¼ 867 (900-1¼)	1780-2½ 867 (900-2½)	1820-3 907 (1000-3)

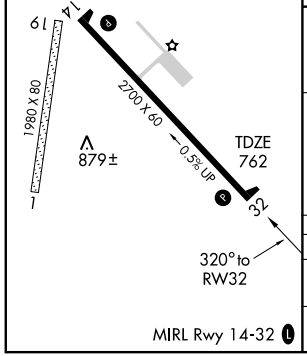
EC-3. 14 JAN 2010 to 11 FEB 2010

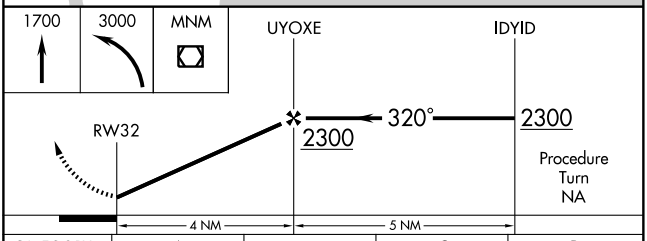
APP CRS		
320°	Rwy Idg	2700
	TDZE	762
	Apt Elev	773

GPS RWY 32
EPHRAIM-FISH CREEK (3D2)

⚠ NA Use Menominee, MI altimeter setting.	MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct MNM VOR/DME and hold.
GREEN BAY APP CON ★ **119.5 338.2**	UNICOM **123.0** (CTAF) Ⓛ







CATEGORY	A	B	C	D
S-32	1200-1	438 (500-1)	1200-1¼ 438 (500-1¼)	NA
CIRCLING	1260-1	487 (500-1)	1260-1½ 487 (500-1½)	NA

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-FLD	APP CRS	Rwy Idg	5940
108.3	358°	TDZE	795
Chan 20		Apt Elev	808

LOC/DME RWY 36

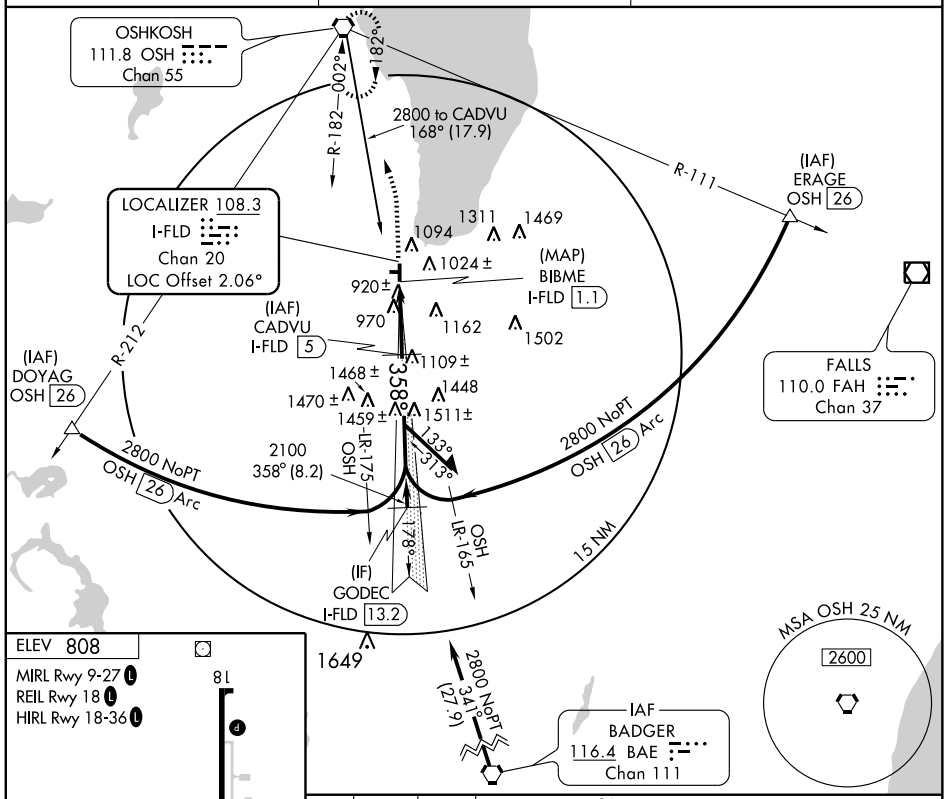
FOND DU LAC COUNTY (FLD)

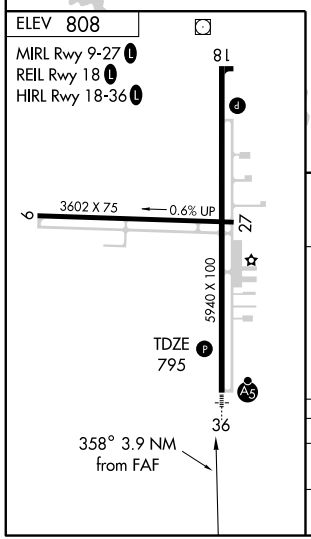
T NA — If local altimeter setting not received, use Oshkosh altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. For inoperative MALSR, increase S-36 Cats. A-C visibility to 1 mile.

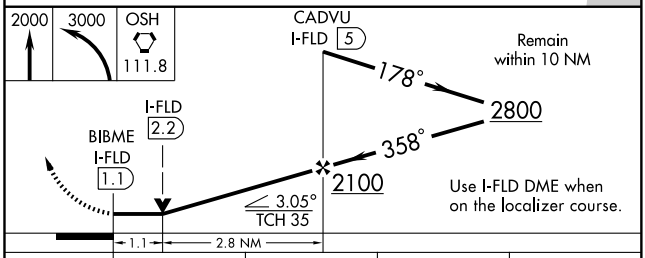
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct OSH VORTAC and hold.

ASOS	MILWAUKEE APP CON	UNICOM
134.0	127.0 263.075	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-36	1180-¾ 385 (400-¾)			
CIRCLING	1420-1 612 (700-1)		1420-1¾ 612 (700-1¾)	1420-2 612 (700-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS		
CH 93800	360°	Rwy Idg	5940
W36A		TDZE	795
		Apt Elev	808

RNAV (GPS) RWY 36

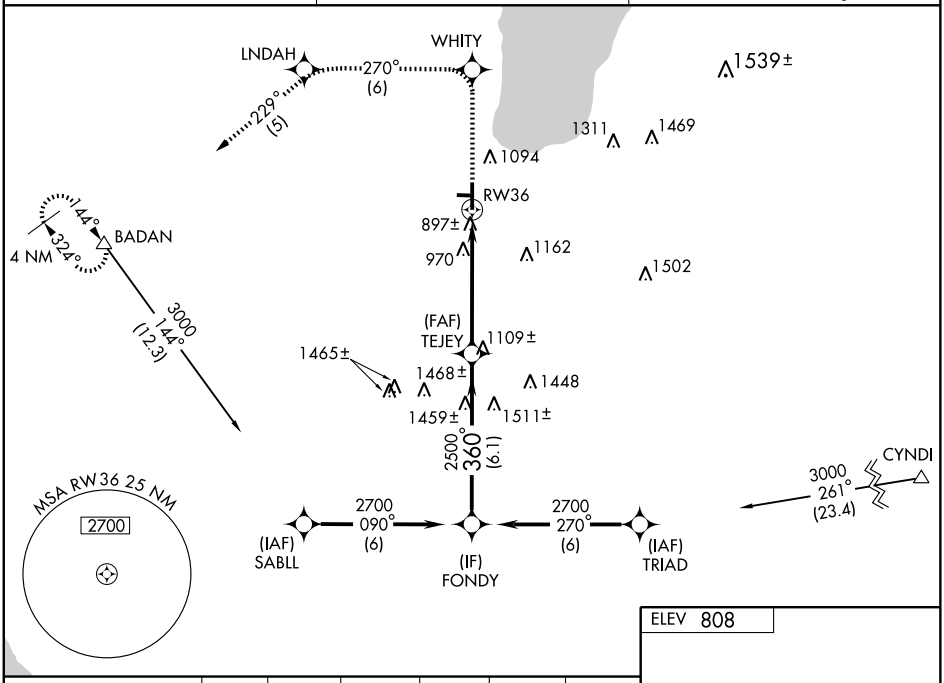
FOND DU LAC COUNTY (FLD)

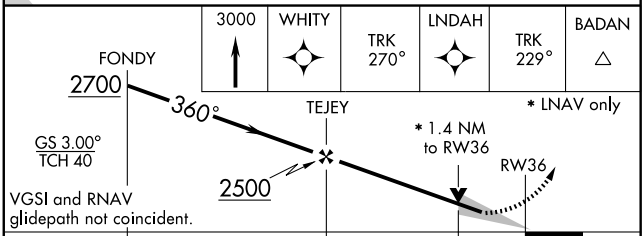
If local altimeter setting not received, use Wittman Rgnl altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). VDP NA when using Wittman Rgnl altimeter setting. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats. visibility to 1¼ mile. Baro-VNAV NA when using Wittman Rgnl altimeter setting.

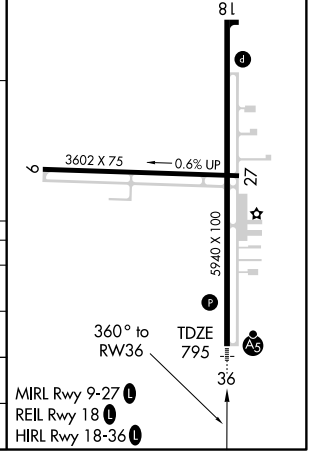
MALSR

MISSED APPROACH: Climb to 3000 direct WHITY and via 270° track to LNDAH and via 229° track to BADAN and hold.

ASOS	MILWAUKEE APP CON	UNICOM
134.0	127.0 263.075	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1125-¾ 330 (400-¾)			
LNAV/ VNAV DA	1171-¾ 376 (400-¾)			
LNAV MDA	1280-½ 485 (500-½)		1280-¾ 485 (500-¾)	1280-1 485 (500-1)
CIRCLING	1400-1¼ 592 (600-1¼)		1400-1½ 592 (600-1½)	1400-2 592 (600-2)

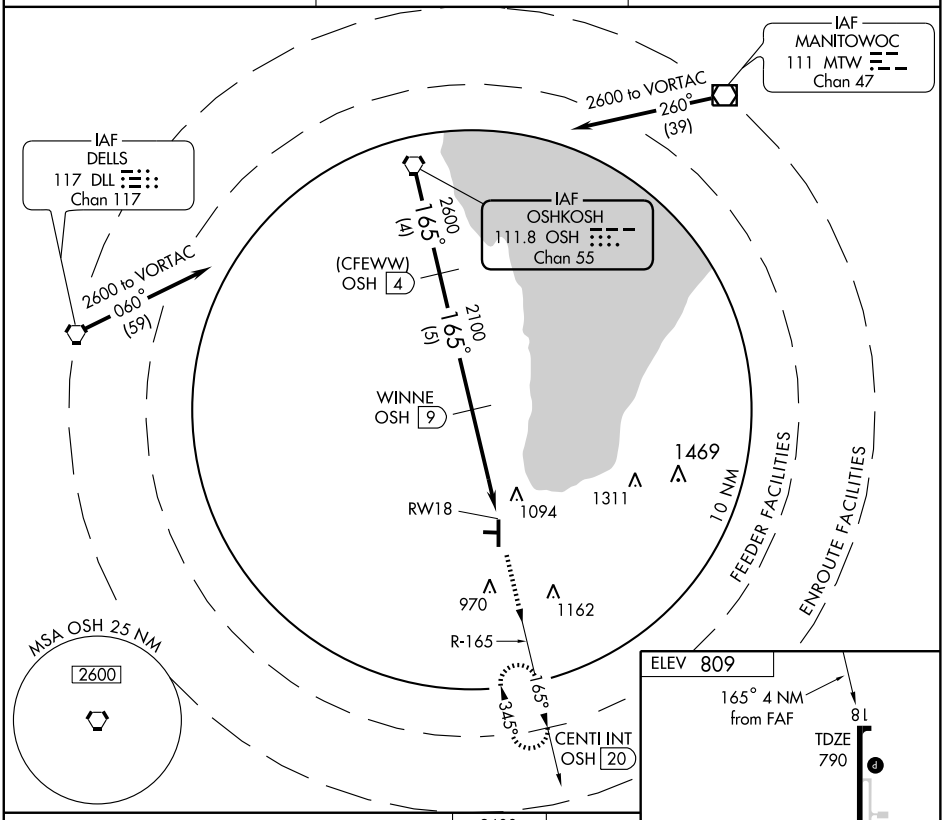
VORTAC OSH	APP CRS	Rwy Idg	5940
111.8	165°	TDZE	790
Chan 55		Apt Elev	809

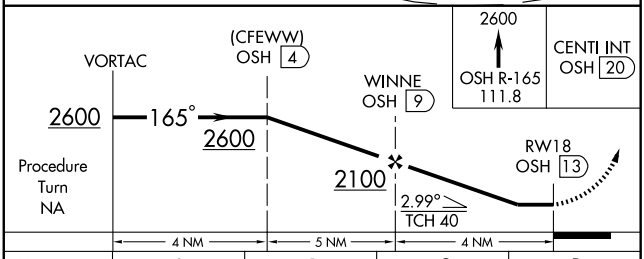
VOR/DME or GPS RWY 18

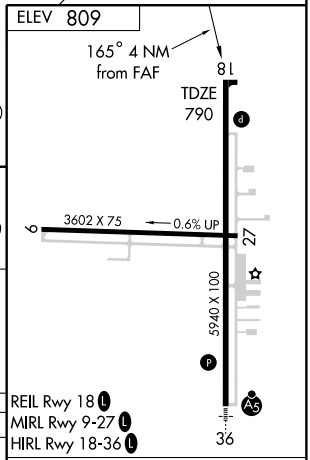
FOND DU LAC COUNTY (FLD)

MISSED APPROACH: Climb to 2600 via OSH R-165 to CENTI Int/20 DME and hold.

ASOS	MILWAUKEE APP CON	UNICOM
134.0	127.0 263.075	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-18	1360-1	570 (600-1)	1360-1½ 570 (600-1½)	1360-1¾ 570 (600-1¾)
CIRCLING	1400-1	591 (600-1)	1400-1½ 591 (600-1½)	1400-2 591 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC OSH	APP CRS	Rwy Idg	5940
111.8	346°	TDZE	795
Chan 55		Apt Elev	809

VOR/DME RWY 36

FOND DU LAC COUNTY (FLD)

MALSR

MISSED APPROACH: Climbing left turn to 2700 via OSH R-166 to BAGOE 20 DME and hold.

ASOS	MILWAUKEE APP CON	UNICOM
134.0	127.0 263.075	123.05 (CTAF)

OSHKOSH
111.8 OSH
Chan 55

166° (20)
2700 to Bagoe
R-105
(IAF)
R-242
(IAF)
1094
1311
1469
970
OSH 17
1162
1502
BAGOE
OSH 20
1448
1465±
1468±
1459±
1511±
346°
166°
2700 NoPT
OSH 26 Arc
2700 NoPT
OSH 26 Arc
2700
(6)
121°
307°
15 NM
R-166
1649±
MSA OSH 25 NM
2600

ELEV 809
MIRL Rwy 9-27
REIL Rwy 18
HIRL Rwy 18-36
18
d
9
3602 X 75
0.6% UP
27
5940 X 100
TDZE
795
36
346° 6 NM
from FAF

Knots	60	90	120	150	180
Min:Sec					

2700
OSH R-166
111.8
BAGOE INT
BAGOE
OSH 20
Remain
within 10 NM
OSH
17
2.93°
TCH 40
166°
346°
2700
OSH
14
2700
1700
3 NM
3 NM

CATEGORY	A	B	C	D
S-36	1420-½ 625 (700-½)		1420-1¼ 625 (700-1¼)	1420-1½ 625 (700-1½)
CIRCLING	1420-1 611 (700-1)		1420-1¾ 611 (700-1¾)	1420-2 611 (700-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

FORT ATKINSON, WISCONSIN

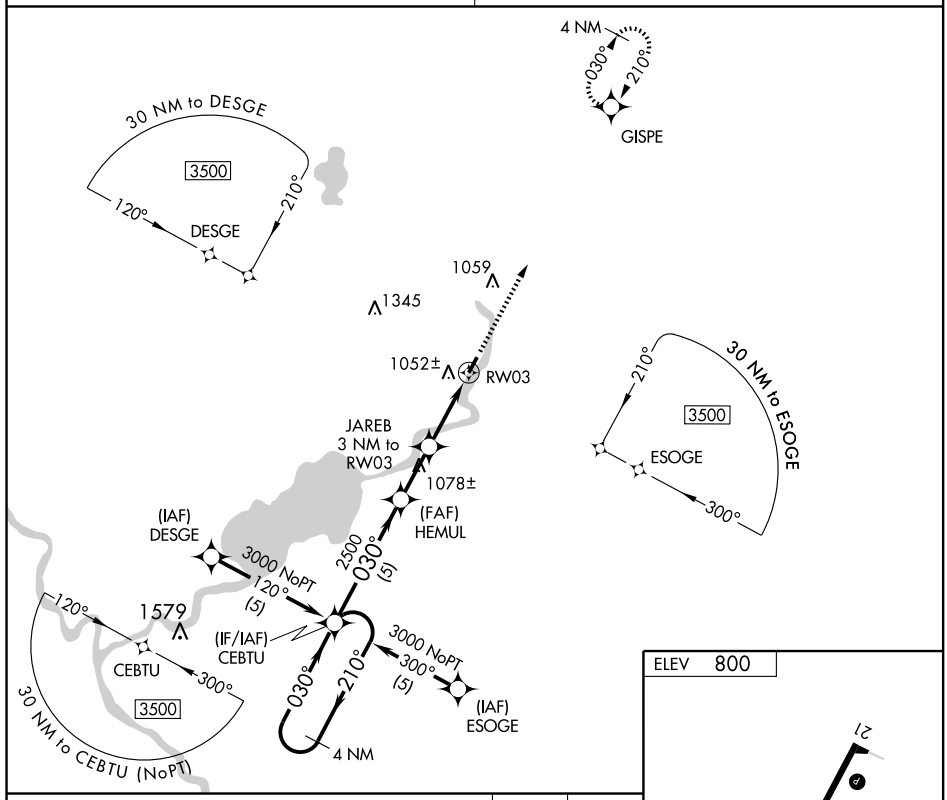
AL-9037 (FAA)

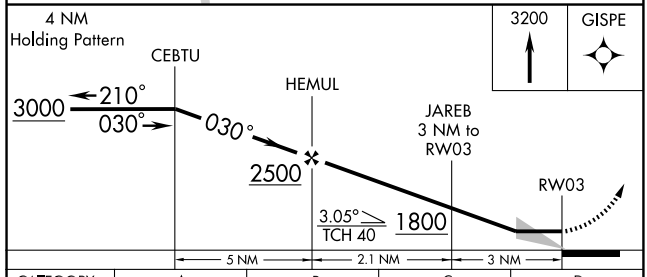
RNAV (GPS) RWY 3

FORT ATKINSON MUNI (61C)

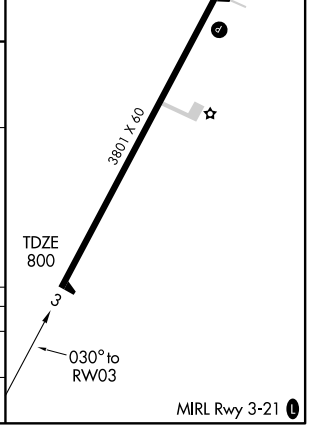
APP CRS	Rwy Idg	3801
030°	TDZE	800
	Apt Elev	800

⚠ NA Use Watertown Muni altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3200 direct GISPE WP and hold.
MADISON APP CON ★ **120.1 350.3**	CTAF 122.9 (L)





CATEGORY	A	B	C	D
LNAV MDA	1340-1	540 (600-1)	1340-1½ 540 (600-1½)	NA
CIRCLING	1400-1	600 (700-1)	1400-1½ 600 (700-1½)	NA



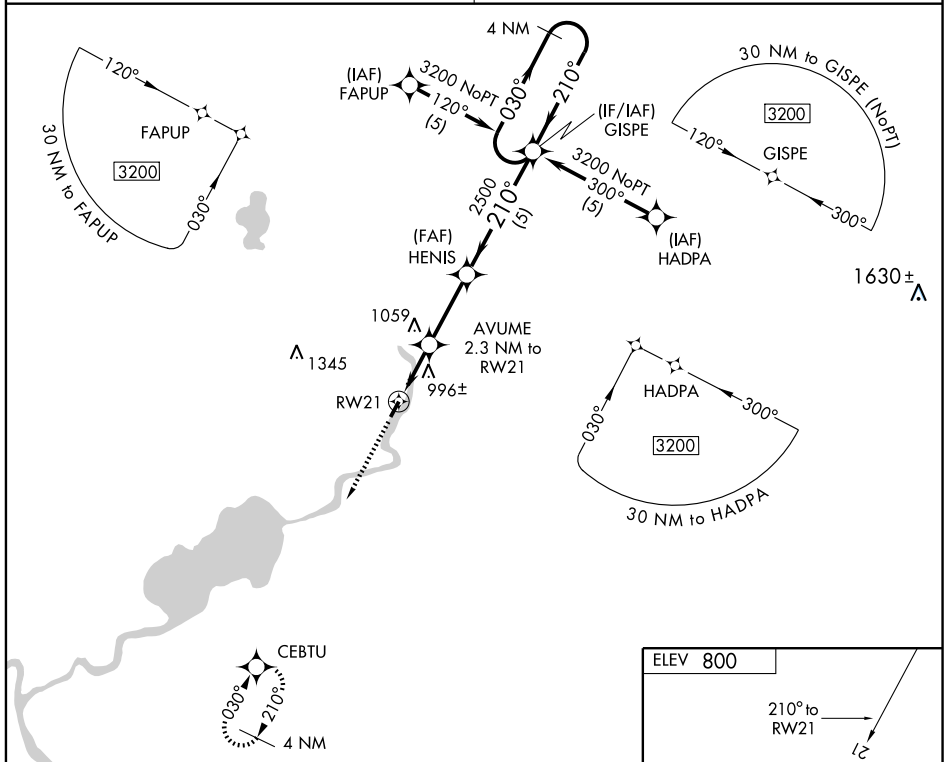
EC-3, 14 JAN 2010 to 11 FEB 2010

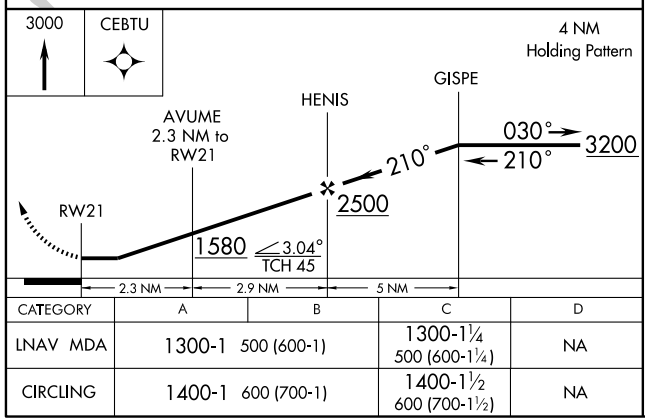
APP CRS	Rwy Idg	3801
210°	TDZE	800
	Apt Elev	800

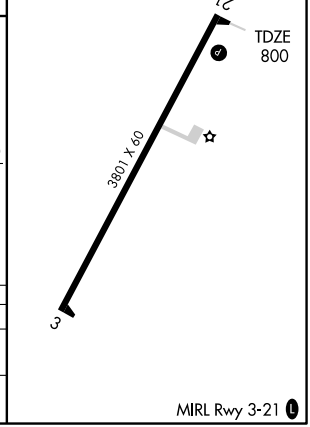
RNAV (GPS) RWY 21

FORT ATKINSON MUNI (61C)

⚠ NA Use Watertown Muni altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3200 direct CEBTU WP and hold.
MADISON APP CON ★ **120.1 350.3**	CTAF 122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	1300-1	500 (600-1)	1300-1¼ 500 (600-1¼)	NA
CIRCLING	1400-1	600 (700-1)	1400-1½ 600 (700-1½)	NA

MIRL Rwy 3-21 (L)

EC-3. 14 JAN 2010 to 11 FEB 2010

FORT ATKINSON, WISCONSIN

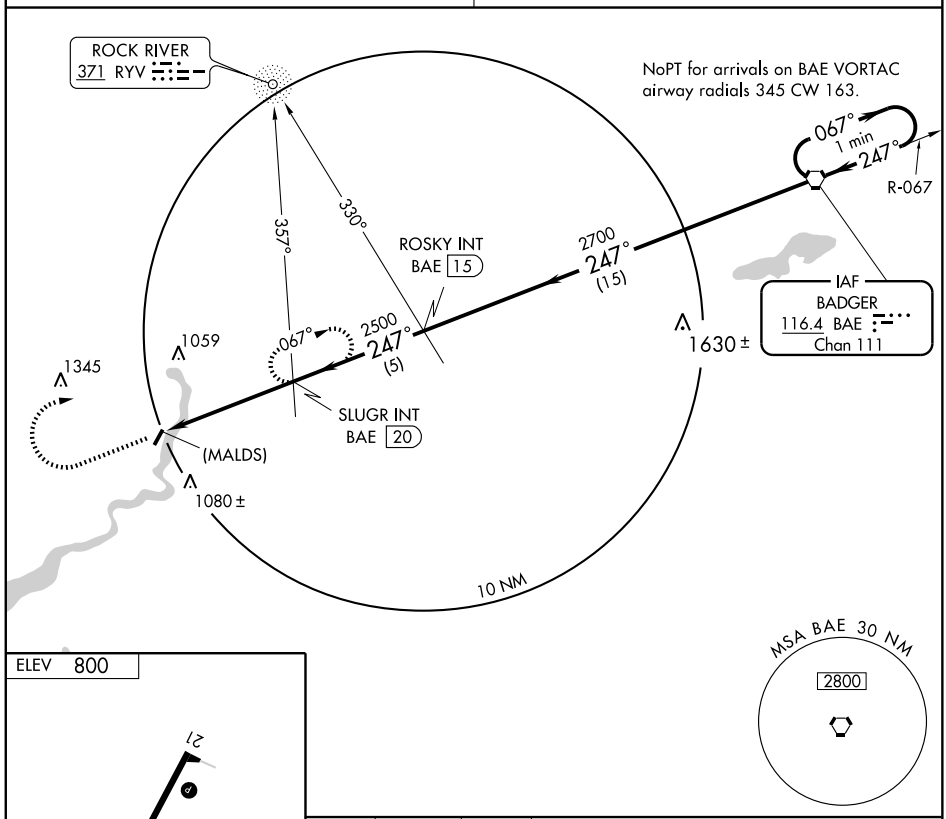
VORTAC BAE 116.4 Chan 111	APP CRS 247°	Rwy Idg N/A TDZE N/A Apt Elev 800

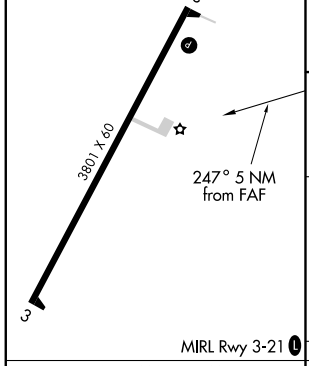
AL-9037 (FAA)

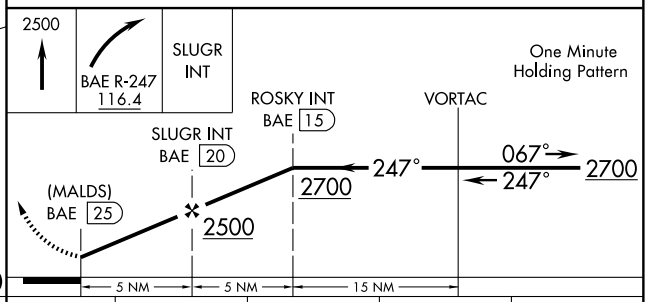
VOR-A

FORT ATKINSON MUNI (61C)

⚠ NA Use Watertown altimeter setting. ADF or DME REQUIRED.	MISSED APPROACH: Climb to 2500 then right turn via BAE R-247 to SLUGR Int and hold.
MADISON APP CON ★ 120.1 350.3	CTAF 122.9 Ⓛ







FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1420-1 620 (700-1)	1420-1¼ 620 (700-1¼)	1420-1¾ 620 (700-1¾)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3400
334°	TDZE	976
	Apt Elev	976

RNAV (GPS) RWY 33

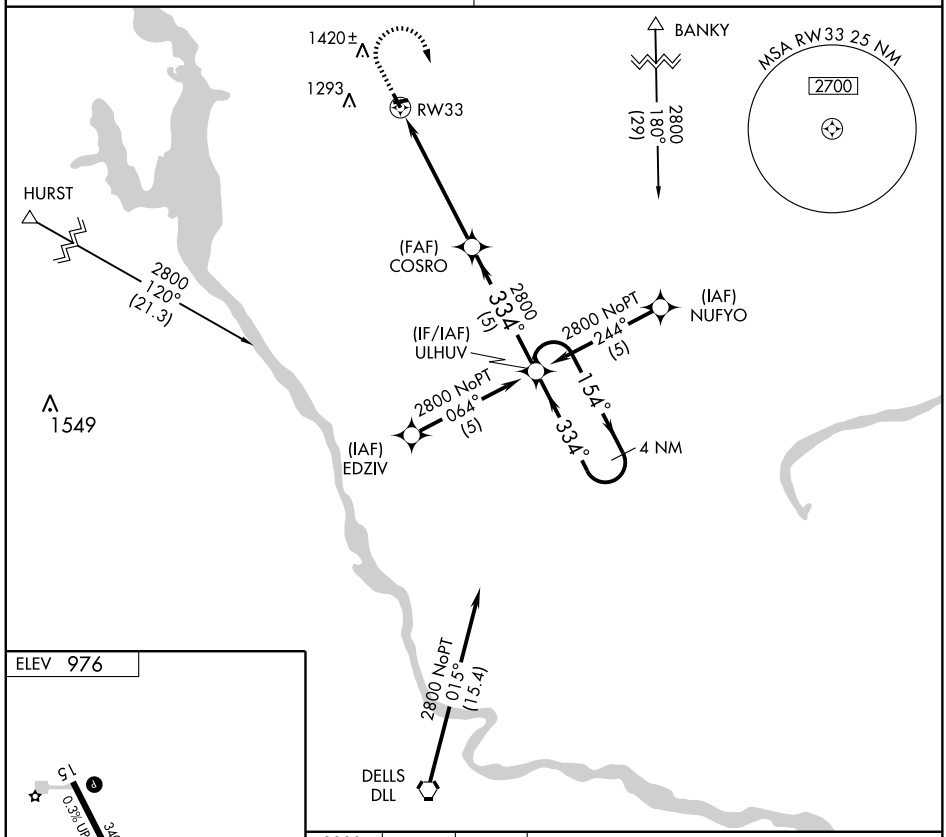
FRIENDSHIP (ADAMS) /ADAMS COUNTY LEGION FIELD (63C)

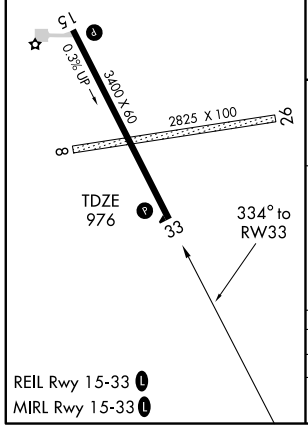
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Use Baraboo Wisconsin Dells altimeter setting.

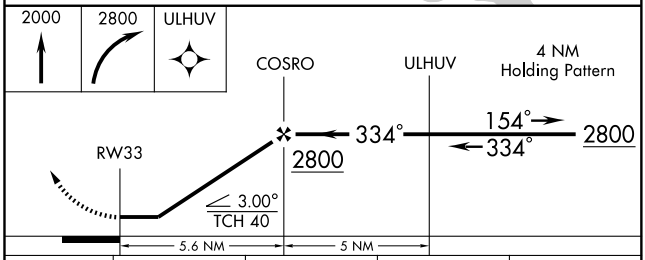
MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct ULHUV WP and hold.

VOLK APP CON★ 135.25 290.8

CTAF 122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1500-1	524 (600-1)	NA	
CIRCLING	1640-1 664 (700-1)	1760-1¼ 784 (800-1¼)	NA	

EC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME RZN	APP CRS	Rwy Idg	N/A
109.4	262°	TDZE	N/A
Chan 31		Apt Elev	927

VOR/DME or GPS-A

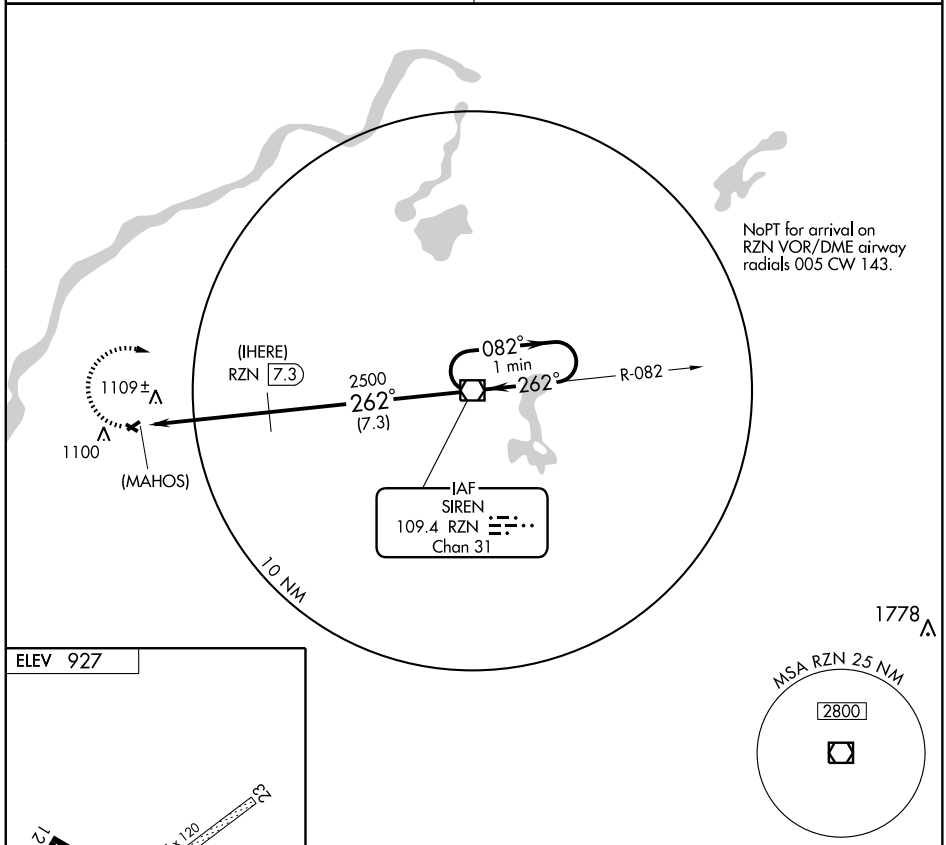
GRANTSBURG MUNI (GTG)

NA

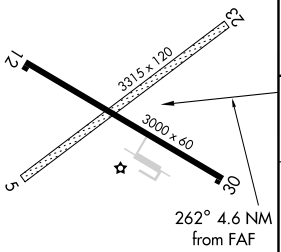
Use Cambridge, MN altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct RZN VOR/DME and hold.

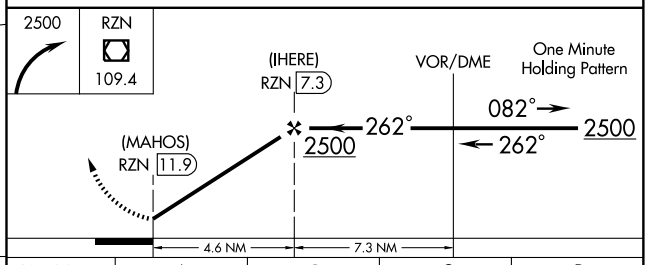
MINNEAPOLIS CENTER	CTAF
121.05 397.9	122.9 L



ELEV 927



MIRL Rwy 12-30 L



Knots	60	90	120	150	180
Min:Sec					

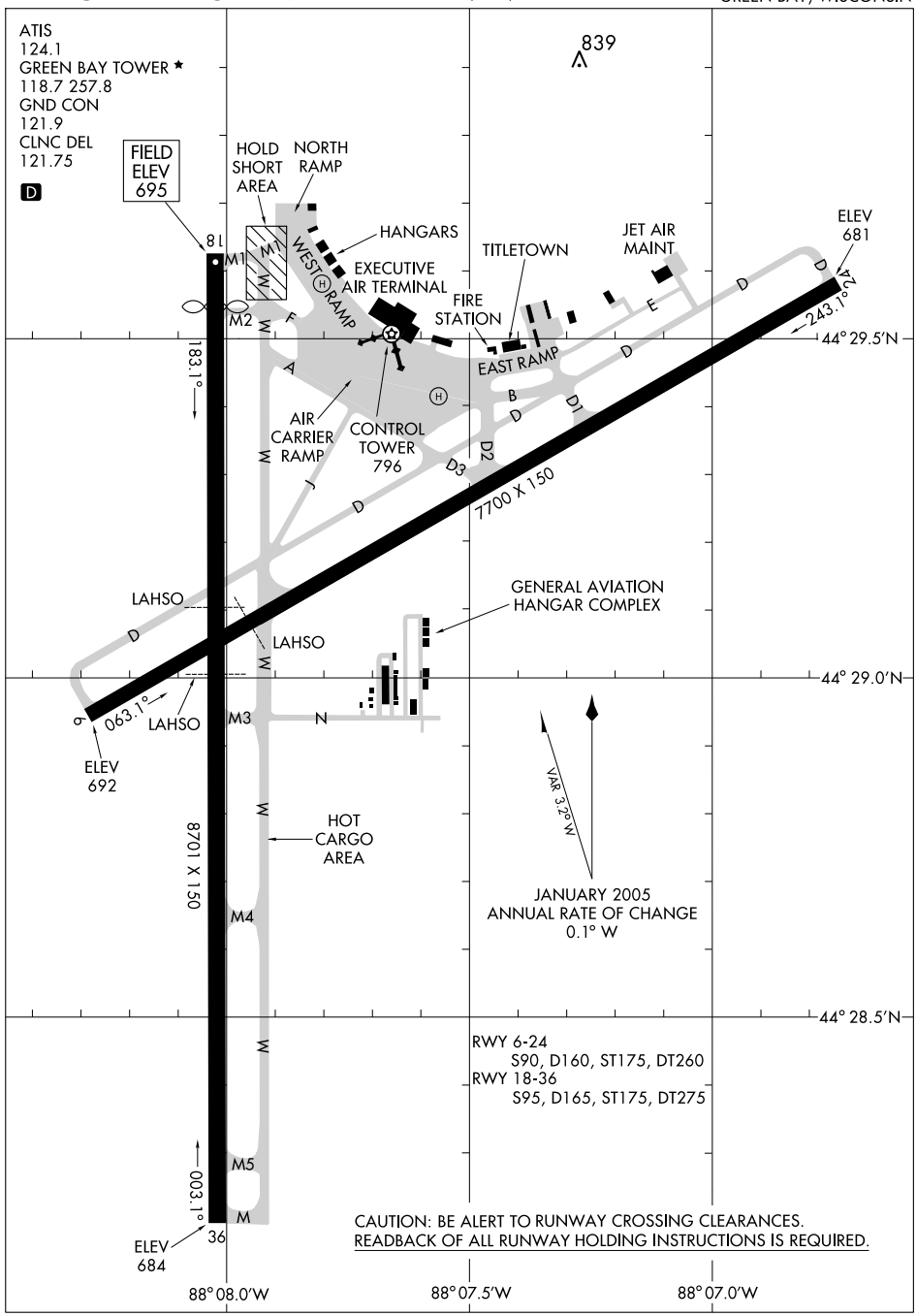
CATEGORY	A	B	C	D
CIRCLING	1480-1 553 (600-1)		1480-1½ 553 (600-1½)	NA

EC-3. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-873 (FAA)

GREEN BAY/AUSTRAUBEL INTL (GRB)
GREEN BAY, WISCONSIN



RWY 6-24
S90, D160, ST175, DT260
RWY 18-36
S95, D165, ST175, DT275

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-GRB	APP CRS	Rwy Idg	7700
109.5	062°	TDZE	692
Chan 32		Apt Elev	695

ILS or LOC RWY 6

GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

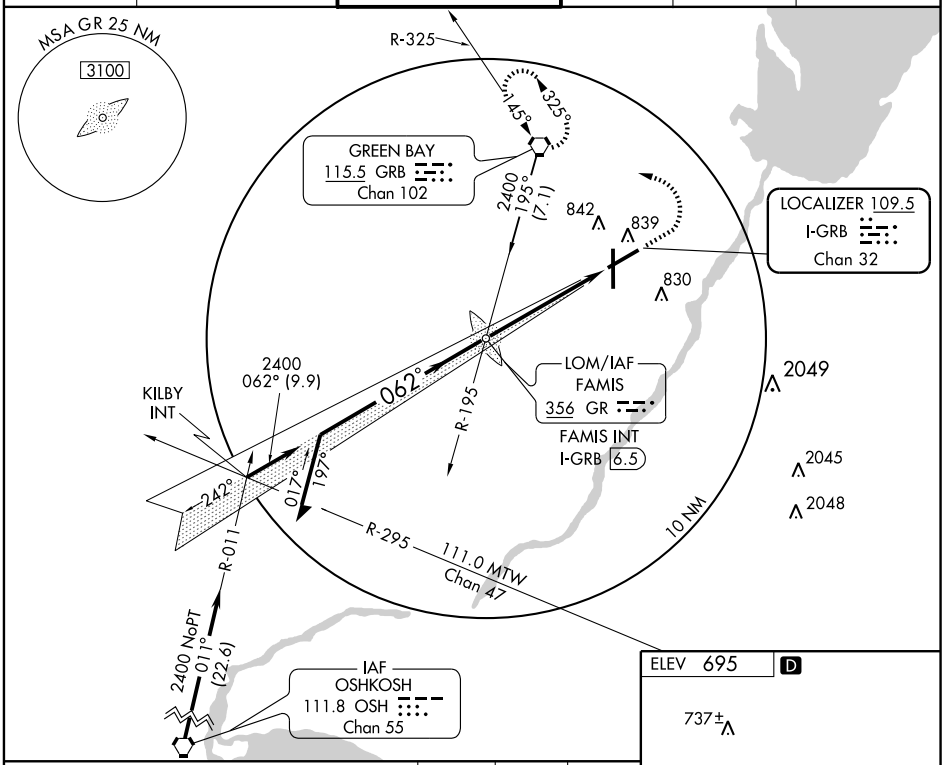
T A ASR

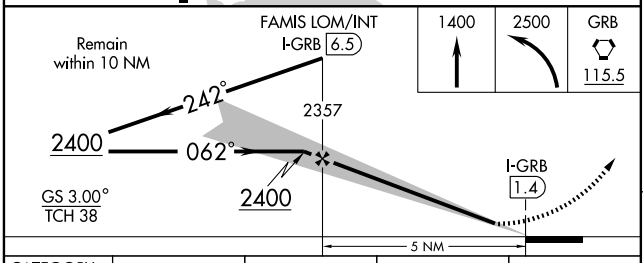
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

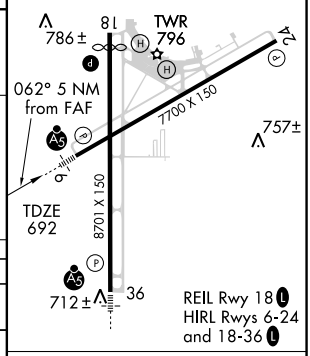
MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 2500 direct GRB VORTAC and hold.

ATIS	GREEN BAY APP CON ★	GREEN BAY TOWER ★	GND CON	CLNC DEL	UNICOM
124.1	119.4 338.2	118.7 (CTAF) L 257.8	121.9	121.75	122.95







CATEGORY	A	B	C	D
S-ILS 6	* 892/24 200 (200-½)			
S-LOC 6	1100/24 408 (500-½)			1100/40 408 (500-¾)
CIRCLING	1200-1 505 (600-1)		1200-1½ 505 (600-1½)	1260-2 565 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC I-SGZ	APP CRS	Rwy Idg	8701
109.9	002°	TDZE	684
		Apt Elev	695

ILS or LOC RWY 36

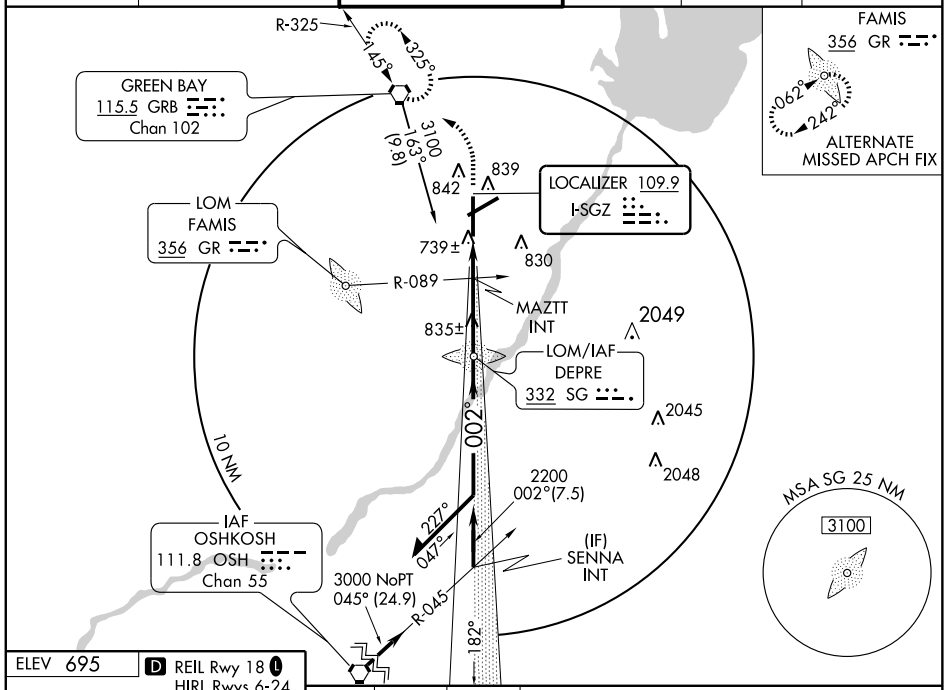
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

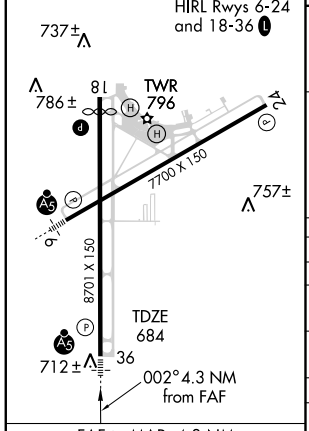
For inoperative MALSR, increase S-LOC 36 MAZTT fix minimums Cat D visibility to RVR 5000.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

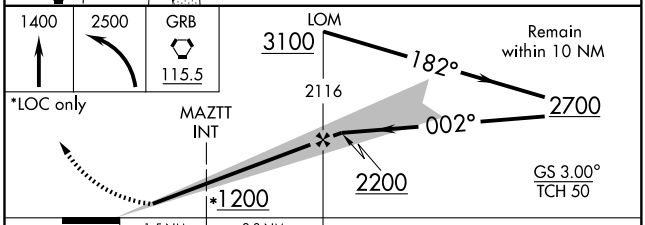
MISSED APPROACH: Climb to 1400 then climbing left turn to 2500 direct GRB VORTAC and hold.

ATIS	GREEN BAY APP CON ★	GREEN BAY TOWER ★	GND CON	CLNC DEL	UNICOM
124.1	119.4 338.2	118.7 (CTAF) L 257.8	121.9	121.75	122.95





FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-ILS 36	**884/24 200 (200-½)			
S-LOC 36	1200/24 516 (600-½)		1200/50 516 (600-1)	1200/60 516 (600-1¼)
CIRCLING	1200-1 505 (600-1)		1200-1½ 505 (600-1½)	1260-2 565 (600-2)
MAZTT FIX MINIMUMS				
S-LOC 36	980/24 296 (300-½)			980/40 296 (300-¾)
CIRCLING	1200-1 505 (600-1)		1200-1½ 505 (600-1½)	1260-2 565 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-GRB	APP CRS	Rwy Idg	7700
109.5	242°	TDZE	682
Chan 32		Apt Elev	695

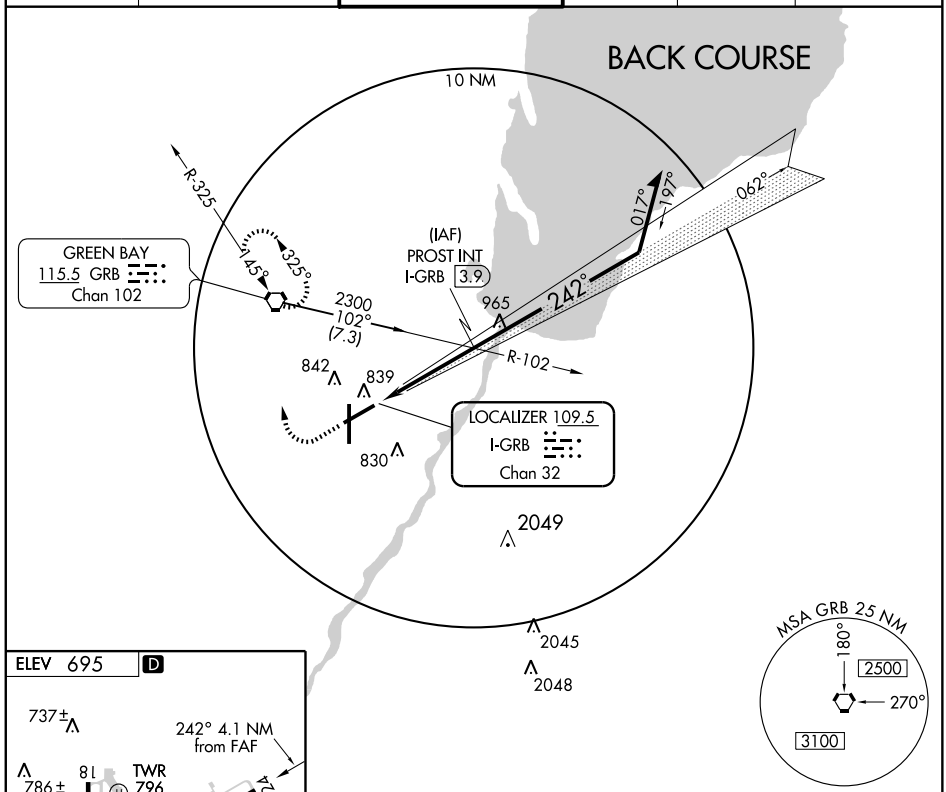
LOC BC RWY 24

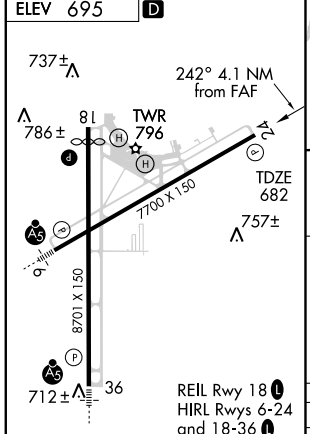
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

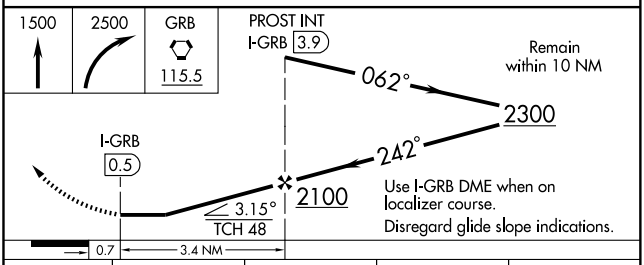
T A ASR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct GRB VORTAC and hold.

ATIS	GREEN BAY APP CON ★	GREEN BAY TOWER ★	GND CON	CLNC DEL	UNICOM
124.1	119.4 338.2	118.7 (CTAF) L 257.8	121.9	121.75	122.95







FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:21	1:08

CATEGORY	A	B	C	D
S-24	1100-1 418 (500-1)		1100-1¼ 418 (500-1¼)	
CIRCLING	1200-1 505 (600-1)		1200-1½ 505 (600-1½)	1260-2 565 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	7700
CH 63015	062°	TDZE	692
W06A		Apt Elev	695

RNAV (GPS) RWY 6

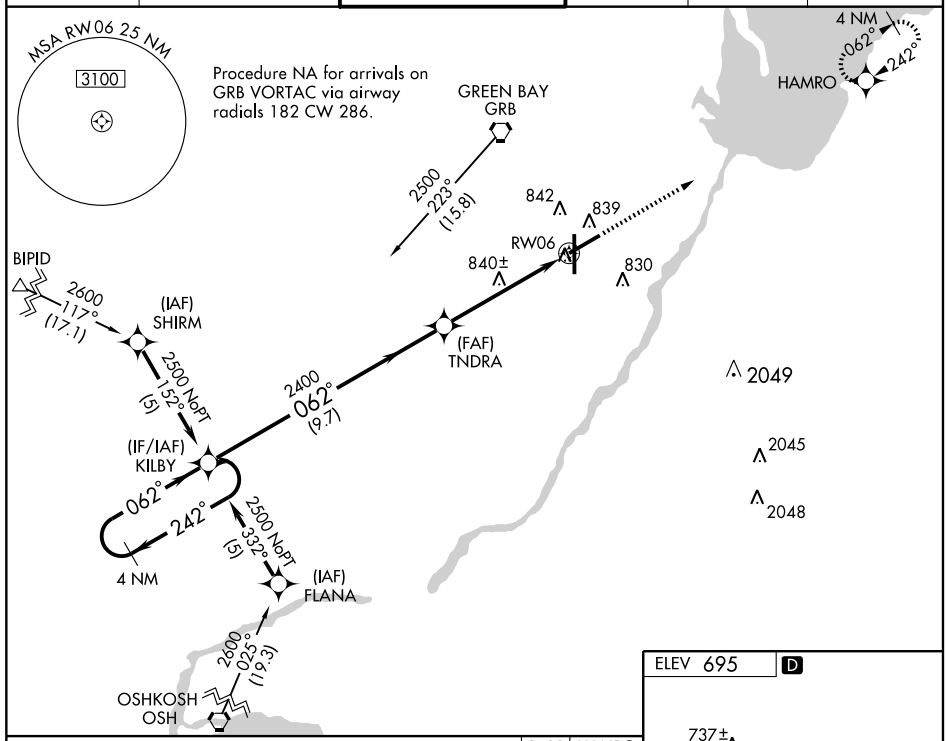
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

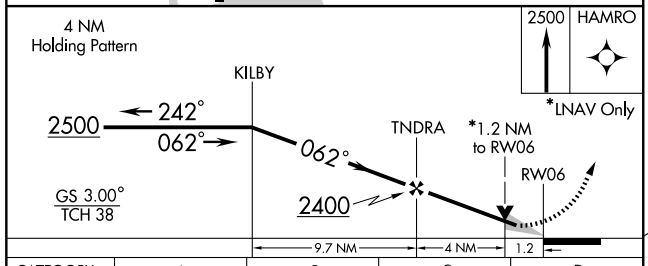
ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000.

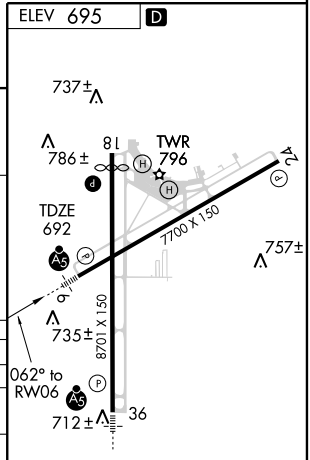
MALSR

MISSED APPROACH: Climb to 2500 direct HAMRO and hold.

ATIS	GREEN BAY APP CON★	GREEN BAY TOWER ★	GND CON	CLNC DEL	UNICOM
124.1	119.4 338.2	118.7 (CTAF) L 257.8	121.9	121.75	122.95







CATEGORY	A	B	C	D
LPV DA	892/24 200 (200-½)			
LNAV/VNAV DA	1000/24 308 (400-½)			1000/40 308 (400-¾)
LNAV MDA	1100/24 408 (500-½)			1100/50 408 (500-1)
CIRCLING	1200-1 505 (600-1)		1200-1½ 505 (600-1½)	1260-2 565 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8202
CH 42802	182°	TDZE	695
W18A		Apt Elev	695

RNAV (GPS) RWY 18

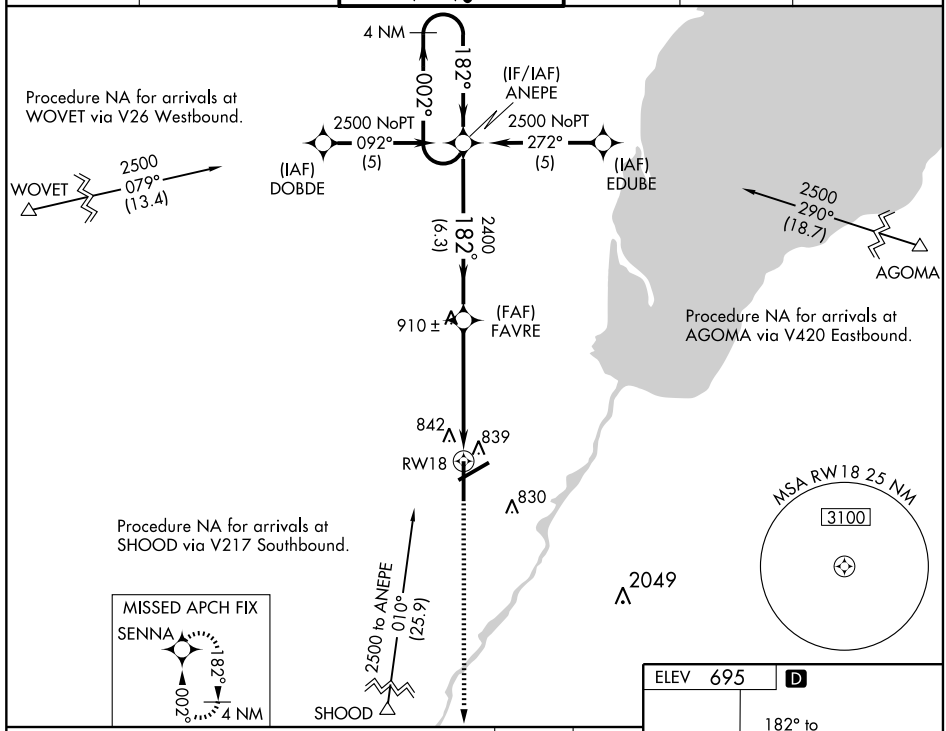
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

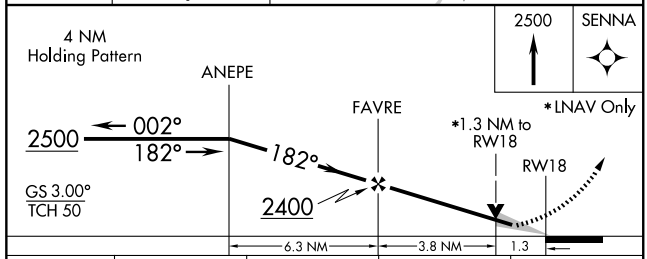
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (117° F). DME/DME RNP-0.3 NA.

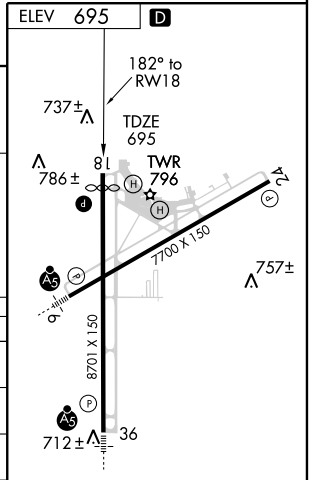
MISSED APPROACH: Climb to 2500 direct SENNA and hold.

ATIS	GREEN BAY APP CON★	GREEN BAY TOWER★	GND CON	CLNC DEL	UNICOM
124.1	119.4 338.2	118.7 (CTAF) L 257.8	121.9	121.75	122.95





CATEGORY	A	B	C	D
LPV DA	945-¾ 250 (300-¾)			
LNAV/VNAV DA	1187-1¾ 492 (500-1¾)			
LNAV MDA	1160-1 465 (500-1)		1160-1¼ 465 (500-1¼)	1160-1½ 465 (500-1½)
CIRCLING	1200-1¾ 505 (600-1¾)			1260-2 565 (600-2)



EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy ldg	7700
CH 99515	242°	TDZE	681
W24A		Apt Elev	695

RNAV (GPS) RWY 24

GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

ASR

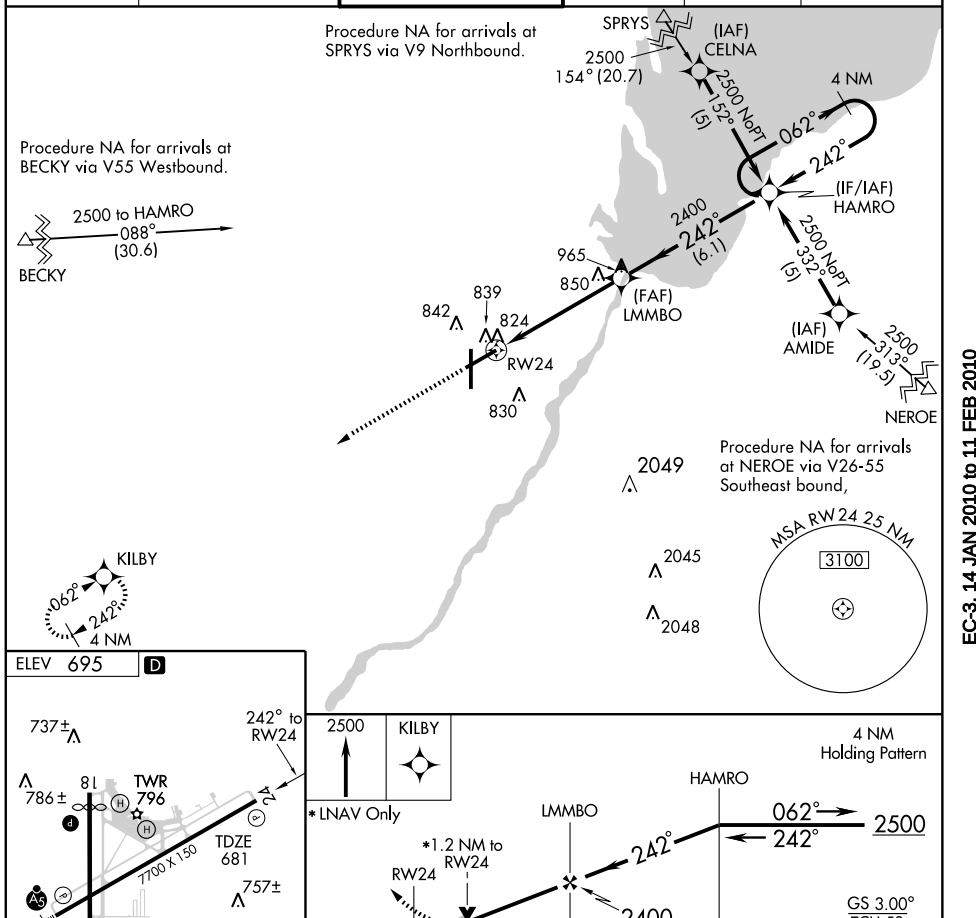
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct KILBY and hold.

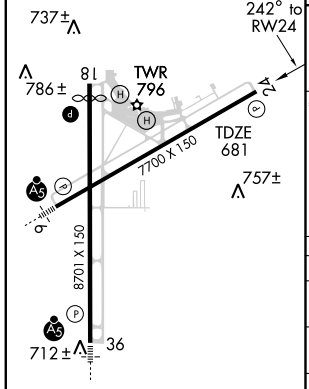
ATIS	GREEN BAY APP CON ★	GREEN BAY TOWER ★	GND CON	CLNC DEL	UNICOM
124.1	119.4 338.2	118.7 (CTAF) L 257.8	121.9	121.75	122.95

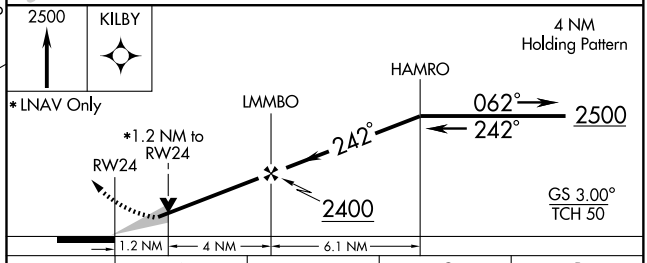
Procedure NA for arrivals at SPRYS via V9 Northbound.

Procedure NA for arrivals at BECKY via V55 Westbound.



ELEV 695 D





CATEGORY	A	B	C	D
LPV DA	970-1 289 (300-1)			
LNAV/VNAV DA	1143-1½ 462 (500-1½)			
LNAV MDA	1100-1 419 (500-1)		1100-1¼ 419 (500-1¼)	
CIRCLING	1200-1 505 (600-1)		1200-1½ 505 (600-1½)	1260-2 565 (600-2)

WAAS	APP CRS	Rwy Idg	8701
CH 42902	002°	TDZE	684
W36A		Apt Elev	695

RNAV (GPS) RWY 36

GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

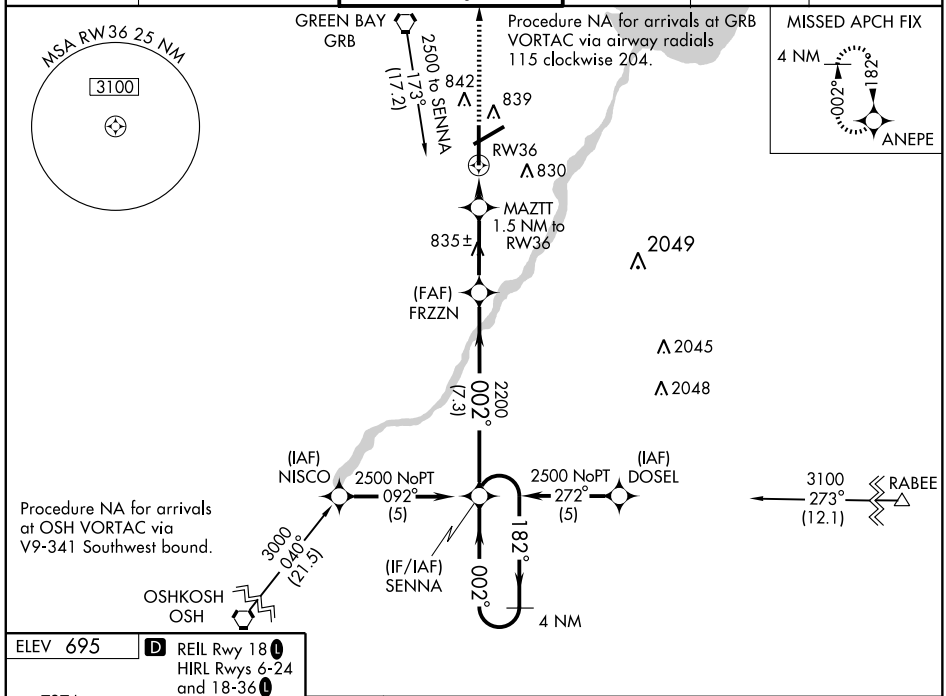
ASR

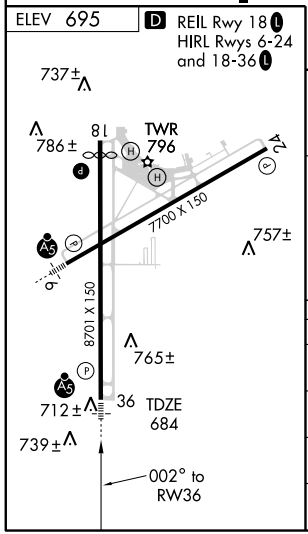
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.
Inoperative table does not apply to LNAV Cat. D.

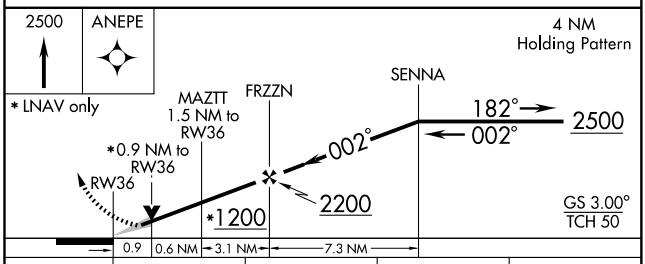
MALSR

MISSED APPROACH: Climb to 2500 direct ANEPE and hold.

ATIS	GREEN BAY APP CON★	GREEN BAY TOWER★	GND CON	CLNC DEL	UNICOM
124.1	119.4 338.2	118.7 (CTAF) L 257.8	121.9	121.75	122.95







CATEGORY	A	B	C	D
LPV DA	884/24 200 (200-½)			
LNAV/VNAV DA	1097/50 413 (500-1)			
LNAV MDA	1020/24 336 (400-½)			1020/50 336 (400-1)
CIRCLING	1200-1 505 (600-1)		1200-1½ 505 (600-1½)	1260-2 565 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC GRB	APP CRS	Rwy Idg	N/A
115.5	145°	TDZE	N/A
Chan 102		Arpt Elev	695

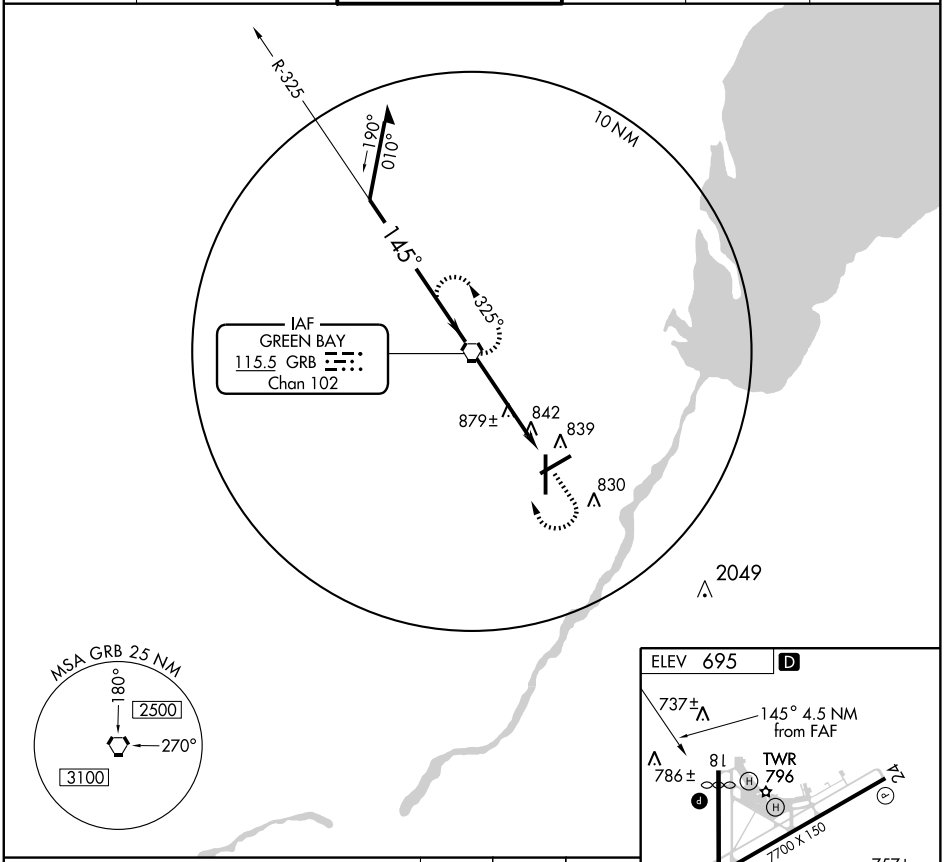
VOR-A

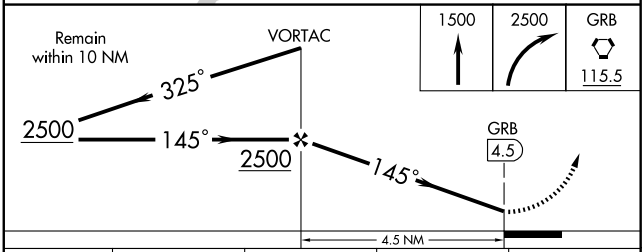
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

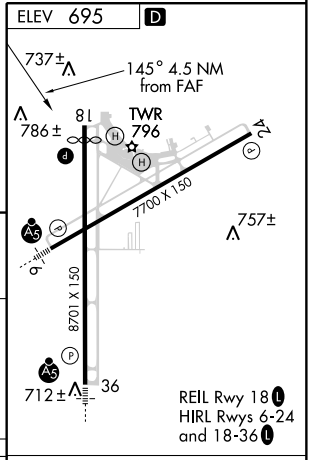
ASR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct GRB VORTAC and hold.

ATIS	GREEN BAY APP CON ★	GREEN BAY TOWER ★	GND CON	CLNC DEL	UNICOM
124.1	119.4 338.2	118.7 (CTAF) L 257.8	121.9	121.75	122.95







CATEGORY	A	B	C	D
CIRCLING	1200-1 505 (600-1)		1200-1½ 505 (600-1½)	1260-2 565 (600-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC GRB	APP CRS	Rwy Idg	8701
115.5	333°	TDZE	684
Chan 102		Apt Elev	695

VOR/DME or TACAN RWY 36

GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

ASR — Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 3000 direct GRB VORTAC then via GRB VORTAC R-333 to TIBBS/GRB 10 DME and hold.

ATIS	GREEN BAY APP CON ★	GREEN BAY TOWER ★	GND CON	CLNC DEL	UNICOM
124.1	119.4 338.2	118.7 (CTAF) L 257.8	121.9	121.75	122.95

MISSED APCH FIX

TIBBS GRB 10

153° 333° GRB R-333

GREEN BAY 115.5 GRB Chan 102

R-333

3100 to RUMLY 153° (11.5)

842 839 830

10 NM

ZURDU GRB 6.1

835±

2049 2045 2048

(IAF) RUMLY GRB 11.5

333°

198° 018° R-153

MSA GRB 25 NM

180° 2500 270° 3100

ELEV 695 D

REIL Rwy 18 L

HIRL Rwys 6-24 and 18-36 L

737±

786± 18 TWR 796 24

7700 X 150

757±

8701 X 150

TDZE 684

712± 36

333° 5.7 NM from FAF

3000	GRB 115.5	GRB R-333	TIBBS GRB 10

RUMLY GRB 11.5

Remain within 10 NM

153° 3100

333°

GRB 6.9

ZURDU GRB 6.1

3.06° TCH 50

2600

0.4 0.8 NM 4.6 NM

CATEGORY	A	B	C	D
S-36	1100/50 416 (500-1)			
CIRCLING	1200-1 505 (600-1)		1200-1½ 505 (600-1½)	1260-2 565 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

NDB HXF 200	APP CRS 124°	Rwy Idg 3000 TDZE 1050 Apt Elev 1070

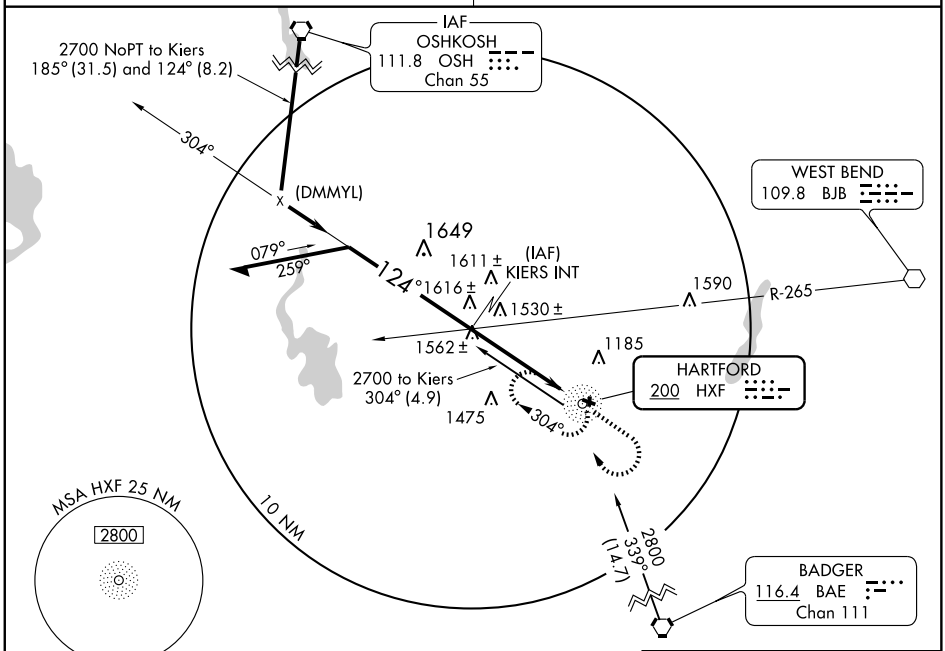
NDB or GPS RWY 11

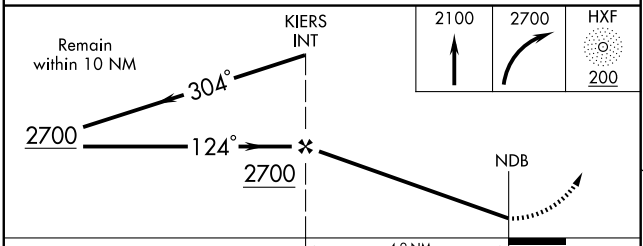
HARTFORD MUNI (HXF)

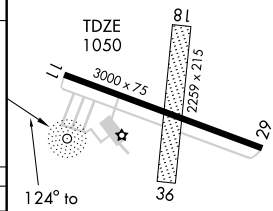
NA Obtain West Bend altimeter setting on CTAF 122.8; when not received, use Milwaukee (General Mitchell) altimeter setting.

MISSED APPROACH: Climb to 2100 then climbing right turn to 2700 direct HXF NDB and hold.

MILWAUKEE APP CON	UNICOM
125.35 307.0	**123.0** (CTAF)







CATEGORY	A	B	C	D
S-11	1680-1	630 (700-1)	1680-1¾ 630 (700-1¾)	NA
CIRCLING	1680-1	610 (700-1)	1680-1¾ 610 (700-1¾)	NA
MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING MINIMUMS				
S-11	1780-1	730 (800-1)	1780-2 730 (800-2)	NA
CIRCLING	1780-1	710 (800-1)	1780-2 710 (800-2)	NA

MIRL Rwy 11-29

EC-3. 14 JAN 2010 to 11 FEB 2010

VOR BJB 109.8	APP CRS 251°	Rwy Idg N/A TDZE N/A Apt Elev 1070

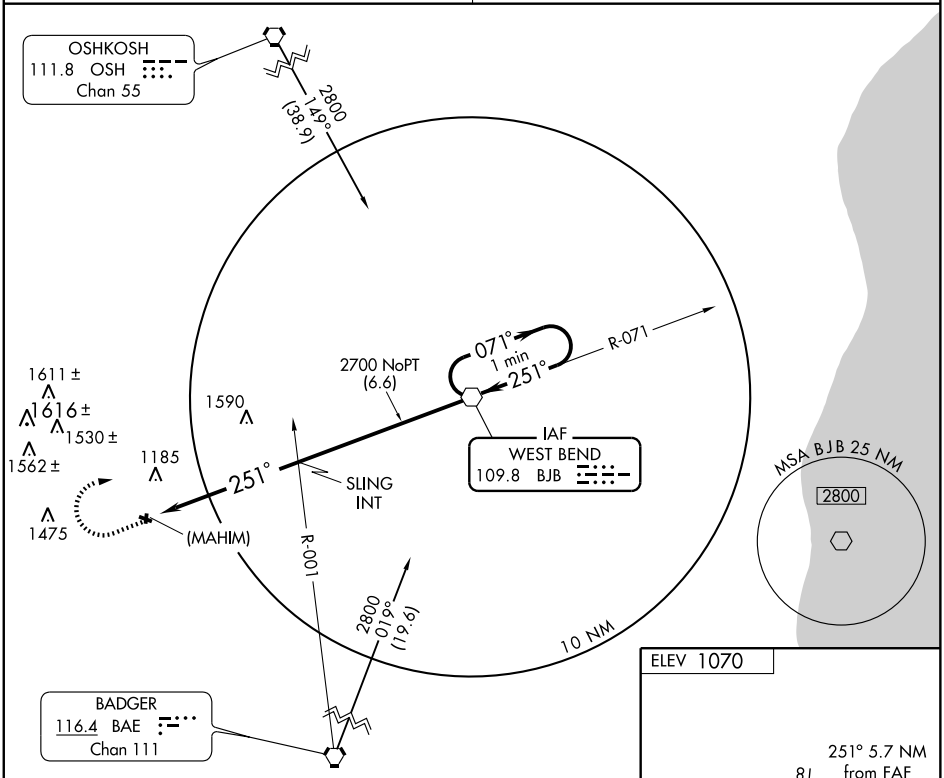
VOR or GPS-A

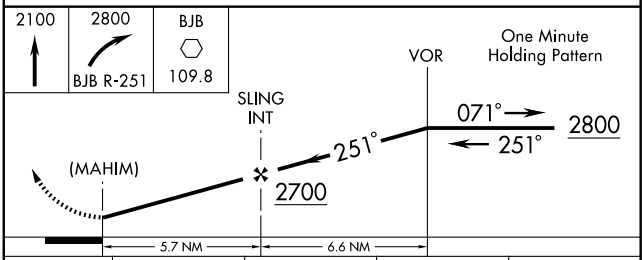
HARTFORD MUNI (HXF)

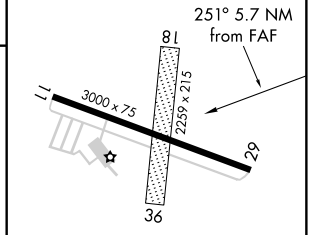
NA Obtain West Bend altimeter setting on CTAF 122.8; when not received, use Milwaukee (General Mitchell) altimeter setting.

MISSED APPROACH: Climb to 2100 then climbing right turn to 2800 via BJB R-251 direct BJB VOR and hold.

MILWAUKEE APP CON	UNICOM
125.35 307.0	123.0 (CTAF)







MIRL Rwy 11-29

CATEGORY	A	B	C	D
CIRCLING	1600-1 530 (600-1)		1600-1½ 530 (600-1½)	NA

MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING MINIMUMS

CIRCLING	1700-1 630 (700-1)		1700-1¾ 630 (700-1¾)	NA

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

EC-3. 14 JAN 2010 to 11 FEB 2010

HAYWARD, WISCONSIN

AL-5411 (FAA)

LOC/DME RWY 20

HAYWARD/SAWYER COUNTY (HYR)

LOC/DME I-HTY	APP CRS	Rwy ldg	5002
108.5	205°	TDZE	1216
Chan 22		Apt Elev	1216

If local altimeter setting not received, use John F. Kennedy Memorial altimeter setting and increase all MDAs 160 feet.

NA

MISSED APPROACH: Climb to 2200 then climbing right turn to 3300 via heading 060° and I-HTY NE course to OBBEY/I-HTY 6.3 DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
113.4	126.45 276.4	122.8 (CTAF) L

Procedure NA for arrivals at GRASS via V345 Northeast bound and via V217 Southeast bound.

(IAF) GRASS

025°

1844

(JUVUR)

3300 NoPT to Daive 250° (5.9) and LOC (7.6)

10 NM

3000 205°(6)

DAIVE I-HTY 12.3

SEELEY 344 SLY

025° 1 min 205°

(IAF) OBBEY I-HTY 6.3

1419±

POVYI I-HTY 2.9

SIREN 109.4 RZN Chan 31

3300 to Obbey 065° (45)

1585

RW20

1356

1787

1654

1293±

MSA SLY 25 NM

3100

LOCALIZER 108.5 I-HTY Chan 22

ELEV 1216

205° 5.4 NM from FAF

TDZE 1216

20

16

34

5002 X 100

1000 X 110

2200

3300 HDG 060° I-HTY NE CRS 108.5

OBBEY I-HTY 6.3

One Minute Holding Pattern

OBBEY I-HTY 6.3

025° 205° 3300

3000

205°

POVYI I-HTY 2.9

RW20 I-HTY 0.9

1900

3.06° TCH 36

2 NM 3.4 NM

CATEGORY	A	B	C	D
S-LOC 20	1560-1 344 (400-1)			1560-1¼ 344 (400-1¼)
CIRCLING	1880-1 664 (700-1)		2000-2¼ 784 (800-2¼)	2120-3 904 (1000-3)

REIL Rwys 2 and 20 L

MIRL Rwy 2-20 L

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5002
CH 90400	025°	TDZE	1214
W02A		Apt Elev	1216

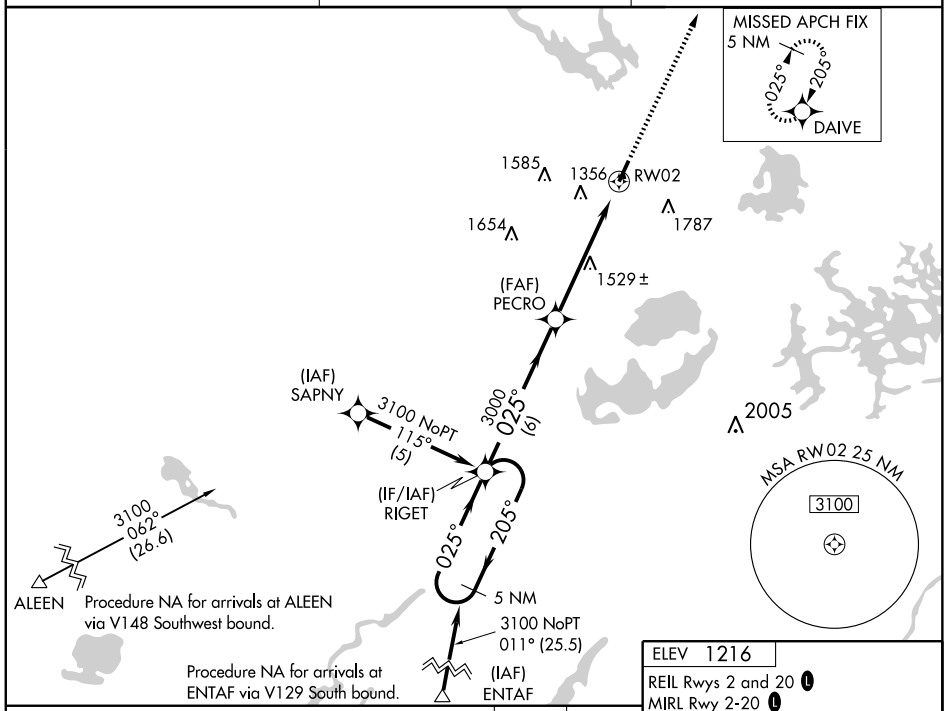
RNAV (GPS) RWY 2

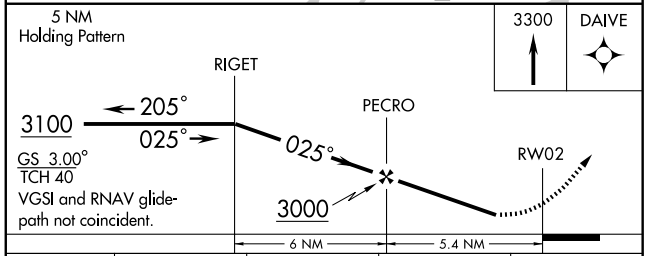
HAYWARD/SAWYER COUNTY (HYR)

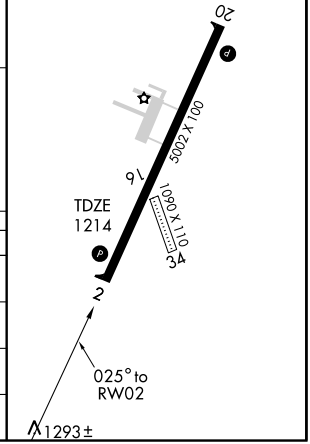
Baro-VNAV NA when using John F. Kennedy Memorial altimeter setting. DME/DME RNP-0.3 NA. If local altimeter setting not received, use John F. Kennedy Memorial altimeter setting and increase all DAs/MDAs 160 feet. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F).

MISSED APPROACH: Climb to 3300 direct DAIVE and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
113.4	126.45 276.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1514-1 300 (300-1)			
LNAV/VNAV DA	1558-1¼ 344 (400-1¼)			
LNAV MDA	1780-1 566 (600-1)		1780-1½ 566 (600-1½)	1780-1¾ 566 (600-1¾)
CIRCLING	1880-1¼ 664 (700-1¼)		2000-2¼ 784 (800-2¼)	2120-3 904 (1000-3)

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5002
CH 49000	205°	TDZE	1216
W20A		Apt Elev	1216

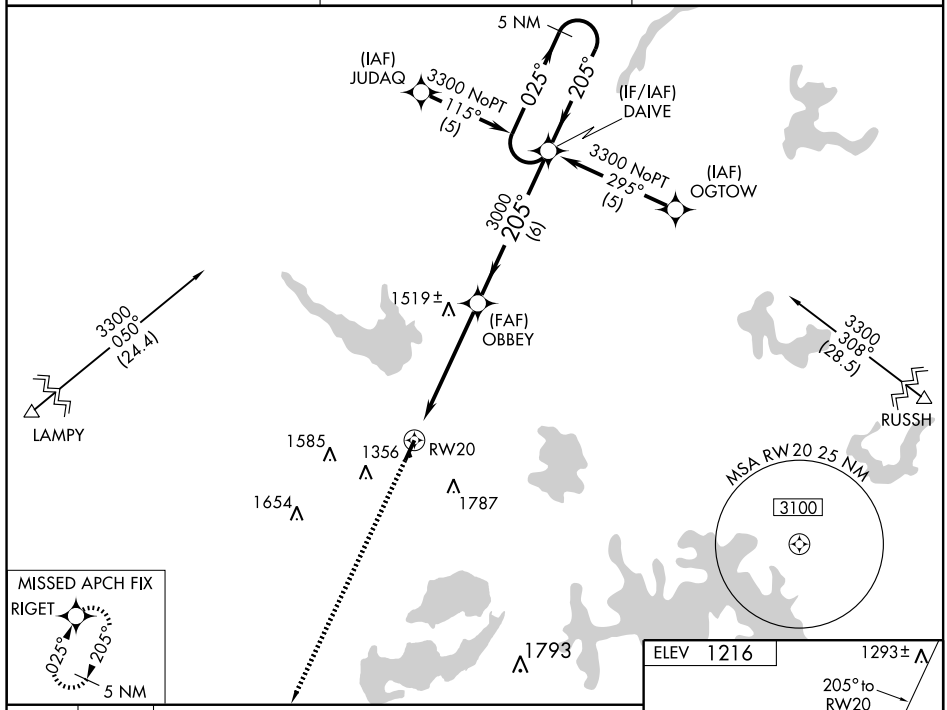
RNAV (GPS) RWY 20

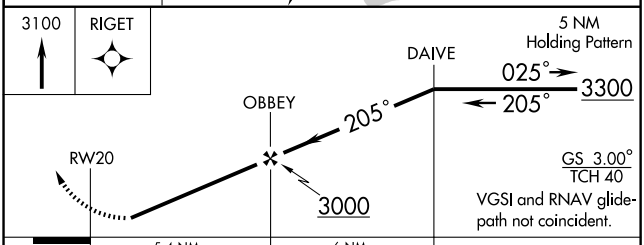
HAYWARD/SAWYER COUNTY (HYR)

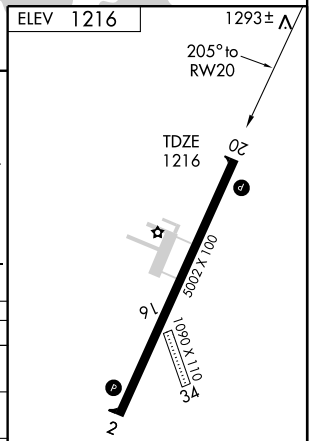
Baro-VNAV NA when using John F. Kennedy Memorial altimeter setting. If local altimeter setting not received, use John F. Kennedy Memorial altimeter setting and increase all DAs/MDAs 160 feet. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct RIGET and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
113.4	126.45 276.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1511-1 295 (300-1)			
LNAV/VNAV DA	1750-2 534 (600-2)			
LNAV MDA	1780-1 564 (600-1)		1780-1½ 564 (600-1½)	1780-1¾ 564 (600-1¾)
CIRCLING	1880-2 664 (700-2)		2000-2¼ 784 (800-2¼)	2120-3 904 (1000-3)

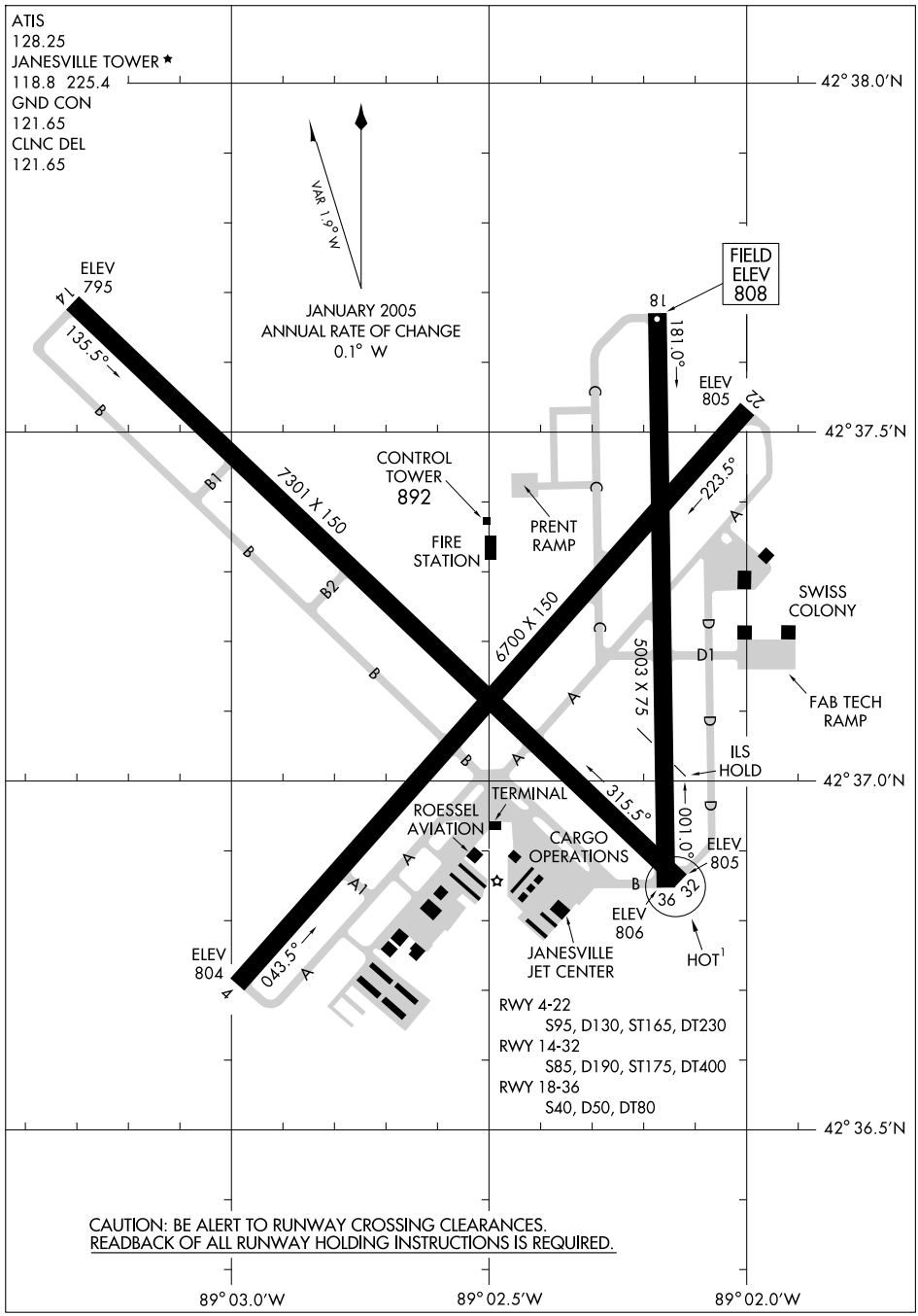
REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

EC-3. 14 JAN 2010 to 11 FEB 2010

09351

AIRPORT DIAGRAM

JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)
AL-938 (FAA)
JANESVILLE, WISCONSIN



EC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-JVL	APP CRS	Rwy Idg	6700
109.1	044°	TDZE	805
		Apt Elev	808

ILS or LOC RWY 4

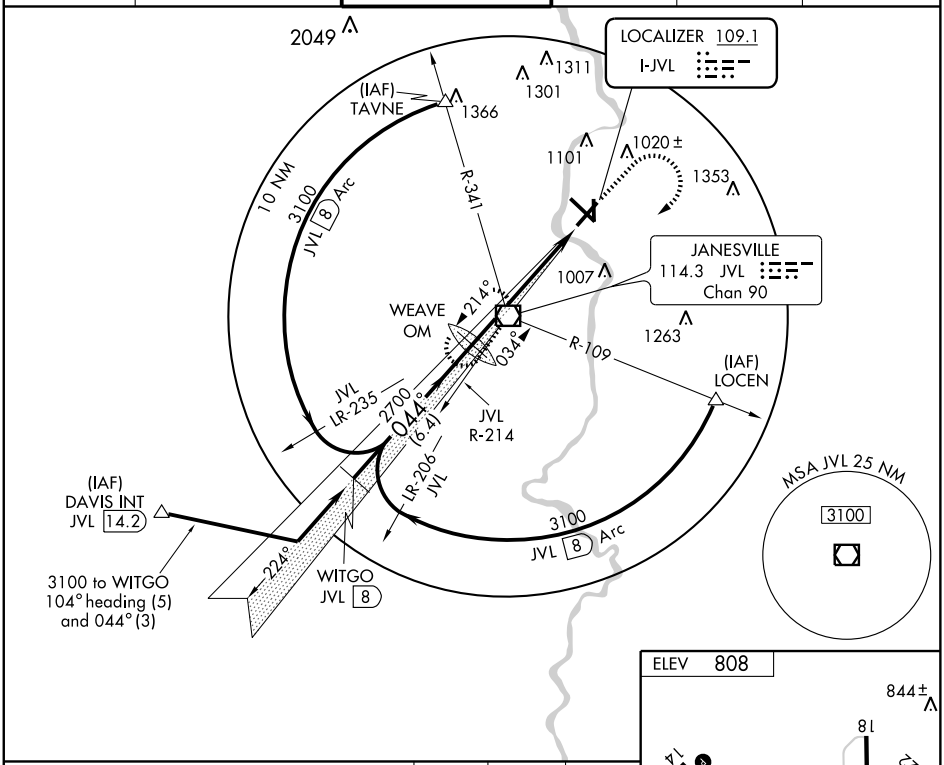
JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

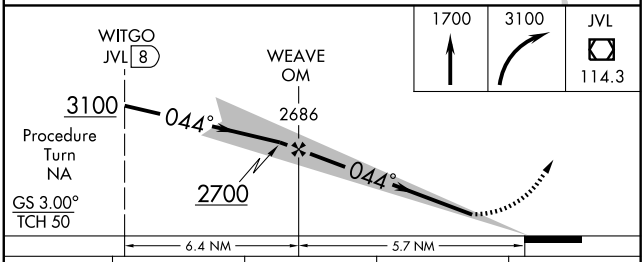
When control tower closed, obtain local altimeter setting on UNICOM; when not received use Rockford altimeter setting and increase all DH/MDA's 80 feet. Circling not authorized at night to Rwy 18.

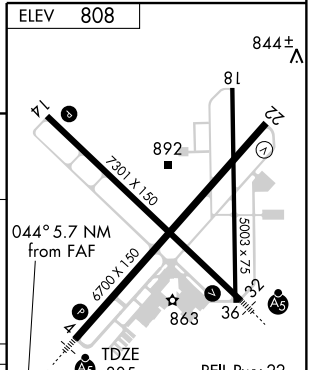
MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 direct JVL VOR/DME and hold.

ATIS	ROCKFORD APP CON	JANESVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
128.25	121.0 327.0	118.8 (CTAF) L 225.4	121.65	121.65	122.95







CATEGORY	A	B	C	D
S-ILS 4	1005-½ 200 (200-½)			
S-LOC 4	1300-½ 495 (500-½)		1300-¾ 495 (500-¾)	1300-1 495 (500-1)
CIRCLING	1300-1 492 (500-1)		1300-1½ 492 (500-1½)	1420-2 612 (700-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-REE	APP CRS	Rwy Idg	7301
111.35	316°	TDZE	806
Chan 50 (Y)		Apt Elev	808

ILS or LOC RWY 32

JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

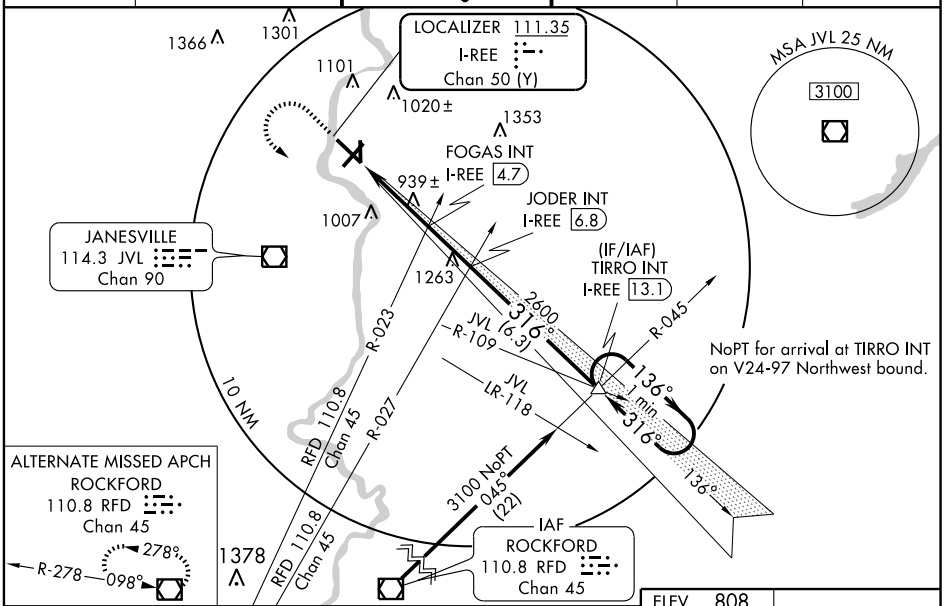
When local altimeter setting not received, use Rockford Intl altimeter setting; increase DA to 1075, increase all MDAs 80 feet, increase FOGAS FIX minimums S-LOC 32 Cat. D and circling Cat. D visibility ¼ mile. VDP NA when using Rockford Intl altimeter setting.

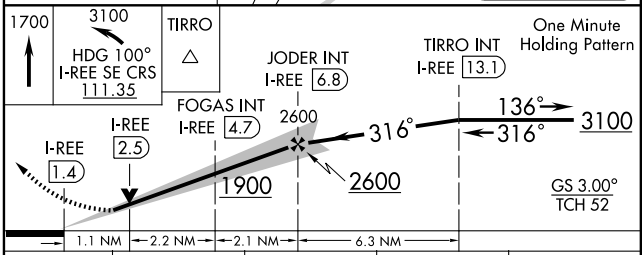
For inoperative MALSRs, increase FOGAS FIX minimums S-LOC 32, Cats. A, B, and C to 1 mile. Inoperative table does not apply to S-ILS-32. Circling to Rwy 18 NA at night.

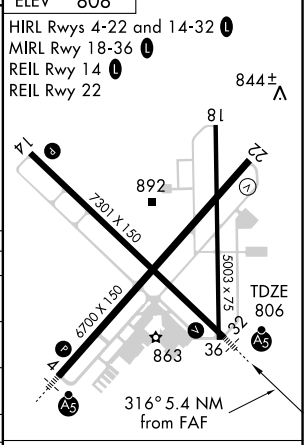
MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3100 via heading 100° and I-REE SE course to TIRRO INT/13.1 DME and hold.

ATIS	ROCKFORD APP CON	JANESVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
128.25	121.0 327.0	118.8 (CTAF) L 225.4	121.65	121.65	122.95







CATEGORY	A	B	C	D
S-ILS 32	1006-¾ 200 (200-¾)			
S-LOC 32	1900-¾ 1094 (1100-¾)	1900-1 1094 (1100-1)	1900-2½ 1094 (1100-2½)	
CIRCLING	1900-1¼ 1092 (1100-1¼)	1900-1½ 1092 (1100-1½)	1900-3 1092 (1100-3)	
FOGAS FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 32	1200-¾ 394 (400-¾)			
CIRCLING	1260-1 452 (500-1)	1280-1½ 472 (500-1½)	1420-2 612 (700-2)	

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6700
043°	TDZE	805
	Apt Elev	808

RNAV (GPS) RWY 4

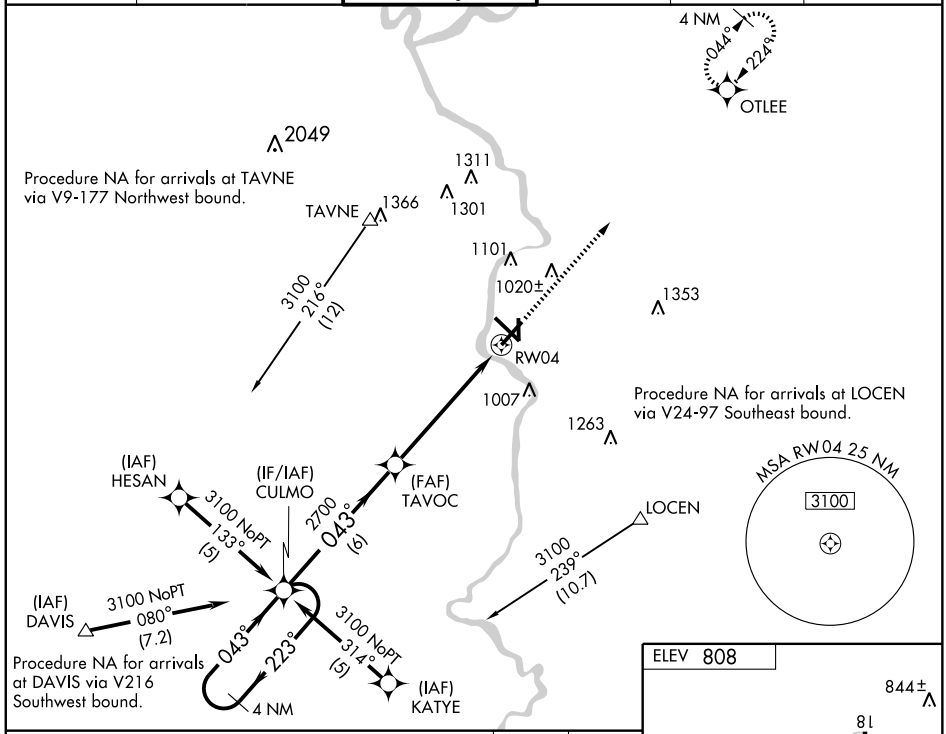
JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

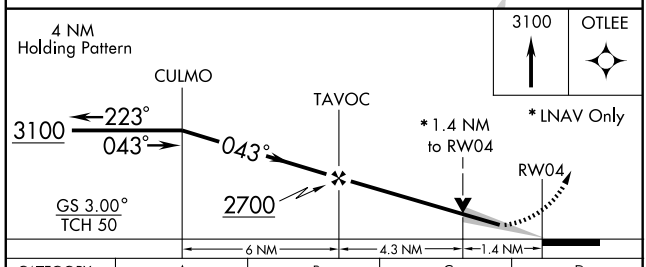
T A NA W — Baro-VNAV NA below -17°C (3°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA with Rockford altimeter setting. Circling not authorized at night to Rwy 18. When control tower closed, obtain local altimeter setting on UNICOM; when not received use Rockford altimeter setting and increase all DA/MDAs 80 feet. GPS or RNP-0.3 Required.

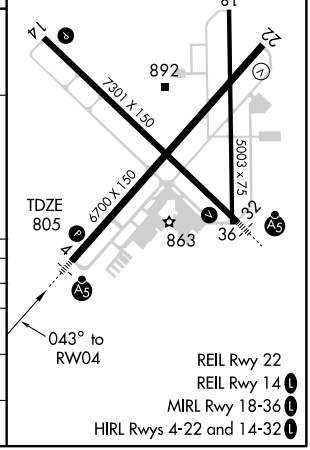
MALSR A5

MISSED APPROACH: Climb to 3100 direct OTLEE WP and hold.

ATIS	ROCKFORD APP CON	JANESVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
128.25	121.0 327.0	118.8 (CTAF) L 225.4	121.65	121.65	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1080-½ 275 (300-½)			1080-¾ 275 (300-¾)
LNAV MDA	1300-½ 495 (500-½)		1300-¾ 495 (500-¾)	1300-1 495 (500-1)
CIRCLING	1300-1 492 (500-1)		1300-1½ 492 (500-1½)	1420-2 612 (700-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7301
135°	TDZE	803
	Apt Elev	808

RNAV (GPS) RWY 14

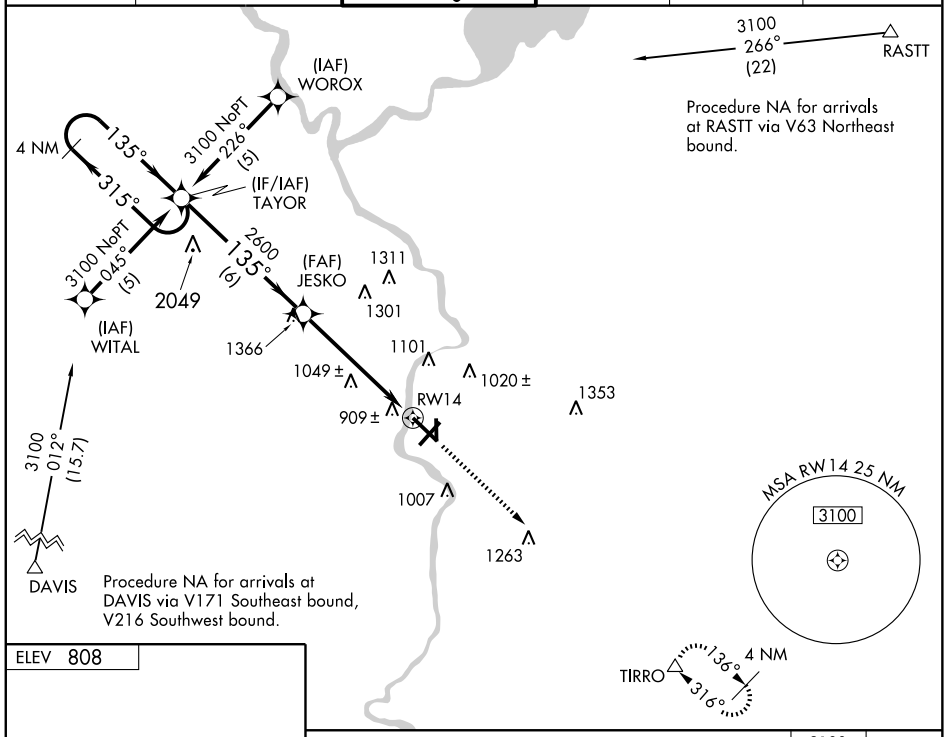
JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

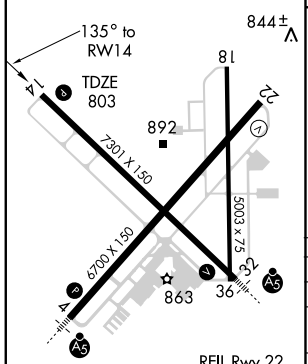
T A NA W

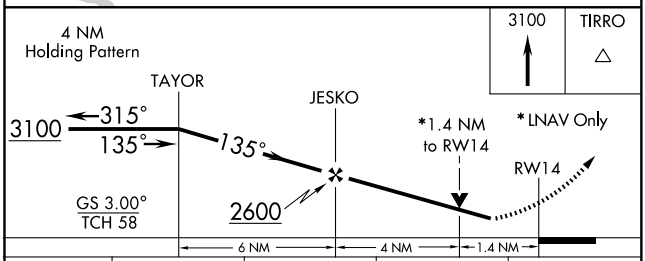
Baro-VNAV NA below -17°C (3°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA with Rockford altimeter setting.Circling not authorized at night to Rwy 18. When control tower closed, obtain local altimeter setting on UNICOM; when not received use Rockford altimeter setting and increase all DA/MDAs 80 feet. GPS or RNP-0.3 Required.

MISSED APPROACH: Climb to 3100 direct TIRRO WP and hold.

ATIS	ROCKFORD APP CON	JANESVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
128.25	121.0 327.0	118.8 (CTAF) L 225.4	121.65	121.65	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1200-1½ 397 (400-1½)			
LNAV MDA	1300-1 497 (500- 1)		1300-1¼ 497 (500-1¼)	1300-1½ 497 (500-1½)
CIRCLING	1300-1½ 492 (500-1½)			1420-2 612 (700-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6700
224°	TDZE	805
	Apt Elev	808

RNAV (GPS) RWY 22

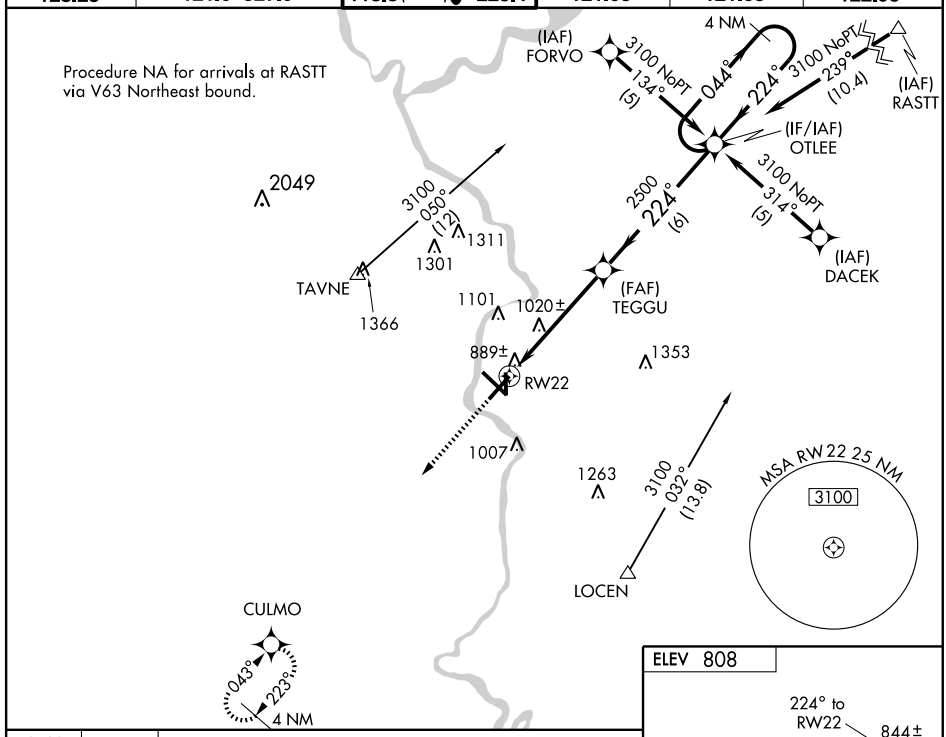
JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

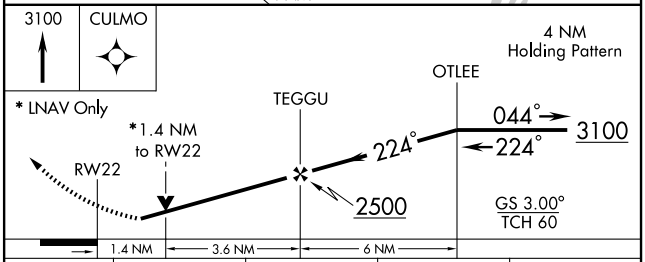
T A NA W — Baro-VNAV NA below -17°C (3°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA with Rockford altimeter setting. Circling not authorized at night to Rwy 18. When control tower closed, obtain local altimeter setting on UNICOM; when not received use Rockford altimeter setting and increase all DA/MDAs 80 feet. GPS or RNP-0.3 Required.

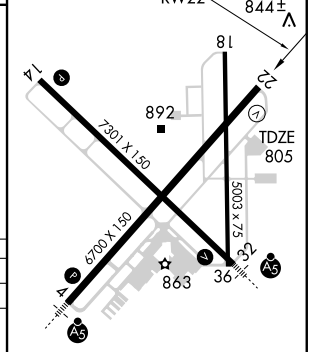
MISSED APPROACH: Climb to 3100 direct CULMO WP and hold.

ATIS	ROCKFORD APP CON	JANESVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
128.25	121.0 327.0	118.8 (CTAF) L 225.4	121.65	121.65	122.95

Procedure NA for arrivals at RASTT via V63 Northeast bound.







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1160-1¼ 355 (400-1¼)			
LNAV MDA	1320-1 515 (600-1)		1320-1½ 515 (600-1½)	1320-1¾ 515 (600-1¾)
CIRCLING	1320-1¼ 512 (600-1¼)		1320-1½ 512 (600-1½)	1420-2 612 (700-2)

REIL Rwy 22
REIL Rwy 14 L
MIRL Rwy 18-36 L
HIRL Rwys 4-22 and 14-32 L

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7301
316°	TDZE	806
	Apt Elev	808

RNAV (GPS) RWY 32

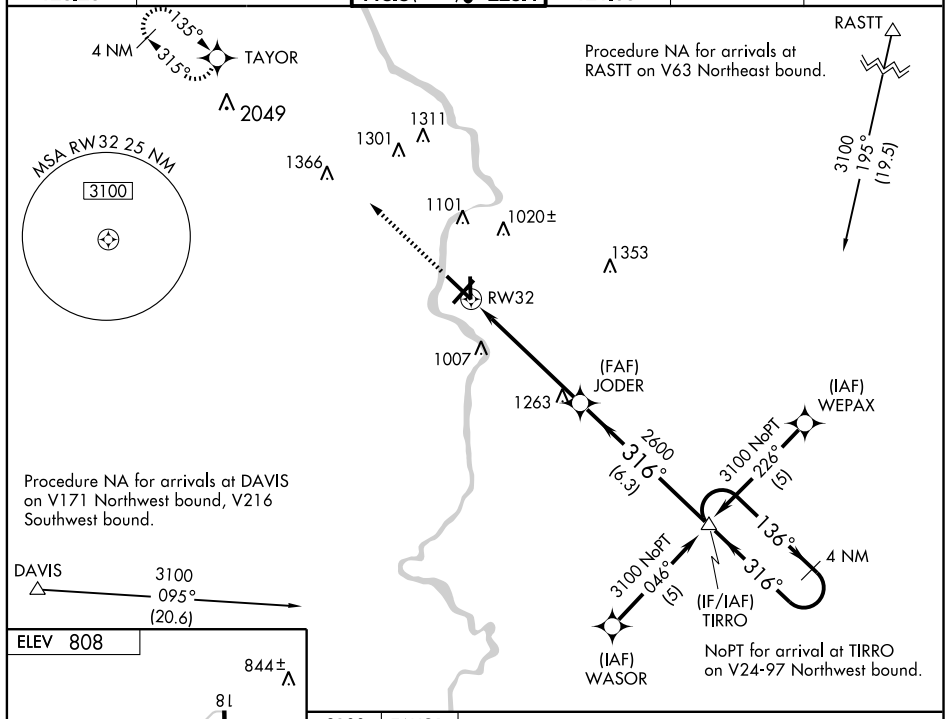
JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

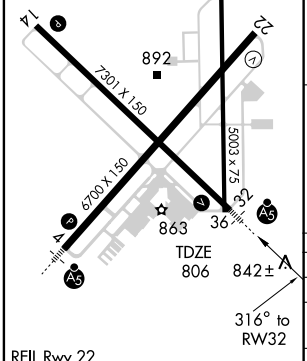
Baro-VNAV NA below -17°C (3°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA with Rockford altimeter setting. GPS or RNP-0.3 Required. Circling not authorized at night to Rwy 18. For inoperative MALSR, increase LNAV/VNAV and LNAV Cat. D visibilities ¼ mile. When control tower closed, obtain local altimeter setting on UNICOM; when not received use Rockford altimeter setting and increase all DA/MDAs 80 feet.

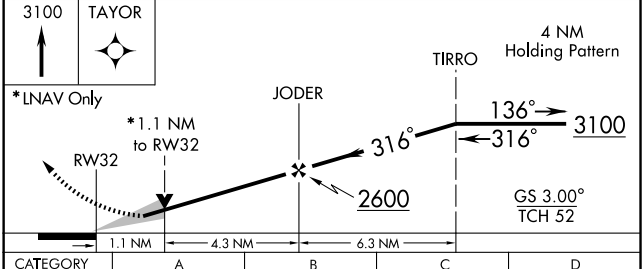
MALSR

MISSED APPROACH: Climb to 3100 direct TAYOR WP and hold.

ATIS	ROCKFORD APP CON	JANESVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
128.25	121.0 327.0	118.8 (CTAF) L 225.4	121.65	121.65	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1100-½ 294 (300-½)			1100-¾ 294 (300-¾)
LNAV MDA	1200-½ 394 (400-½)			1200-1 394 (400-1)
CIRCLING	1260-1 452 (500-1)		1280-1½ 472 (500-1½)	1420-2 612 (700-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

VOR/DME JVL	APP CRS	Rwy Idg	6700
114.3	215°	TDZE	805
Chan 90		Apt Elev	808

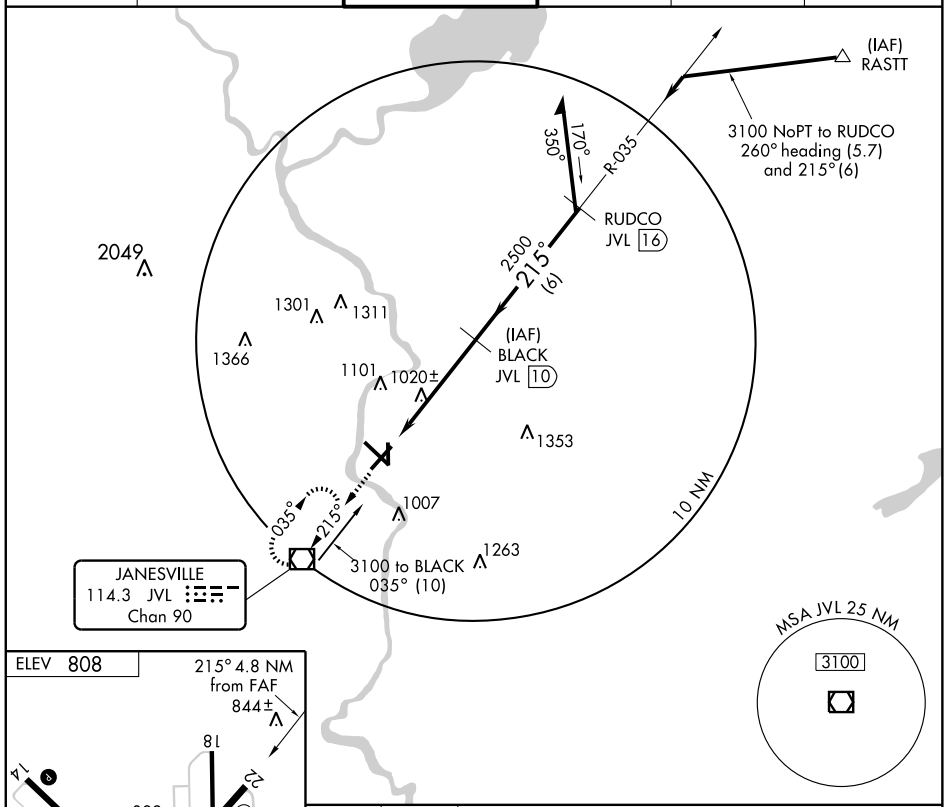
VOR/DME RWY 22

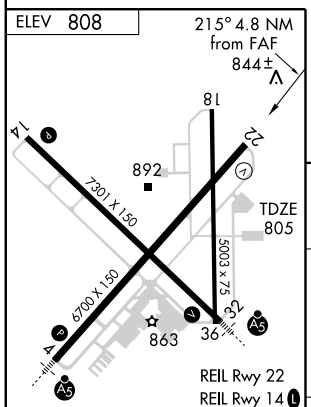
JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

When control tower closed, obtain local altimeter setting on UNICOM; when not received, use Rockford altimeter setting and increase all MDAs 80 feet. Circling not authorized at night to Rwy 18.

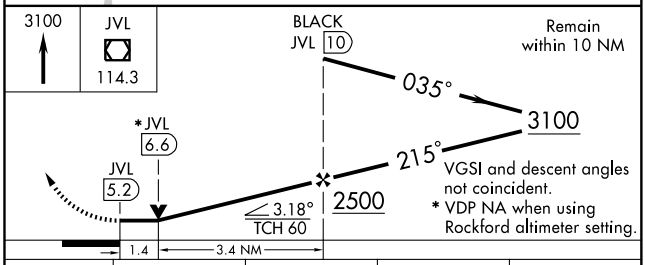
MISSED APPROACH: Climb to 3100 direct JVL VOR/DME and hold.

ATIS	ROCKFORD APP CON	JANESVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
128.25	121.0 327.0	118.8 (CTAF) L 225.4	121.65	121.65	122.95





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-22	1320-1 515 (600-1)		1320-1½ 515 (600-1½)	1320-1¾ 515 (600-1¾)
CIRCLING	1320-1 512 (600-1)		1320-1½ 512 (600-1½)	1420-2 612 (700-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

VOR/DME JVL	APP CRS	Rwy Idg	6700
114.3	034°	TDZE	805
Chan 90		Apt Elev	808

VOR RWY 4

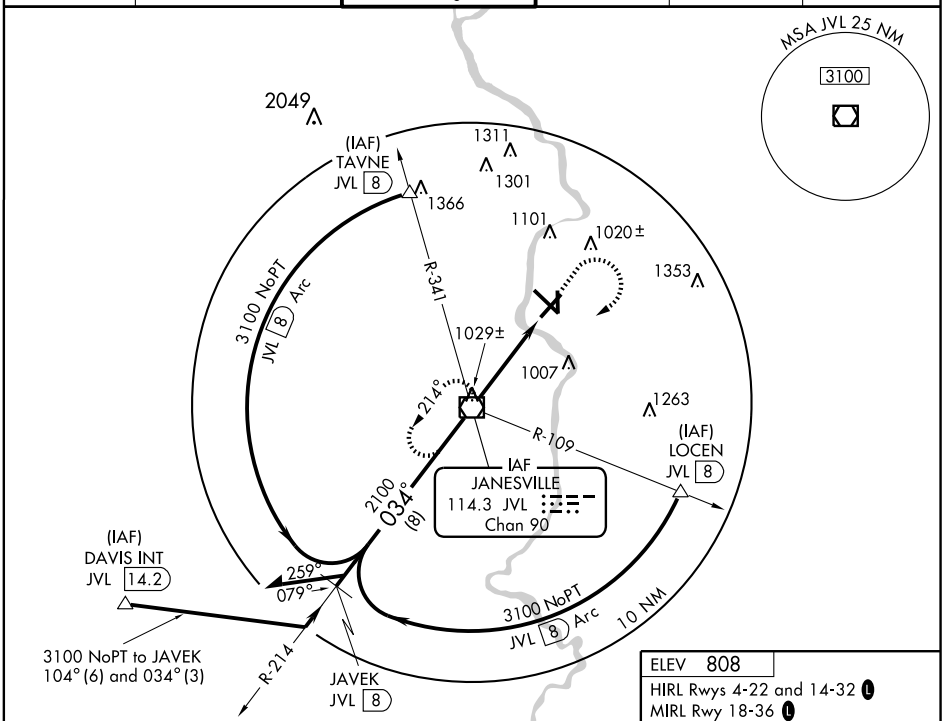
JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

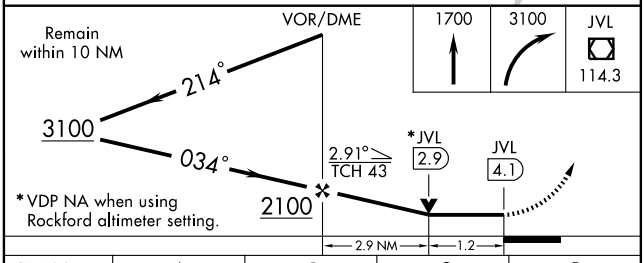
When control tower closed, obtain local altimeter setting on UNICOM; when not received use Rockford altimeter setting and increase all MDAs 80 feet. For inoperative MALSR, increase S-4 Cat. D visibility ¼ mile. Circling not authorized at night to Rwy 18.

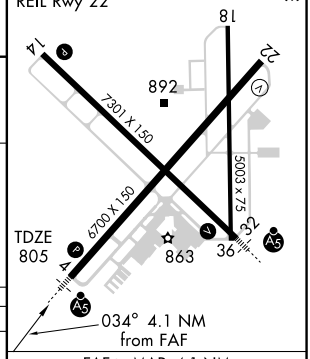
MALSR

MISSED APPROACH: Climb to 1700, then climbing right turn to 3100 direct JVL VOR/DME and hold.

ATIS	ROCKFORD APP CON	JANESVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
128.25	121.0 327.0	118.8 (CTAF) L 225.4	121.65	121.65	122.95







CATEGORY	A	B	C	D
S-4	1220-½ 415 (500-½)		1220-¾ 415 (500-¾)	1220-1 415 (500-1)
CIRCLING	1260-1 452 (500-1)		1280-1½ 472 (500-1½)	1420-2 612 (700-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-JNE	APP CRS	Rwy Idg 5060
109.55	261°	TDZE 934
Chan 32 (Y)		Apt Elev 934

LOC RWY 26

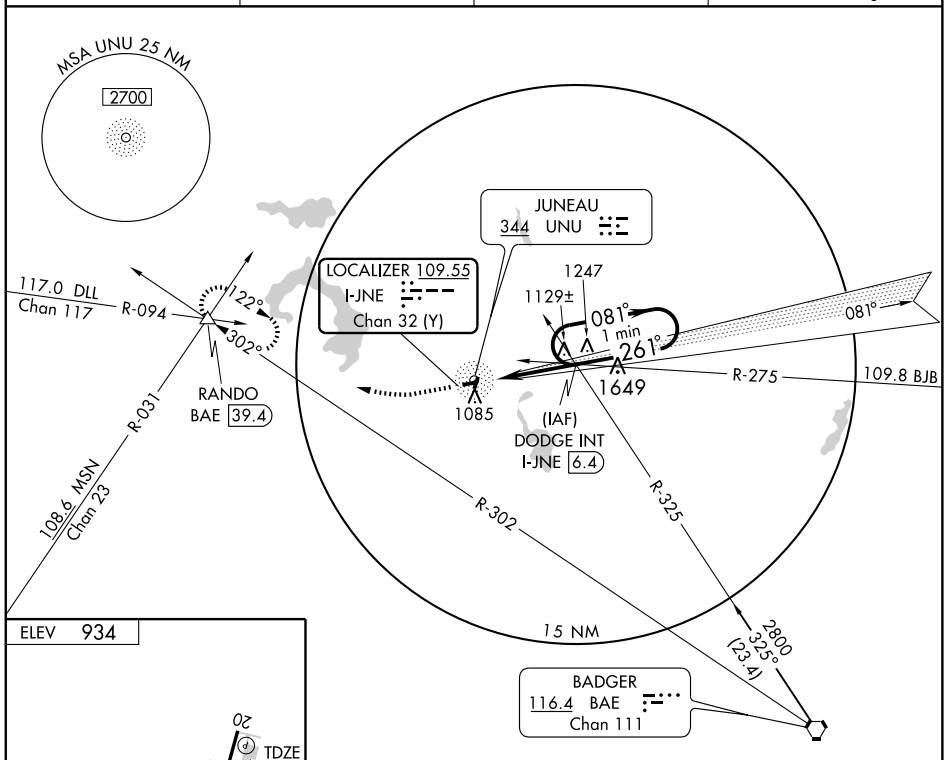
JUNEAU/ DODGE COUNTY (UNU)

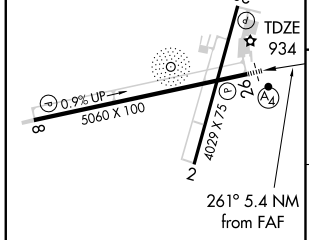
If local altimeter setting not received, use Dane County Rgnl-Truax Field altimeter setting and increase all MDAs 100 feet. Inoperative table does not apply. Visibility reduction by helicopters NA.

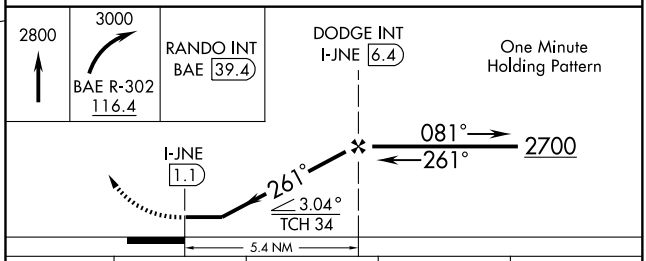
MALSF

MISSED APPROACH: Climb to 2800 then climbing right turn to 3000 via BAE VORTAC R-302 to RANDO Int/BAE 39.4 DME and hold.

AWOS-3	MADISON APP CON	GCO	UNICOM
119.075	119.15 343.7	121.725	122.7 (CTAF) L







REIL Rwys 2 and 20 L
MIRL Rwys 8-26 and 2-20 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-26	1380-1	446 (500-1)	1380-1¼ 446 (500-1¼)	NA
CIRCLING	1440-1	506 (600-1)	1440-1½ 506 (600-1½)	NA

NDB UNU	APP CRS	Rwy Idg	4029
344	010°	TDZE	933
		Apt Elev	934

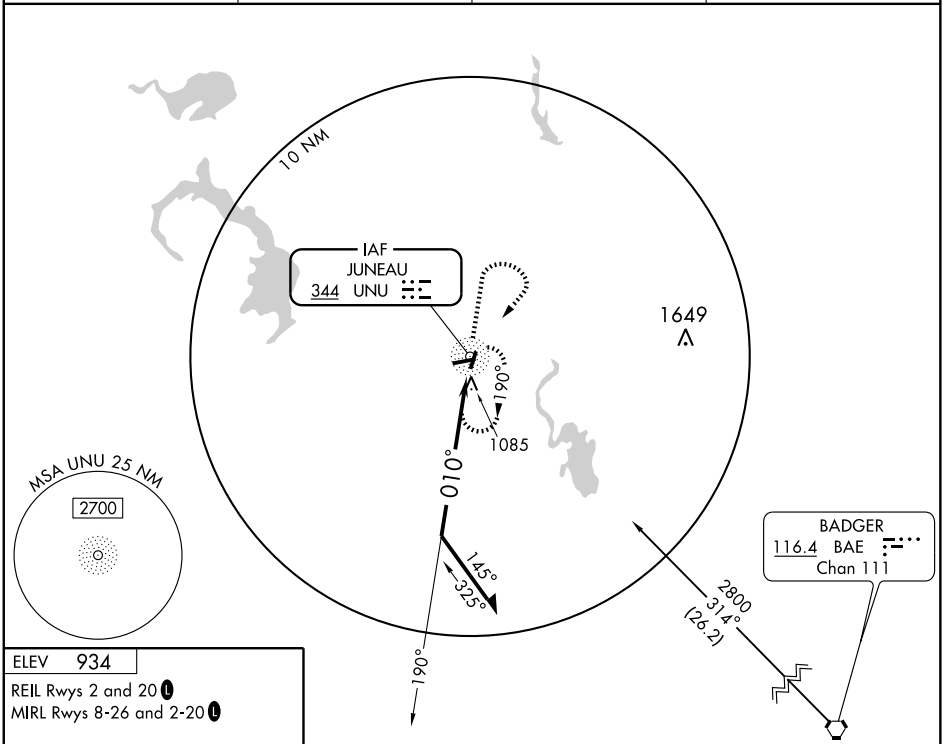
NDB RWY 2

JUNEAU/ DODGE COUNTY (UNU)

If local altimeter setting not received, use Dane County Rgnl-Truax Field altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct UNU NDB and hold.

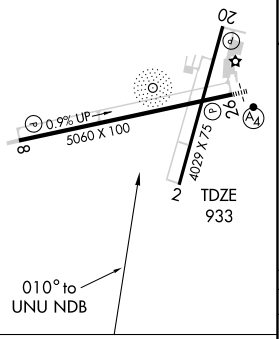
AWOS-3	MADISON APP CON	GCO	UNICOM
119.075	119.15 343.7	121.725	122.7 (CTAF) L

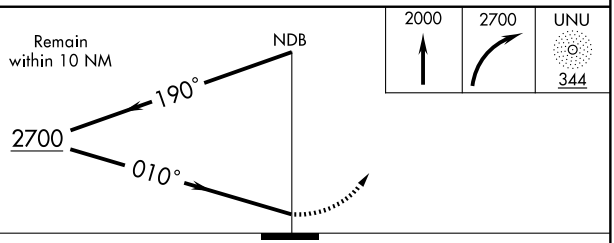


ELEV 934

REIL Rwys 2 and 20 L

MIRL Rwys 8-26 and 2-20 L





Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-2	1500-1	567 (600-1)	1500-1½ 567 (600-1½)	NA
CIRCLING	1500-1	566 (600-1)	1500-1½ 566 (600-1½)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

NDB UNU	APP CRS	Rwy Idg	4029
344	209°	TDZE	934
		Apt Elev	934

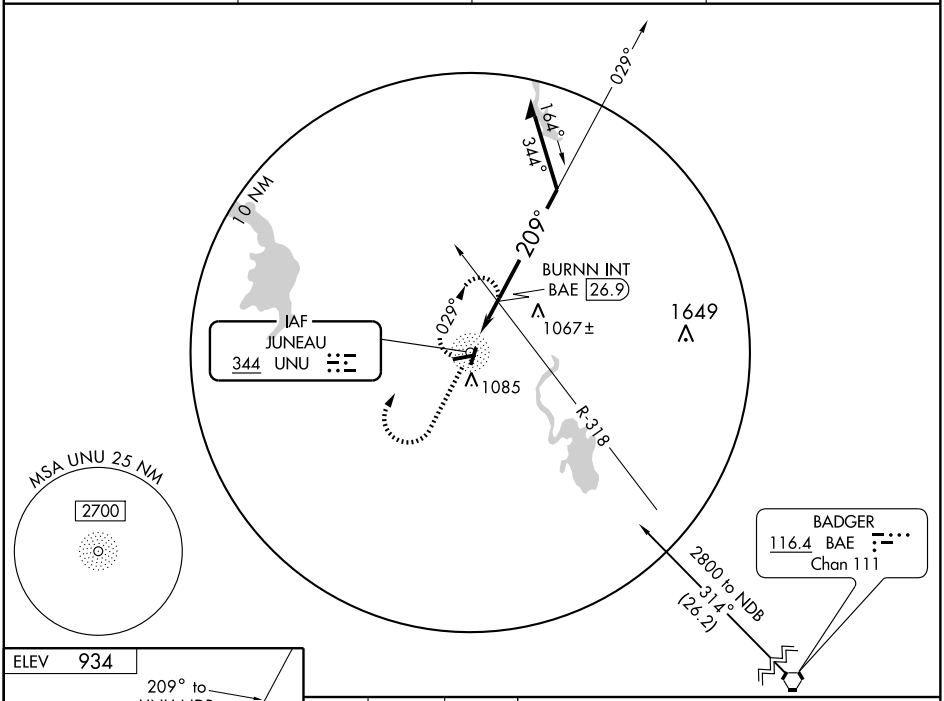
NDB RWY 20

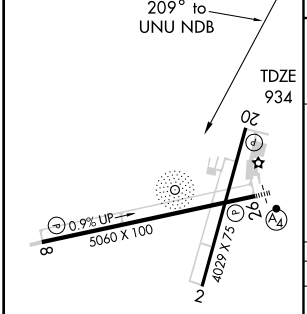
JUNEAU/ DODGE COUNTY (UNU)

If local altimeter setting not received, use Dane County Rgnl-Truax Field altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct UNU NDB and hold.

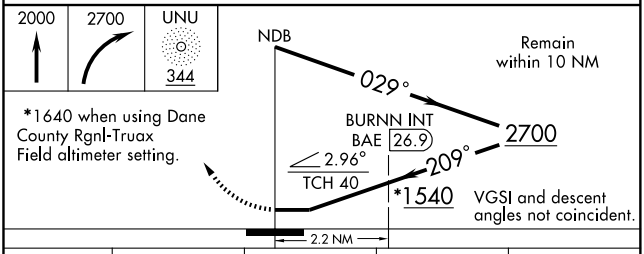
AWOS-3	MADISON APP CON	GCO	UNICOM
119.075	119.15 343.7	121.725	122.7 (CTAF) L





REIL Rwys 2 and 20 L
MIRL Rwys 8-26 and 2-20 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-20	1540-1	606 (700-1)	1540-1¾ 606 (700-1¾)	NA
CIRCLING	1540-1	606 (700-1)	1540-1¾ 606 (700-1¾)	NA
	BURNN FIX MINIMUMS			
S-20	1420-1	486 (500-1)	1420-1¼ 486 (500-1¼)	NA
CIRCLING	1440-1	506 (600-1)	1440-1½ 506 (600-1½)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4029
CH 87107	018°	TDZE	933
W02A		Apt Elev	934

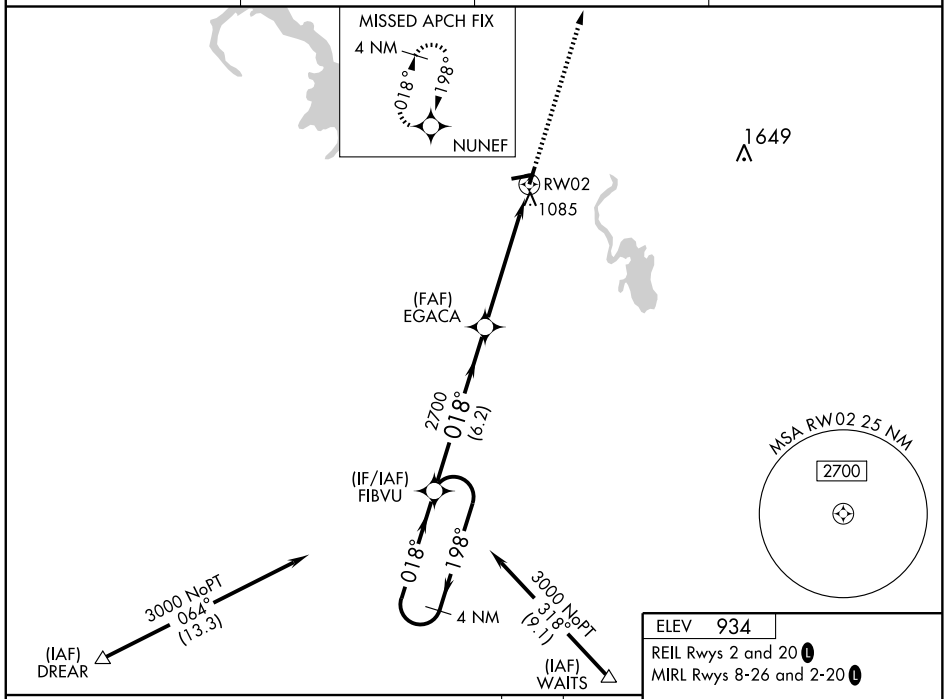
RNAV (GPS) RWY 2

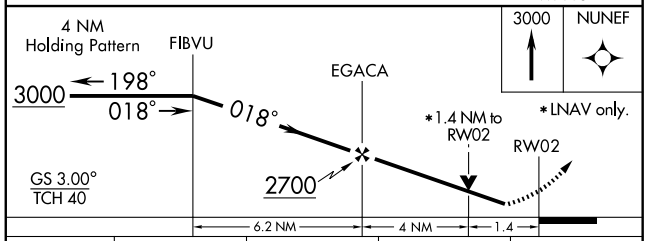
JUNEAU/ DODGE COUNTY (UNU)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA.When local altimeter setting not received, use Dane County Rgnl-Truax Field altimeter setting and increase all DA/MDA 100 feet, increase all visibilities ½ mile. VDP and Baro-VNAV NA when using Dane County Rgnl-Truax Field altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct NUNEF and hold.

AWOS-3	MADISON APP CON	GCO	UNICOM
119.075	119.15 343.7	121.725	122.7 (CTAF) L



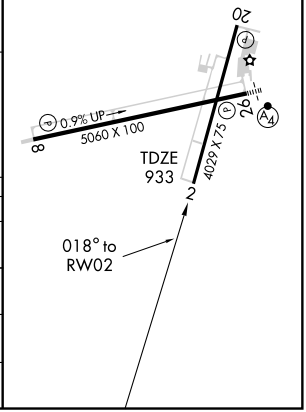


CATEGORY	A	B	C	D
LPV DA	1189-1 256 (300-1)			NA
LNAV/ VNAV DA	1432-1¾ 499 (500-1¾)			NA
LNAV MDA	1400-1 467 (500-1)		1400-1¼ 467 (500-1¼)	NA
CIRCLING	1440-1 506 (600-1)		1440-1½ 506 (600-1½)	NA

ELEV 934

REIL Rwys 2 and 20 L

MIRL Rwys 8-26 and 2-20 L



EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5060
081°	TDZE	913
	Apt Elev	934

RNAV (GPS) RWY 8

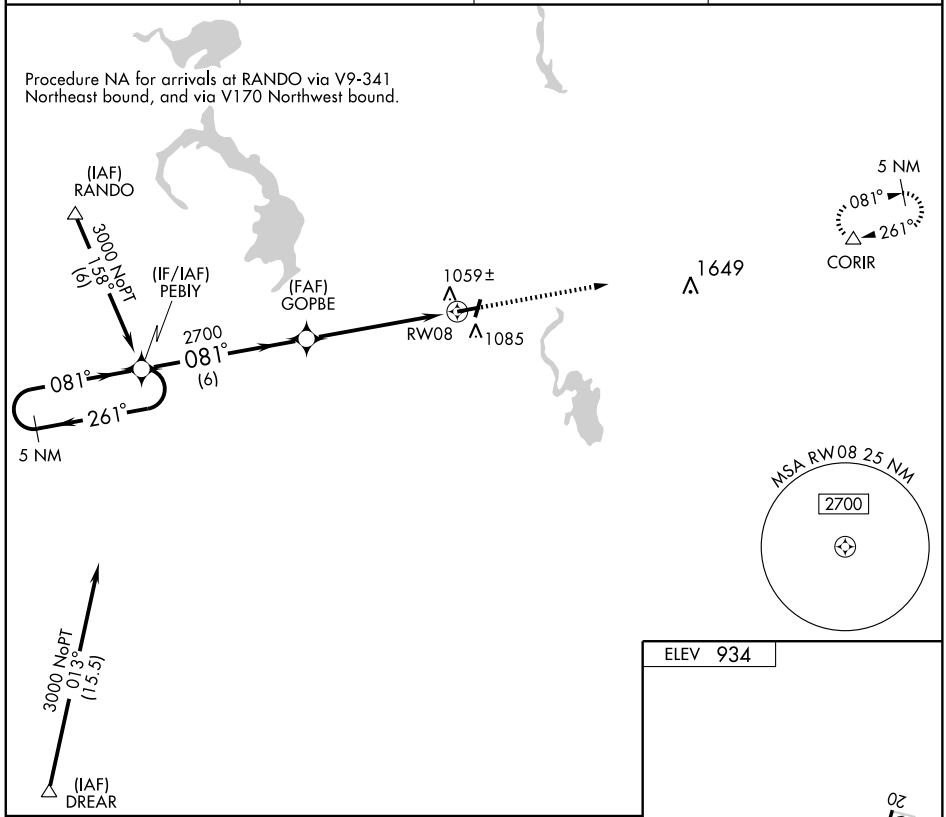
JUNEAU/ DODGE COUNTY(UNU)

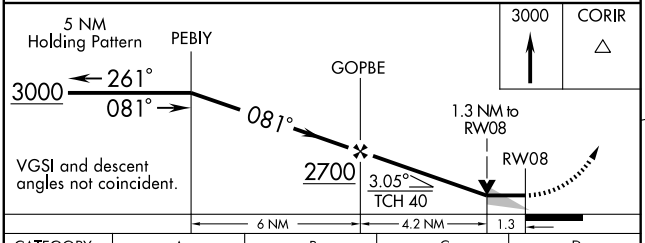
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Dane County Rgnl-Truax Field altimeter setting and increase all MDAs 100 feet.
VDP NA when using Dane County Rgnl-Truax Field altimeter setting.

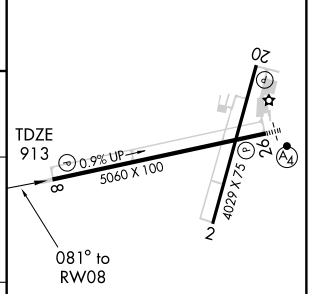
MISSED APPROACH: Climb to 3000 direct CORIR and hold.

AWOS-3	MADISON APP CON	GCO	UNICOM
119.075	119.15 343.7	121.725	122.7 (CTAF) L

Procedure NA for arrivals at RANDO via V9-341 Northeast bound, and via V170 Northwest bound.







CATEGORY	A	B	C	D
LNAV MDA	1320-1	407 (400-1)	1320-1¼ 407 (400-1¼)	NA
CIRCLING	1440-1	506 (600-1)	1440-1½ 506 (600-1½)	NA

REIL Rwys 8-26 and 2-20 L
MIRL Rwys 8-26 and 2-20 L

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4029
CH 61307	198°	TDZE	934
W20A		Apt Elev	934

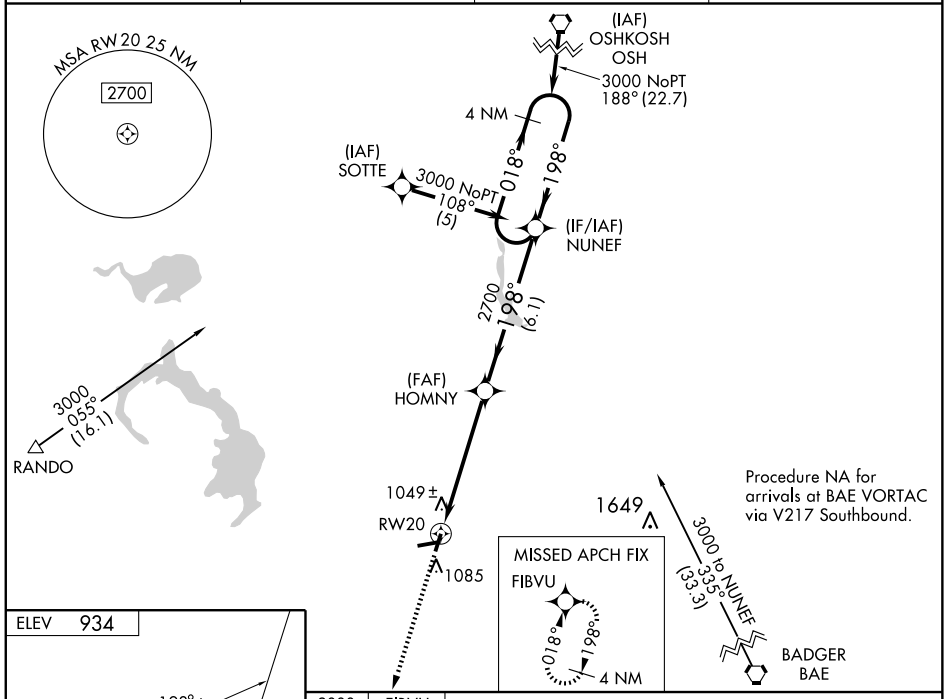
RNAV (GPS) RWY 20

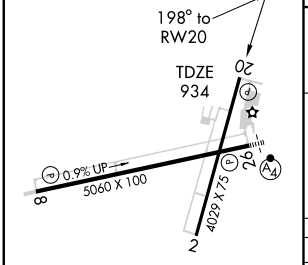
JUNEAU/DODGE COUNTY (UNU)

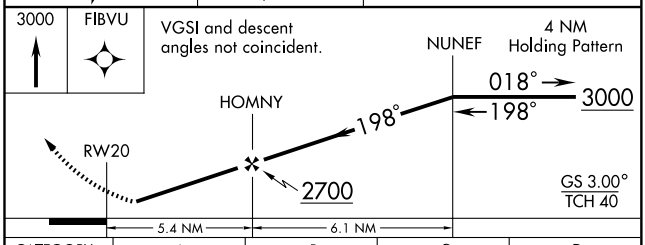
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dane County Rgnl-Truax Field altimeter setting and increase all DA/MDA 100 feet, increase visibilities ¼ mile. Baro-VNAV NA when using Dane County Rgnl-Truax Field altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct FIBVU and hold.

AWOS-3	MADISON APP CON	GCO	UNICOM
119.075	119.15 343.7	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1214-1 280 (300-1)			NA
LNAV/VNAV DA	1350-1½ 416 (500-1½)			NA
LNAV MDA	1300-1 366 (400-1)			NA
CIRCLING	1440-1 506 (600-1)		1440-1½ 506 (600-1½)	NA

REIL Rwys 2 and 20 L
MIRL Rwys 8-26 and 2-20 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5060
261°	TDZE	934
	Apt Elev	934

RNAV (GPS) RWY 26

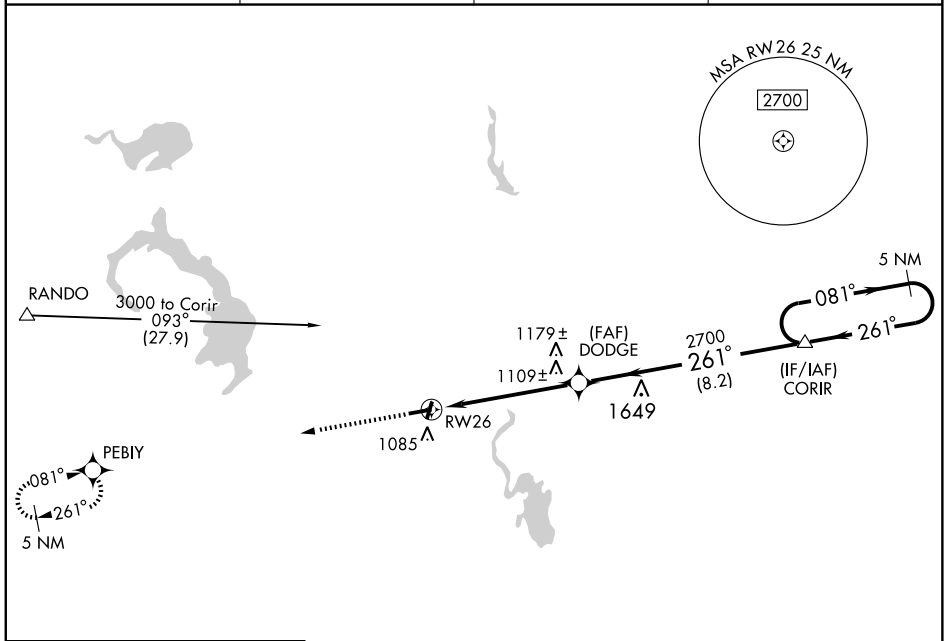
JUNEAU/ DODGE COUNTY(UNU)

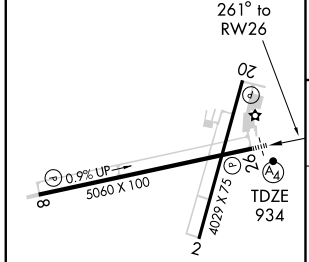
If local altimeter setting not received, use Dane County Rgnl-Truax Field altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Inoperative table does not apply.

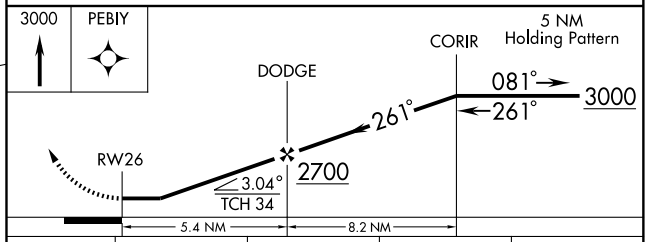
MALSF

MISSED APPROACH: Climb to 3000 direct PEBIY and hold.

AWOS-3	MADISON APP CON	GCO	UNICOM
119.075	119.15 343.7	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1360-1	426 (500-1)	1360-1¼ 426 (500-1¼)	NA
CIRCLING	1440-1	506 (600-1)	1440-1½ 506 (600-1½)	NA

REIL Rwys 2 and 20 L
MIRL Rwys 8-26 and 2-20 L

EC-3. 14 JAN 2010 to 11 FEB 2010

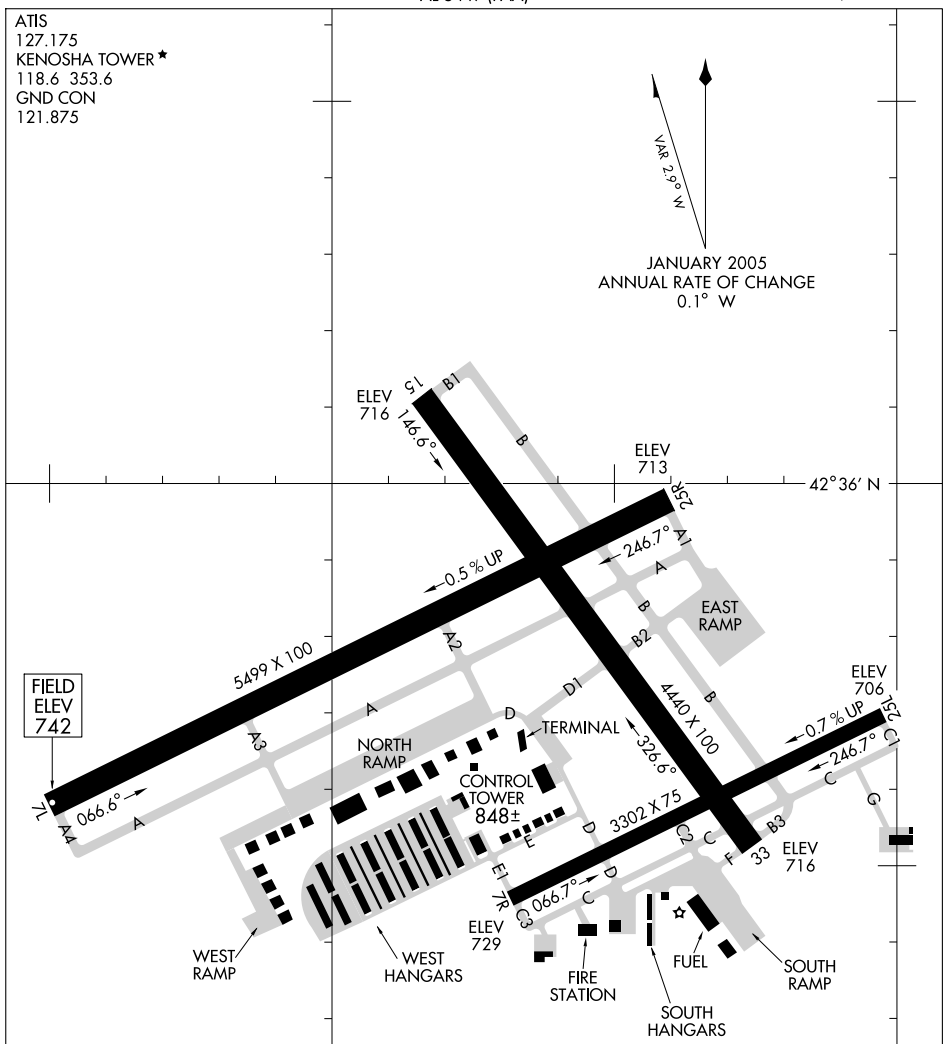
09239

AIRPORT DIAGRAM

AL-5449 (FAA)

KENOSHA RGNL (ENW)
KENOSHA, WISCONSIN

ATIS
127.175
KENOSHA TOWER ★
118.6 353.6
GND CON
121.875



RWY 7L-25R
S62, D73, ST85, DT135
RWY 7R-25L
S40, D48
RWY 15-33
S62, D73, ST86, DT135

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-ENW	APP CRS	Rwy Idg	5499
109.35	066°	TDZE	742
		Apt Elev	742

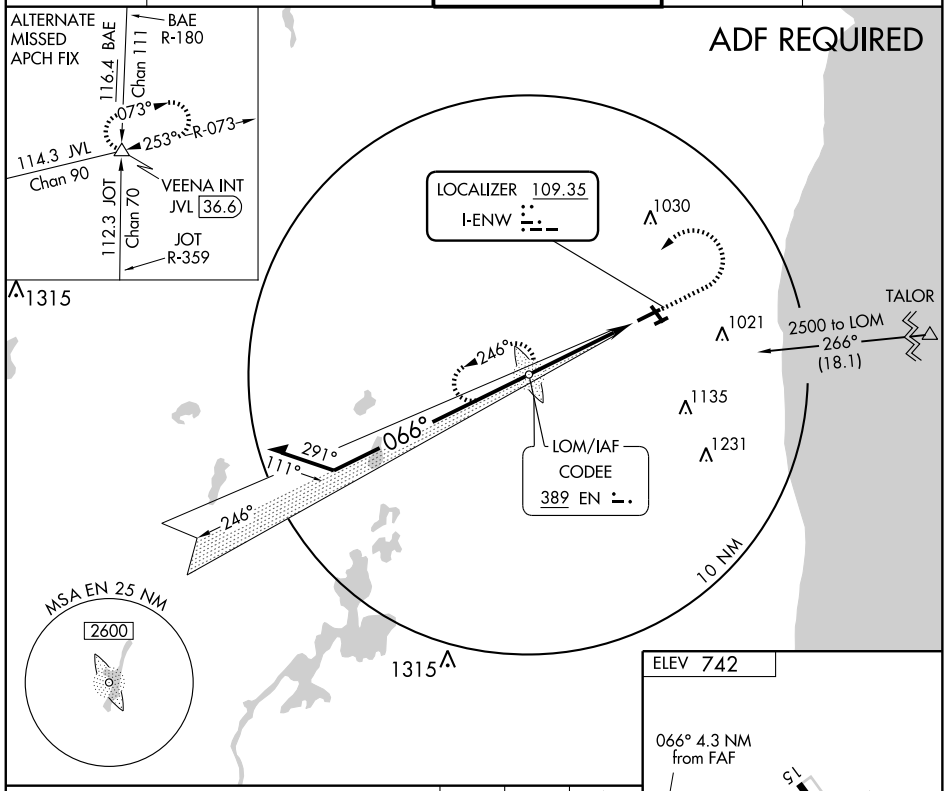
ILS or LOC RWY 7L
KENOSHA RGNL (ENW)

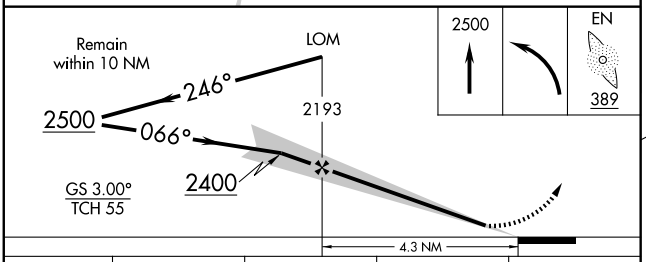
T A ADF Required. When local altimeter setting not received, use Waukegan Rgnl altimeter setting and increase all DA 27 feet and all MDA 40 feet.

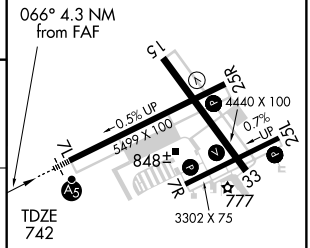
MALSR

MISSED APPROACH: Climb to 2500 then left turn direct EN LOM and hold.

ATIS	MILWAUKEE APP CON	KENOSHA TOWER ★	GND CON	UNICOM
127.175	120.15 (SOUTH) 317.725	118.6 (CTAF) L 353.6	121.875	122.95







CATEGORY	A	B	C	D
S-ILS 7L	942-½ 200 (200-½)			
S-LOC 7L	1180-½ 438 (500-½)		1180-¾ 438 (500-¾)	1180-1 438 (500-1)
CIRCLING	1200-1 458 (500-1)		1200-1½ 458 (500-1½)	1340-2 598 (600-2)

HIRL Rwys 7L-25R and 15-33 L
REIL Rwys 15 and 25R L
MIRL Rwy 7R-25L L

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS CH 50314 W07A	APP CRS 066°	Rwy Idg 5499 TDZE 742 Apt Elev 742

RNAV (GPS) RWY 7L

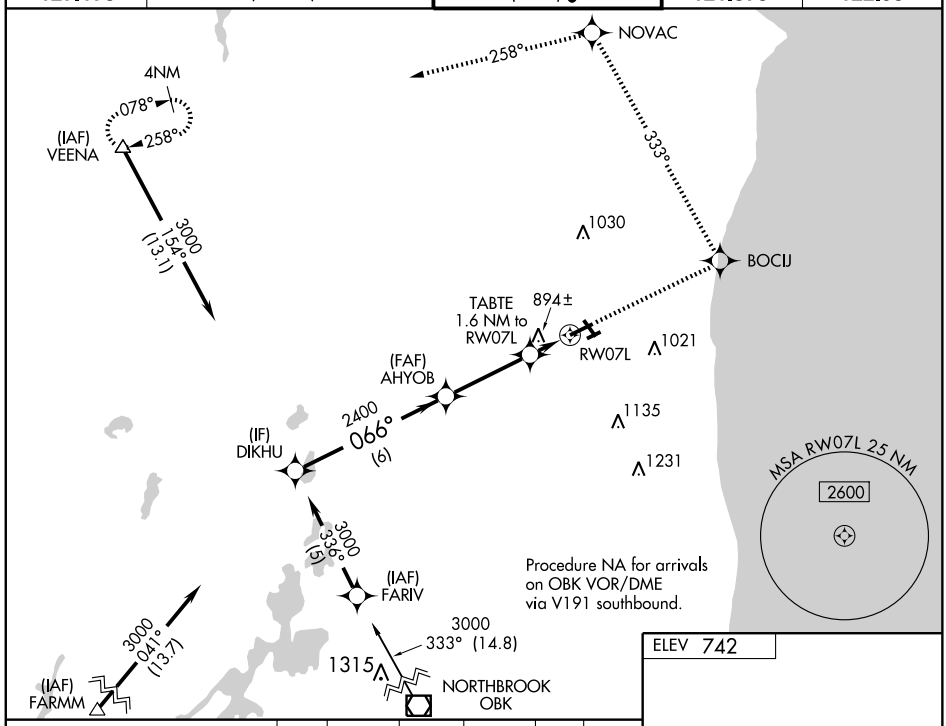
KENOSHA RGNL (ENW)

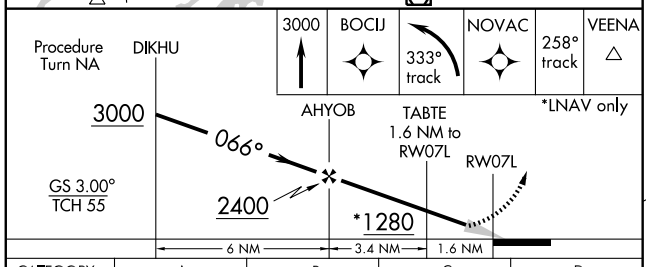
For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. Baro-VNAV NA when using Waukegan Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Waukegan Rgnl altimeter setting and increase all DA 27 feet and all MDA 40 feet.

MALSR

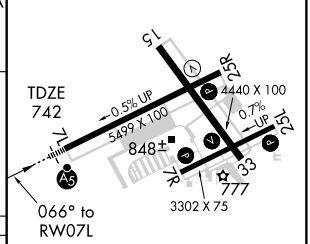
MISSED APPROACH: Climb to 3000 direct BOCIJ and left turn via track 333° to NOVAC and via track 258° to VEENA and hold.

ATIS	MILWAUKEE APP CON	KENOSHA TOWER ★	GND CON	UNICOM
127.175	120.15 (SOUTH) 317.725	118.6 (CTAF) L 353.6	121.875	122.95





CATEGORY	A	B	C	D
LPV DA	942-½ 200 (200-½)			
LNAV/VNAV DA	1179-1 437 (500-1)			
LNAV MDA	1160-½ 418 (500-½)		1160-¾ 418 (500-¾)	1160-1 418 (500-1)
CIRCLING	1200-1 458 (500-1)		1200-1½ 458 (500-1½)	1340-2 598 (600-2)



HIRL Rwys 7L-25R and 15-33 L
REIL Rwys 15 and 25R L
MIRL Rwy 7R-25L L

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4440
146°	TDZE	721
	Apt Elev	742

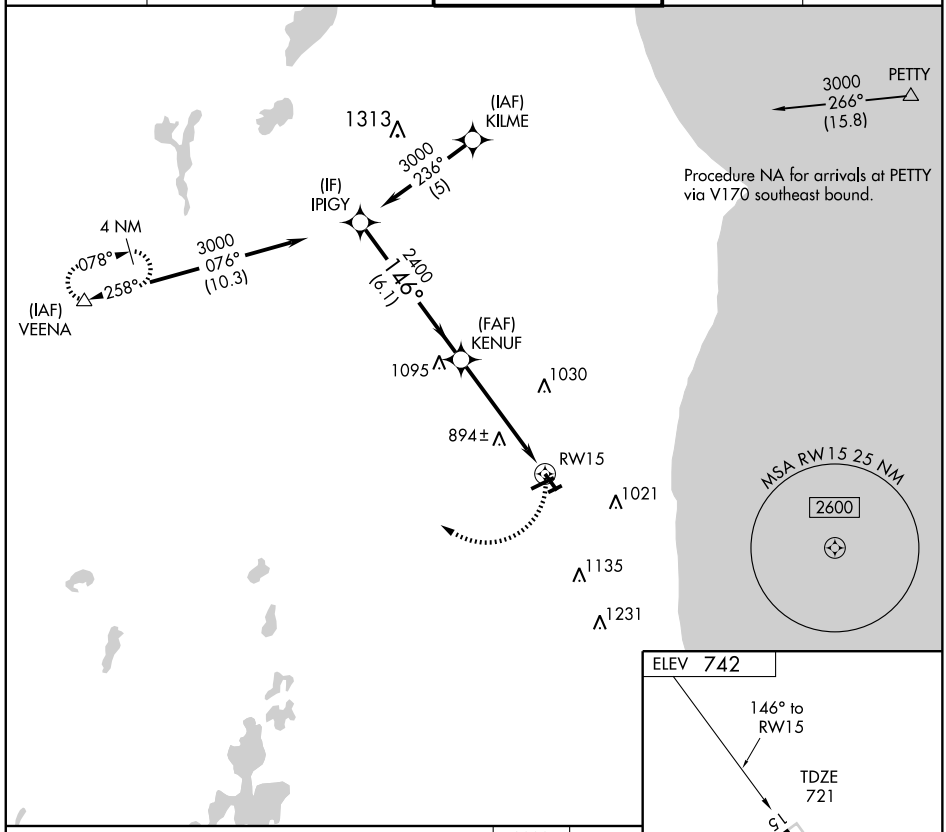
RNAV (GPS) RWY 15

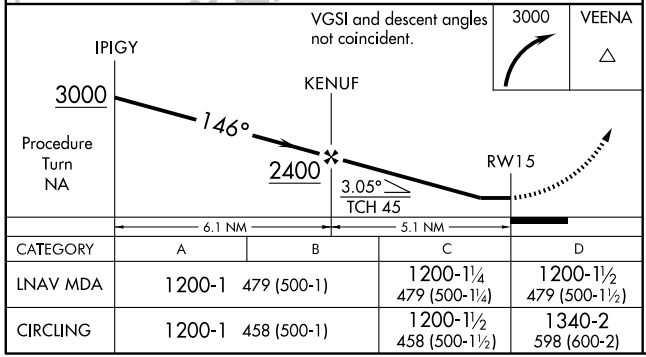
KENOSHA RGNL (ENW)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Waukegan Rgnl altimeter setting and increase all MDA 40 feet and increase LNAV Cats C/D visibility ¼ mile.

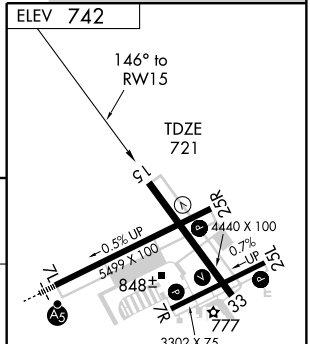
MISSED APPROACH:
Climbing right turn to 3000 direct VEENA and hold.

ATIS	MILWAUKEE APP CON	KENOSHA TOWER ★	GND CON	UNICOM
127.175	120.15 (SOUTH) 317.725	118.6 (CTAF) L 353.6	121.875	122.95





CATEGORY	A	B	C	D
LNAV MDA	1200-1 479 (500-1)		1200-1¼ 479 (500-1¼)	1200-1½ 479 (500-1½)
CIRCLING	1200-1 458 (500-1)		1200-1½ 458 (500-1½)	1340-2 598 (600-2)



MIRL Rwy 7R-25L L
REIL Rwys 15 and 25R L
HIRL Rwys 7L-25R and 15-33 L

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5499
CH 49014	246°	TDZE	732
W25A		Apt Elev	742

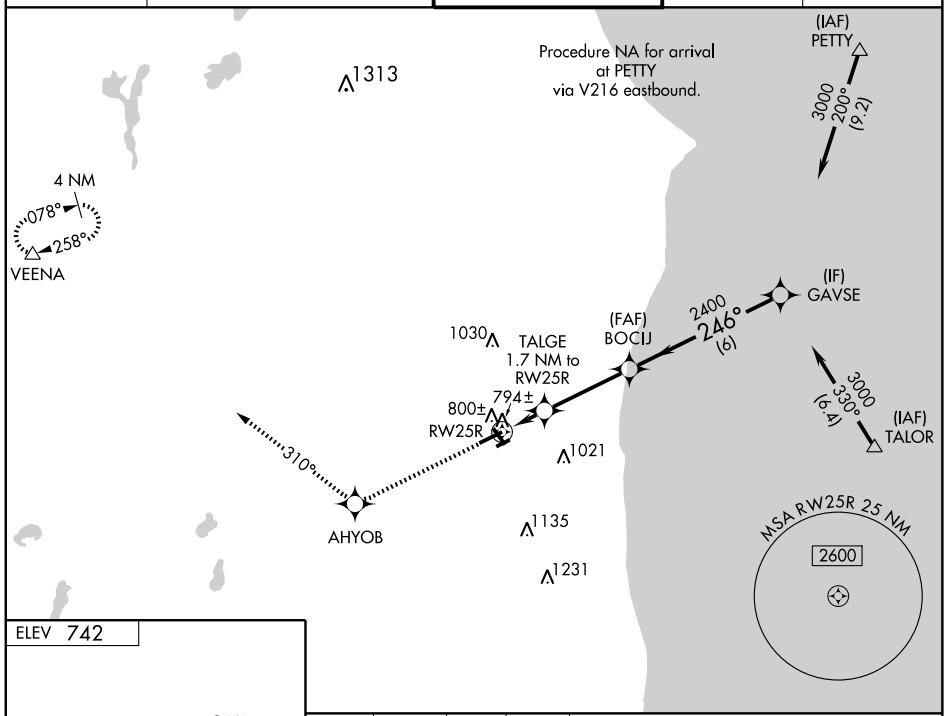
RNAV (GPS) RWY 25R

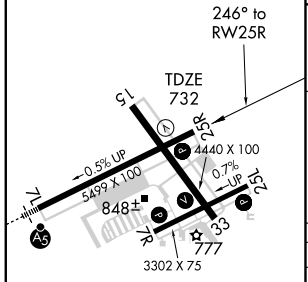
KENOSHA RGNL (ENW)

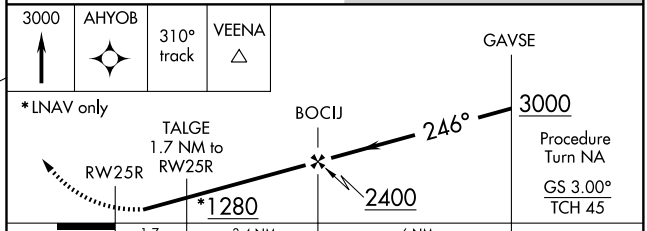
Baro-VNAV NA when using Waukegan Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Waukegan Rgnl altimeter setting and increase all DA 27 feet and all MDA 40 feet and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct AHYOB and via track 310° to VEENA and hold.

ATIS	MILWAUKEE APP CON	KENOSHA TOWER ★	GND CON	UNICOM
127.175	120.15 (SOUTH) 317.725	118.6 (CTAF) L 353.6	121.875	122.95







CATEGORY	A	B	C	D
LPV DA	982-1 250 (300-1)			
LNAV/VNAV DA	1064-1¼ 332 (400-1¼)			
LNAV MDA	1100-1 368 (400-1)			1100-1¼ 368 (400-1¼)
CIRCLING	1200-1 458 (500-1)		1200-1½ 458 (500-1½)	1340-2 598 (600-2)

MIRL Rwy 7R-25L L
REIL Rwys 15 and 25R L
HIRL Rwys 7L-25R and 15-33 L

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4440
326°	TDZE	721
	Apt Elev	742

RNAV (GPS) RWY 33

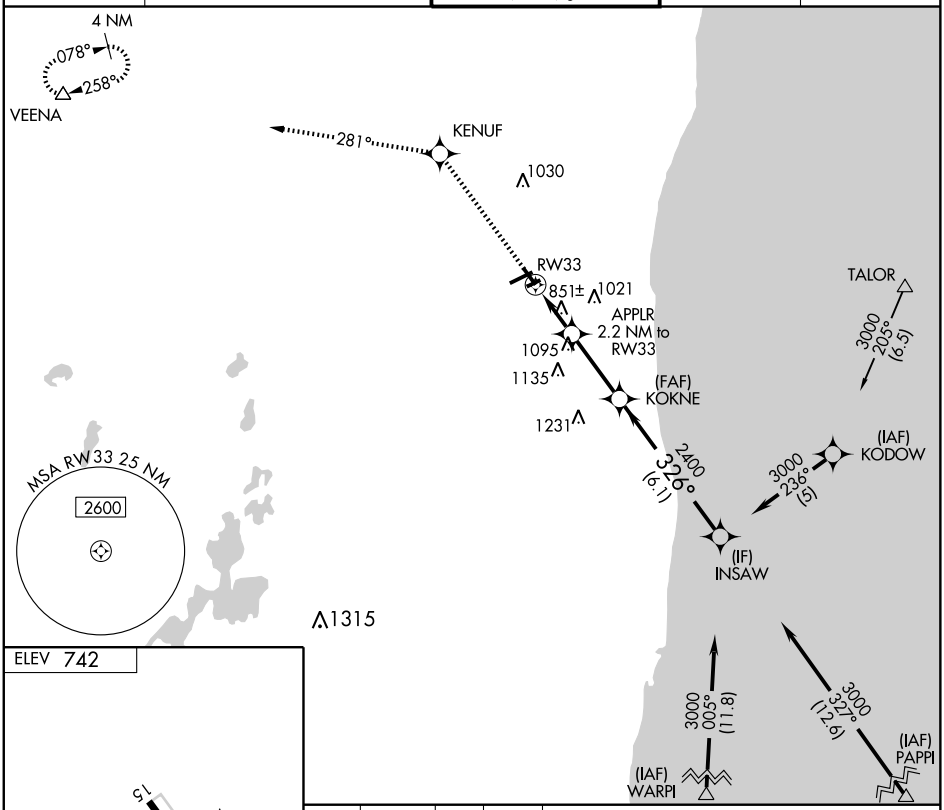
KENOSHA RGNL (ENW)

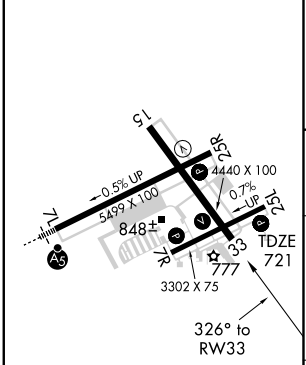
T
A

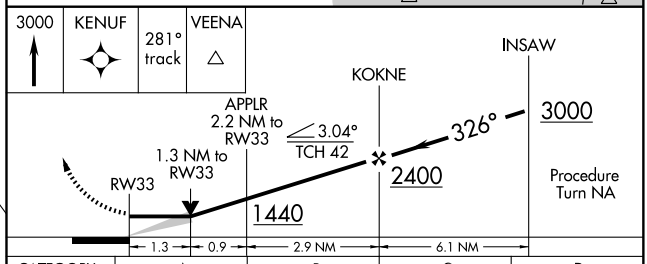
DME/DME RNP-0.3 NA.
When local altimeter setting is not received, use Waukegan Rgnl altimeter setting and increase all MDA 40 feet.
VDP NA when using Waukegan Rgnl altimeter setting.

MISSED APPROACH: Climb to 3000 direct KENUF and via track 281° to VEENA and hold.

ATIS	MILWAUKEE APP CON	KENOSHA TOWER ★	GND CON	UNICOM
127.175	120.15 (SOUTH) 317.725	118.6 (CTAF) L 353.6	121.875	122.95







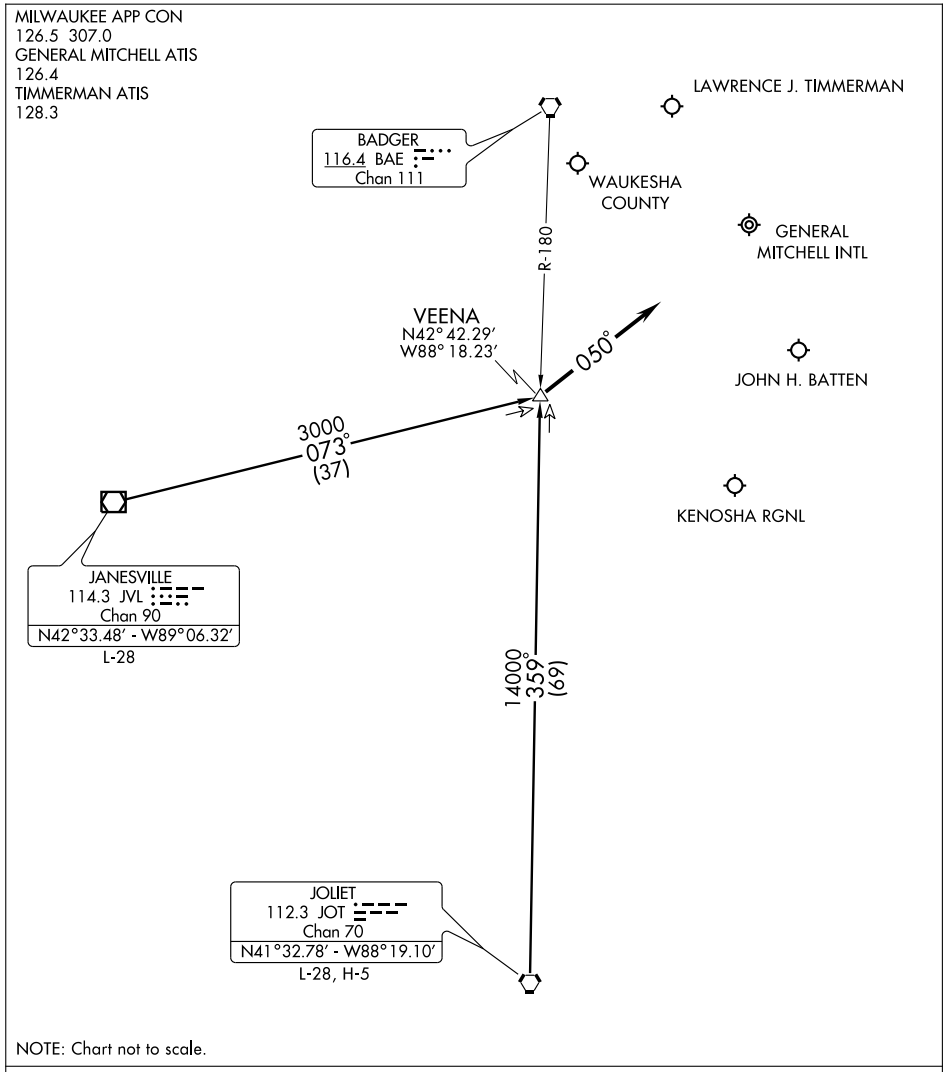
CATEGORY	A	B	C	D
LNAV MDA	1160-1	439 (500-1)	1160-1¼ 439 (500-1¼)	1160-1½ 439 (500-1½)
CIRCLING	1200-1	458 (500-1)	1200-1½ 458 (500-1½)	1340-2 598 (600-2)

HIRL Rwys 7L-25R and 15-33 L
REIL Rwys 15 and 25R L
MIRL Rwy 7R-25L L

EC-3, 14 JAN 2010 to 11 FEB 2010

VEENA ONE ARRIVAL (VEENA.VEENA1)

MILWAUKEE, WISCONSIN



NOTE: Chart not to scale.

JANESVILLE TRANSITION (JVL.VEENA1): From over JVL VOR/DME via JVL R-073 to VEENA INT. Thence....

JOLIET TRANSITION (JOT.VEENA1): From over JOT VORTAC via JOT R-359 to VEENA INT. Thence....

.... depart VEENA INT heading 050° for initial vector to final approach.

LOST COMMUNICATIONS: From VEENA INT proceed direct IAF for destination airport.

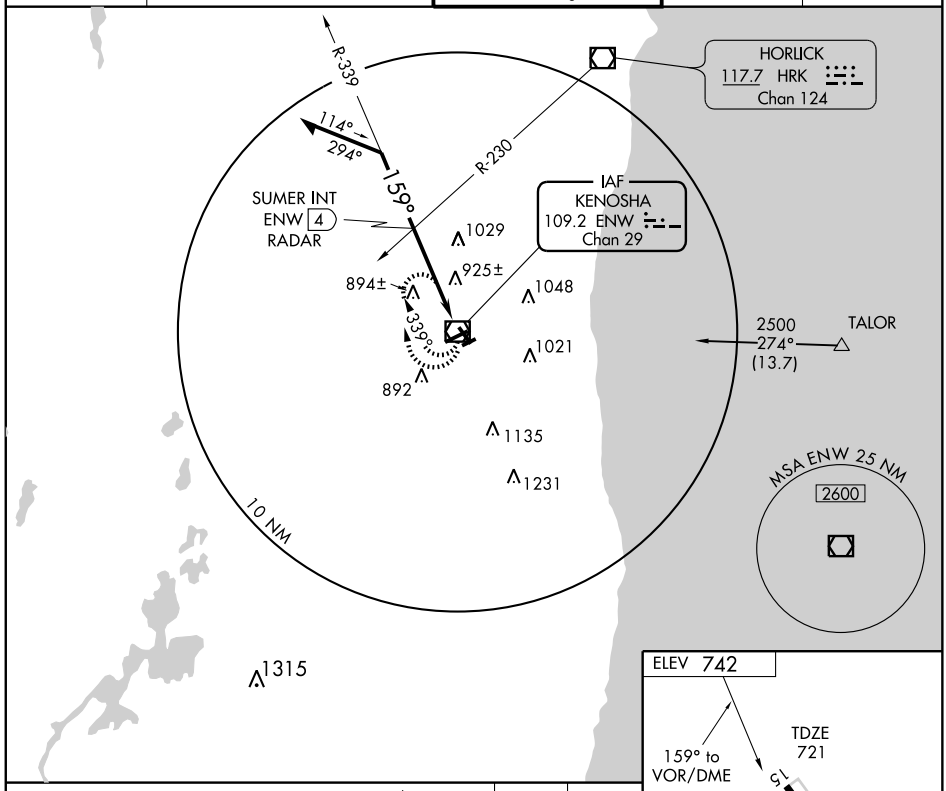
VOR/DME ENW 109.2 Chan 29	APP CRS 159°	Rwy Idg 4440 TDZE 721 Apt Elev 742

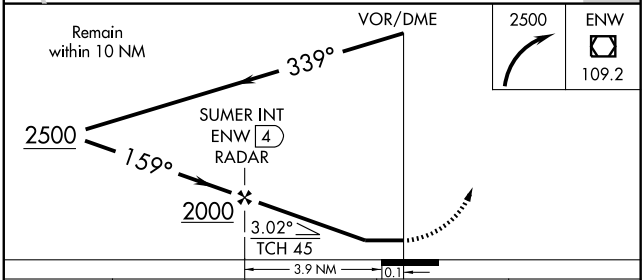
VOR RWY 15
KENOSHA RGNL (ENW)

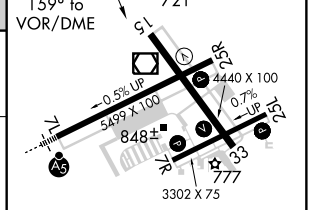
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Waukegan Rgnl altimeter setting and increase all MDA 40 feet and increase S-15 Cats C/D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 in ENW VOR/DME holding pattern, continue climb-in-hold to 2500.

ATIS	MILWAUKEE APP CON	KENOSHA TOWER ★	GND CON	UNICOM
127.175	120.15 (SOUTH) 317.725	118.6 (CTAF) L 353.6	121.875	122.95







CATEGORY	A	B	C	D
S-15	1200-1	479 (500-1)	1200-1¼ 479 (500-1¼)	1200-1½ 479 (500-1½)
CIRCLING	1200-1	458 (500-1)	1200-1½ 458 (500-1½)	1340-2 598 (600-2)

HIRL Rwys 7L-25R and 15-33 L
REIL Rwy 15 and 25R L
MIRL Rwy 7R-25L L

EC-3, 14 JAN 2010 to 11 FEB 2010

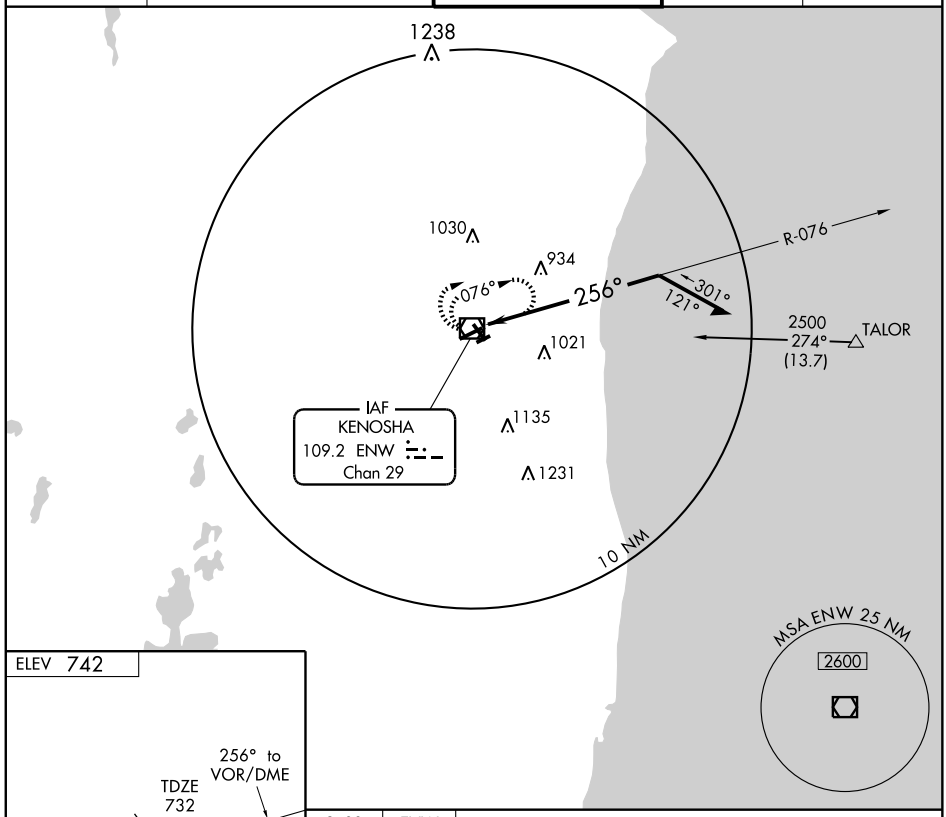
VOR/DME ENW	APP CRS	Rwy Idg	5499
109.2	256°	TDZE	732
Chan 29		Apt Elev	742

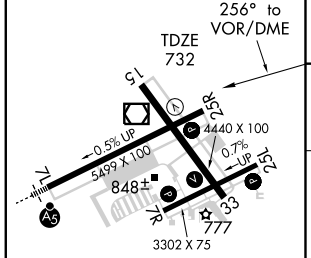
VOR RWY 25R
KENOSHA RGNL (ENW)

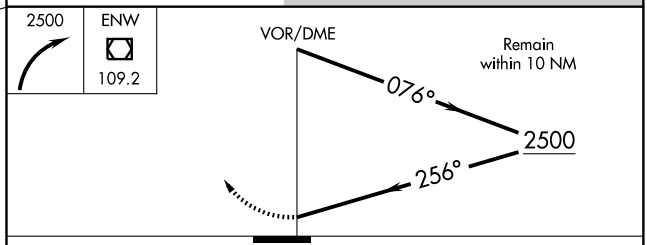
Visibility reduction by helicopters NA. When local altimeter setting not received, use Waukegan Rgnl altimeter setting and increase all MDA 40 feet and increase S-25R Cats C/D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 in ENW VOR/DME holding pattern, continue climb-in-hold to 2500.

ATIS	MILWAUKEE APP CON	KENOSHA TOWER ★	GND CON	UNICOM
127.175	120.15 (SOUTH) 317.725	118.6 (CTAF) L 353.6	121.875	122.95







CATEGORY	A	B	C	D
S-25R	1300-1	568 (600-1)	1300-1½ 568 (600-1½)	1300-1¾ 568 (600-1¾)
CIRCLING	1300-1	558 (600-1)	1300-1½ 558 (600-1½)	1340-2 598 (600-2)

HIRL Rwys 7L-25R and 15-33 L
REIL Rwys 15 and 25R L
MIRL Rwy 7R-25L L

EC-3. 14 JAN 2010 to 11 FEB 2010

09295

AIRPORT DIAGRAM

AL-219 (FAA)

LA CROSSE MUNI (LSE)

LA CROSSE, WISCONSIN

ATIS
124.95
LA CROSSE TOWER ★
118.45 251.075
GND CON
121.8
D

43°53.5'N

CAUTION: BE ALERT TO
RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY
HOLDING INSTRUCTIONS IS REQUIRED.

ELEV
653
18
179.6°
C
C1
8742 X 150
C
C2

VAR 0.2° W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

ELEV
655
13
134.5°
B
B
B1

43°53.0'N

ELEV
653
21
HOT CARGO
RAMP
A
216.6°
A
6050 X 150
5199 X 150

GENERAL AVIATION
RAMP
F
C
TERMINAL
H
H
B
FIELD
ELEV
655

43°52.5'N

F
G
G
CONTROL
TOWER
720
314.5°
ELEV
651
31
B
B
359.6°
J
A
A1
036.6°
FIRE
STATION
HANGARS
F
3
ELEV
647
E
E
36
FBO
RAMP
ELEV
647

RWY 3-21
S65, D110, ST139, DT190
RWY 13-31
S125, D190, ST175, DT430
RWY 18-36
S125, D190, ST175, DT430
DDT850

91°16.0'W
91°15.5'W
91°15.0'W

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-LSE	APP CRS	Rwy Idg	8742
111.1	177°	TDZE	653
		Apt Elev	655

ILS or LOC RWY 18

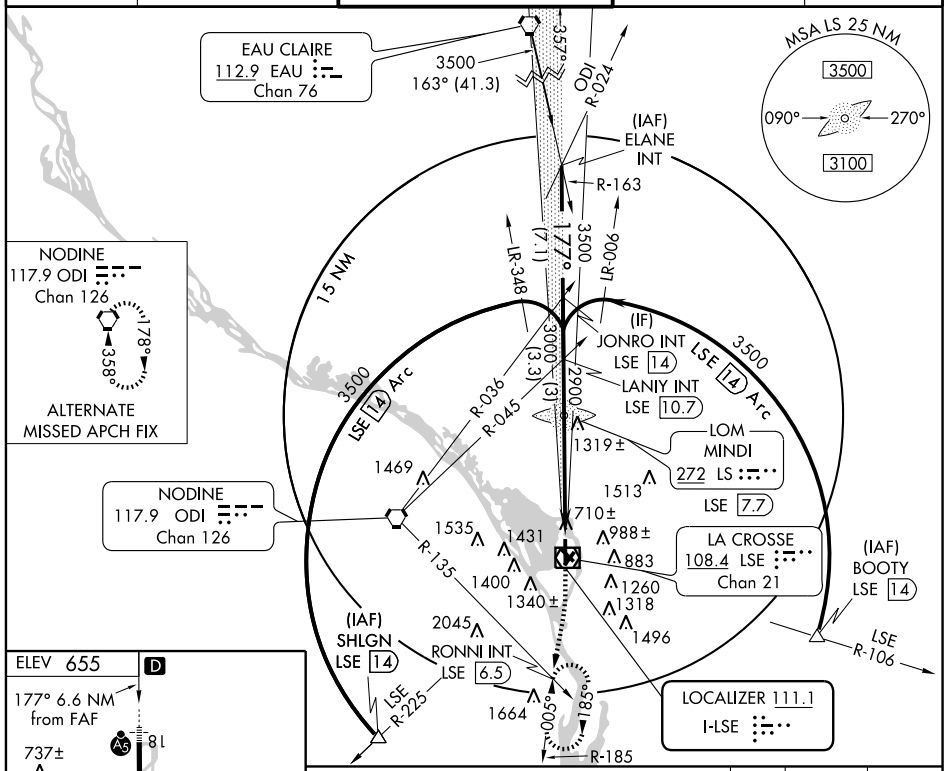
LA CROSSE MUNI (LSE)

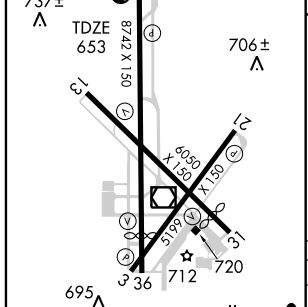
When local altimeter not received, use Winona altimeter setting and increase all DA 53 feet, all MDA 60 feet, increase visibility Circling Cat. C¼.

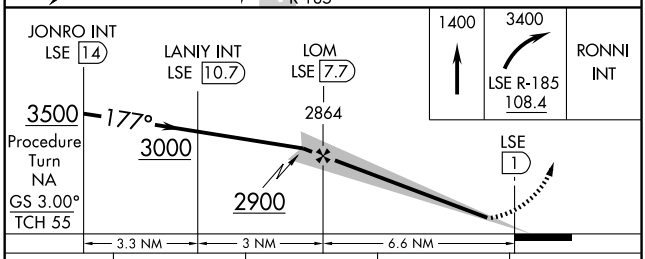
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3400 via LSE VOR/DME R-185 to RONNI Int/LSE 6.5 DME and hold.

ATIS	MINNEAPOLIS CENTER	LA CROSSE TOWER ★	GND CON	UNICOM
124.95	128.6 363.0	118.45 (CTAF) L 251.075	121.8	122.95







FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

CATEGORY	A	B	C	D
S-ILS 18	853-½ 200 (200-½)			
S-LOC 18	1080-½ 427 (500-½)		1080-¾ 427 (500-¾)	1080-1 427 (500-1)
CIRCLING	1180-1 525 (600-1)		1440-2¼ 785 (800-2¼)	1780-3 1125 (1200-3)

EC-3. 14 JAN 2010 to 11 FEB 2010

LOM LS	APP CRS	Rwy Idg	8742
272	177°	TDZE	653
		Apt Elev	655

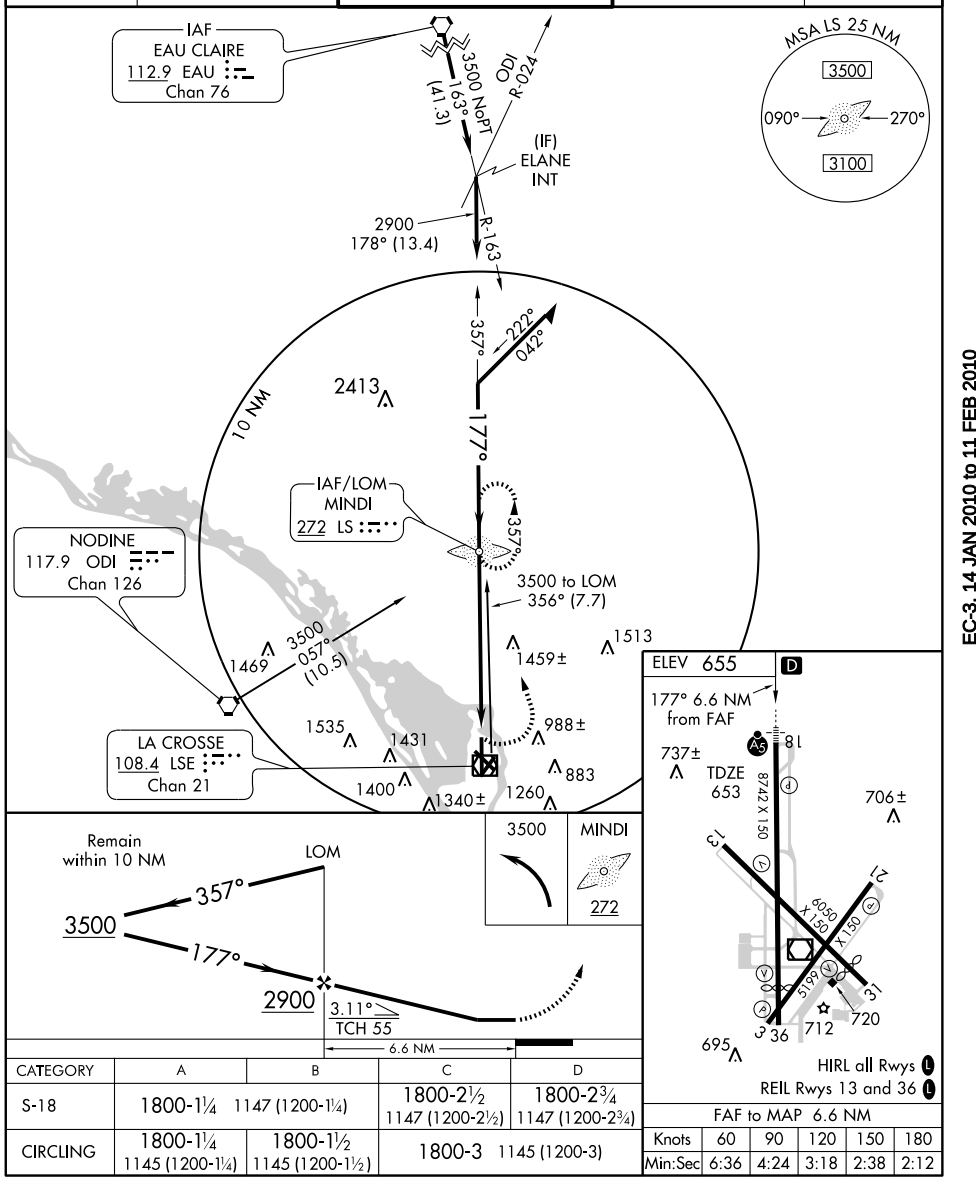
NDB RWY 18
LA CROSSE MUNI (LSE)

When local altimeter not received, use Winona altimeter setting and increase all MDA 60 feet. Inoperative table does not apply to S-18 Cat. A.

MALSR

MISSED APPROACH: Climbing left turn to 3500 direct MINDI LOM and hold.

ATIS	MINNEAPOLIS CENTER	LA CROSSE TOWER ★	GND CON	UNICOM
124.95	128.6 363.0	118.45 (CTAF) L 251.075	121.8	122.95



FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

CATEGORY	A	B	C	D
S-18	1800-1¼ 1147 (1200-1¼)		1800-2½ 1147 (1200-2½)	1800-2¾ 1147 (1200-2¾)
CIRCLING	1800-1¼ 1145 (1200-1¼)	1800-1½ 1145 (1200-1½)	1800-3 1145 (1200-3)	

EC-3. 14 JAN 2010 to 11 FEB 2010

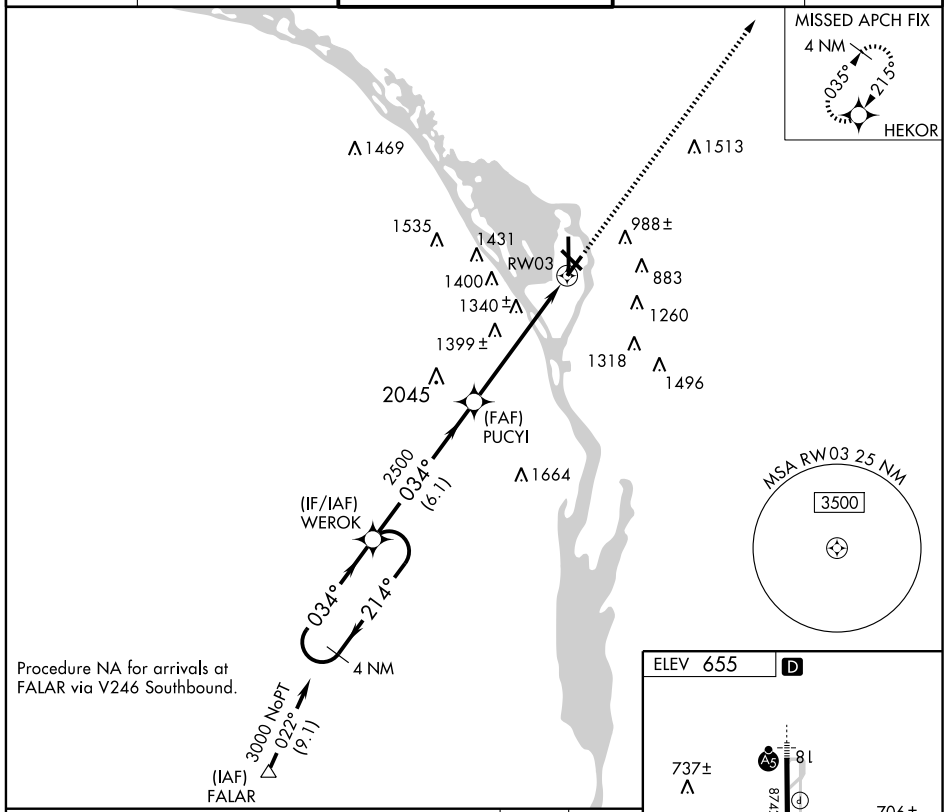
APP CRS	Rwy Idg	5199
034°	TDZE	653
	Apt Elev	655

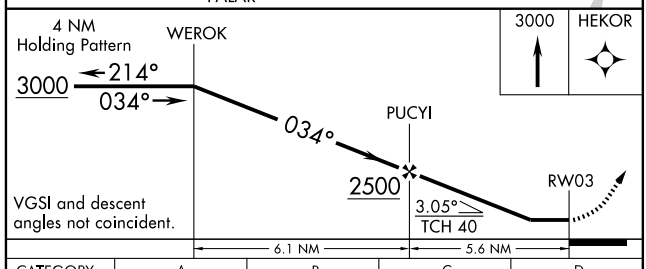
RNAV (GPS) RWY 3
LA CROSSE MUNI (LSE)

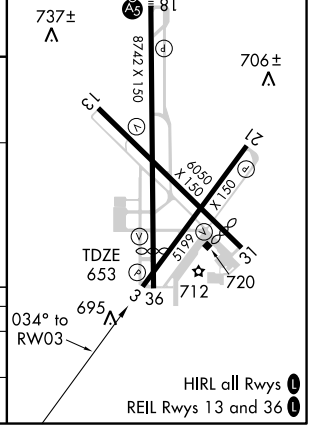
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Winona altimeter setting and increase all MDA 60 feet.

MISSED APPROACH:Climb to 3000 direct HEKOR and hold.

ATIS	MINNEAPOLIS CENTER	LA CROSSE TOWER ★	GND CON	UNICOM
124.95	128.6 363.0	118.45 (CTAF) L 251.075	121.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	1660-1¼ 1007 (1100-1¼)	1660-1½ 1007 (1100-1½)	1660-3 1007 (1100-3)	
CIRCLING	1660-1¼ 1005 (1100-1¼)	1660-1½ 1005 (1100-1½)	1660-3 1005 (1100-3)	1780-3 1125 (1200-3)

HIRL all Rwys L
REIL Rwys 13 and 36 L

EC-3. 14 JAN 2010 to 11 FEB 2010

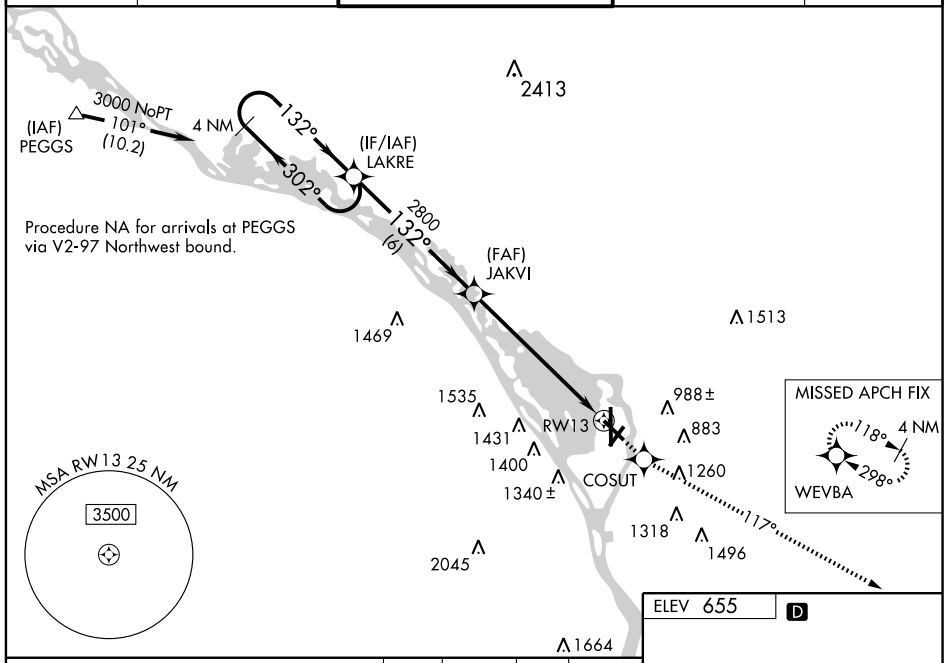
WAAS	APP CRS	Rwy Idg	5300
CH 56509	132°	TDZE	655
W13A		Apt Elev	655

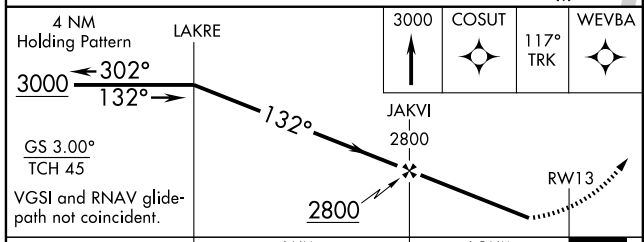
RNAV (GPS) RWY 13
LA CROSSE MUNI (LSE)

Baro-VNAV NA when using Winona altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Winona altimeter setting and increase LPV all Cats. DA 53 feet, increase LNAV/VNAV all Cats. DA 84 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats., increase all MDA 60 feet, increase LNAV Cats. C/D and Circling Cat. C visibility ¼ mile.

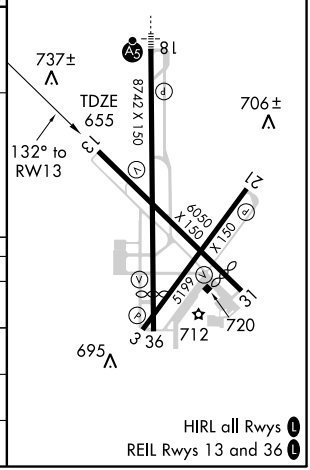
MISSED APPROACH: Climb to 3000 direct COSUT and via 117° track to WEVBA and hold.

ATIS	MINNEAPOLIS CENTER	LA CROSSE TOWER ★	GND CON	UNICOM
124.95	128.6 363.0	118.45 (CTAF) L 251.075	121.8	122.95





CATEGORY	A	B	C	D
LPV DA	957-1 302 (400-1)			
LNAV/VNAV DA	1019-1¼ 364 (400-1¼)			
LNAV MDA	1140-1 485 (500-1)		1140-1¼ 485 (500-1¼)	1140-1½ 485 (500-1½)
CIRCLING	1140-1 485 (500-1)		1440-2¼ 785 (800-2¼)	1780-3 1125 (1200-3)



EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8742
CH 72809	177°	TDZE	653
W18A		Apt Elev	655

RNAV (GPS) RWY 18
LA CROSSE MUNI (LSE)

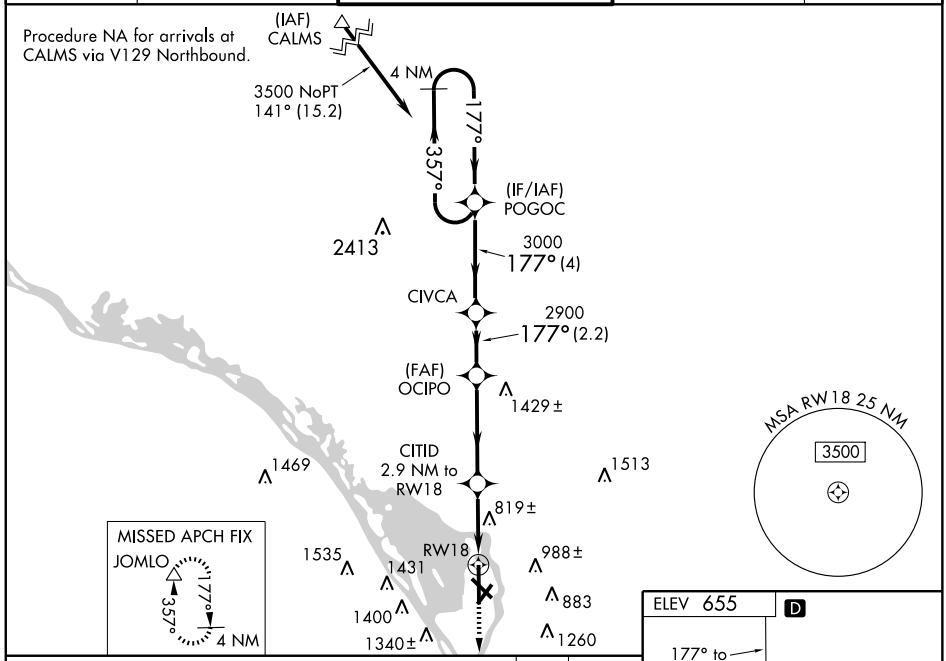
Baro-VNAV NA when using Winona altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winona altimeter setting and increase all DA 53 feet, increase LNAV/VNAV all Cats. visibility ¼ mile, increase all MDA 60 feet and Circling Cat. C visibility ¼ mile. For inoperative MALSR, increase LPV all Cats. visibility ½ mile. LNAV minimums NA with Winona altimeter setting.

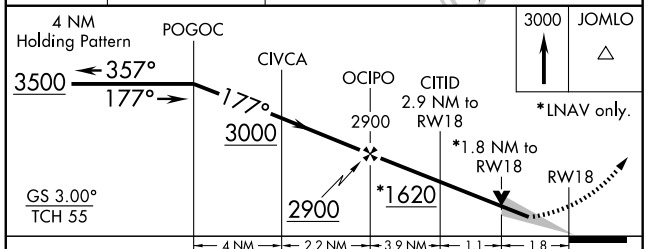
MALSR

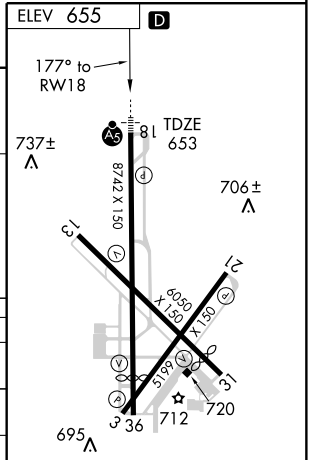
MISSED APPROACH: Climb to 3000 direct JOMLO and hold.

ATIS	MINNEAPOLIS CENTER	LA CROSSE TOWER ★	GND CON	UNICOM
124.95	128.6 363.0	118.45 (CTAF) L 251.075	121.8	122.95

Procedure NA for arrivals at CALMS via V129 Northbound.







CATEGORY	A	B	C	D
LPV DA	925-½ 272 (300-½)			
LNAV/VNAV DA	1204-1½ 551 (600-1½)			
LNAV MDA	1360-½ 707 (800-½)		1360-1½ 707 (800-1½)	1360-1¾ 707 (800-1¾)
CIRCLING	1360-1 705 (800-1)		1440-2¼ 785 (800-2¼)	1780-3 1125 (1200-3)

EC-3. 14 JAN 2010 to 11 FEB 2010

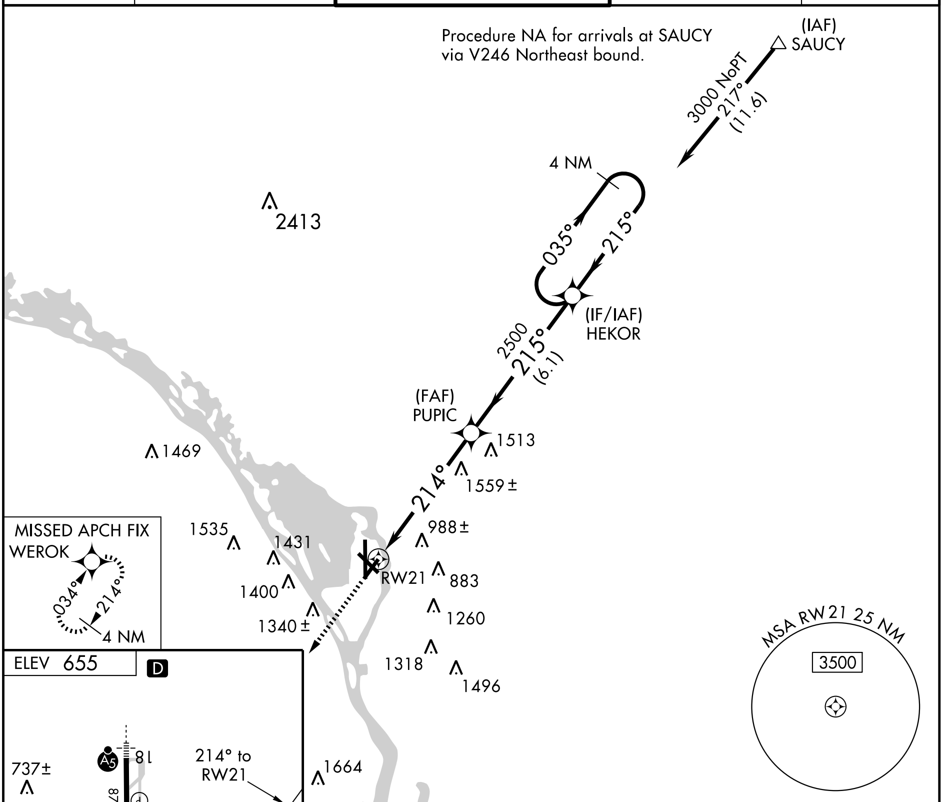
RNAV (GPS) RWY 21
LA CROSSE MUNI (LSE)

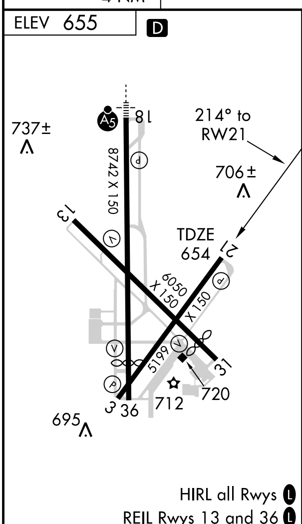
APP CRS	Rwy ldg	5199
214°	TDZE	654
	Apt Elev	655

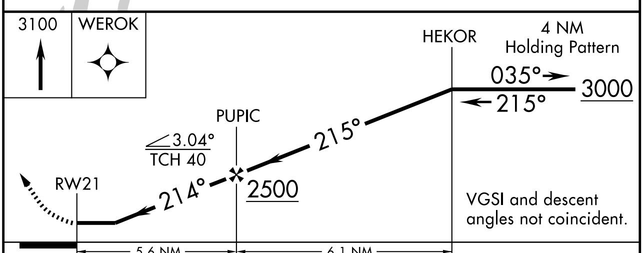
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Winona altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3100 direct WEROKand hold.

ATIS	MINNEAPOLIS CENTER	LA CROSSE TOWER ★	GND CON	UNICOM
124.95	128.6 363.0	118.45 (CTAF) Ⓛ 251.075	121.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	1820-1¼ 1166 (1200-1¼)	1820-1½ 1166 (1200-1½)	1820-3 1166 (1200-3)	
CIRCLING	1820-1¼ 1165 (1200-1¼)	1820-1½ 1165 (1200-1½)	1820-3 1165 (1200-3)	

EC-3, 14 JAN 2010 to 11 FEB 2010

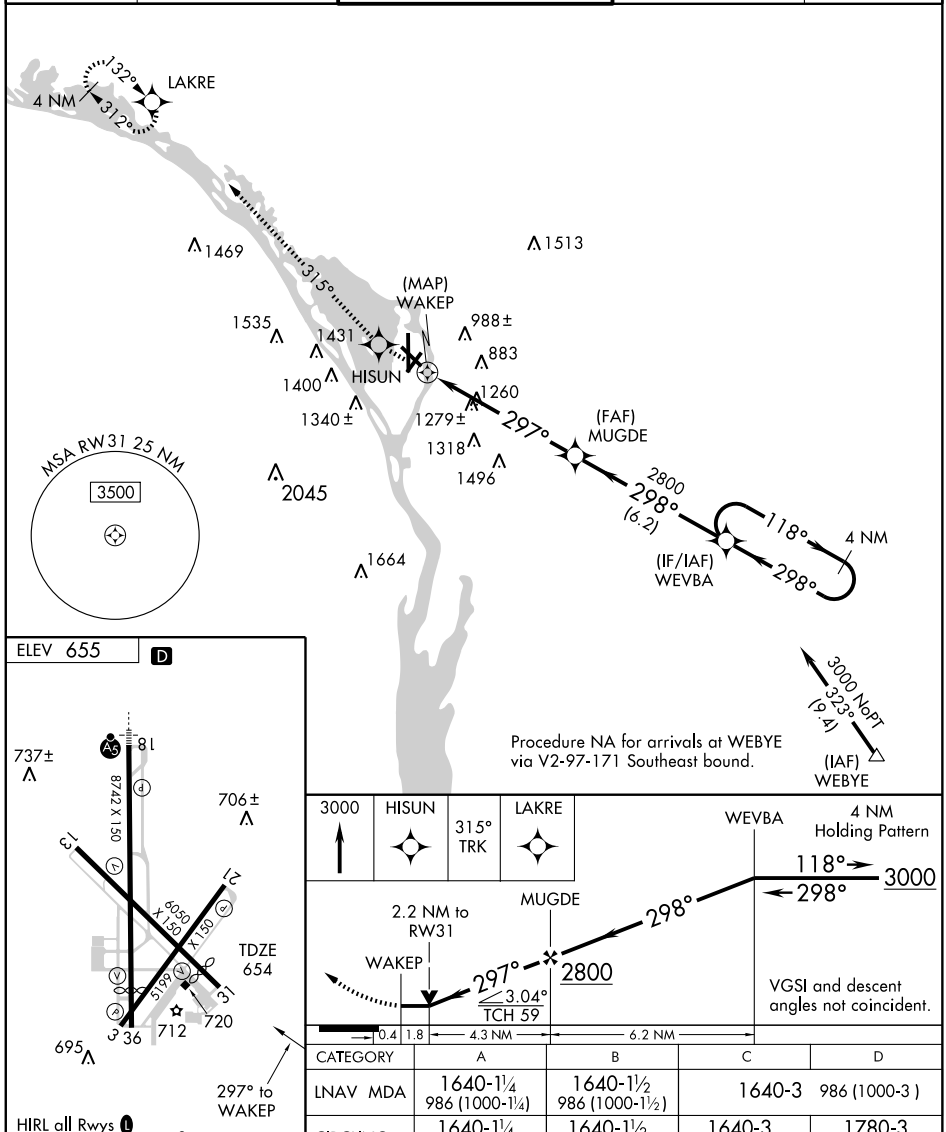
APP CRS	Rwy Idg	5300
297°	TDZE	654
	Apt Elev	655

RNAV (GPS) RWY 31
LA CROSSE MUNI (LSE)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Winona altimeter setting and increase all MDA to 60 feet.

MISSED APPROACH: Climb to 3000 direct HISUN and via 315° track to LAKRE and hold.

ATIS	MINNEAPOLIS CENTER	LA CROSSE TOWER ★	GND CON	UNICOM
124.95	128.6 363.0	118.45 (CTAF) L 251.075	121.8	122.95



CATEGORY	A	B	C	D
LNAV MDA	1640-1¼ 986 (1000-1¼)	1640-1½ 986 (1000-1½)	1640-3	986 (1000-3)
CIRCLING	1640-1¼ 985 (1000-1¼)	1640-1½ 985 (1000-1½)	1640-3 985 (1000-3)	1780-3 1125 (1200-3)

EC-3. 14 JAN 2010 to 11 FEB 2010

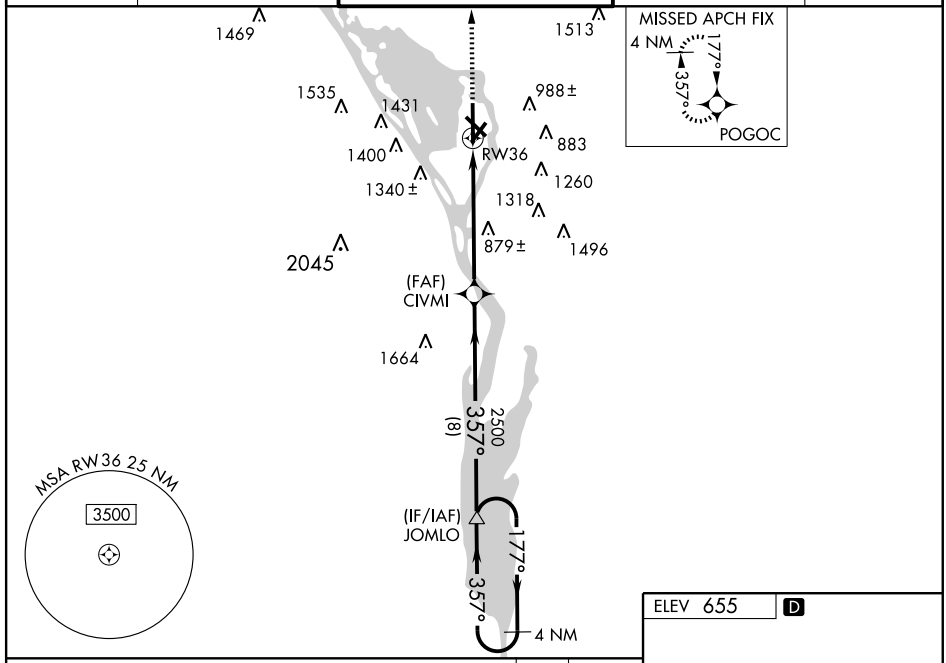
WAAS	APP CRS	Rwy Idg	7611
CH 86509	357°	TDZE	653
W36A		Apt Elev	655

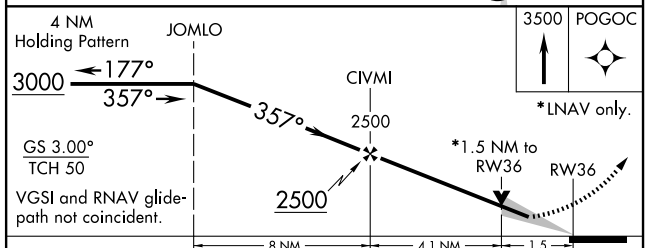
RNAV (GPS) RWY 36
LA CROSSE MUNI (LSE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Winona altimeter setting. When local altimeter setting not received, use Winona altimeter setting and increase all DA 53 feet, increase LPV all Cats. visibility ¼ mile and LNAV/VNAV all Cats. visibility ¼ mile, increase all MDA 60 feet and LNAV Cats. C/D visibility ¼ mile and Circling Cat. C visibility ¼ mile.

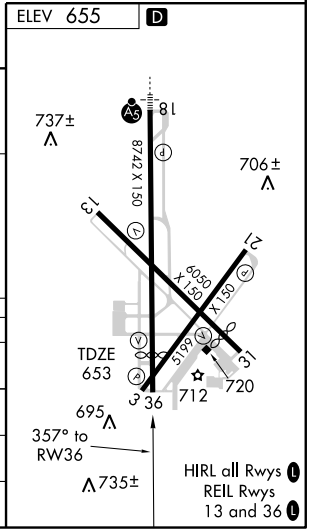
MISSED APPROACH: Climb to 3500 direct POGOC and hold.

ATIS	MINNEAPOLIS CENTER	LA CROSSE TOWER ★	GND CON	UNICOM
124.95	128.6 363.0	118.45 (CTAF) L 251.075	121.8	122.95





CATEGORY	A	B	C	D
LPV DA	953-1 300 (300-1)			
LNAV/VNAV DA	1203-2 550 (600-2)			
LNAV MDA	1140-1 487 (500-1)		1140-1¼ 487 (500-1¼)	1140-1½ 487 (500-1½)
CIRCLING	1140-1 485 (500-1)		1440-2¼ 785 (800-2¼)	1780-3 1125 (1200-3)



EC-3. 14 JAN 2010 to 11 FEB 2010

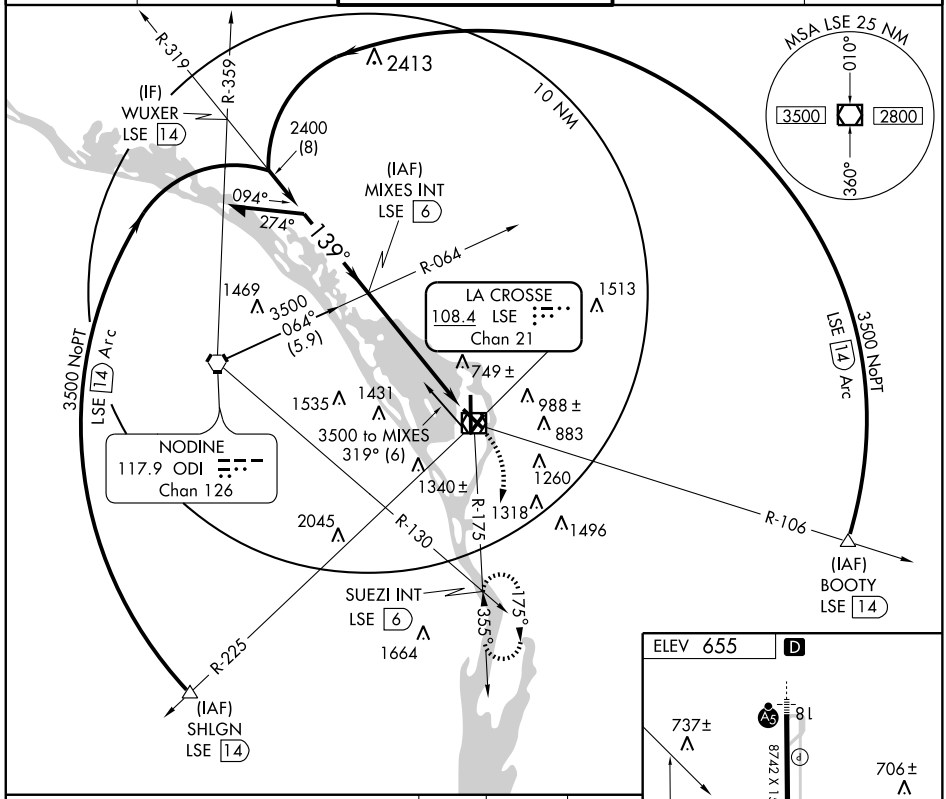
VOR/DME LSE	APP CRS	Rwy Idg	5300
108.4	139°	TDZE	655
Chan 21		Apt Elev	655

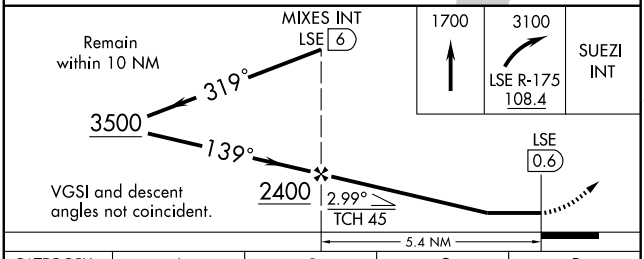
VOR RWY 13
LA CROSSE MUNI (LSE)

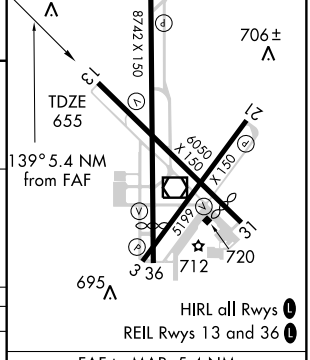
T A Visibility reduction by helicopters NA. When local altimeter setting not received, use Winona altimeter setting and increase all MDA 60 feet, increase S-13 Cat. C and D visibility ¼ mile, increase Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 via LSE VOR/DME R-175 to SUEZI Int/LSE 6 DME and hold, continue climb-in-hold to 3100.

ATIS	MINNEAPOLIS CENTER	LA CROSSE TOWER ★	GND CON	UNICOM
124.95	128.6 363.0	118.45 (CTAF) L 251.075	121.8	122.95







CATEGORY	A	B	C	D
S-13	1120-1	465 (500-1)	1120-1¼ 465 (500-1¼)	1120-1½ 465 (500-1½)
CIRCLING	1180-1	525 (600-1)	1440-2¼ 785 (800-2¼)	1780-3 1125 (1200-3)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-3. 14 JAN 2010 to 11 FEB 2010

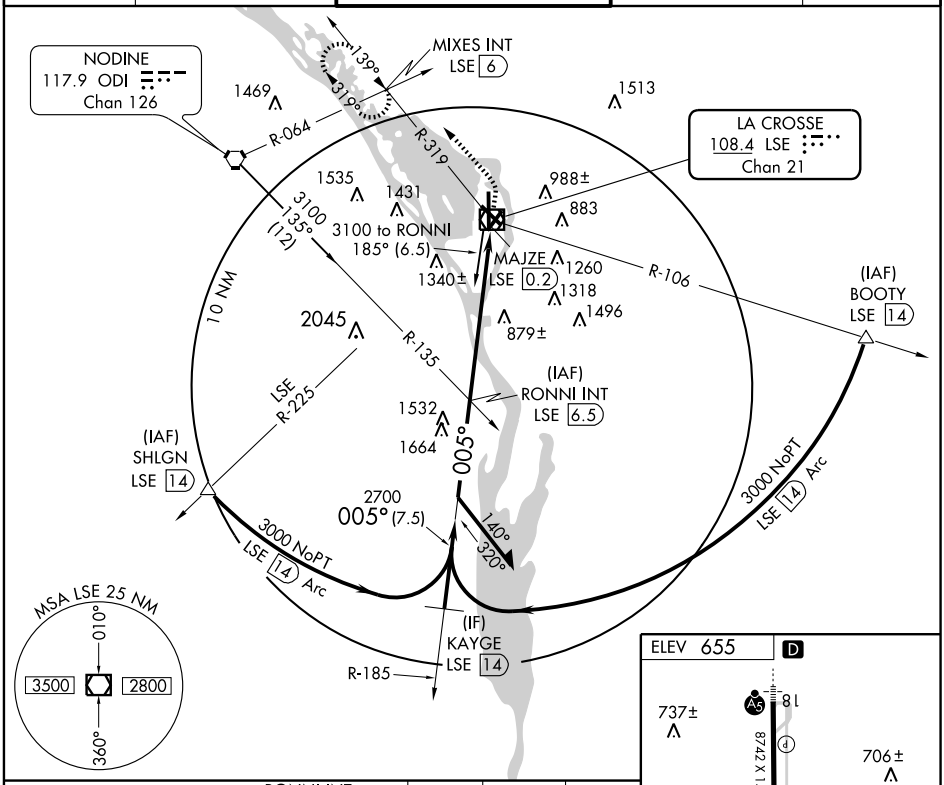
VOR/DME LSE	APP CRS	Rwy Idg	7611
108.4	005°	TDZE	653
Chan 21		Apt Elev	655

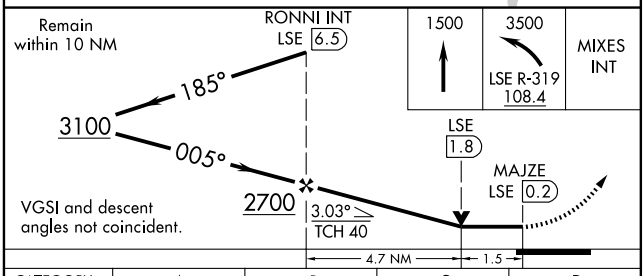
VOR RWY 36
LA CROSSE MUNI (LSE)

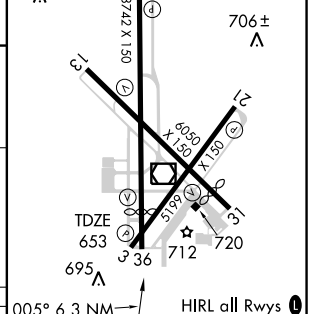
Visibility reduction by helicopters NA. When local altimeter setting not received, use Winona altimeter setting and increase all MDA 60 feet. Increase S-36 Cat. D and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 via LSE R-319 to MIXES Int/LSE 6 DME and hold, continue climb-in-hold to 3500.

ATIS	MINNEAPOLIS CENTER	LA CROSSE TOWER ★	GND CON	UNICOM
124.95	128.6 363.0	118.45 (CTAF) L 251.075	121.8	122.95







CATEGORY	A	B	C	D
S-36	1160-1	507 (600-1)	1160-1½	507 (600-1½)
CIRCLING	1160-1	505 (600-1)	1440-2¼ 785 (800-2¼)	1780-3 1125 (1200-3)

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3000
040°	TDZE	649
	Apt Elev	649

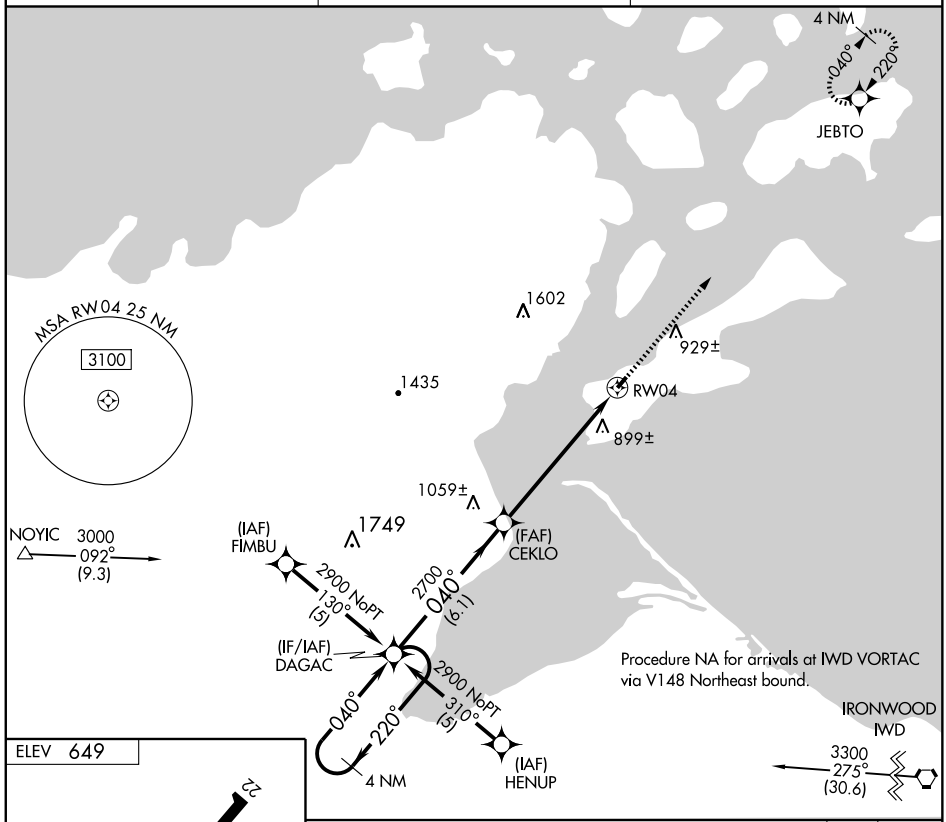
RNAV (GPS) RWY 4

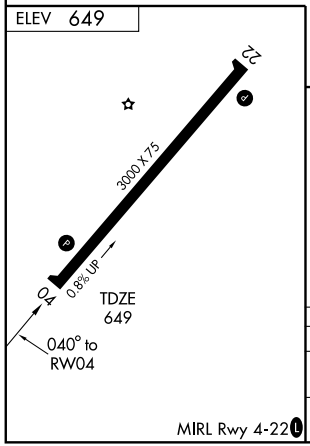
LA POINTE/MADELINE ISLAND (4R5)

NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Ashland altimeter setting; when not received, use Superior altimeter setting and increase all MDAs 80 feet and LNAV Cat. C visibility ½ mile, Circling Cat. C visibility ¼ mile.

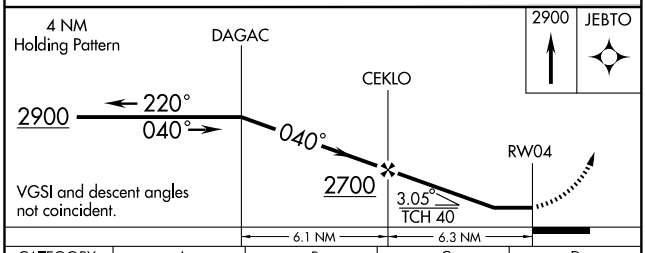
MISSED APPROACH: Climb to 2900 direct JEBTO and hold.

ASHLAND ASOS	MINNEANAPOLIS APP CON	CTAF
126.775	133.55	122.9





MIRL Rwy 4-22 L



CATEGORY	A	B	C	D
LNAV MDA	1240-1	591 (600-1)	1240-1½ 591 (600-1½)	NA
CIRCLING	1240-1	591 (600-1)	1280-1¾ 631 (700-1¾)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3000
220°	TDZE	649
	Apt Elev	649

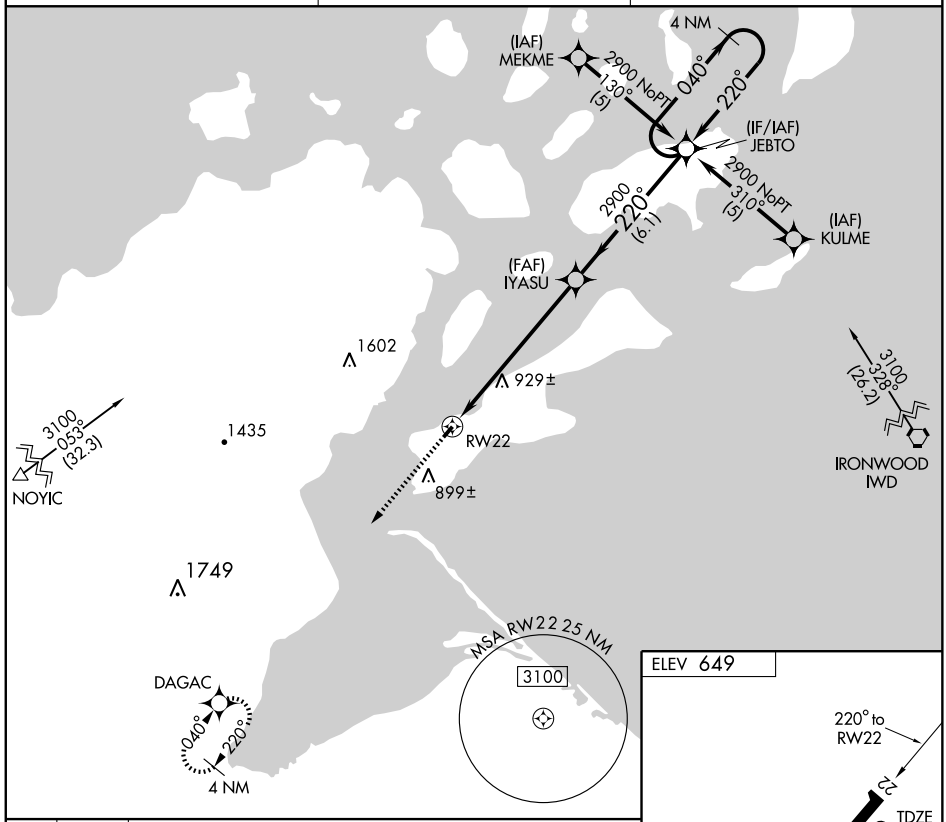
RNAV (GPS) RWY 22

LA POINTE/MADELINE ISLAND (4R5)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Ashland altimeter setting; when not received, use Superior altimeter setting and increase all MDAs 80 feet and LNAV and Cat. C Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2900 direct DAGAC and hold.

ASHLAND ASOS	MINNEANAPOLIS APP CON	CTAF
126.775	133.55	122.9



CATEGORY	A	B	C	D
LNAV MDA	1300-1	651 (700-1)	1300-1¾ 651 (700-1¾)	NA
CIRCLING	1300-1	651 (700-1)	1300-1¾ 651 (700-1¾)	NA

MIRL Rwy 4-22 (L)

EC-3, 14 JAN 2010 to 11 FEB 2010

NDB RCX	APP CRS	Rwy Idg	4000
356	330°	TDZE	1231
		Apt Elev	1238

NDB or GPS RWY 32

LADYSMITH/ RUSK COUNTY (RCX)

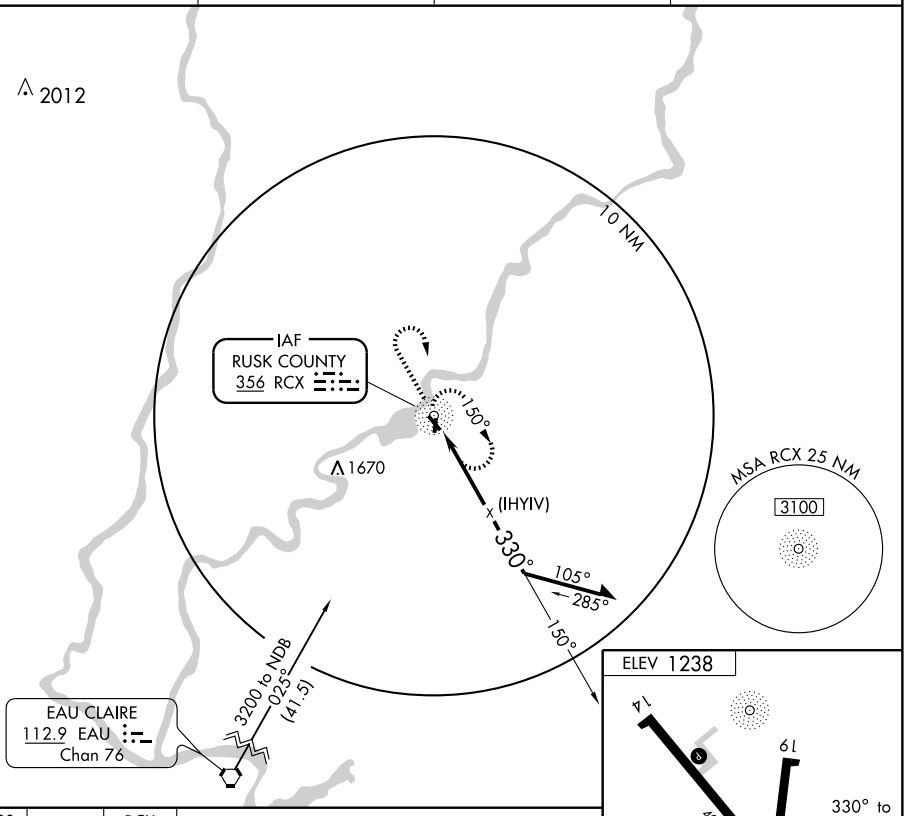
NA

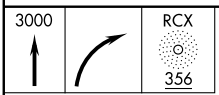
Use Eau Claire altimeter setting.

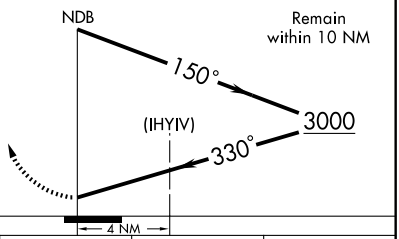
MISSED APPROACH: Climb to 3000 then right turn direct RCX NDB and hold.

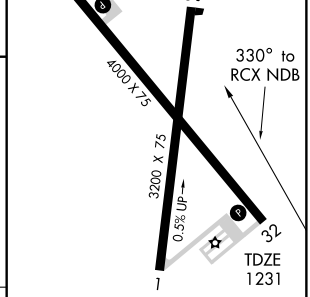
AWOS-3	GREEN BAY RADIO	GCO	UNICOM
118.125	122.3	121.725	122.8 (CTAF) L

2012









REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 1-19 L

CATEGORY	A	B	C	D
S-32	1940-1	709 (800-1)	1940-2 709 (800-2)	NA
CIRCLING	1940-1	702 (800-1)	1940-2 702 (800-2)	NA

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS		
235°	Rwy Idg	3830
	TDZE	835
	Apt Elev	835

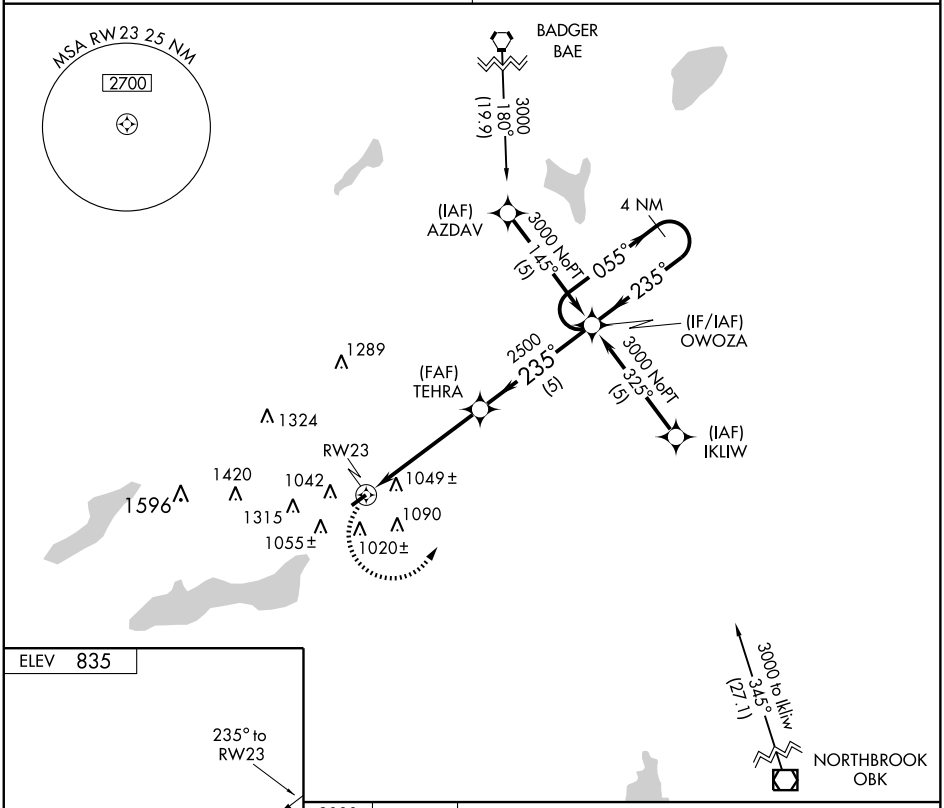
RNAV (GPS) RWY 23

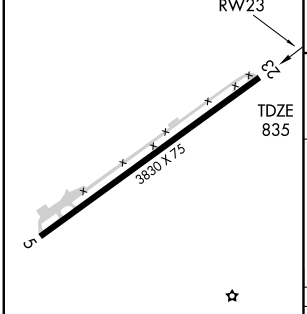
LAKE GENEVA/GRAND GENEVA RESORT (C02)

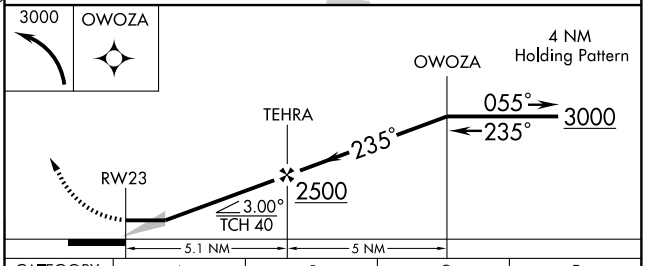
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Use Kenosha altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct OWOZA WP and hold.

MILWAUKEE APP CON	UNICOM
120.15	**122.8** (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1360-1 525 (600-1)		1360-1½ 525 (600-1½)	NA
CIRCLING	1500-1 665 (700-1)	1520-1 685 (700-1)	1520-2 685 (700-2)	NA

MIRL Rwy 5-23

EC-3, 14 JAN 2010 to 11 FEB 2010

NDB LNL	APP CRS		
396	150°	Rwy Idg	3800 (day) 3600 (night)
		TDZE	1704
		Apt Elev	1704

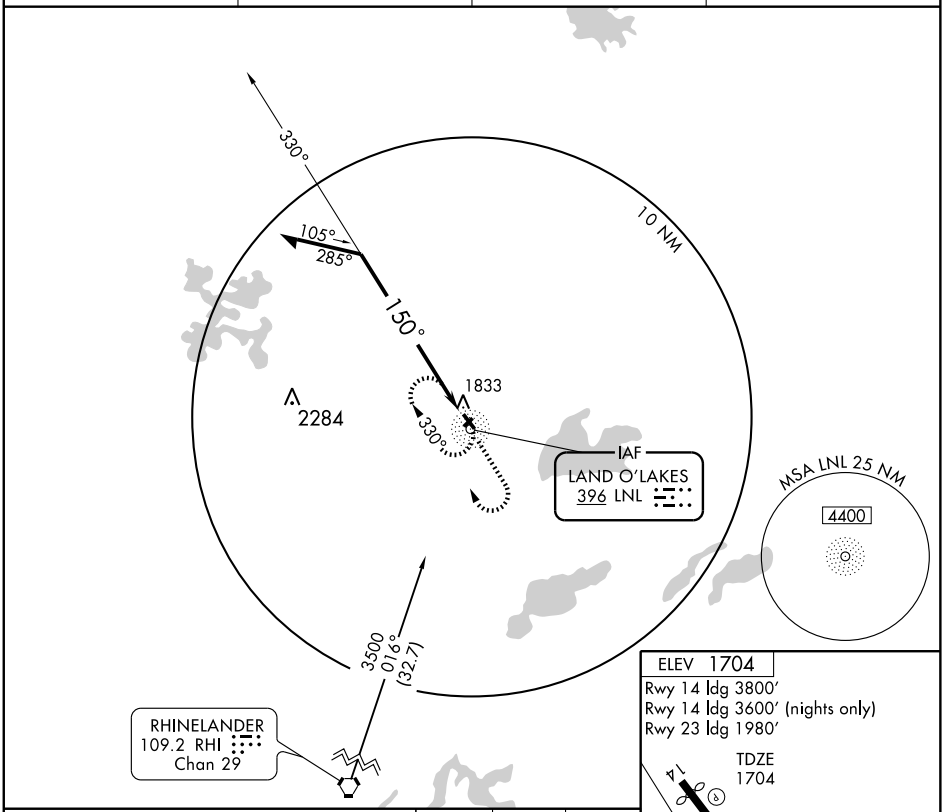
NDB RWY 14

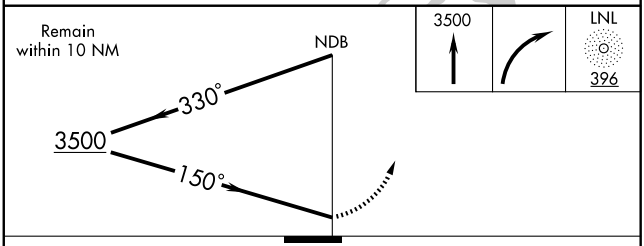
LAND O'LAKES/ KINGS LAND O'LAKES (LNL)

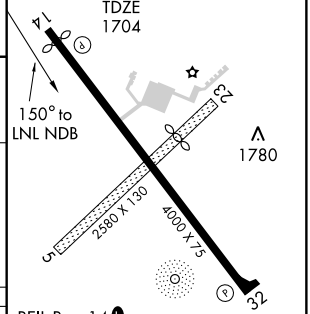
▼ ⚠ NA — If local altimeter setting not received, use Eagle River Union altimeter setting and increase all MDAs 40 feet. Circling to Rwys 5, 23, and 32 not authorized at night.

MISSED APPROACH: Climb to 3500, then right turn direct LNL NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.525	133.65 281.5	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-14	2320-1	616 (700-1)	2320-1¾ 616 (700-1¾)	NA
CIRCLING	2320-1	616 (700-1)	2320-1¾ 616 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

NDB LNL	APP CRS	Rwy Idg	4000
396	314°	TDZE	1704
		Apt Elev	1704

NDB RWY 32

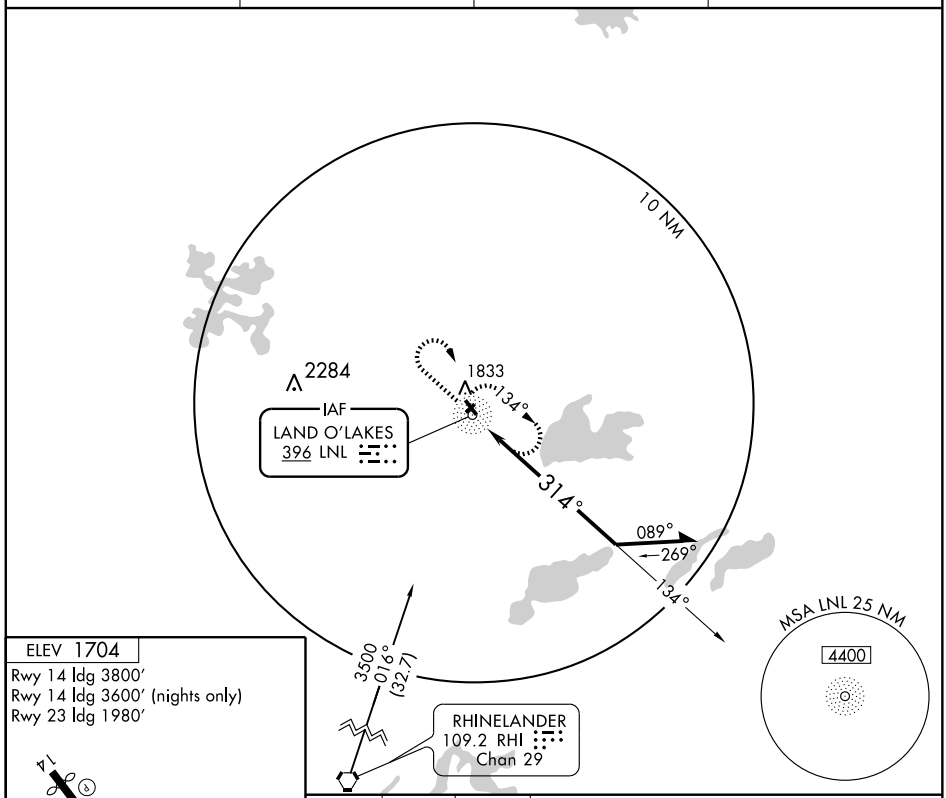
LAND O'LAKES/ KINGS LAND O'LAKES (LNL)

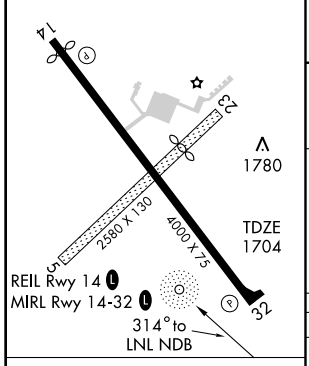
If local altimeter setting not received, use Eagle River Union altimeter setting and increase all MDAs 40 feet.
Straight-in minimums not authorized at night.
Circling to Rwys 5, 23, and 32 not authorized at night.

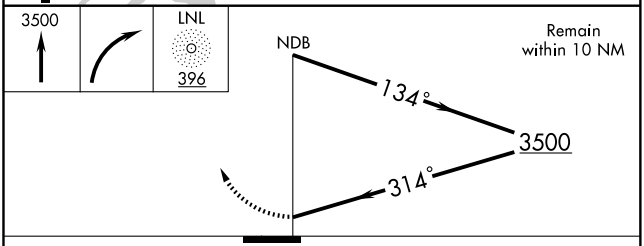
NA

MISSED APPROACH: Climb to 3500, then right turn direct LNL NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.525	133.65 281.5	121.725	122.8 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-32	2520-1 816 (900-1)	2520-1¼ 816 (900-1¼)	2520-2½ 816 (900-2½)	NA
CIRCLING	2520-1 816 (900-1)	2520-1¼ 816 (900-1¼)	2520-2½ 816 (900-2½)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3800 (day) 3600 (night)
145°	TDZE	1704
	Apt Elev	1704

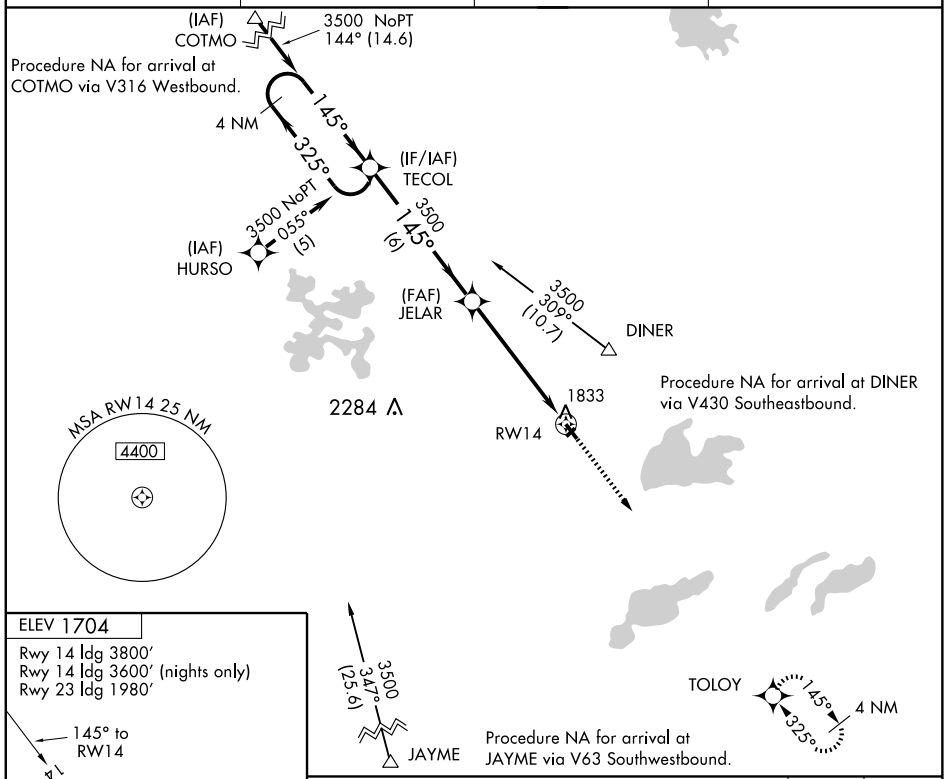
RNAV (GPS) RWY14

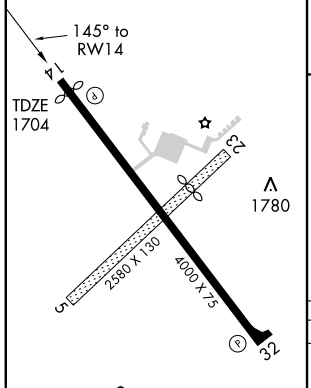
LAND O'LAKES/ KINGS LAND O'LAKES (LNL)

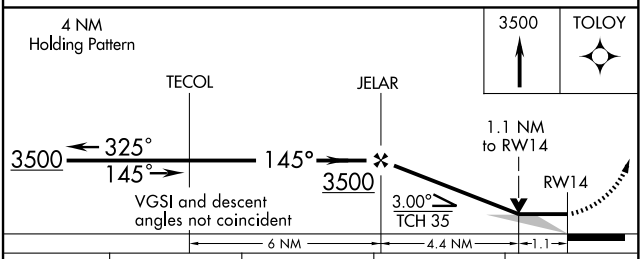
If local altimeter setting not received, use Eagle River Union altimeter setting and increase all MDAs 40 feet.
VDP NA with Eagle River Union altimeter setting.
Circling to Rwy 5, 23 and 32 NA at night.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3500 direct TOLOY and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.525	133.65 281.5	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2220-1	516 (600-1)	2220-1½ 516 (600-1½)	NA
CIRCLING	2220-1 516 (600-1)	2240-1 536 (600-1)	2240-1½ 536 (600-1½)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS		
325°	Rwy Idg	4000
	TDZE	1704
	Apt Elev	1704

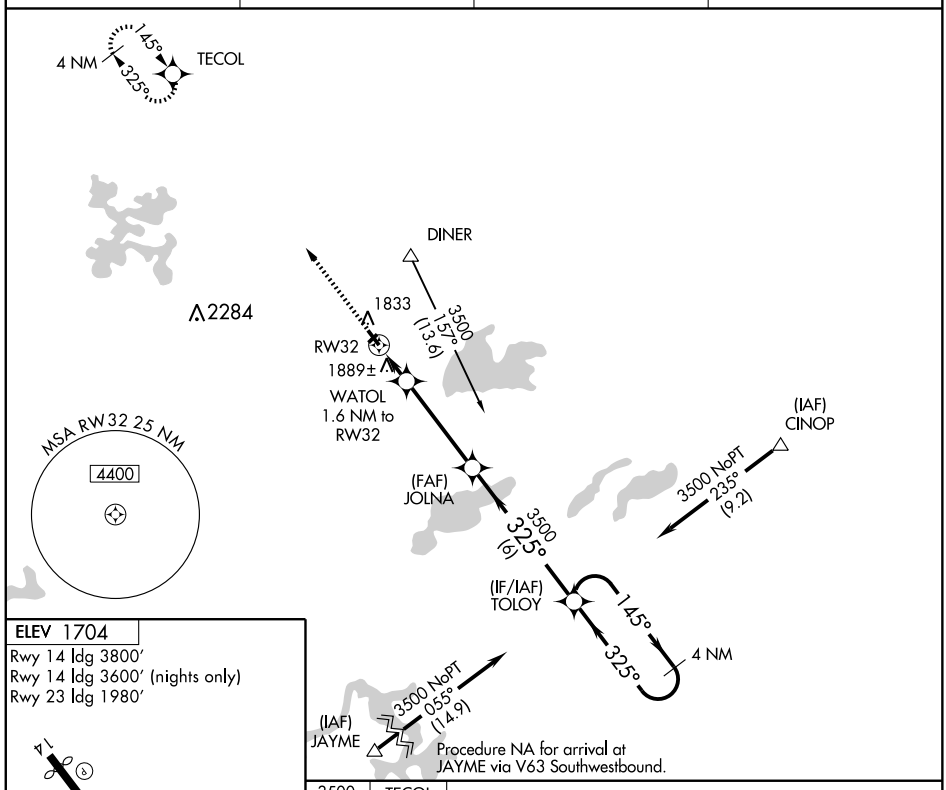
RNAV (GPS) RWY 32

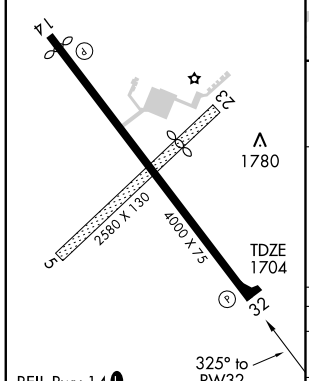
LAND O'LAKES/ KINGS LAND O'LAKES (LNL)

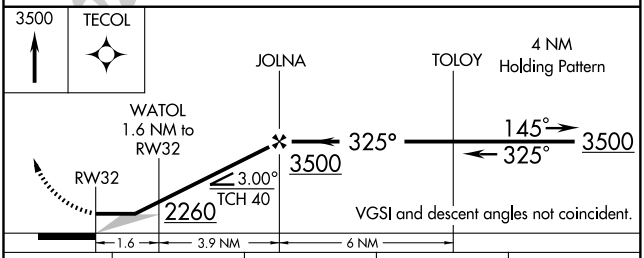
If local altimeter setting not received, use Eagle River Union altimeter setting and increase all MDAs 40 feet.
Straight-in minimums NA at night.
Circling to Rwys 5, 23, and 32 NA at night.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct TECOL and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.525	133.65 281.5	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2140-1 436 (500-1)		2140-1¼ 436 (500-1¼)	NA
CIRCLING	2200-1 496 (500-1)	2240-1 536 (600-1)	2240-1½ 536 (600-1½)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-LNR	APP CRS	Rwy Idg	5001
108.35	270°	TDZE	717
Chan 20 (Y)		Apt Elev	717

LOC RWY 27

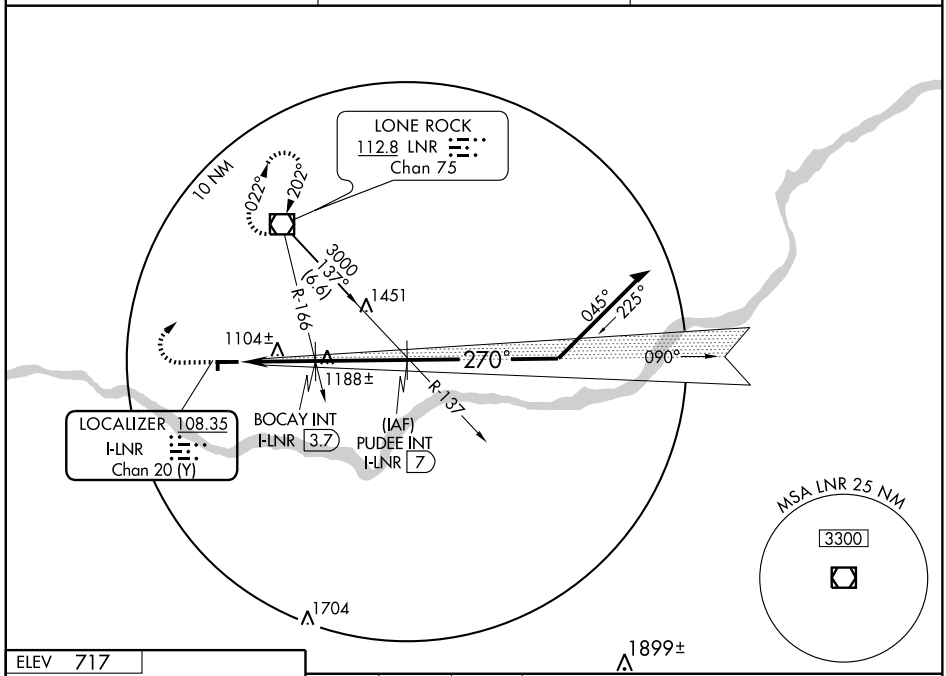
LONE ROCK/TRI-COUNTY RGNL (LNR)

NA

If local altimeter setting not received, use Boscobel altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

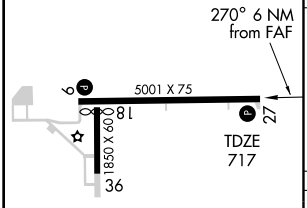
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct LNR VOR/DME and hold.

ASOS	MADISON APP CON ★	UNICOM
119.425	135.45 343.7	123.0 (CTAF) L



ELEV 717

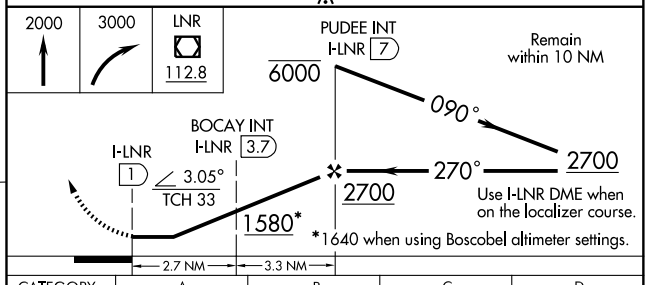
Rwy 18 ldg 1720'



MIRL Rwys 9-27 and 18-36 L

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-27	1580-1 863 (900-1)	1580-1¼ 863 (900-1¼)	1580-2½ 863 (900-2½)	NA
CIRCLING	1580-1 863 (900-1)	1580-1¼ 863 (900-1¼)	1580-2½ 863 (900-2½)	NA
BOCAY FIX MINIMUMS				
S-27	1360-1 643 (700-1)		1360-1¾ 643 (700-1¾)	NA
CIRCLING	1500-1 783 (800-1)	1500-1¼ 783 (800-1¼)	1500-2¼ 783 (800-2¼)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5001
CH 78206	090°	TDZE	717
W09A		Apt Elev	717

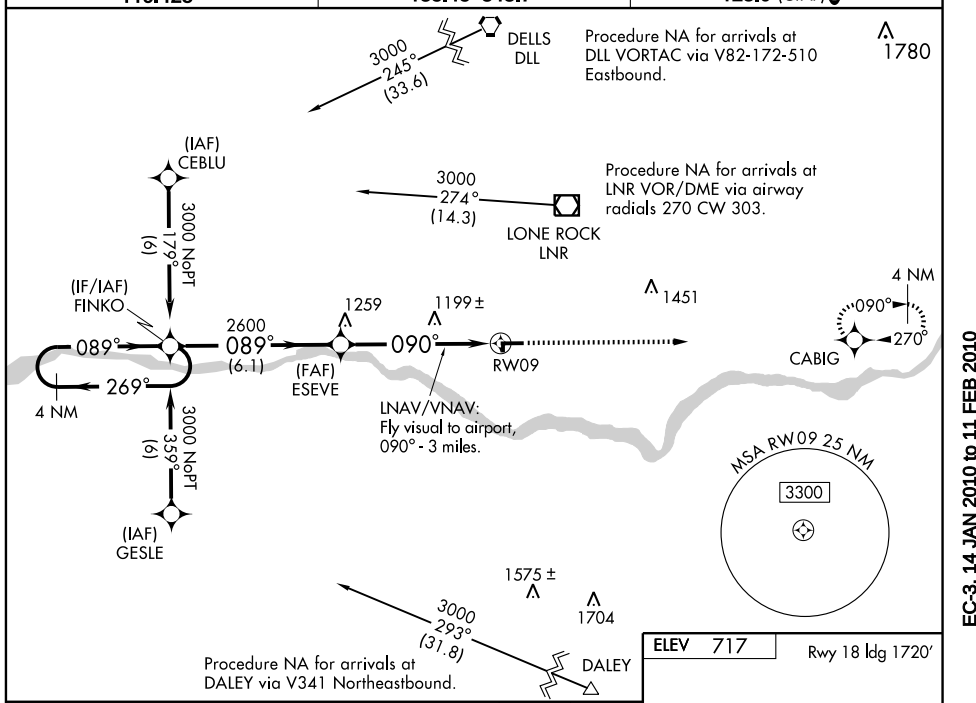
RNAV (GPS) RWY 9

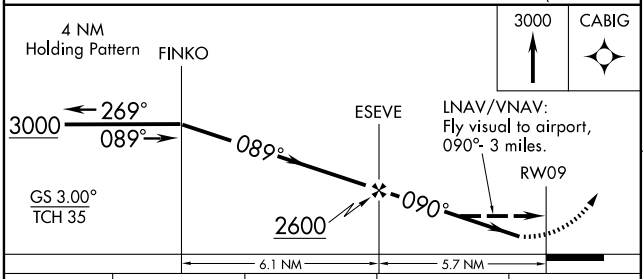
LONE ROCK/ TRI-COUNTY RGNL (LNR)

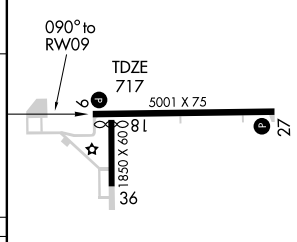
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). When local altimeter setting not received, use Boscobel altimeter setting and increase all DAs/MDAs 60 feet, and all visibilities ¼ mile. Baro-VNAV NA when using Boscobel altimeter setting.

MISSED APPROACH: Climb to 3000 direct CABIG and hold.

ASOS	MADISON APP CON ★	UNICOM
119.425	135.45 343.7	123.0 (CTAF) L







ELEV 717

Rwy 18 ldg 1720′

CATEGORY	A	B	C	D
LPV DA	994-1 277 (300-1)			NA
LNAV/VNAV DA	1659-2 942 (1000-2)		1659-2¾ 942 (1000-2¾)	NA
LNAV MDA	1460-1 743 (800-1)	1460-1¼ 743 (800-1¼)	1460-2¼ 743 (800-2¼)	NA
CIRCLING	1520-1 803 (900-1)	1520-1¼ 803 (900-1¼)	1520-2¼ 803 (900-2¼)	NA

MIRL Rwys 9-27 and 18-36 L

WAAS CH 69506 W27A	APP CRS 270°	Rwy Idg 5001 TDZE 717 Apt Elev 717

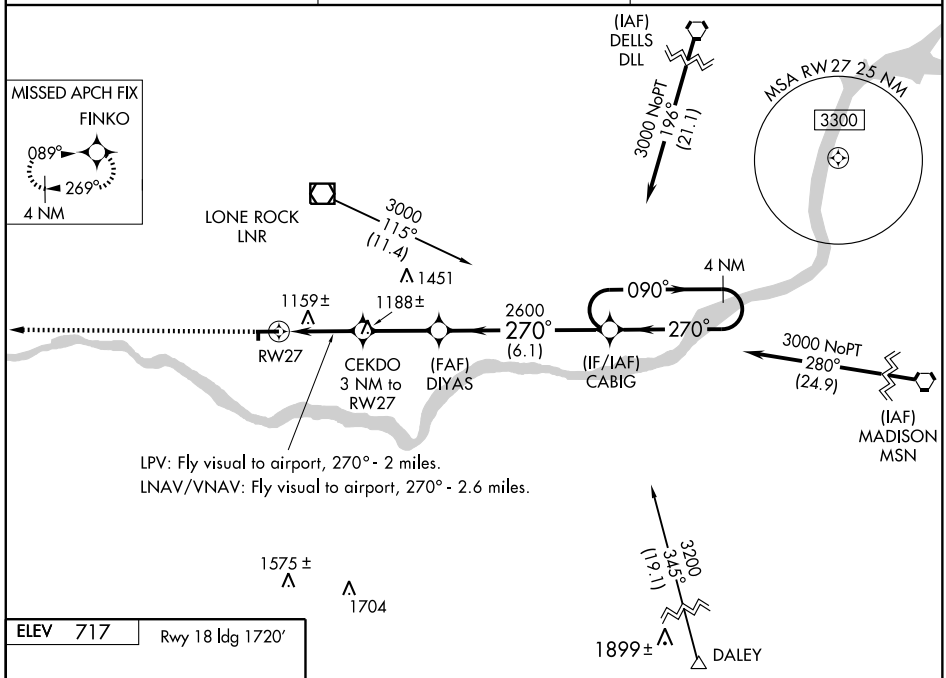
RNAV (GPS) RWY 27

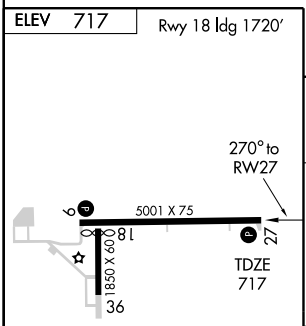
LONE ROCK/ TRI-COUNTY RGNL (LNR)

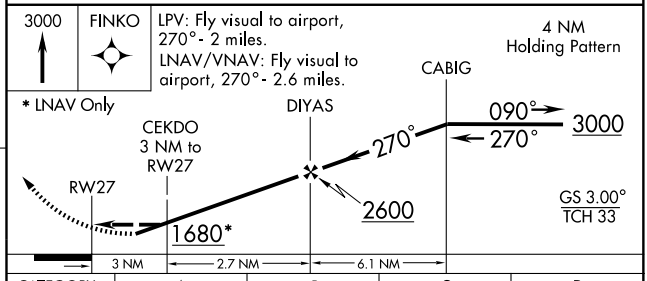
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). When local altimeter setting not received, use Boscobel altimeter setting and increase all DAs/MDAs 60 feet, and all visibilities ¼ mile. Baro-VNAV NA when using Boscobel altimeter setting.

MISSED APPROACH: Climb to 3000 direct FINKO and hold.

ASOS	MADISON APP CON ★	UNICOM
119.425	135.45 343.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1375-2 658 (700-2)			NA
LNAV/VNAV DA	1584-2 867 (900-2)		1584-2½ 867 (900-2½)	NA
LNAV MDA	1420-1 703 (800-1)		1420-2 703 (800-2)	NA
CIRCLING	1520-1 803 (900-1)	1520-1¼ 803 (900-1¼)	1520-2¼ 803 (900-2¼)	NA

MIRL Rwys 9-27 and 18-36 L

EC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME LNR	APP CRS	Rwy Idg	N/A
112.8	203°	TDZE	N/A
Chan 75		Apt Elev	717

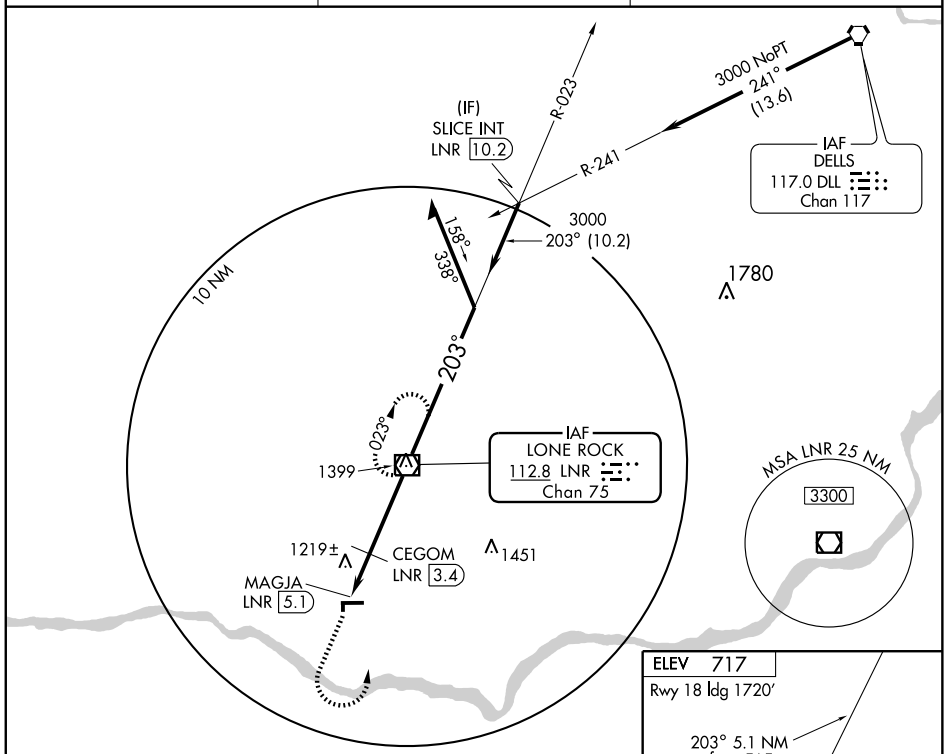
VOR-A

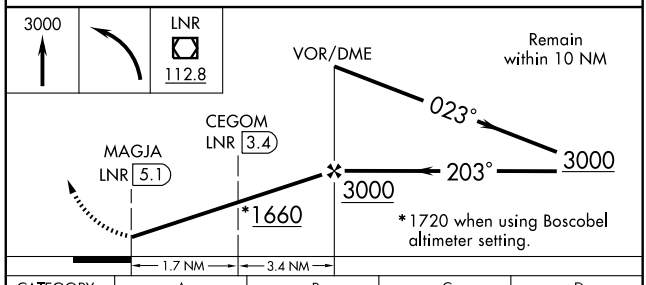
LONE ROCK/ TRI-COUNTY RGNL (LNR)

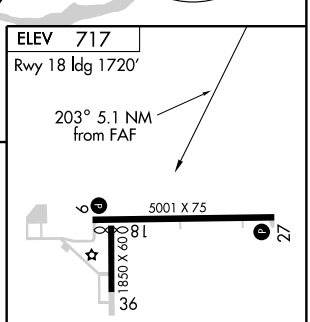
When local altimeter setting not received, use Boscobel altimeter setting and increase all MDAs 60 feet, and all visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 then left turn direct LNR VOR/DME and hold.

ASOS	MADISON APP CON ★	UNICOM
119.425	135.45 343.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1660-1¼ 943 (1000-1¼)		1660-2¾ 943 (1000-2¾)	NA
CEGOM FIX MINIMUMS				
CIRCLING	1520-1 803 (900-1)	1520-1¼ 803 (900-1¼)	1520-2¼ 803 (900-2¼)	NA

MIRL Rwys 9-27 and 18-36 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC MSN	APP CRS	Rwy Idg	N/A
108.6	106°	TDZE	N/A
Chan 23		Apt Elev	920

VOR or GPS-A

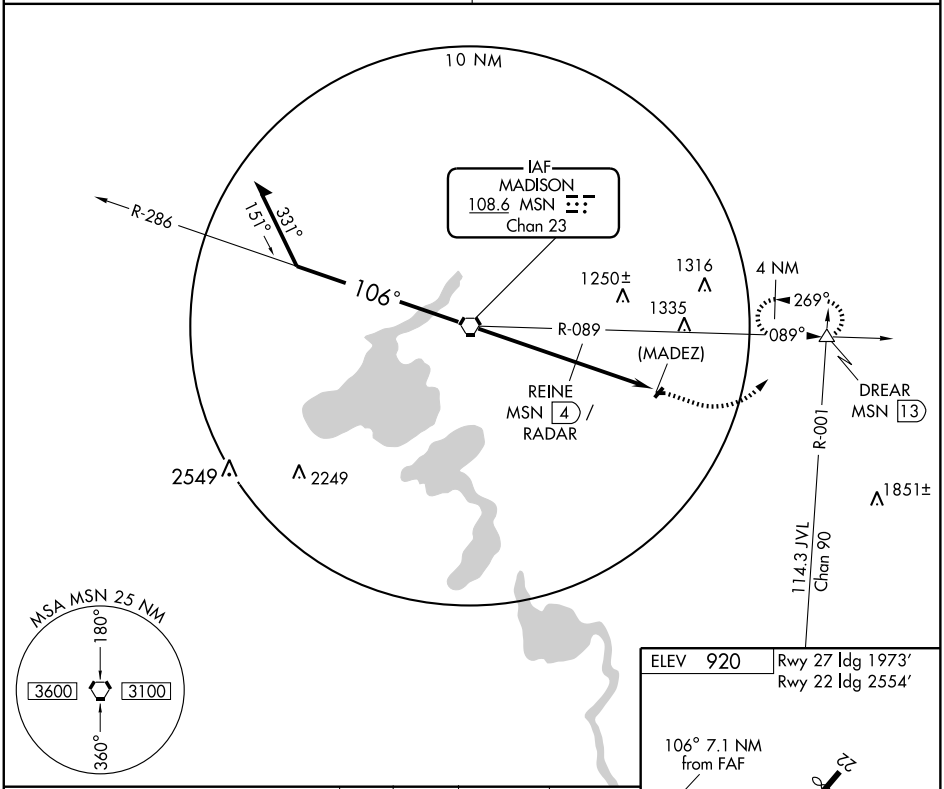
MADISON/BLACKHAWK AIRFIELD (87Y)

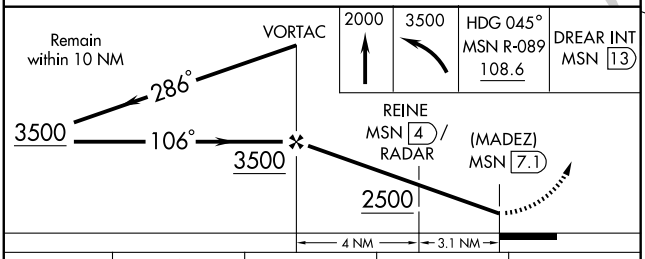
NA

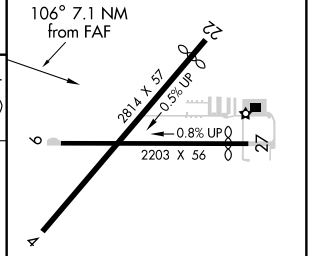
Use Madison Dane County altimeter setting.
No Procedure Turn for arrivals on MSN VORTAC radials 231 clockwise 351.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3500 via heading 045° and MSN R-089 to DREAR Int/MSN 13 DME and hold.

MADISON APP CON ★	UNICOM
120.1 343.7	122.7 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	2500-1¼ 1580 (1600-1¼)	2500-1½ 1580 (1600-1½)	NA	

LIRL Rwy 9-27

REINE FIX MINIMUMS

FAF to MAP 7.1 NM

CIRCLING	1460-1 540 (600-1)	1520-1 600 (600-1)	NA

Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

EC-3. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

MADISON/DANE COUNTY RGNL TRUAX FIELD (MSN)

AL-245 (FAA) — MADISON, WISCONSIN

ATIS
124.65 278.3
MADISON TOWER★
119.3 257.8
GND CON
121.9 348.6
CLNC DEL
121.62

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FIELD ELEV 887

21

B1

43° 09′N

18

ELEV 860

A1

A

A1

ELEV 859

LAHSO

A2

LAHSO

138.2°

BAK 12/14

210.7°

B

VAR 1.8° W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

NORTH HOLDING BAY

A

A3

K

B2

J

183.7°

LAHSO

5846 X 150

EAST RAMP

FBO

CONTROL TOWER 964

C

C

C

C

A

WEST RAMP

9006 X 150

7200 X 150

B3

0.4% UP

B

318.2°

E

D

E

H

H

32

ELEV 861

TERMINAL

LAHSO

030.7°

B

LAHSO

SOUTH RAMP

A4

3

B4

F

43° 08′N

ELEV 861

A

FIRE STATION

B

G

WISCONSIN ANG
(RESTRICTED AREA)

BAK 12/14

A5

B5

SOUTH HOLDING BAY

A

ELEV 860

003.7°

B

A6

B6

36

RWY 3-21
S100, D200, ST175, DT350
RWY 14-32
S75, D190, ST175, DT400
RWY 18-36
S100, D200, ST175, DT350

89° 21′W

89° 20′W

EC-3, 14 JAN 2010 to 11 FEB 2010

HI-TACAN RWY 18

VORTAC MSN	APCH CRS	Rwy ldg	9006
108.6	173°	TDZE	860
Chan 23		Arpt Elev	887

JAL-245 [USAF]

MADISON/ DANE COUNTY REGIONAL-TRUAX FIELD (KMSN)

MALSR

MISSED APPROACH: Climbing left turn to 4000 via MSN R-090 to DRAHN 15 DME and hold.

ATIS	MADISON APP CON	MADISON TOWER ★	GND CON	ASR
124.65 278.3	120.1 350.3	119.3 (L) (CTAF) 257.8	121.9 348.6	

RADAR REQUIRED

R-353

MSN 40

(IAF) NEETA MSN 10,000 30

173° 353° 173°

RILRY MSN 15

1535

MSN 15 Arc

1347

APMEF MSN 5.5

(IAF) DRAHN MSN 15

MADISON 108.6 MSN Chan 23

1361

090° (15) 090° R-090

270°

1405

1103

2249

1550

1405

20 NM

MSA MSN 25 NM

180°

3600 3100

360°

EMERG SAFE ALT 100 NM 3600

4000 MSN R-090 DRAHN 15

RILRY 15 APMEF 5.5 VORTAC

4000 173° 1.5 .2

2600

3.00° TCH 57

5.3 NM

ELEV 887

TDZE 860

173° to VORTAC

81

951±

924±

964

916

9006 x 150

7200 x 150

5856 x 150

0.4% UP

32

36

Rwy 3 ldg 6770′
Rwy 18 ldg 8605′
Rwy 36 ldg 8016′

HIRL all Rwy (L)
REIL Rwy 3, 14 and 32 (L)

CATEGORY	C	D	E
S-18	1340/40 480 (500-¾)	1340/50 480 (500-1)	1340/60 480 (500-1¼)
CIRCLING	1460-1½ 573 (600-1½)	1460-2 573 (600-2)	1680-2¾ 793 (800-2¾)
S-ASR 18	1340/40 480 (500-¾)	1340/50 480 (500-1)	1340/60 480 (500-1¼)

HI-TACAN RWY 36

VORTAC MSN	APCH CRS	Rwy Idg	9006
108.6	001°	TDZE	862
Chan 23		Arpt Elev	887

JAL-245 [USAF]

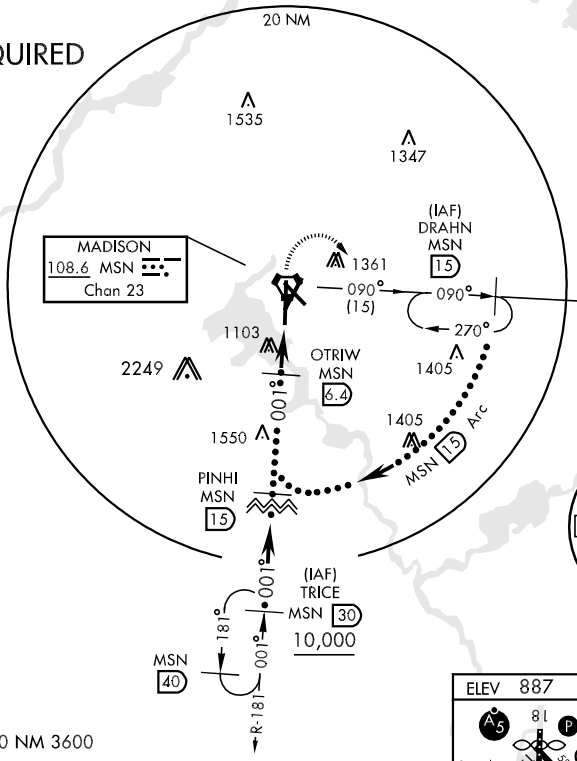
MADISON/ DANE COUNTY REGIONAL-TRUAX FIELD (KMSN)

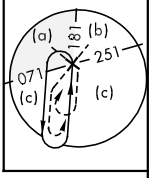
MALSR

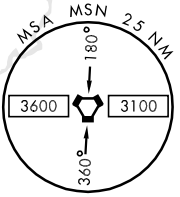
MISSED APPROACH: Climbing right turn to 4000 via MSN R-090 to DRAHN 15 DME and hold.

ATIS	MADISON APP CON	MADISON TOWER ★	GND CON	ASR
124.65 278.3	120.1 350.3	119.3 (L) (CTAF) 257.8	121.9 348.6	

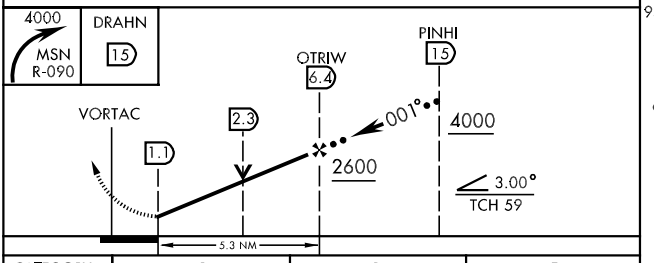
RADAR REQUIRED

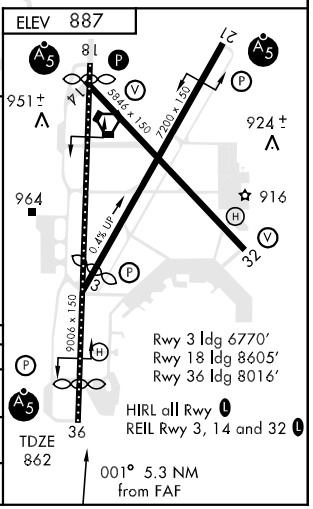






EMERG SAFE ALT 100 NM 3600





CATEGORY	C	D	E
S-36	1320/40 458 (500-¾)	1320/50 458 (500-1)	
CIRCLING	1460-1½ 573 (600-1½)	1460-2 573 (600-2)	1680-2¾ 793 (800-2¾)
S-ASR 36	1360/40 498 (500-¾)	1360/50 498 (500-1)	1360/60 498 (500-1¼)

LOC I-DSZ	APP CRS	Rwy Idg	8606
110.1	182°	TDZE	860
		Apt Elev	887

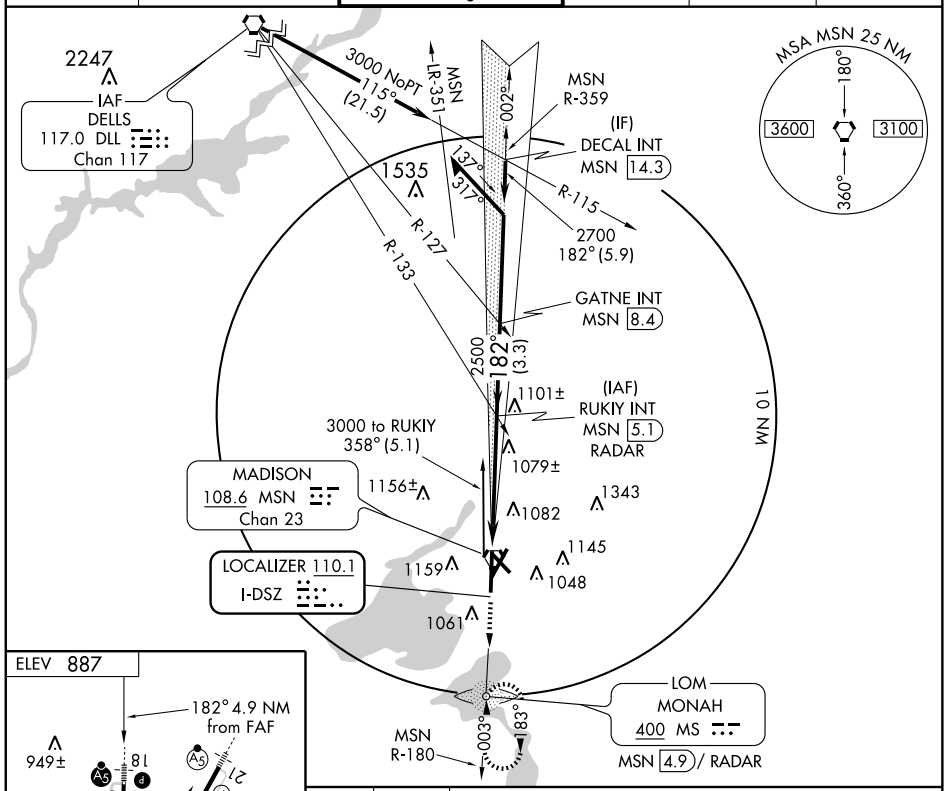
ILS or LOC/DME RWY 18

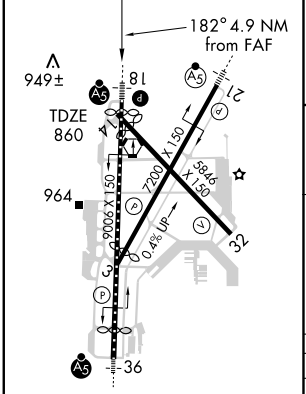
MADISON / DANE COUNTY RGNL-TRUAX FIELD (MSN)

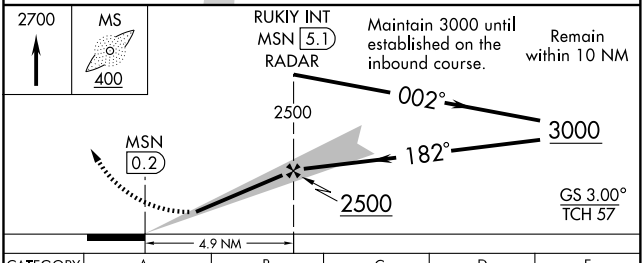
ASR — When ALS inoperative, increase Cat. E S-ILS visibility ¼ mile and S-LOC ½ mile. ADF or RADAR REQUIRED. MSN DME required for procedure turn. * Vis Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR — MISSED APPROACH: Climb to 2700 direct MONAH LOM/MSN 4.9 DME/RADAR and hold.

ATIS	MADISON APP CON *	MADISON TOWER *	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95







CATEGORY	A	B	C	D	E
S-ILS 18	*1060/24 200 (200-½)				
S-LOC 18	1340/24 480 (500-½)		1340/40 480 (500-¾)	1340/50 480 (500-1)	1340/60 480 (500-1¼)
CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)	1700-3 813 (900-3)

HIRL all Rwys L
REIL Rwys 3, 14 and 32 L

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-MSN	APP CRS	Rwy Idg	8017
109.9	002°	TDZE	862
		Apt Elev	887

ILS or LOC/DME RWY 36

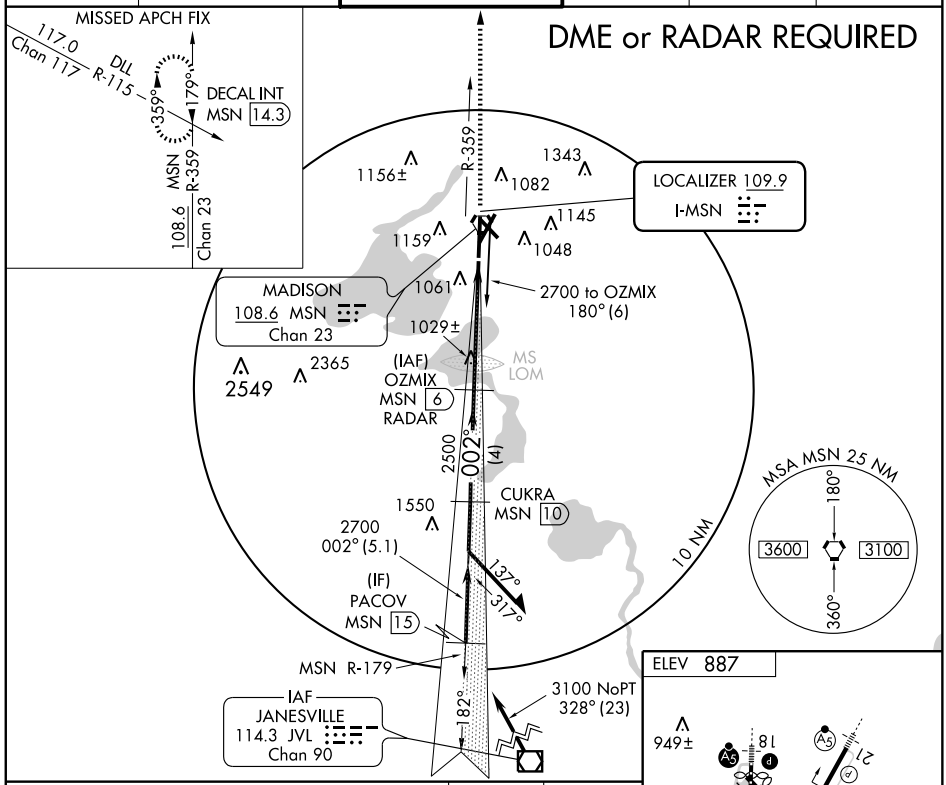
MADISON / DANE COUNTY RGNL-TRUAX FIELD (MSN)

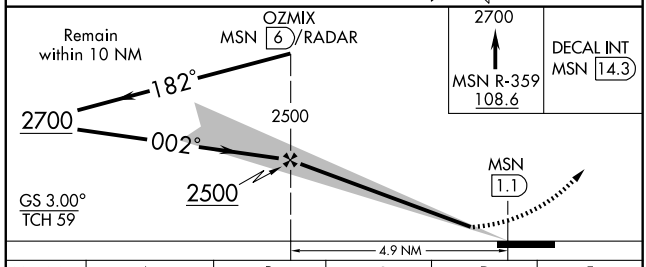
T A ASR — When ALS inoperative, increase Cat E S-ILS ¼ mile and S-LOC ½ mile. * Vis Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

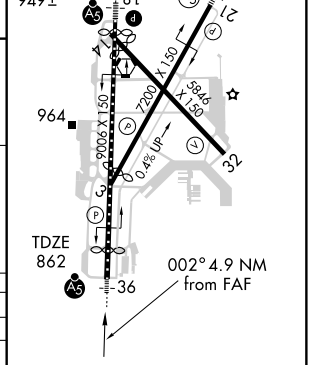
MALSR

MISSED APPROACH: Climb to 2700 via MSN VORTAC R-359 to DECAL Int/MSN 14.3 DME and hold.

ATIS	MADISON APP CON *	MADISON TOWER *	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95







CATEGORY	A	B	C	D	E
S-ILS 36	*1062/24 200 (200-½)				
S-LOC 36	1280/24 418 (400-½)		1280/40 418 (400-¾)		1280/50 418 (400-1)
CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)	1700-3 813 (900-3)

HIRL all Rwys L
REIL Rwys 3, 14 and 32 L

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-DQJ	APP CRS	Rwy Idg	7200
111.55	211°	TDZE	887
Chan 52 (Y)		Apt Elev	887

ILS or LOC RWY 21

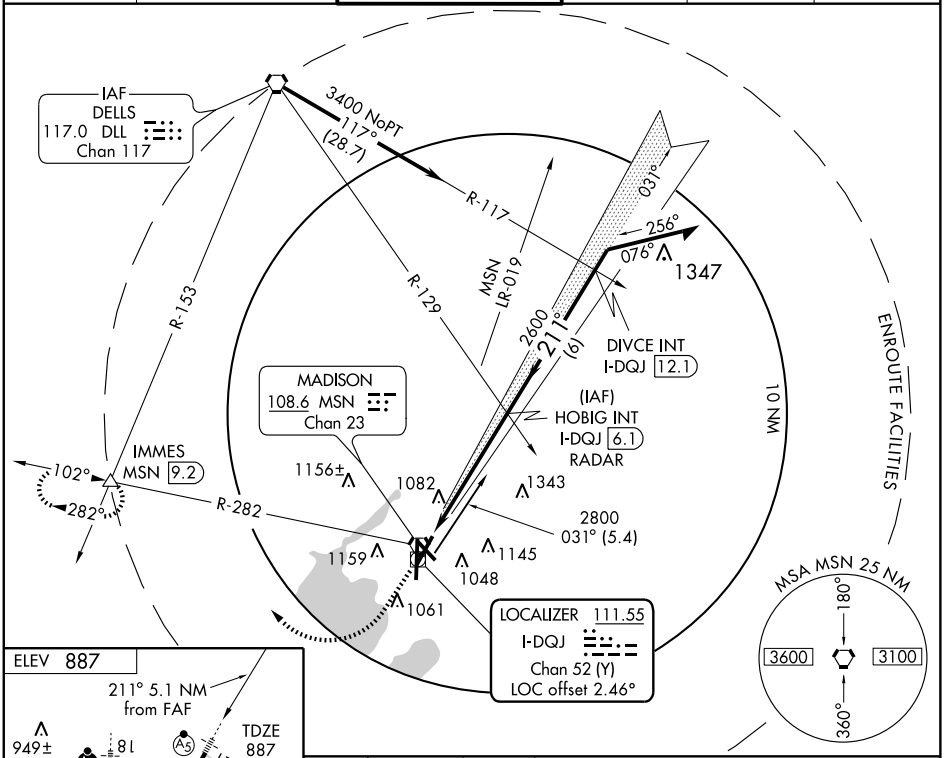
MADISON / DANE COUNTY RGNL-TRUAX FIELD (MSN)

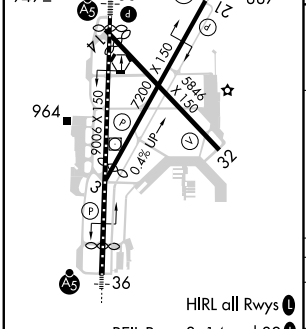
ASR

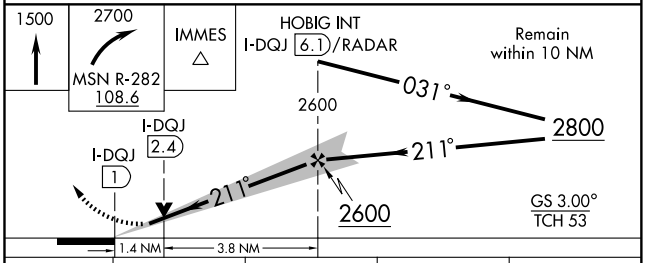
MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 2700 via MSN R-282 to IMMES Int/MSN 9.2 DME and hold

ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95







FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-ILS 21	1137-½ 250 (300-½)			
S-LOC 21	1380-½ 493 (500-½)		1380-¾ 493 (500-¾)	1380-1 493 (500-1)
CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5371
136°	TDZE	861
	Apt Elev	887

RNAV (GPS) RWY 14

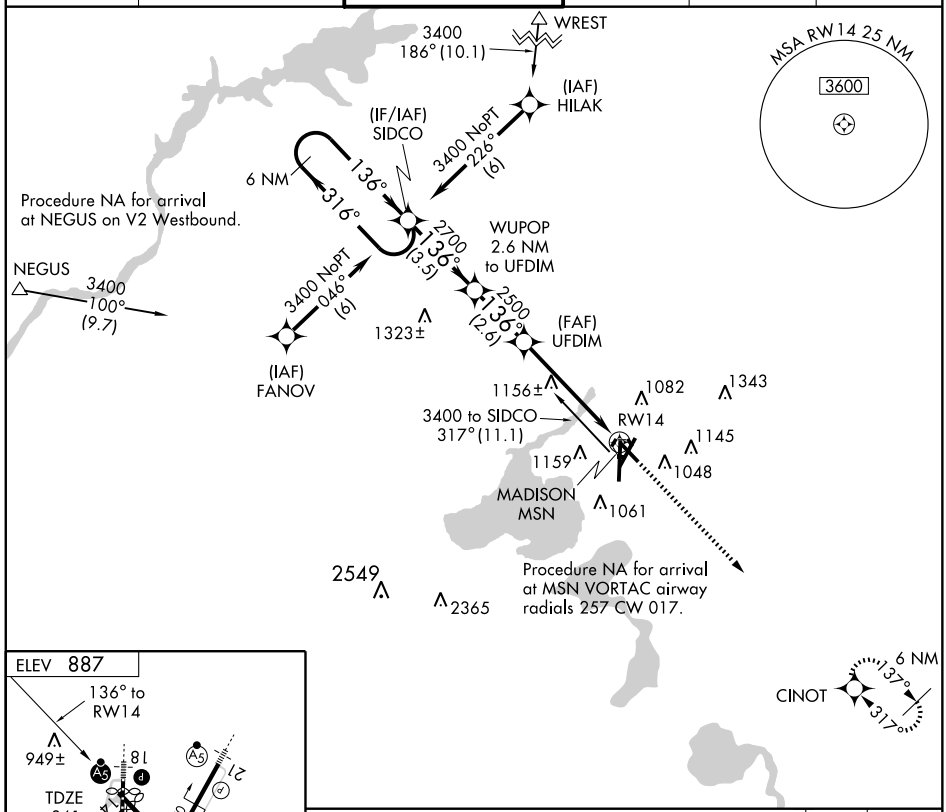
MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

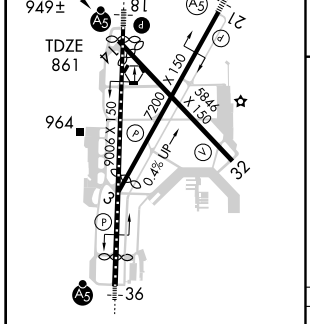
T
ANA
ASR

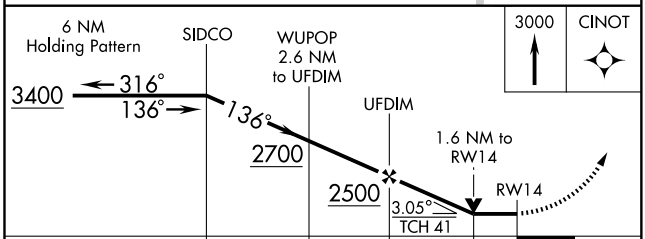
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CINOT WP and hold.

ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95







CATEGORY	A	B	C	D
LNAV MDA	1420-1 559 (600-1)		1420-1½ 559 (600-1½)	1420-1¾ 559 (600-1¾)
CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)

HIRL all Rwys L
REIL Rwys 3, 14 and 32 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	8606
182°	TDZE	860
	Apt Elev	887

RNAV (GPS) RWY 18

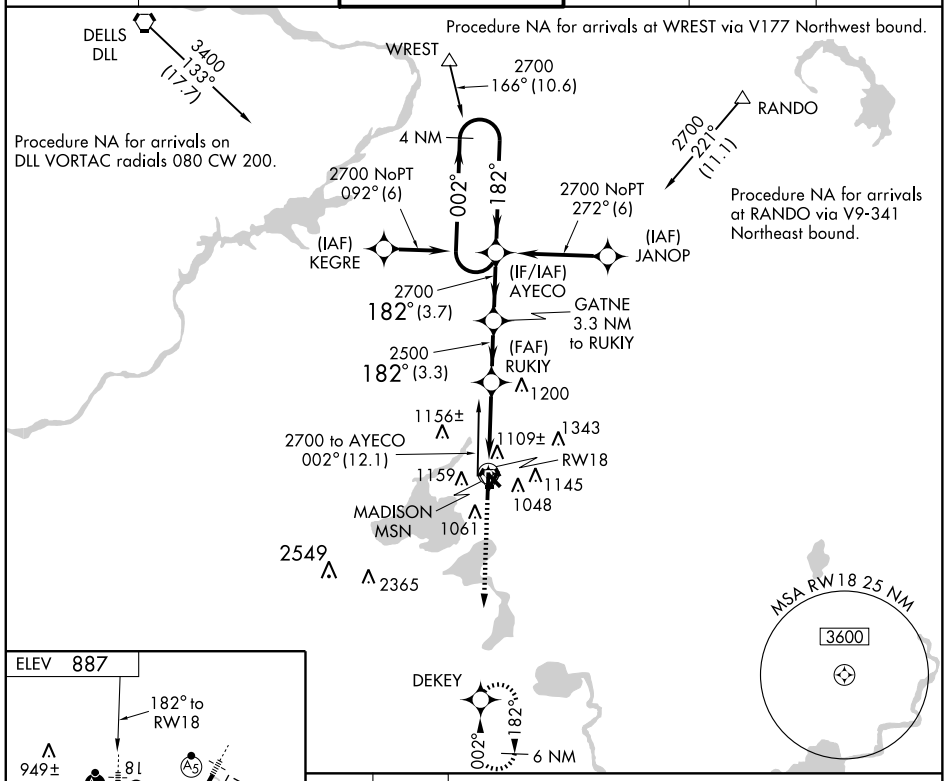
MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

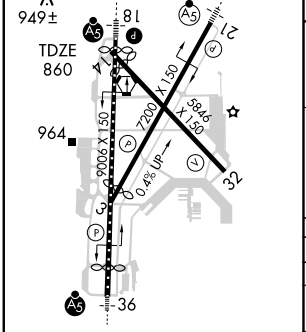
W T ASR NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16° C (4° F).

MALSR

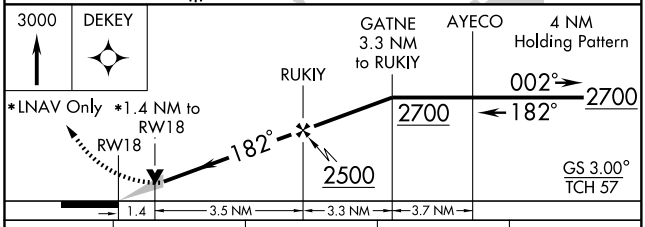
MISSED APPROACH: Climb to 3000 direct to DEKEY WP and hold.

ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95





HIRL all Rwys L
REIL Rwys 3, 14 and 32 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1420-1½ 560 (600-1½)			
LNAV MDA	1360/24 500 (500-½)		1360/40 500 (500-¾)	1360/50 500 (500-1)
CIRCLING	1420-2 533 (600-2)	1460-2 573 (600-2)		

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7200
209°	TDZE	887
	Apt Elev	887

RNAV (GPS) RWY 21

MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

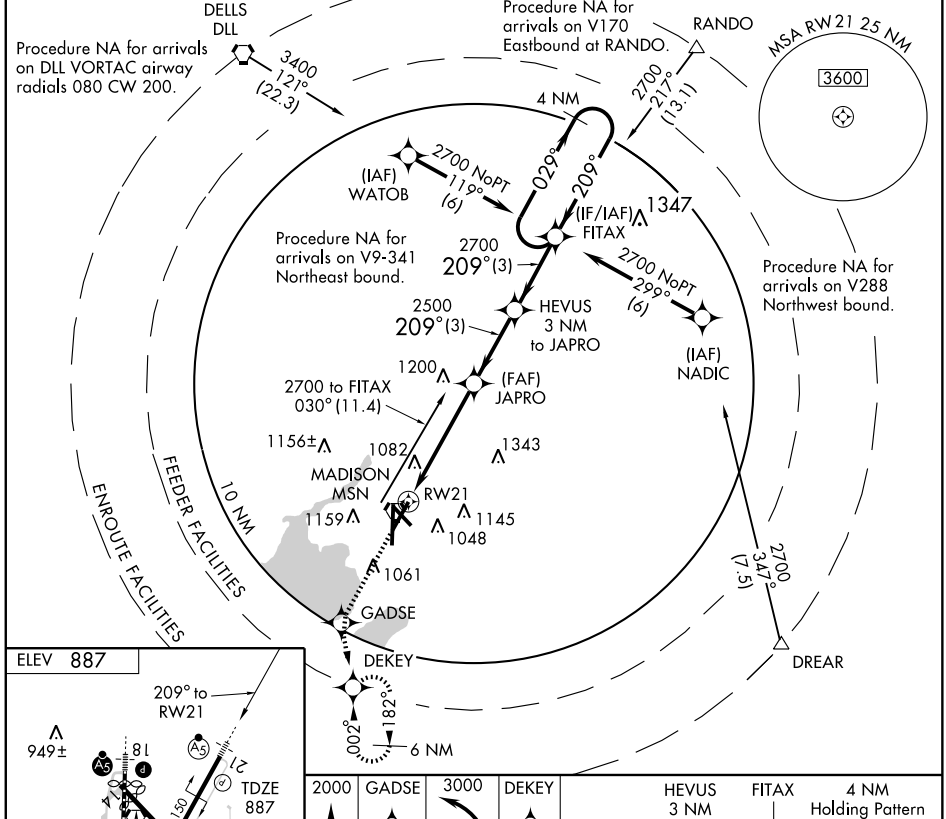
W T ASR NA

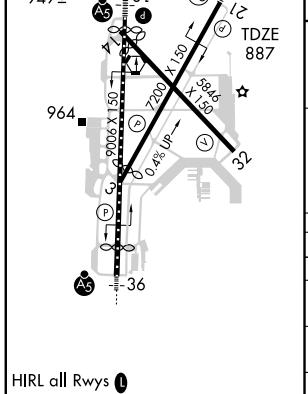
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16° C (4° F).

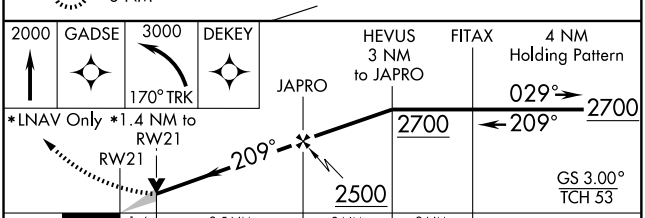
MALSR

MISSED APPROACH: Climb to 2000 direct GADSE WP then climbing left turn to 3000 and via 170° track to DEKEY WP and hold.

ATIS	MADISON APP CON★	MADISON TOWER★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1380-1¼ 493 (500-1¼)			
LNAV MDA	1380-½ 493 (500-½)		1380-¾ 493 (500-¾)	1380-1 493 (500-1)
CIRCLING	1420-1¾ 533 (600-1¾)	1460-1¾ 573 (600-1¾)		1460-2 573 (600-2)

HIRL all Rwys L
REIL Rwys 3, 14 and 32 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5846
316°	TDZE	861
	Apt Elev	887

RNAV (GPS) RWY 32

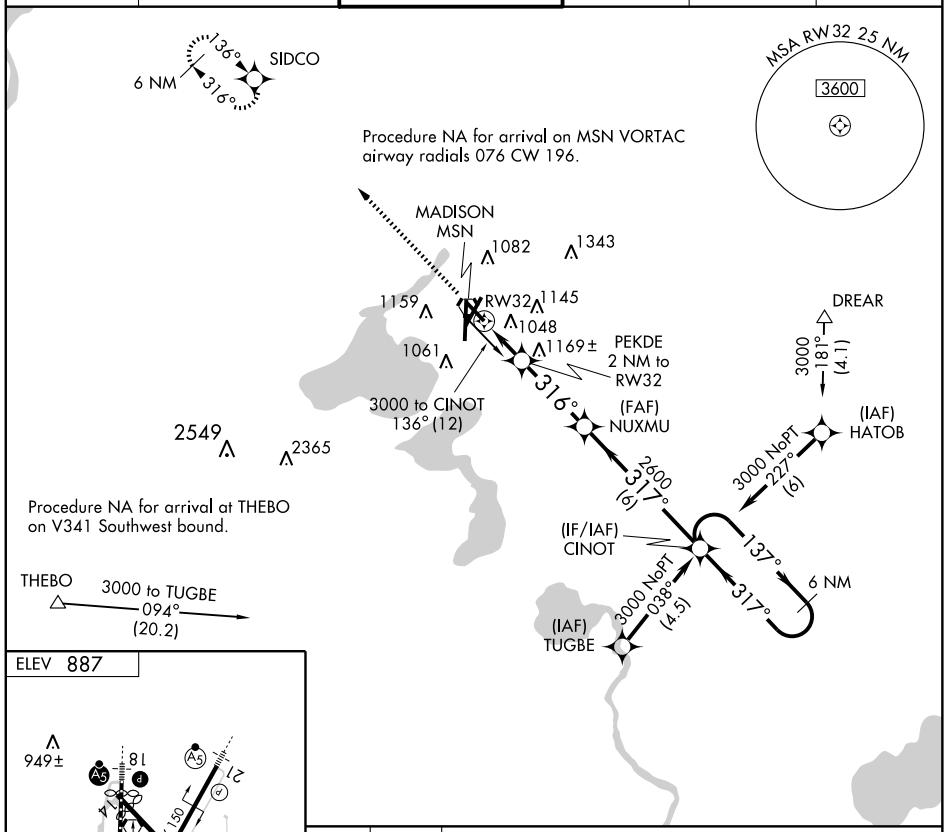
MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

NA
ASR

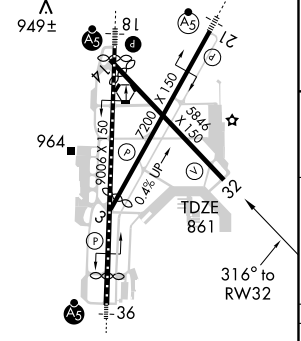
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

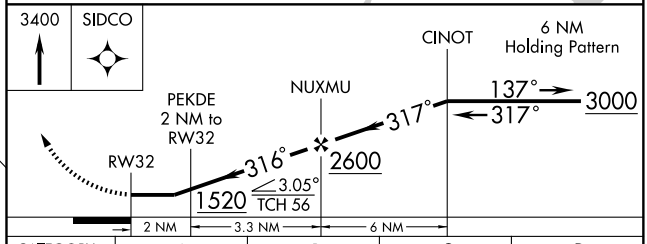
MISSED APPROACH: Climb to 3400 direct SIDCO WP and hold.

ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95



ELEV 887





CATEGORY	A	B	C	D
LNAV MDA	1300-1 439 (500-1)		1300-1¼ 439 (500-1¼)	1300-1½ 439 (500-1½)
CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)

HIRL all Rwys L
REIL Rwys 3, 14 and 32 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	8017
002°	TDZE	862
	Apt Elev	887

RNAV (GPS) RWY 36

MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

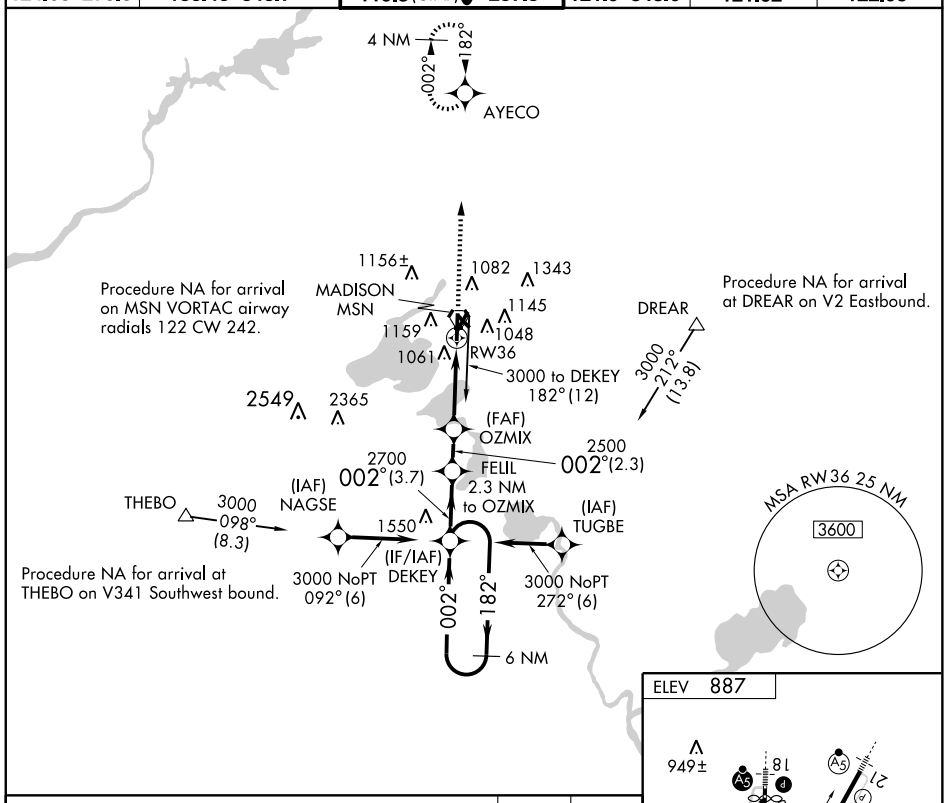
W T ASR NA

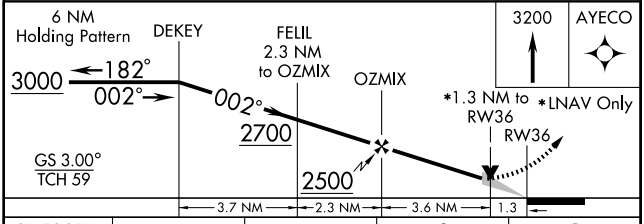
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16° C (4° F).

MALSR

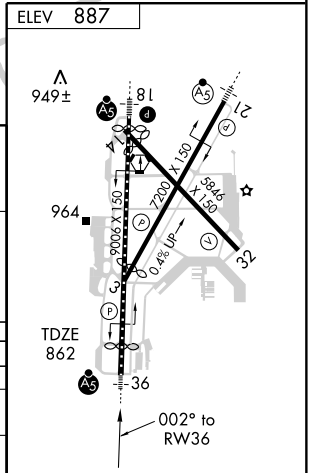
MISSED APPROACH: Climb to 3200 direct AYECO WP and hold.

ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1360/60 498 (500-1¼)			
LNAV MDA	1320/24 458 (500-½)		1320/40 458 (500-¾)	1320/50 458 (500-1)
CIRCLING	1420-1¾ 533 (600-1¾)	1460-1¾ 573 (600-1¾)		1460-2 573 (600-2)



HIRL all Rwys L
REIL Rwys 3, 14 and 32 L

VORTAC MSN	APP CRS	Rwy Idg	5371
108.6	139°	TDZE	861
Chan 23		Apt Elev	887

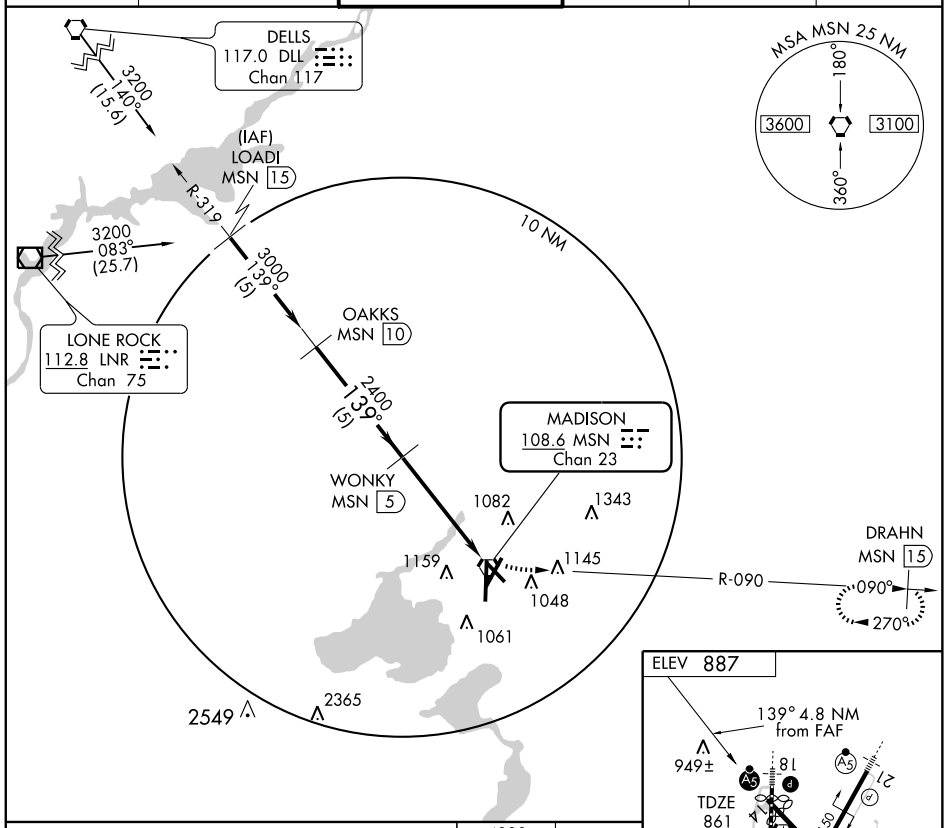
VOR/DME or TACAN RWY 14

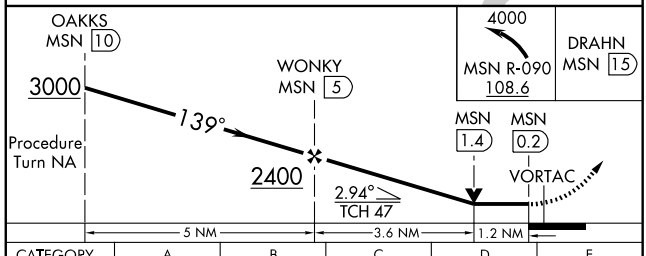
MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

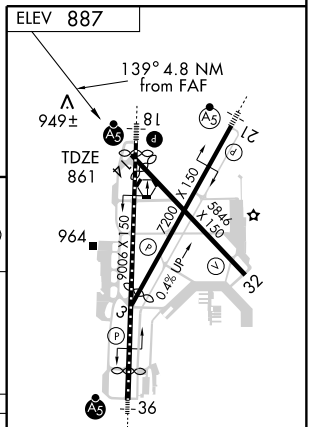
ASR

MISSED APPROACH: Climbing left turn to 4000 via MSN R-090 to DRAHN 15 DME and hold.

ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95







CATEGORY	A	B	C	D	E
S-14	1420-1 559 (600-1)		1420-1½ 559 (600-1½)	1420-1¾ 559 (600-1¾)	1420-2 559 (600-2)
CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)	1680-2¾ 793 (800-2¾)

HIRL all Rwys L

REIL Rwys 3, 14 and 32 L

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC MSN	APP CRS	Rwy Idg	8606
108.6	171°	TDZE	860
Chan 23		Apt Elev	887

VOR/DME or TACAN RWY 18

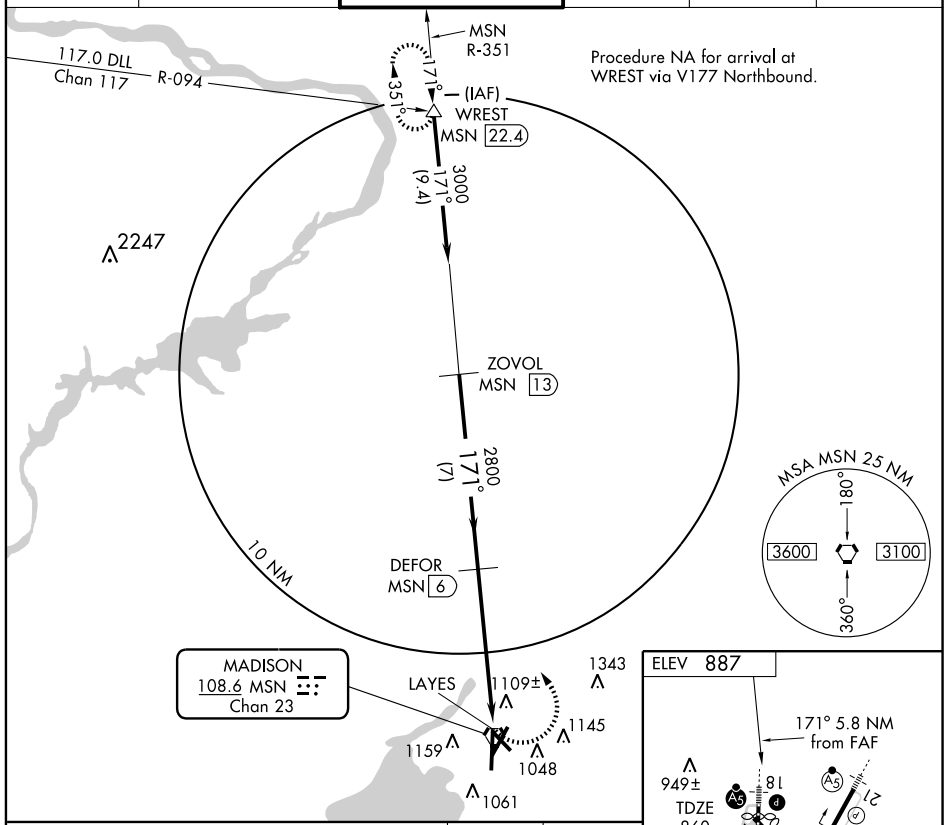
MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

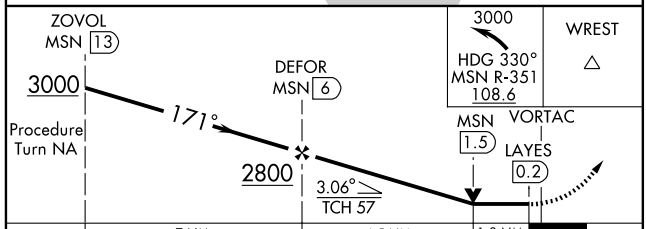
ASR — For inoperative MALSR, increase S-18 Cat E visibility to 1¾.

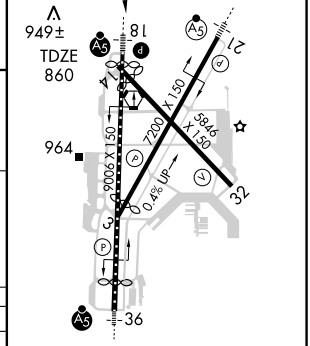
MALSR

MISSED APPROACH: Climbing left turn to 3000 via heading 330° and R-351 to WREST Int and hold.

ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95







CATEGORY	A	B	C	D	E
S-18	1360/24 500 (500-½)		1360/40 500 (500-¾)	1360/50 500 (500-1)	1360/60 500 (500-1¼)
CIRCLING	1400-1 513 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)	1680-2¾ 793 (800-2¾)

HIRL all Rwys L

REIL Rwys 3, 14 and 32 L

EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC MSN 108.6 Chan 23	APP CRS 310°	Rwy Idg 5846 TDZE 861 Apt Elev 887

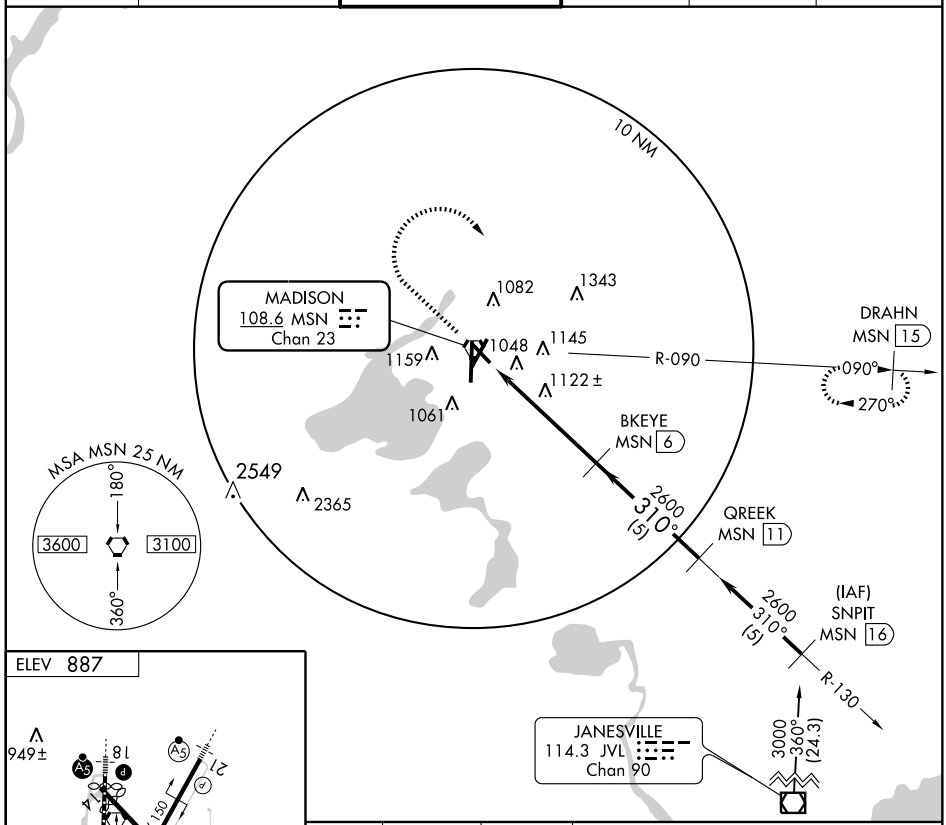
VOR/DME or TACAN RWY 32

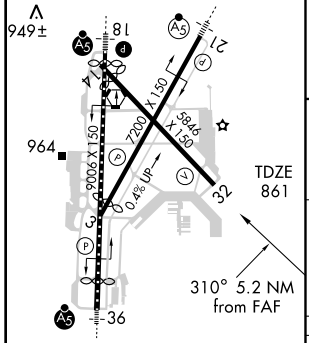
MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

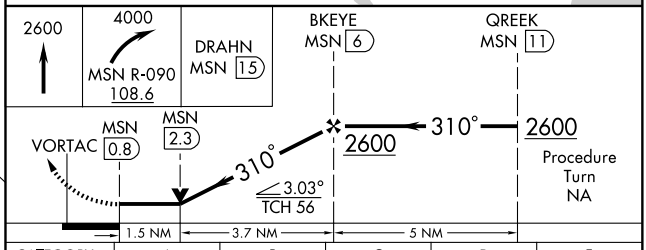
ASR

MISSED APPROACH: Climb to 2600 then climbing right turn to 4000 via MSN R-090 to DRAHN 15 DME and hold.

ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95







CATEGORY	A	B	C	D	E
S-32	1380-1 519 (500-1)		1380-1½ 519 (500-1½)	1380-1¾ 519 (500-1¾)	
CIRCLING	1400-1 513 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)	1680-2¾ 793 (800-2¾)

HIRL all Rwys L

REIL Rwys 3, 14 and 32 L

EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC MSN	APP CRS	Rwy Idg	5371
108.6	139°	TDZE	861
Chan 23		Apt Elev	887

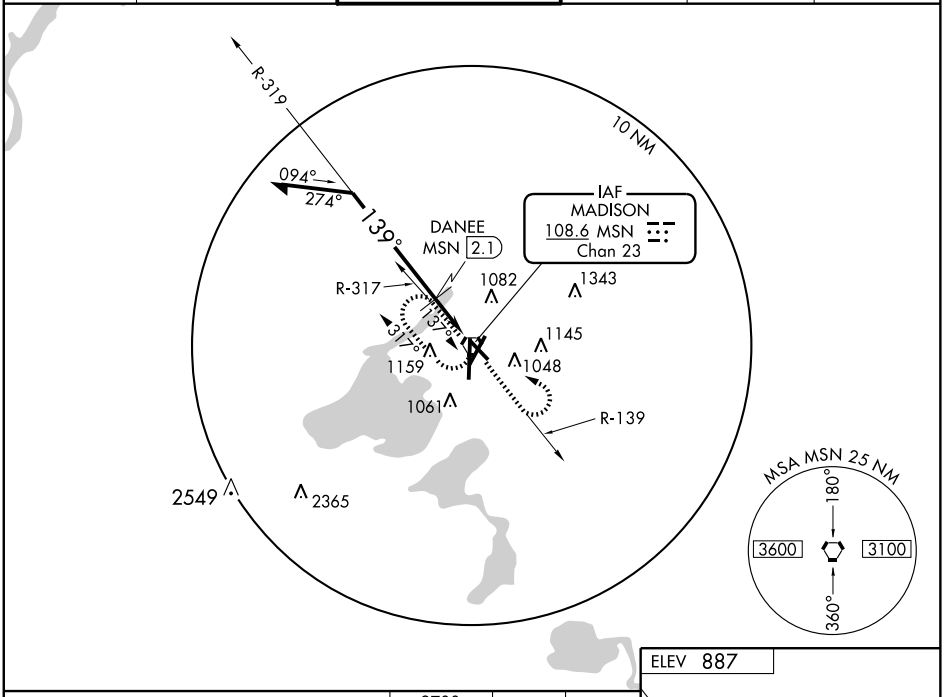
VOR RWY 14

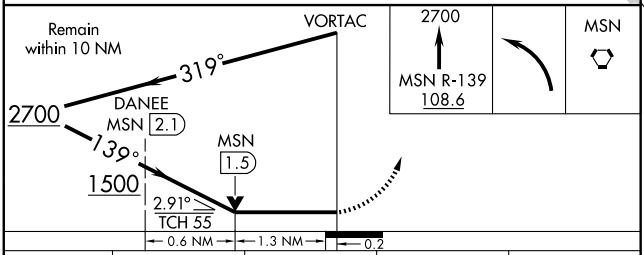
MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

ASR

MISSED APPROACH: Climb to 2700 via MSN R-139 then left turn direct MSN VORTAC and hold.

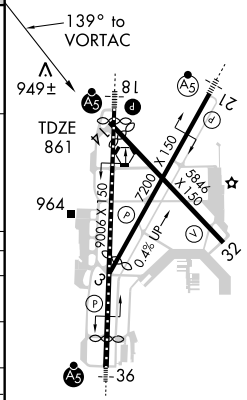
ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95





CATEGORY	A	B	C	D
S-14	1500-1 639 (700-1)		1500-1¾ 639 (700-1¾)	1500-2 639 (700-2)
CIRCLING	1500-1 613 (700-1)		1500-1¾ 613 (700-1¾)	1500-2 613 (700-2)
DANEE FIX MINIMUMS				
S-14	1300-1 439 (500-1)		1300-1¼ 439 (500-1¼)	1300-1½ 439 (500-1½)
CIRCLING	1400-1 513 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)

ELEV 887



HIRL all Rwys L
REIL Rwys 3, 14 and 32 L

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC MSN	APP CRS	Rwy Idg	8606
108.6	173°	TDZE	860
Chan 23		Apt Elev	887

VOR RWY 18

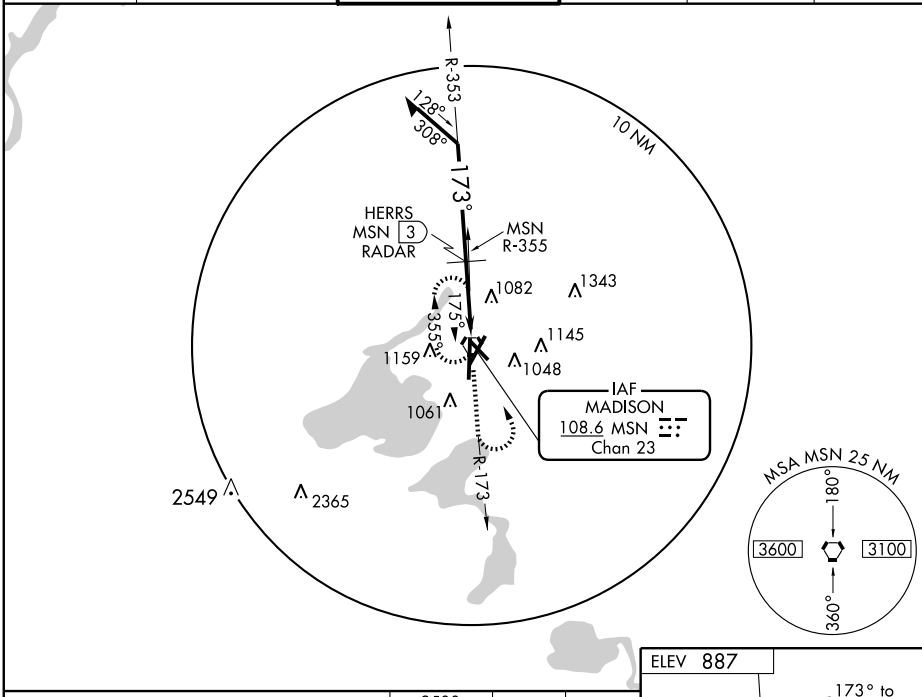
MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

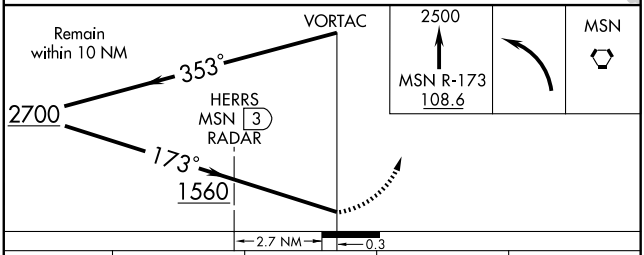
ASR

MALSR

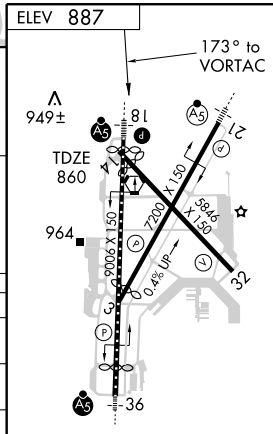
MISSED APPROACH: Climb to 2500 via MSN R-173 then left turn direct MSN VORTAC and hold.

ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95





CATEGORY	A	B	C	D
S-18	1560/24 700 (700-½)		1560-1½ 700 (700-1½)	1560-1¾ 700 (700-1¾)
CIRCLING	1560-1 673 (700-1)		1560-2 673 (700-2)	1560-2¼ 673 (700-2¼)
HERRS DME/RADAR FIX MINIMUMS				
S-18	1340/24 480 (500-½)		1340/40 480 (500-¾)	1340/50 480 (500-1)
CIRCLING	1400-1 513 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)



HIRL all Rwys L

REIL Rwys 3, 14 and 32 L

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC MSN	APP CRS	Rwy Idg	7200
108.6	220°	TDZE	887
Chan 23		Apt Elev	887

VOR RWY 21

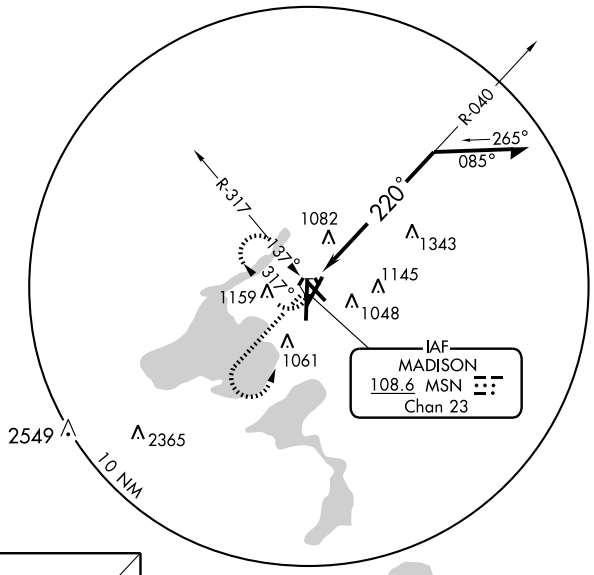
MADISON / DANE COUNTY RGNL-TRUAX FIELD (MSN)

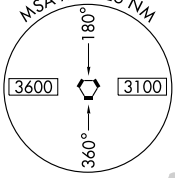
T A ASR

MALSR

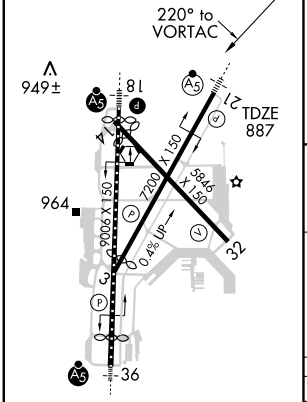
MISSED APPROACH: Climb to 2400 then climbing left turn to 2800 direct MSN VORTAC and hold.

ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95



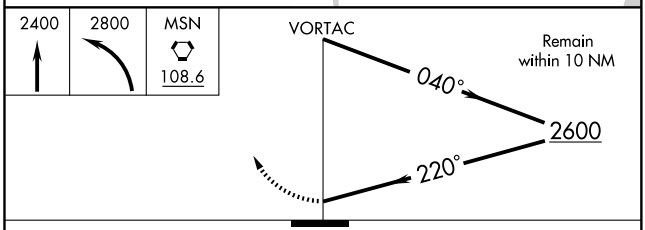


ELEV 887



HIRL all Rwys L

REIL Rwys 3, 14 and 32 L



CATEGORY	A	B	C	D
S-21	1700-1 813 (900-1)	1700-1¼ 813 (900-1¼)	1700-2½ 813 (900-2½)	1700-2¾ 813 (900-2¾)
CIRCLING	1700-1 813 (900-1)	1700-1¼ 813 (900-1¼)	1700-2½ 813 (900-2½)	1700-2¾ 813 (900-2¾)

EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC MSN	APP CRS	Rwy Idg	5846
108.6	311°	TDZE	861
Chan 23		Apt Elev	887

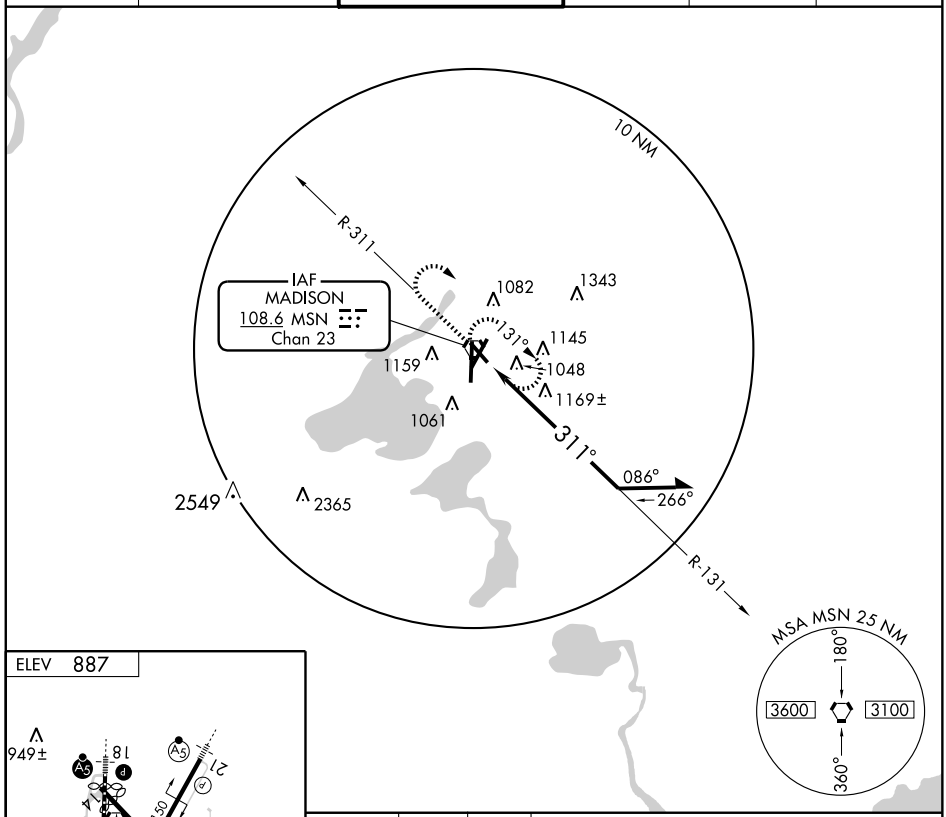
VOR RWY 32

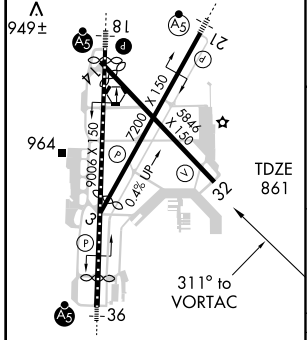
MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

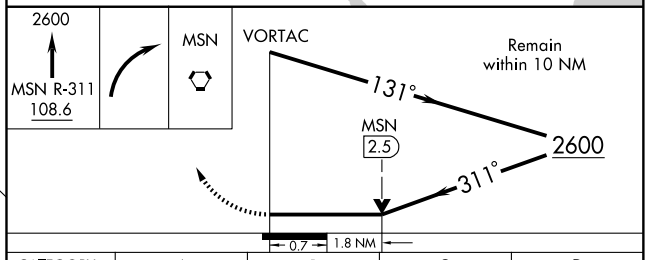
ASR

MISSED APPROACH: Climb to 2600 via MSN R-311 then right turn direct MSN VORTAC and hold.

ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95







CATEGORY	A	B	C	D
S-32	1480-1	619 (600-1)	1480-1¾ 619 (600-1¾)	1480-2 619 (600-2)
CIRCLING	1480-1	593 (600-1)	1480-1¾ 593 (600-1¾)	1480-2 593 (600-2)

HIRL all Rwys L
REIL Rwys 3, 14 and 32 L

EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC MSN	APP CRS	Rwy Idg	8017
108.6	001°	TDZE	862
Chan 23		Apt Elev	887

VOR RWY 36

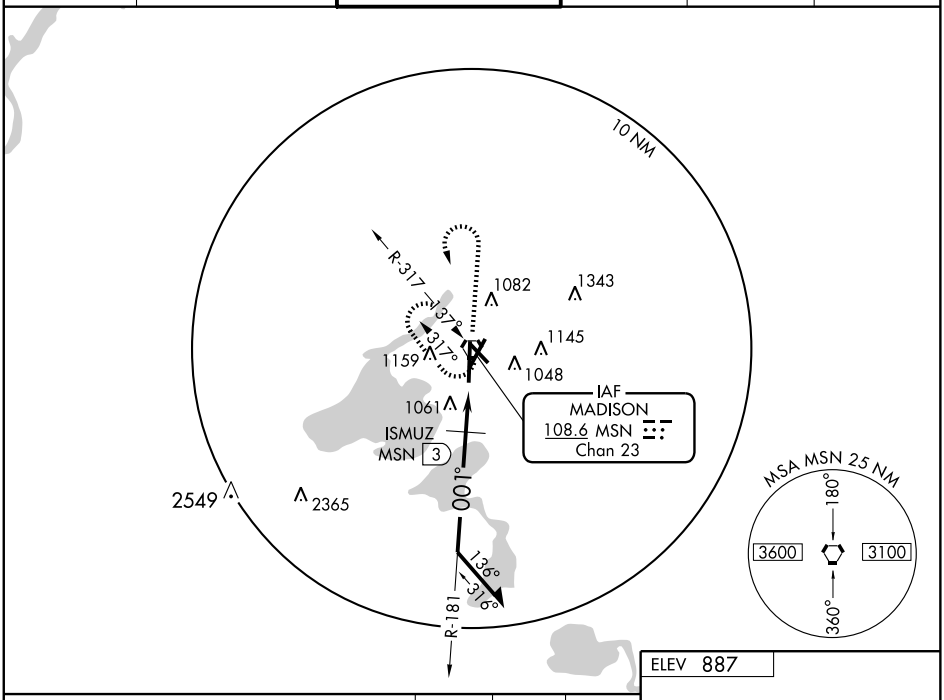
MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

T
NA
ASR

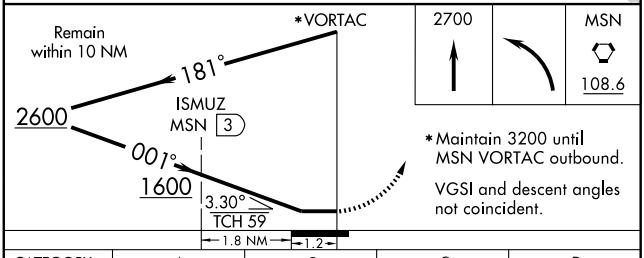
MALSR

MISSED APPROACH: Climb to 2700 then left turn direct MSN VORTAC and hold.

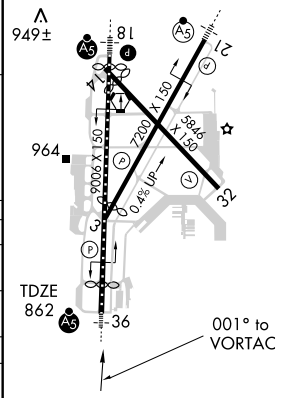
ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) L 257.8	121.9 348.6	121.62	122.95



ELEV 887



CATEGORY	A	B	C	D
S-36	1600/50 738 (800-1)		1600-1½ 738 (800-1½)	1600-1¾ 738 (800-1¾)
CIRCLING	1600-1 713 (800-1)		1600-2 713 (800-2)	1600-2¼ 713 (800-2¼)
ISMUZ FIX MINIMUMS				
S-36	1320/50 458 (500-1)		1320/60 458 (500-1¼)	1320-1½ 458 (500-1½)
CIRCLING	1400-1 513 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)



HIRL all Rwys L
REIL Rwys 3, 14 and 32 L

EC-3. 14 JAN 2010 to 11 FEB 2010

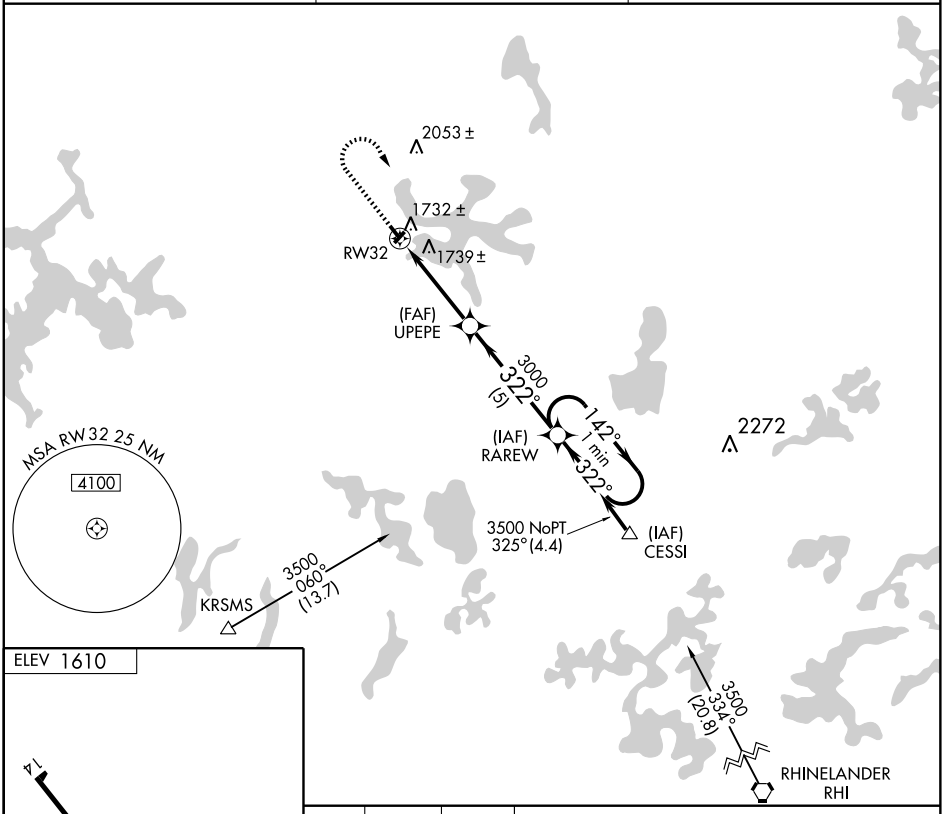
APP CRS		
322°	Rwy Idg	3500
	TDZE	1610
	Apt Elev	1610

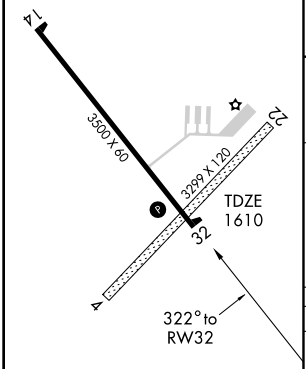
GPS RWY 32
MANITOWISH WATERS (D25)

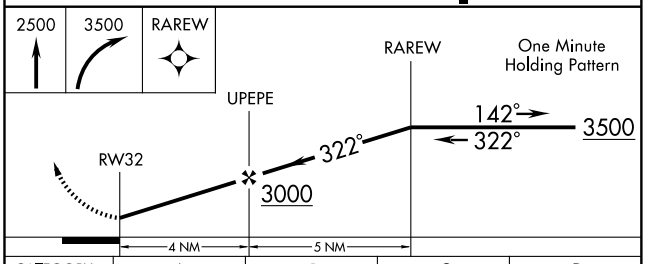
NA — Use Rhinelander altimeter setting.

MISSED APPROACH: Climb to 2500, then climbing right turn to 3500 direct RAREW WP and hold.

MINNEAPOLIS CENTER	UNICOM	GCO
133.65 281.5	122.8 (CTAF) L	121.725







CATEGORY	A	B	C	D
S-32	2080-1	470 (500-1)	2080-1¼ 470 (500-1¼)	NA
CIRCLING	2120-1	510 (600-1)	2140-1½ 530 (600-1½)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

NDB MHA	APP CRS	Rwy Idg	3500
364	330°	TDZE	1610
		Apt Elev	1610

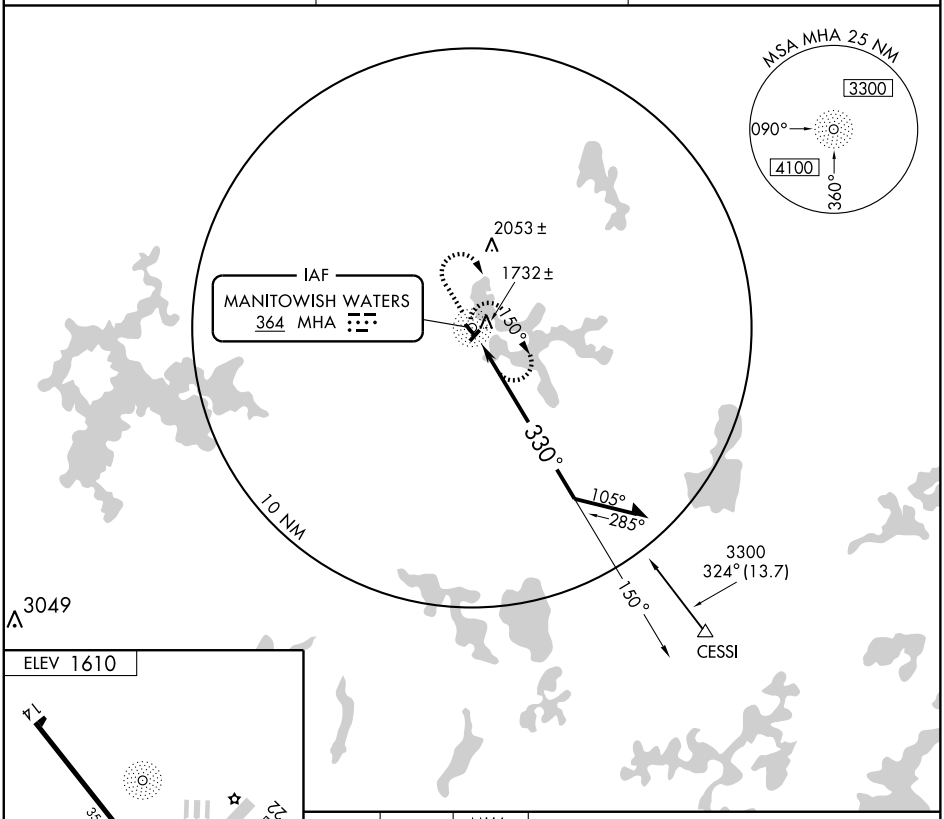
NDB RWY 32

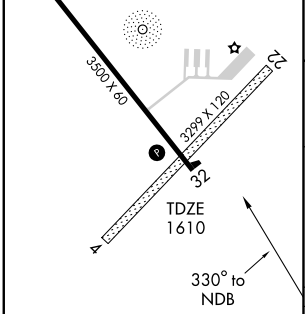
MANITOWISH WATERS (D25)

NA — Use Rhinelander altimeter setting.

MISSED APPROACH: Climb to 3300 then right turn direct MHA NDB and hold.

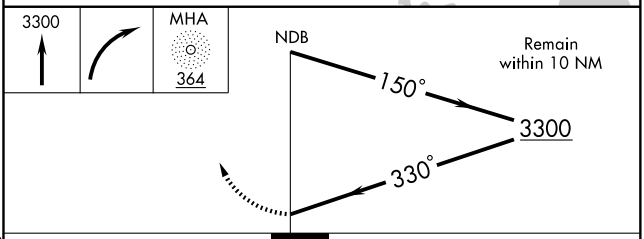
MINNEAPOLIS CENTER	UNICOM	GCO
133.65 281.5	122.8 (CTAF) L	121.725





MIRL Rwy 14-32 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-32	2300-1 690 (700-1)		2300-2 690 (700-2)	NA
CIRCLING	2300-1 690 (700-1)		2300-2 690 (700-2)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-MTW	APP CRS	Rwy Idg	5001
111.3	172°	TDZE	651
		Apt Elev	651

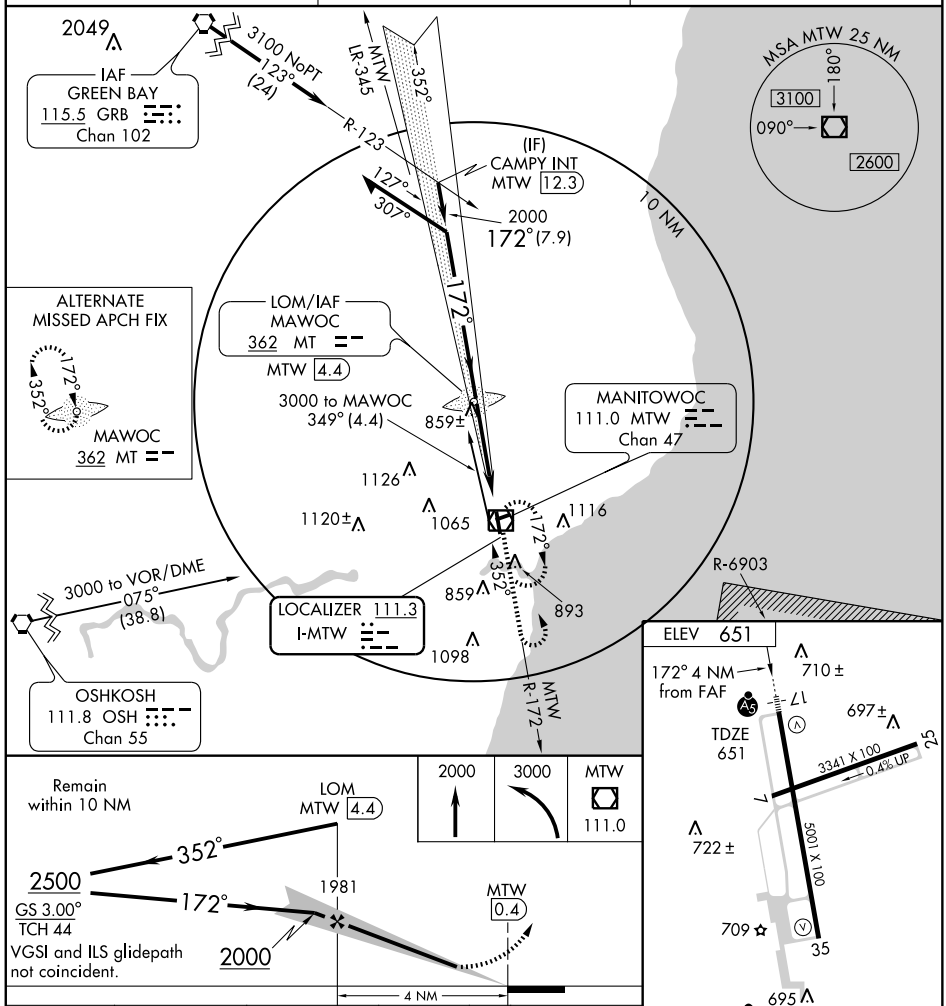
ILS or LOC RWY 17
MANITOWOC COUNTY (MTW)

When local altimeter setting not received, use Sheboygan altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase S-LOC 17 Cats. C and D and Circling Cats. C and D visibility ¼ mile. When using Sheboygan altimeter setting: For inoperative MALSR, increase S-ILS 17 all Cats. visibility to 1.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MTW VOR/DME and hold.

AWOS-3	GREEN BAY APP CON★	UNICOM
111.0	120.2 338.2	122.8 (CTAF)



REIL Rwy 35
MIRL Rwy 7-25
HIRL Rwy 17-35

CATEGORY	A	B	C	D
S-ILS 17		851-½ 200 (200-½)		
S-LOC 17	1120-½ 469 (500-½)		1120-¾ 469 (500-¾)	1120-1 469 (500-1)
CIRCLING	1200-1 549 (600-1)		1200-1½ 549 (600-1½)	1420-2½ 769 (800-2½)

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5001
CH 63111	172°	TDZE	651
W17A		Apt Elev	651

RNAV (GPS) RWY 17

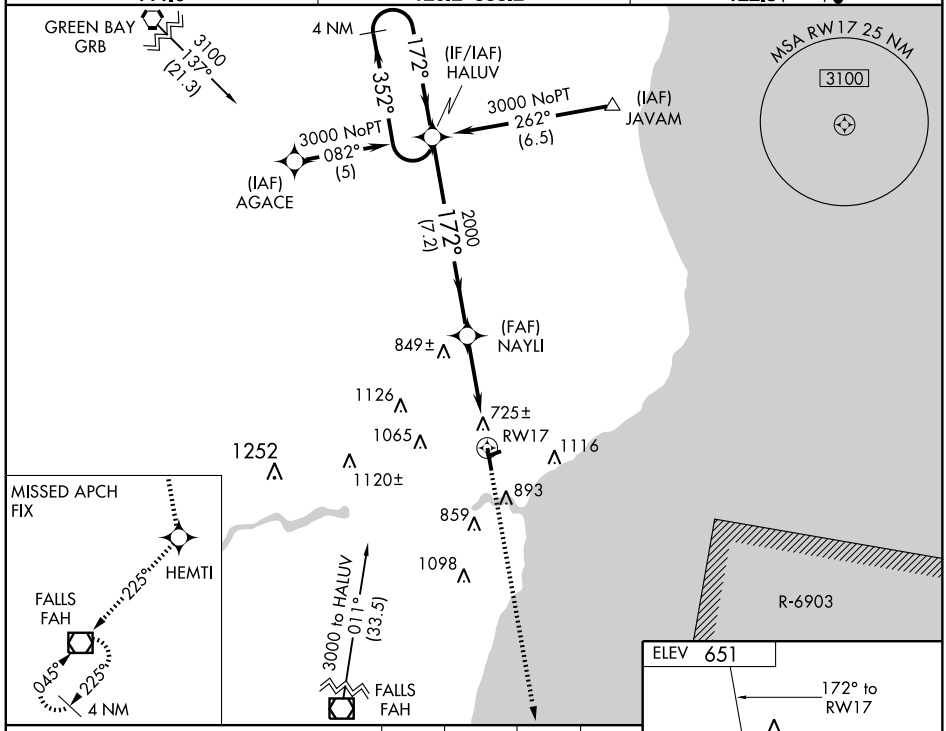
MANITOWOC COUNTY (MTW)

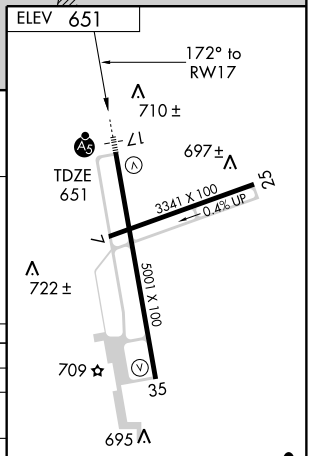
For inoperative MALSR when using Sheboygan altimeter setting, increase LPV all Cats. visibility to 1 mile. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Sheboygan altimeter setting. When local altimeter setting not received, use Sheboygan altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV all Cats., LNAV Cat. C and D, and Circling Cat. C and D visibility ¼ mile.

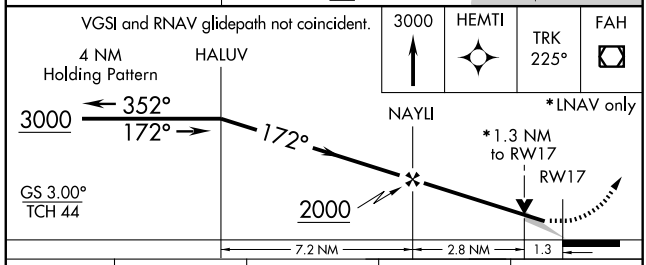
MALSR

MISSED APPROACH: Climb to 3000 direct HEMTI and via 225° track to FAH VOR/DME and hold.

AWOS-3	GREEN BAY APP CON ★	UNICOM
111.0	120.2 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	851-½ 200 (200-½)			
LNAV/ VNAV DA	993-¾ 342 (400-¾)			
LNAV MDA	1100-½ 449 (500-½)		1100-¾ 449 (500-¾)	1100-1 449 (500-1)
CIRCLING	1200-1 549 (600-1)		1200-1½ 549 (600-1½)	1420-2½ 769 (800-2½)

REIL Rwy 35 L
MIRL Rwy 7-25 L
HIRL Rwy 17-35 L

EC-3, 14 JAN 2010 to 11 FEB 2010

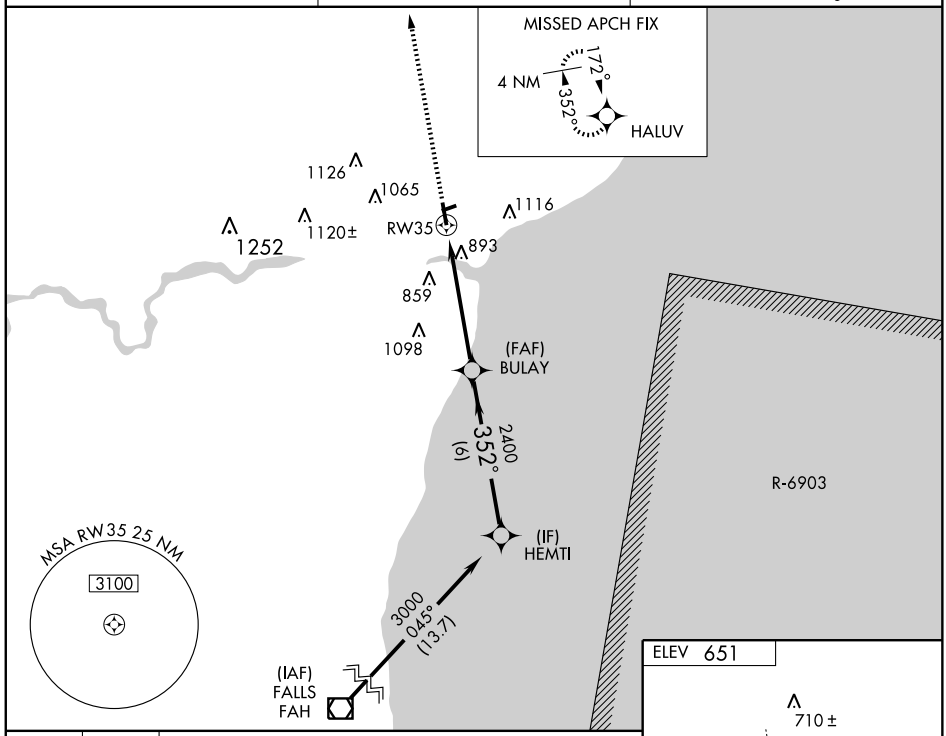
WAAS	APP CRS	Rwy Idg	5001
CH 82611	352°	TDZE	651
W35A		Apt Elev	651

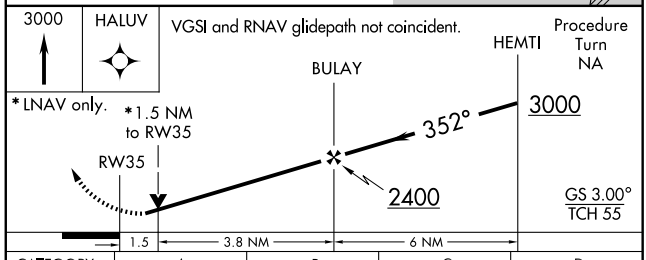
RNAV (GPS) RWY 35
MANITOWOC COUNTY (MTW)

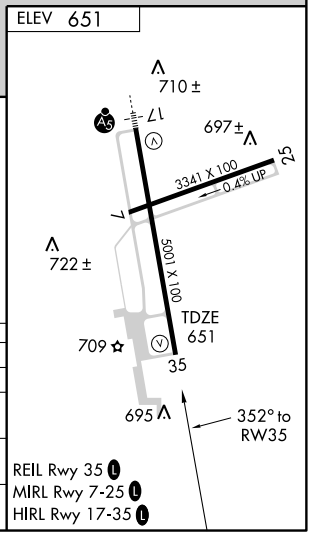
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Sheboygan altimeter setting. When local altimeter setting not received, use Sheboygan altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. D, and Circling Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HALUV and hold.

AWOS-3	GREEN BAY APP CON ★	UNICOM
111.0	120.2 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1006-1¼ 355 (400-1¼)			
LNAV/VNAV DA	1199-2 548 (600-2)			
LNAV MDA	1160-1 509 (600-1)		1160-1½ 509 (600-1½)	
CIRCLING	1200-1 549 (600-1)		1200-1½ 549 (600-1½)	1420-2½ 769 (800-2½)

EC-3, 14 JAN 2010 to 11 FEB 2010

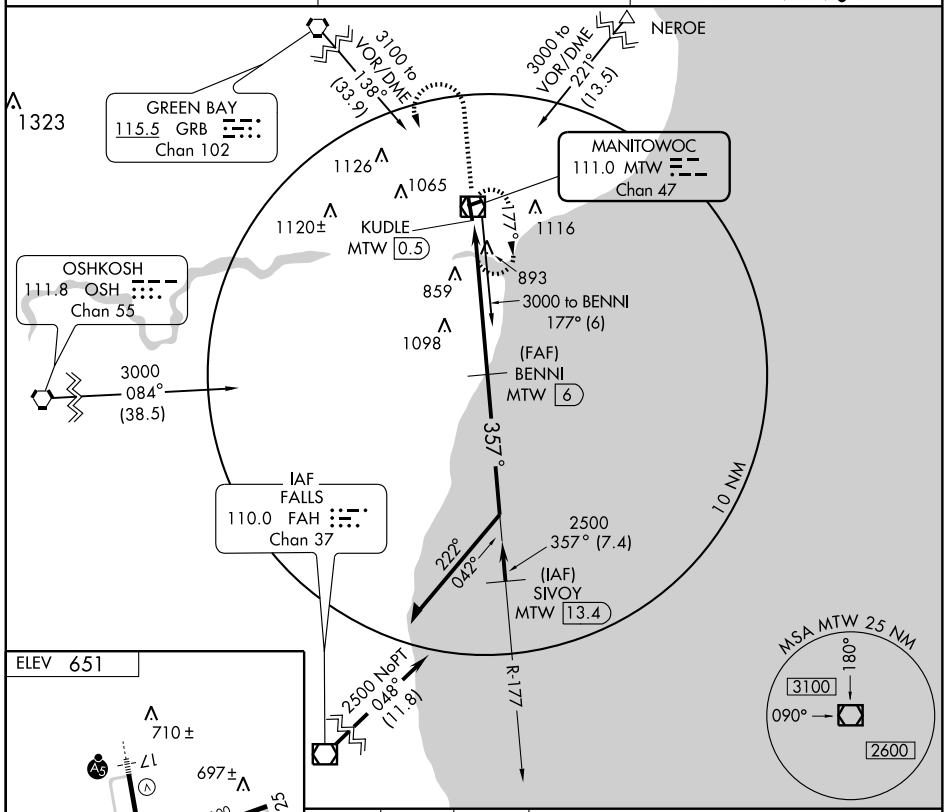
VOR/DME MTW	APP CRS	Rwy Idg	5001
111.0	357°	TDZE	651
Chan 47		Apt Elev	651

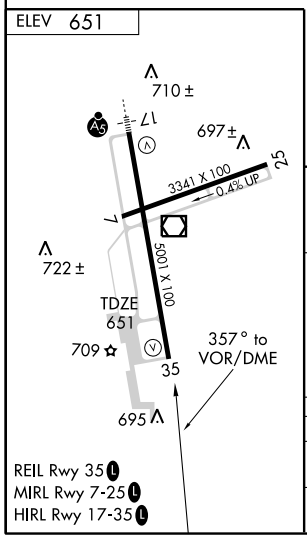
VOR/DME RWY 35
MANITOWOC COUNTY (MTW)

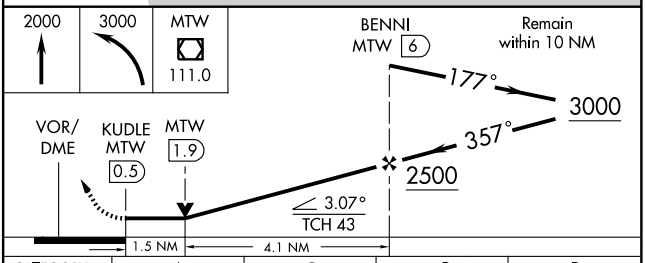
Visibility reduction by helicopters NA. VDP NA when using Sheboygan altimeter setting. When local altimeter setting not received, use Sheboygan altimeter setting and increase all MDA 80 feet, increase S-35 Cat. D and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MTW VOR/DME and hold.

AWOS-3	GREEN BAY APP CON ★	UNICOM
111.0	120.2 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1160-1	509 (600-1)	1160-1½	509 (600-1½)
CIRCLING	1200-1	549 (600-1)	1200-1½ 549 (600-1½)	1420-2½ 769 (800-2½)

EC-3, 14 JAN 2010 to 11 FEB 2010

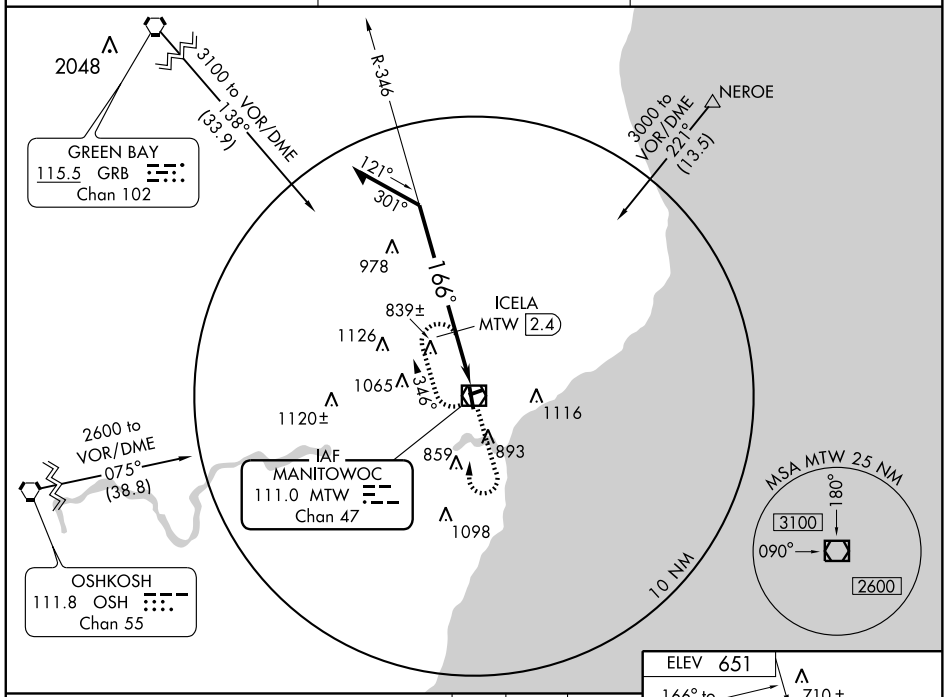
VOR/DME MTW	APP CRS	Rwy Idg	5001
111.0	166°	TDZE	651
Chan 47		Apt Elev	651

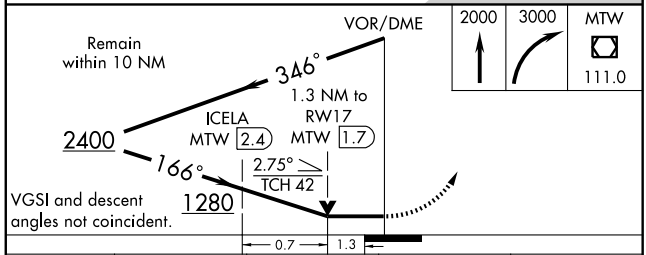
VOR RWY 17
MANITOWOC COUNTY (MTW)

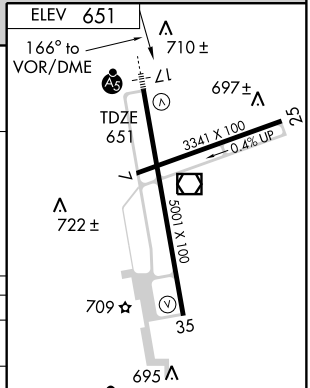
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct MTW VOR/DME and hold.

AWOS-3	GREEN BAY APP CON ★	UNICOM
111.0	120.2 338.2	122.8 (CTAF) L







REIL Rwy 35 L
MIRL Rwy 7-25 L
HIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-17	1280-½ 629 (700-½)		1280-1½ 629 (700-1½)	
CIRCLING	1280-1 629 (700-1)		1280-1¾ 629 (700-1¾)	1420-2½ 769 (800-2½)
DME MINIMUMS				
S-17	1100-½ 449 (500-½)		1100-¾ 449 (500-¾)	1100-1 449 (500-1)
CIRCLING	1200-1 549 (600-1)		1200-1½ 549 (600-1½)	1420-2½ 769 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

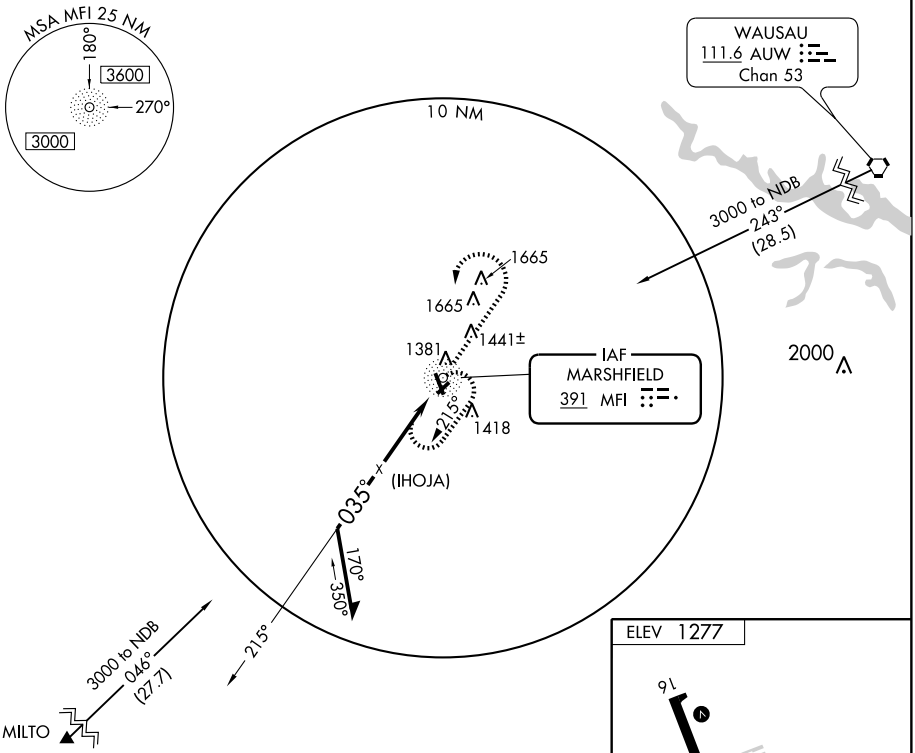
NDB MFI	APP CRS	Rwy Idg	3600
391	035°	TDZE	1257
		Apt Elev	1277

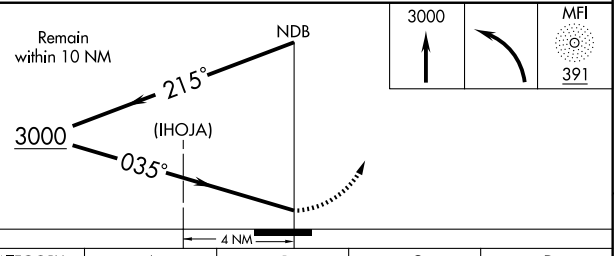
NDB or GPS RWY 4

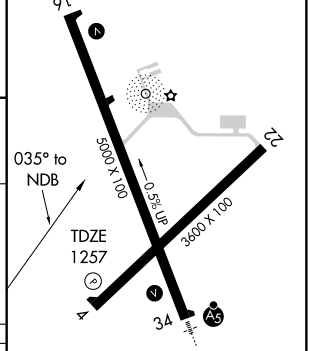
MARSHFIELD MUNI (MFI)

MISSED APPROACH: Climb to 3000 then left turn direct MFI NDB and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
121.575	124.4 317.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-4	1860-1	603 (600-1)	1860-1¾ 603 (600-1¾)	1860-2 603 (600-2)
CIRCLING	1860-1	583 (600-1)	1860-1¾ 583 (600-1¾)	1860-2 583 (600-2)

REIL Rwys 4 and 16
MIRL Rwys 4-22 and 16-34 L

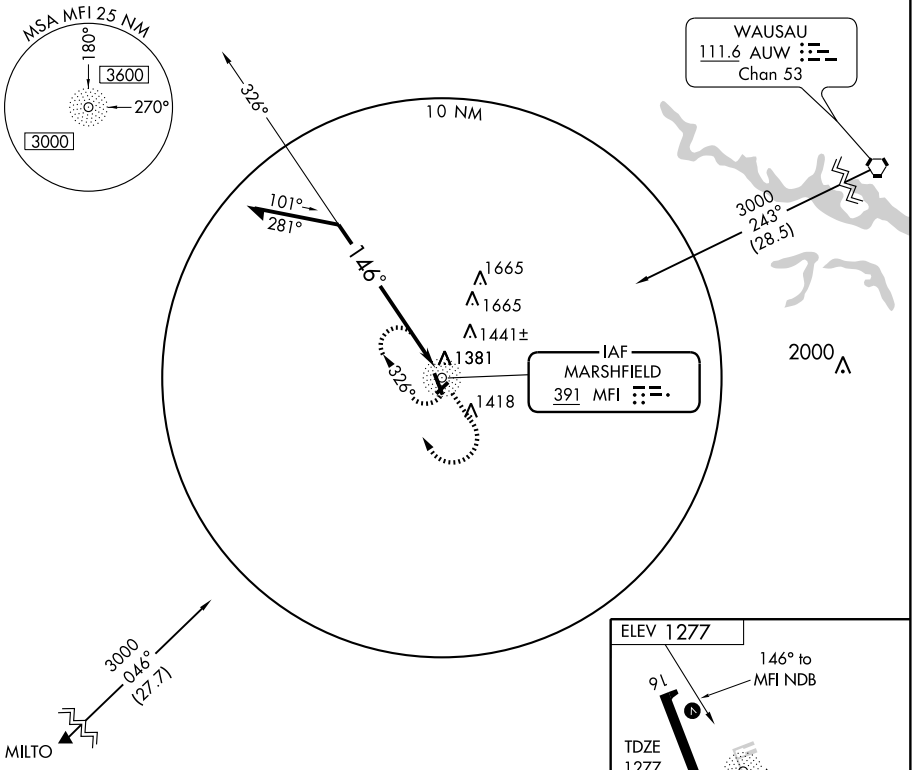
EC-3, 14 JAN 2010 to 11 FEB 2010

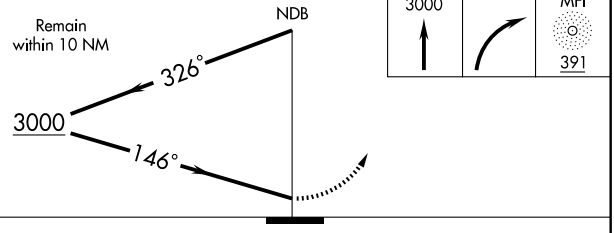
NDB MFI	APP CRS	Rwy Idg	5000
391	146°	TDZE	1277
		Apt Elev	1277

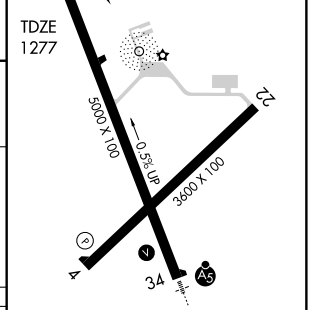
NDB RWY 16
MARSHFIELD MUNI (MFI)

MISSED APPROACH: Climb to 3000 then right turn direct MFI NDB and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
121.575	124.4 317.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-16	1820-1	543 (600-1)	1820-1½ 543 (600-1½)	1820-1¾ 543 (600-1¾)
CIRCLING	1820-1	543 (600-1)	1820-1½ 543 (600-1½)	1840-2 563 (600-2)

REIL Rwys 4 and 16
MIRL Rwys 4-22 and 16-34 L

EC-3, 14 JAN 2010 to 11 FEB 2010

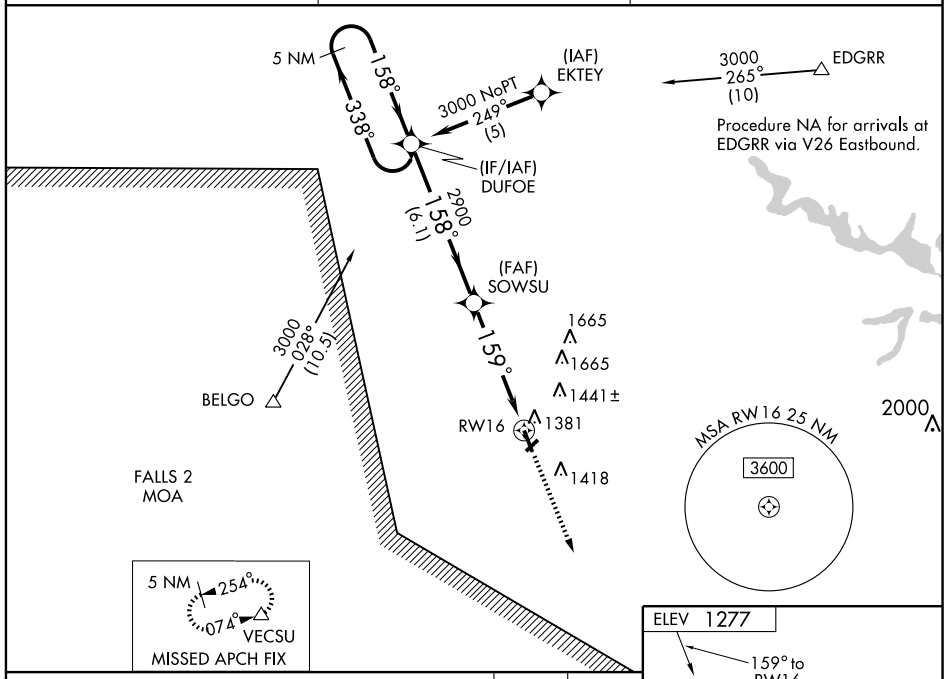
WAAS	APP CRS	Rwy Idg	5000
CH 99501	159°	TDZE	1277
W16A		Apt Elev	1277

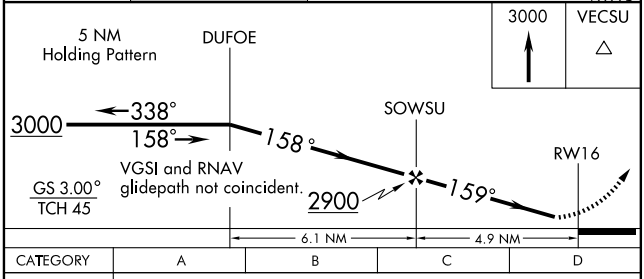
RNAV (GPS) RWY 16
MARSHFIELD MUNI (MFI)

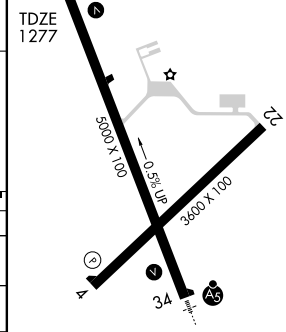
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Central Wisconsin altimeter setting and increase all DAs/MDAs 60 feet.
Baro-VNAV NA when using Central Wisconsin altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F).

MISSED APPROACH: Climb to 3000 direct VECSU and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
121.575	124.4 317.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1596-1 319 (400-1)			
LNAV/ VNAV DA	1641-1¼ 364 (400-1¼)			
LNAV MDA	1640-1 363 (400-1)			1640-1¼ 363 (400-1¼)
CIRCLING	1700-1¼ 423 (500-1¼)	1740-1¼ 463 (500-1¼)	1740-1½ 463 (500-1½)	1840-2 563 (600-2)

REIL Rwys 4 and 16
MIRL Rwys 4-22 and 16-34 L

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5000
CH 58101	339°	TDZE	1257
W34A		Apt Elev	1277

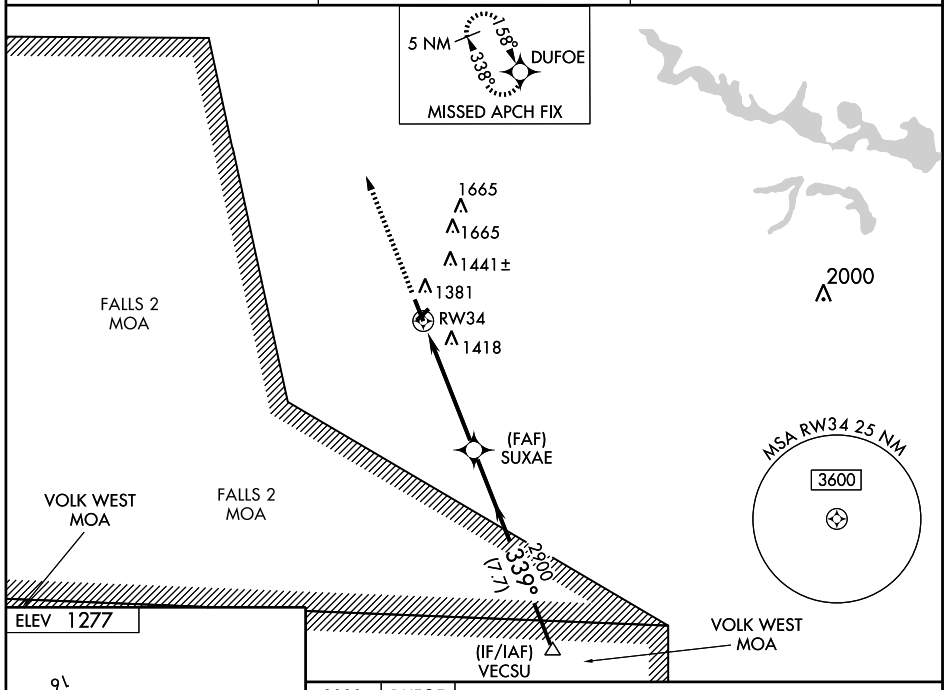
RNAV (GPS) RWY 34
MARSHFIELD MUNI (MFI)

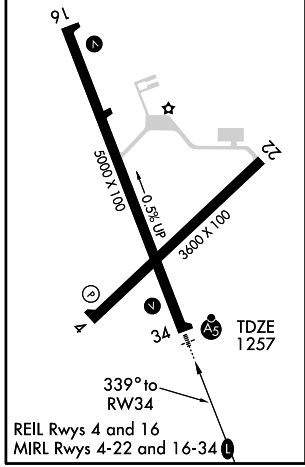
For inoperative MALSR increase LPV all Cats visibility to 1, increase LNAV Cats A and B to 1 and Cat D to 1¼. If local altimeter setting not received, use Central Wisconsin altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Central Wisconsin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (115° F). DME/DME RNP-0.3 NA.

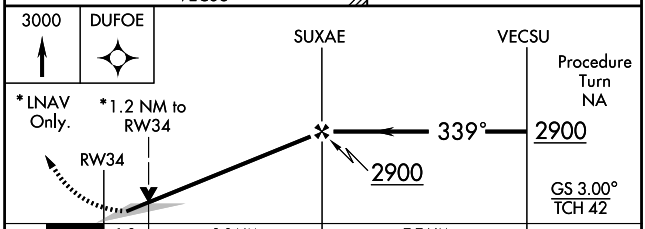
MALSR

MISSED APPROACH: Climb to 3000 direct DUFOE and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
121.575	124.4 317.7	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1507-¾ 250 (300-¾)			
LNAV/ VNAV DA	1717-1¼ 460 (500-1¼)			
LNAV MDA	1680-¾ 423 (500-¾)			1680-1 423 (500-1)
CIRCLING	1720-1¾ 443 (500-1¾)	1740-1¾ 463 (500-1¾)		1840-2 563 (600-2)

SDF DUS	APP CRS	Rwy Idg	5000
109.9	339°	TDZE	1257
		Apt Elev	1277

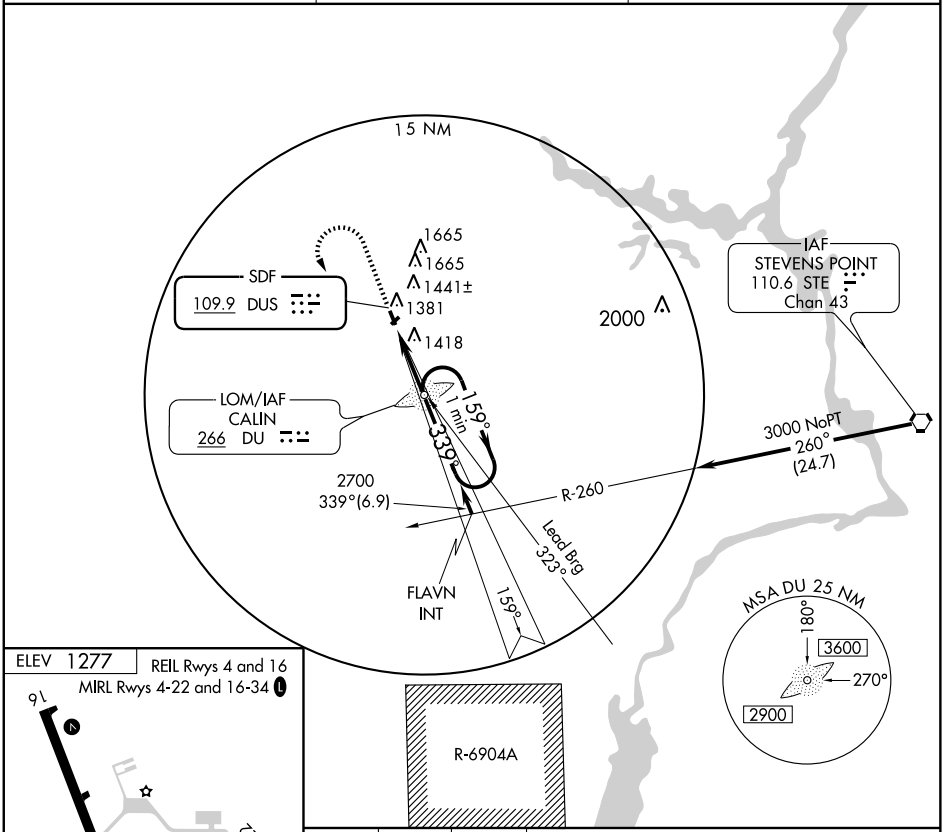
SDF RWY 34
MARSHFIELD MUNI (MFI)

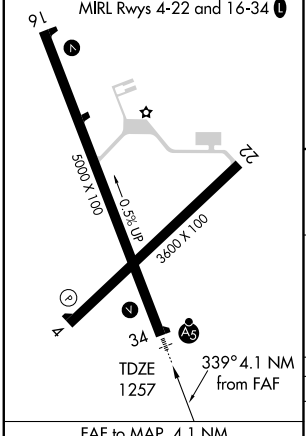
For inoperative MALSR, increase S-34 Cat D visibility to 1¼.
NA ADF REQUIRED

MALSR

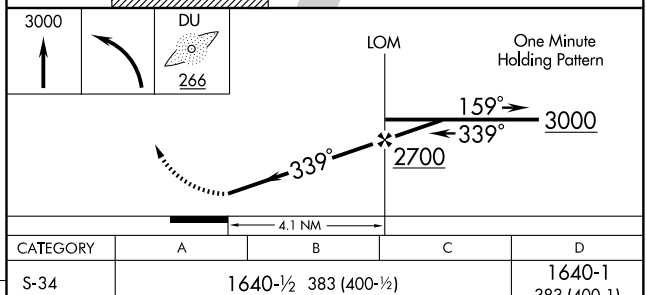
MISSED APPROACH: Climb to 3000 then left turn direct CALIN LOM and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
121.575	124.4 317.7	123.0 (CTAF) L





FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-34	1640-½ 383 (400-½)			1640-1 383 (400-1)
CIRCLING	1700-1 423 (500-1)	1740-1 463 (500-1)	1740-1½ 463 (500-1½)	1840-2 563 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

NDB MDZ	APP CRS	Rwy Idg	4435
335	340°	TDZE	1459
		Apt Elev	1478

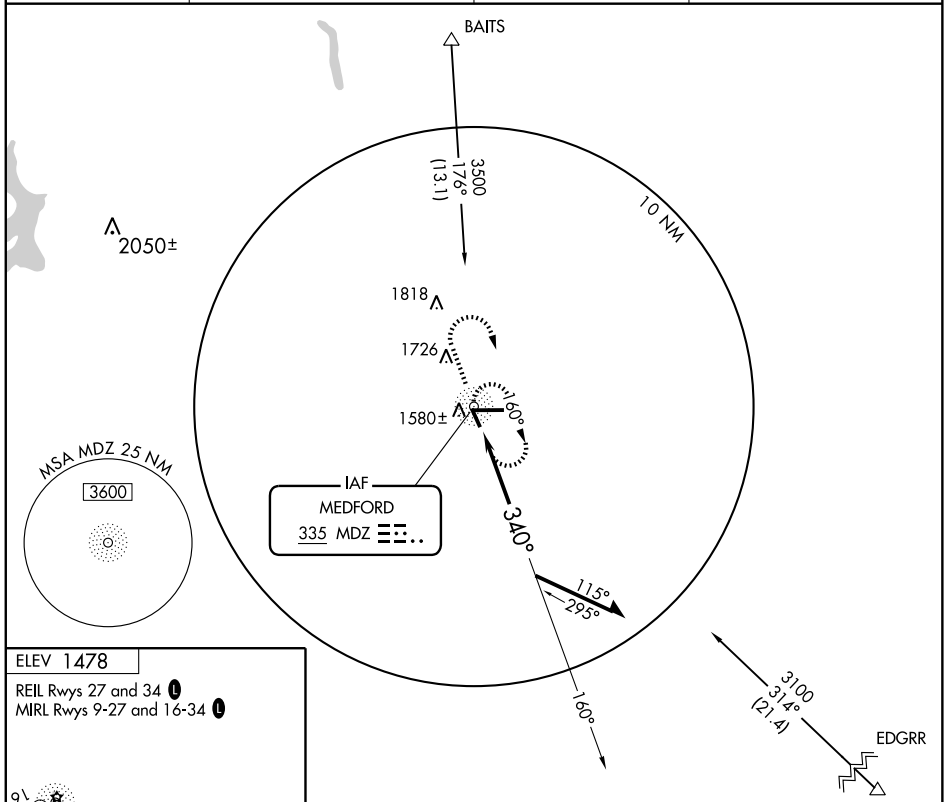
NDB RWY 34

MEDFORD/TAYLOR COUNTY (MDZ)

T A NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Merrill altimeter setting and increase all MDA 100 feet, and all Cat. C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3100 then right turn direct MDZ NDB and hold.

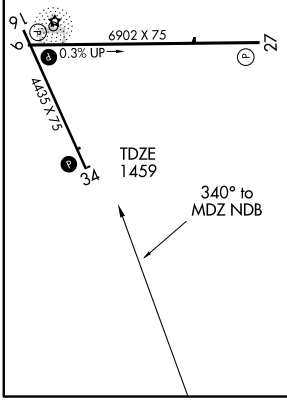
AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.025	124.4 317.7	121.725	122.8 (CTAF) L

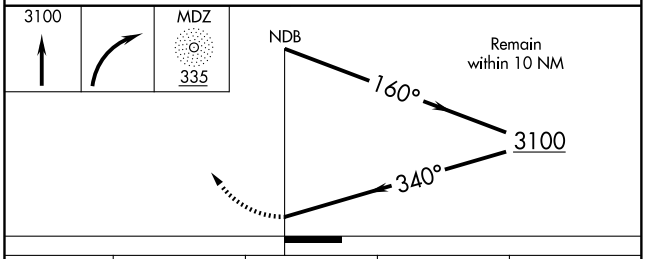


ELEV 1478

REIL Rwys 27 and 34 L

MIRL Rwys 9-27 and 16-34 L





CATEGORY	A	B	C	D
S-34	2060-1	601 (600-1)	2060-1¾ 601 (600-1¾)	2060-2 601 (600-2)
CIRCLING	2060-1	582 (600-1)	2060-1¾ 582 (600-1¾)	2080-2 602 (700-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS CH 66011 W27A	APP CRS 269°	Rwy Idg 6902 TDZE 1478 Apt Elev 1478

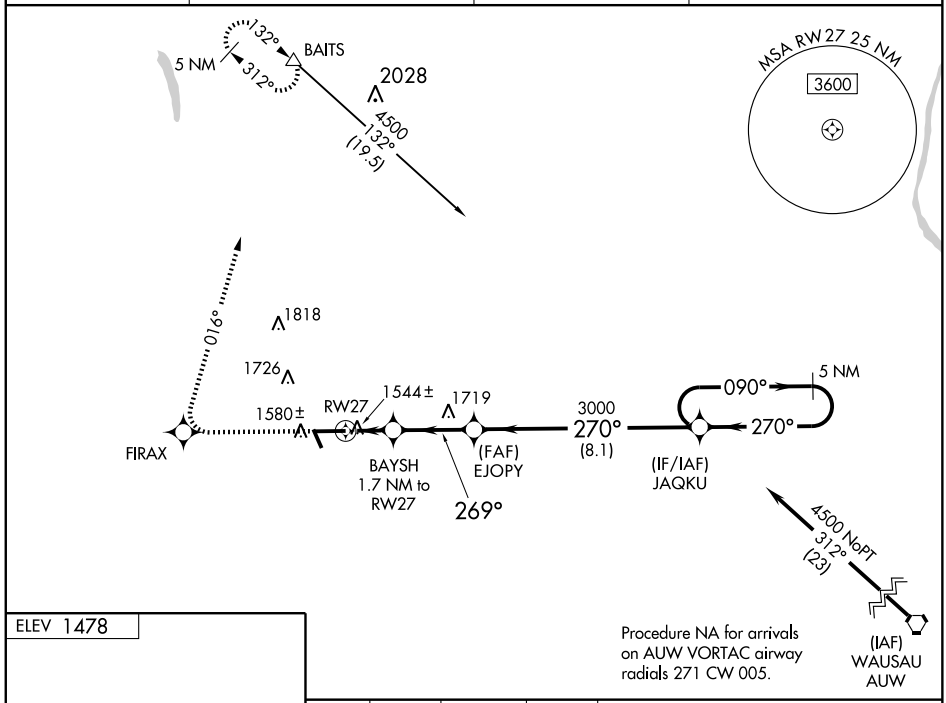
RNAV (GPS) RWY 27

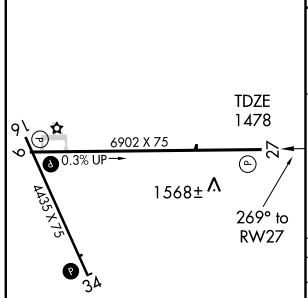
MEDFORD/ TAYLOR COUNTY (MDZ)

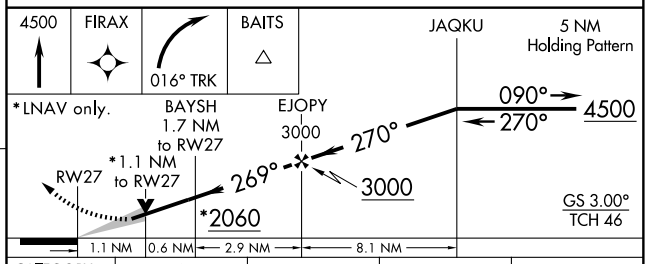
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Merrill altimeter setting and increase all DA 82 feet, and all MDA 100 feet, increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. C/D, and Circling Cat. D visibilities ¼ mile. VDP and Baro-VNAV NA when using Merrill altimeter setting.

MISSED APPROACH: Climb to 4500 direct FIRAX and right turn via 016° track to BAITS and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.025	124.4 317.7	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		1778-1	300 (300-1)	
LNAV/VNAV DA		1814-1¼	336 (400-1¼)	
LNAV MDA	1880-1 402 (500-1)		1880-1¼ 402 (500-1¼)	
CIRCLING	1940-1 462 (500-1)		1940-1½ 462 (500-1½)	2080-2 602 (700-2)

REIL Rwys 27 and 34 L
MIRL Rwys 9-27 and 16-34 L

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5074
CH 40304	088°	TDZE	894
W09A		Apt Elev	895

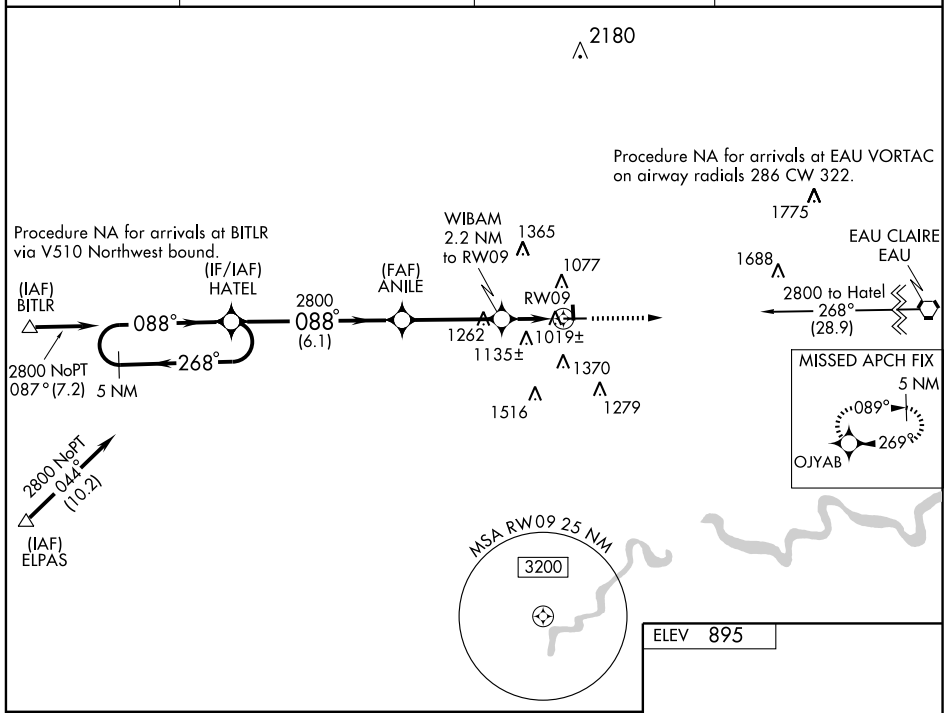
RNAV (GPS) RWY 9

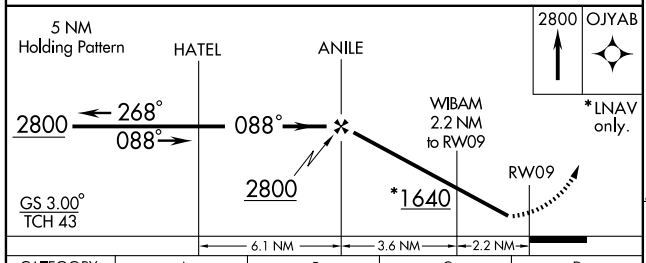
MENOMONIE MUNI-SCORE FIELD (LUM)

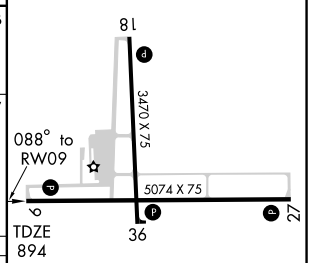
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. LNAV/VNAV minimums NA when using Chippewa Valley Rgnl altimeter setting. If local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase LPV DA 41 feet and all MDAs 60 feet.

MISSED APPROACH: Climb to 2800 direct OJYAB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.025	125.3 335.6	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1193-1 299 (300-1)			NA
LNAV/VNAV DA	1279-1¼ 385 (400-1¼)			NA
LNAV MDA	1360-1 466 (500-1)		1360-1¼ 466 (500-1¼)	NA
CIRCLING	1440-1 545 (600-1)		1520-1¾ 625 (700-1¾)	NA

REIL Rwys 9, 18 and 27 L
MIRL Rwys 9-27 and 18-36 L

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5074
CH 97604	268°	TDZE	894
W27A		Apt Elev	895

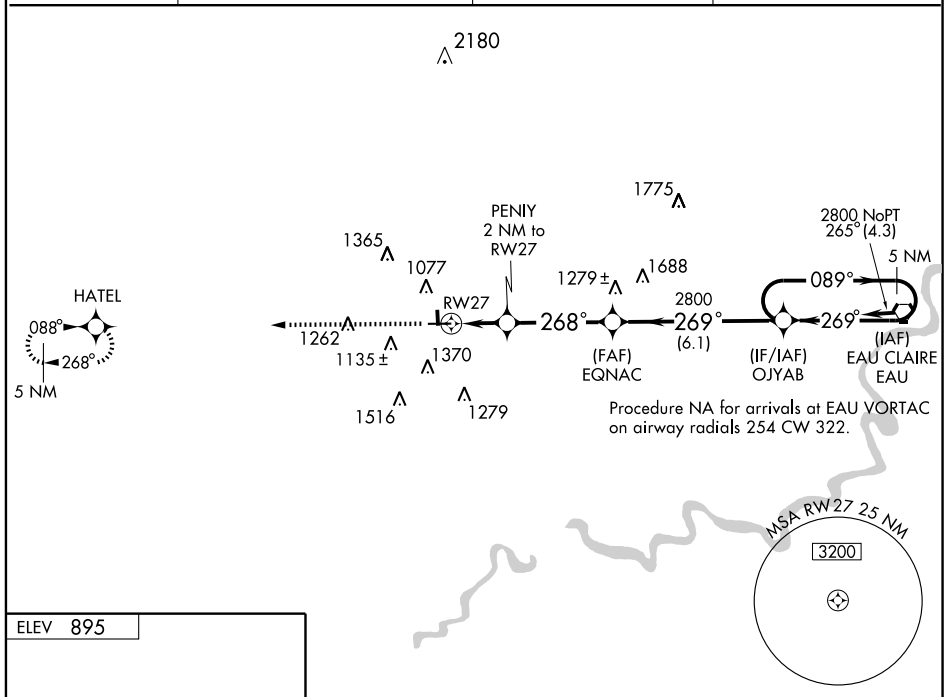
RNAV (GPS) RWY 27

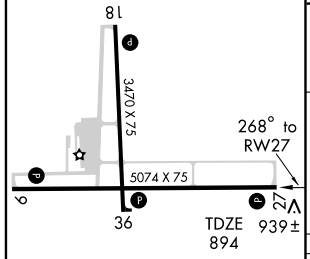
MENOMONIE MUNI-SCORE FIELD (LUM)

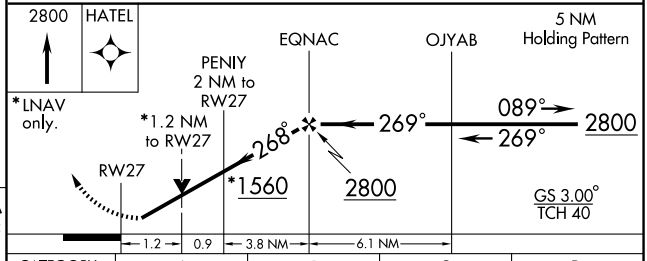
Baro-VNAV NA when using Chippewa Valley Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Chippewa Valley Rgnl altimeter setting. If local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all DAs 41 feet and all MDAs 60 feet.

MISSED APPROACH: Climb to 2800 direct HATEL and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.025	125.3 335.6	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1144-1 250 (300-1)			NA
LNAV/VNAV DA	1430-2 536 (600-2)			NA
LNAV MDA	1300-1 406 (500-1)		1300-1¼ 406 (500-1¼)	NA
CIRCLING	1440-1 545 (600-1)		1520-1¾ 625 (700-1¾)	NA

REIL Rwys 9, 18 and 27 L
MIRL Rwys 9-27 and 18-36 L

EC-3. 14 JAN 2010 to 11 FEB 2010

MENOMONIE, WISCONSIN

AL-9006 (FAA)

VORTAC EAU	APP CRS	Rwy Idg	5074
112.9	265°	TDZE	894
Chan 76		Apt Elev	895

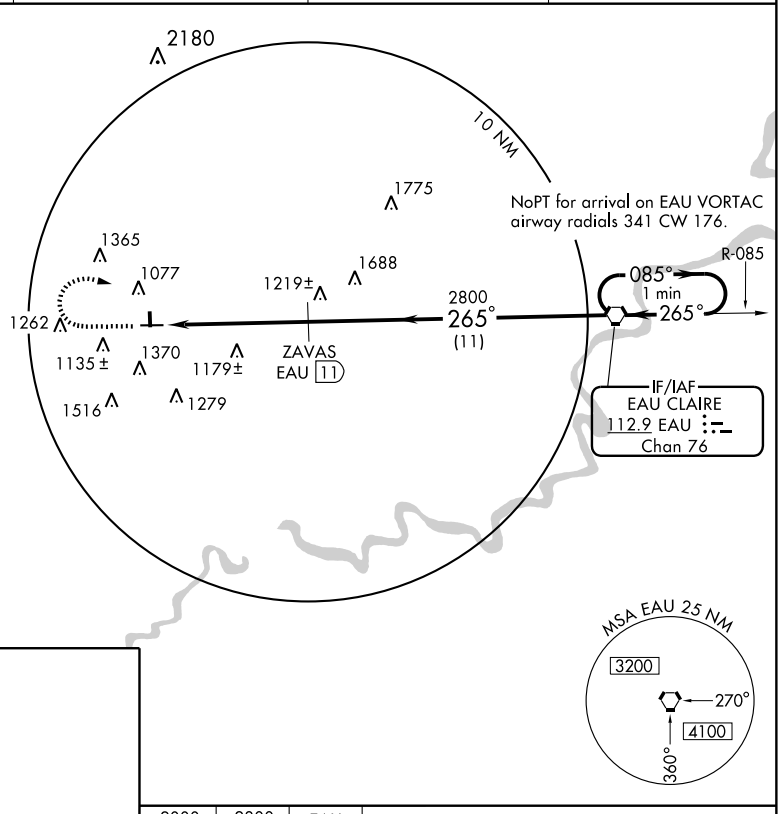
VOR/DME RWY 27

MENOMONIE MUNI-SCORE FIELD (LUM)

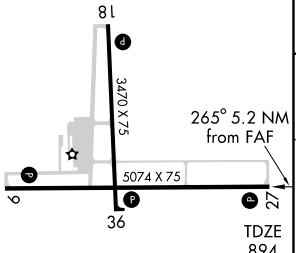
If local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA. VDP NA when using Chippewa Valley Rgnl altimeter setting.

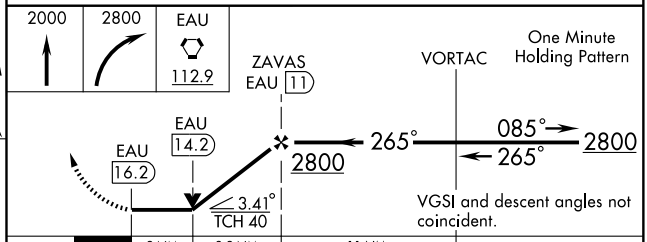
MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct EAU VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.025	125.3 335.6	121.725	122.7 (CTAF) L



ELEV 895





CATEGORY	A	B	C	D
S-27	1560-1	666 (700-1)	1560-1¾ 666 (700-1¾)	NA
CIRCLING	1560-1	665 (700-1)	1560-1¾ 665 (700-1¾)	NA

REIL Rwys 9, 18 and 27 L
MIRL Rwys 9-27 and 18-36 L

EC-3, 14 JAN 2010 to 11 FEB 2010

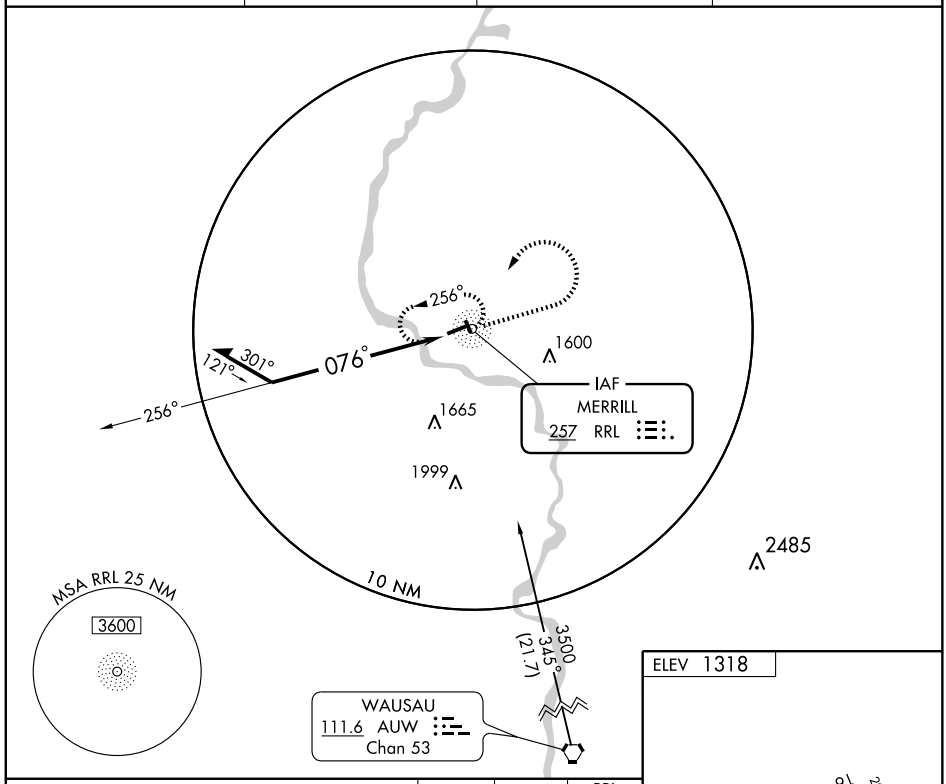
NDB RRL 257	APP CRS 076°	Rwy Idg 5100 TDZE 1318 Apt Elev 1318

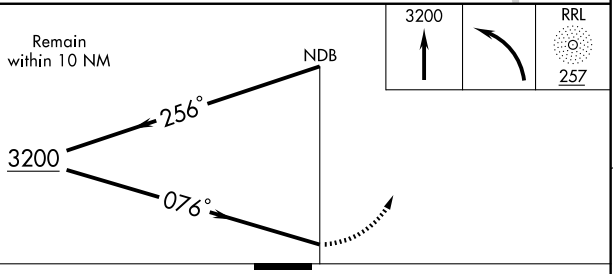
NDB RWY 7

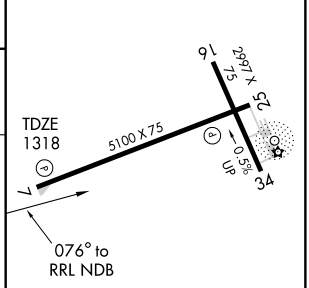
MERRILL MUNI (RRL)

MISSED APPROACH: Climb to 3200 then left turn direct RRL NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.925	124.4 317.7	121.725	122.8 (CTAF) L







REIL Rwys 7 and 25 L
MIRL Rwys 16-34 and 7-25 L

CATEGORY	A	B	C	D
S-7	1940-1	622 (700-1)	1940-1¾ 622 (700-1¾)	NA
CIRCLING	1940-1	622 (700-1)	1940-1¾ 622 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

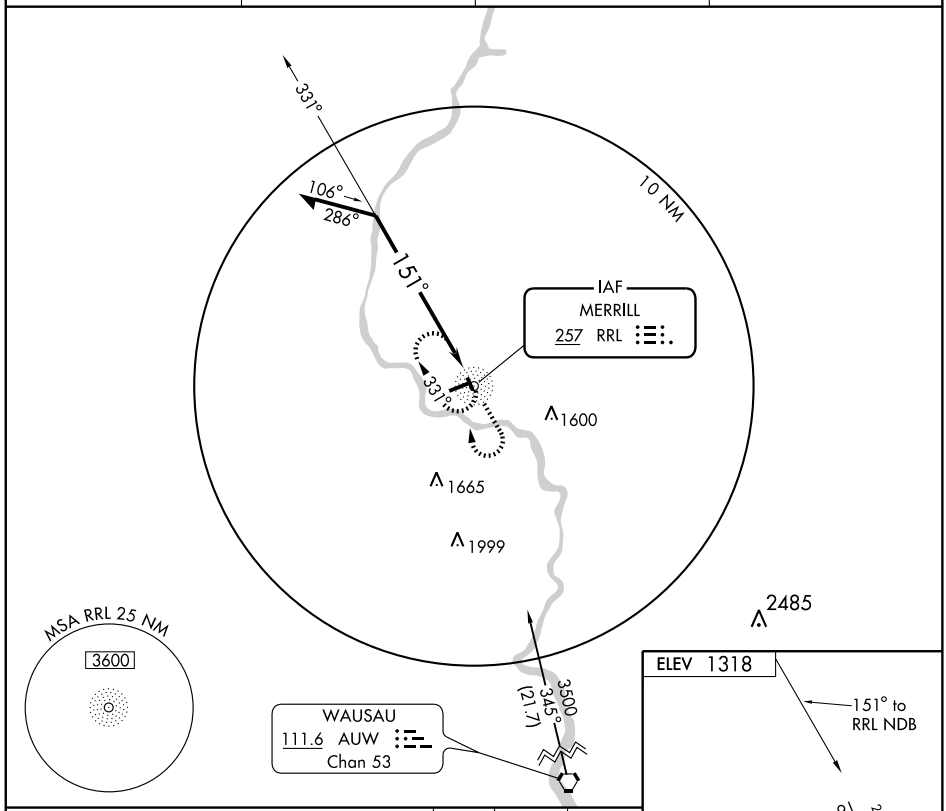
EC-3. 14 JAN 2010 to 11 FEB 2010

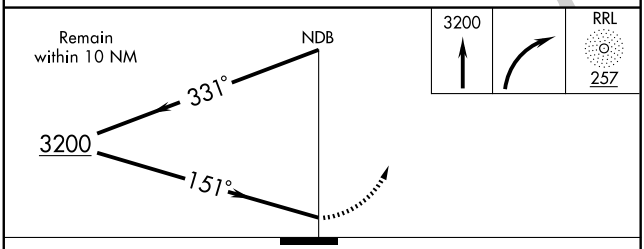
NDB RRL	APP CRS	Rwy Idg	2997
257	151°	TDZE	1317
		Apt Elev	1318

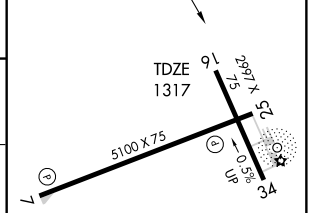
NDB RWY 16
MERRILL MUNI (RRL)

MISSED APPROACH: Climb to 3200 then right turn direct RRL NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.925	124.4 317.7	121.725	122.8 (CTAF) L







REIL Rwys 7 and 25 L
MIRL Rwys 16-34 and 7-25 L

CATEGORY	A	B	C	D
S-16	2040-1 723 (800-1)		2040-2 723 (800-2)	NA
CIRCLING	2040-1 722 (800-1)		2040-2 722 (800-2)	NA

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5100
CH 70604	069°	TDZE	1318
W07A		Apt Elev	1318

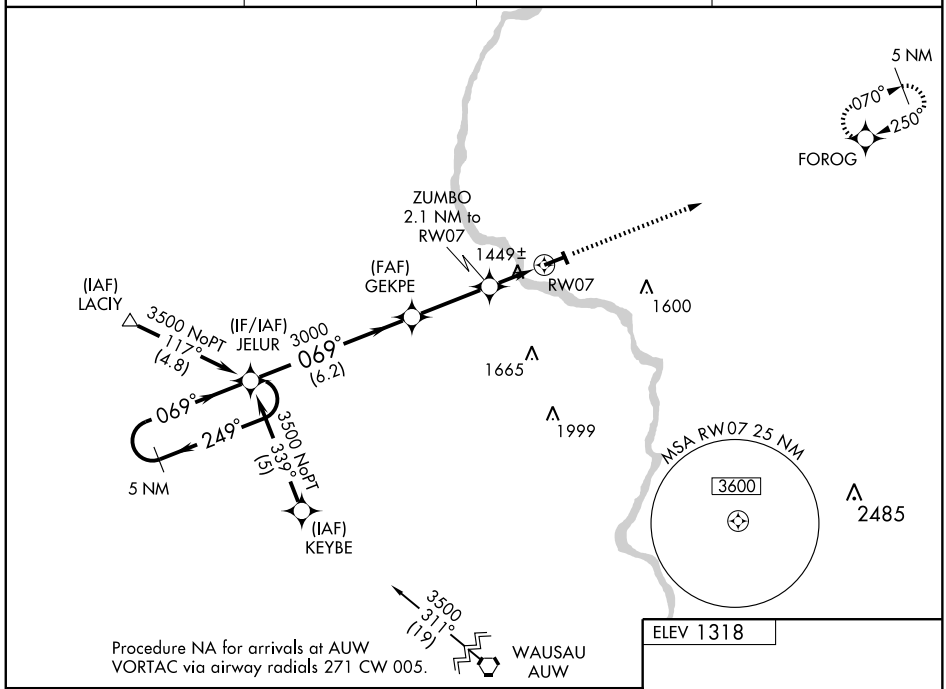
RNAV (GPS) RWY 7

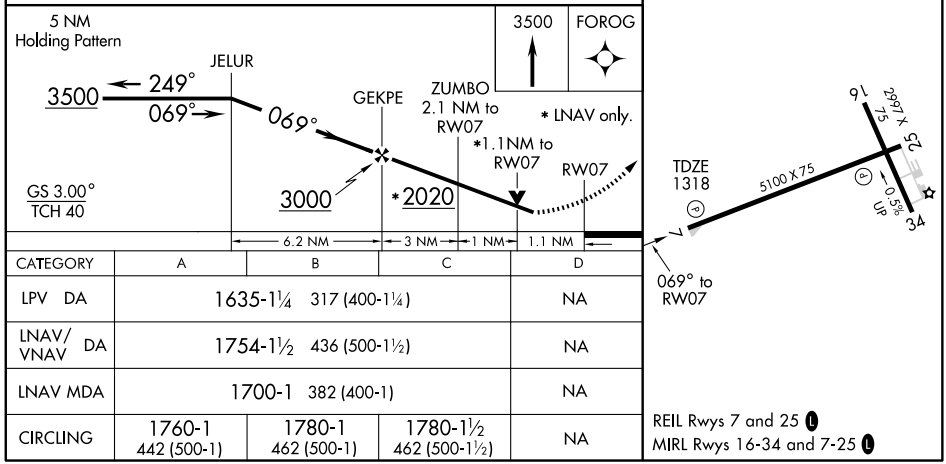
MERRILL MUNI (RRL)

Circling to Rwy 16-34 NA at night. Baro-VNAV NA when using Wausau altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Visibility reduction by helicopters NA. VDP NA when using Wausau altimeter setting. If local altimeter setting not received, use Wausau altimeter setting, increase all DAs 55 feet and all MDAs 60 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct FOROG and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.925	124.4 317.7	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1635-1¼ 317 (400-1¼)			NA
LNAV/VNAV DA	1754-1½ 436 (500-1½)			NA
LNAV MDA	1700-1 382 (400-1)			NA
CIRCLING	1760-1 442 (500-1)	1780-1 462 (500-1)	1780-1½ 462 (500-1½)	NA

REIL Rwys 7 and 25 L
MIRL Rwys 16-34 and 7-25 L

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5100
CH 49104	250°	TDZE	1311
W25A		Apt Elev	1318

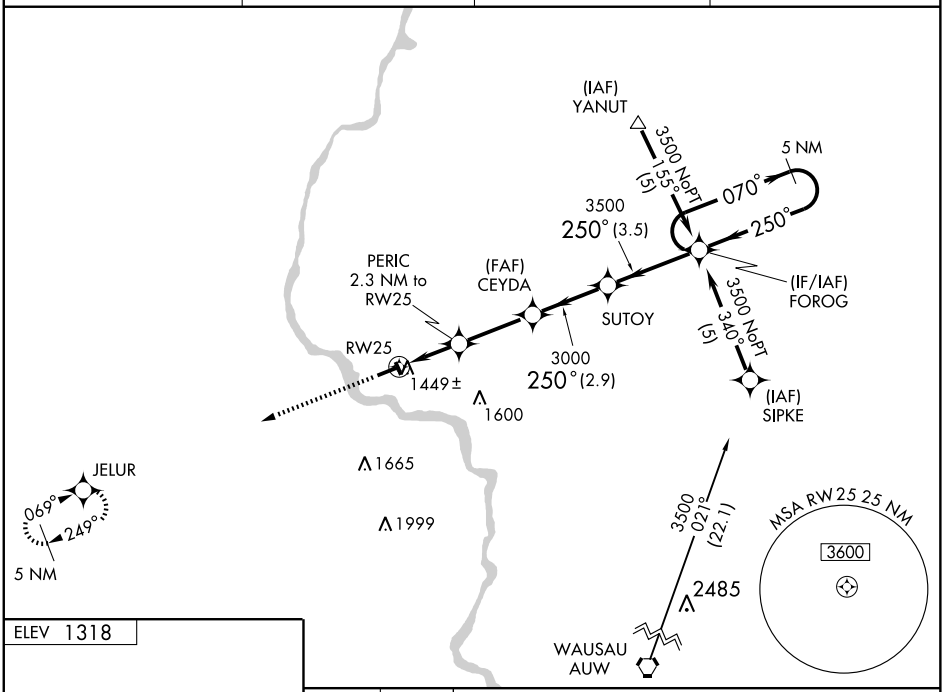
RNAV (GPS) RWY 25

MERRILL MUNI (RRL)

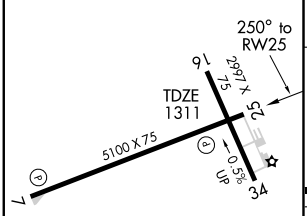
Circling to Rwy 16-34 NA at night. Baro-VNAV NA when using Wausau altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Wausau altimeter setting. If local altimeter setting not received, use Wausau altimeter setting, increase all DAs 55 feet; increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3500 direct JELUR and hold.

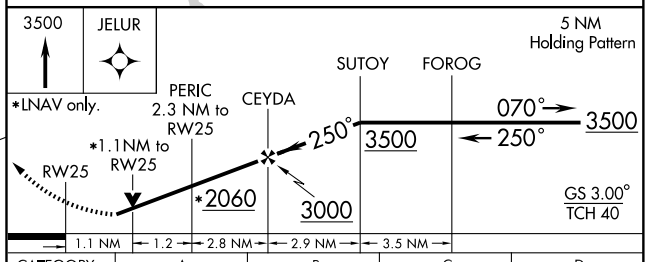
AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.925	124.4 317.7	121.725	122.8 (CTAF) L



ELEV 1318



REIL Rwys 7 and 25 L
MIRL Rwys 16-34 and 7-25 L



CATEGORY	A	B	C	D
LPV DA	1640-1¼ 329 (400-1¼)			NA
LNAV/VNAV DA	1719-1½ 408 (500-1½)			NA
LNAV MDA	1700-1 389 (400-1)			NA
CIRCLING	1760-1 442 (500-1)	1780-1 462 (500-1)	1780-1½ 462 (500-1½)	NA

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-CFQ	APP CRS	Rwy Idg	4000
110.35	101°	TDZE	928
Chan 40 (Y)		Apt Elev	928

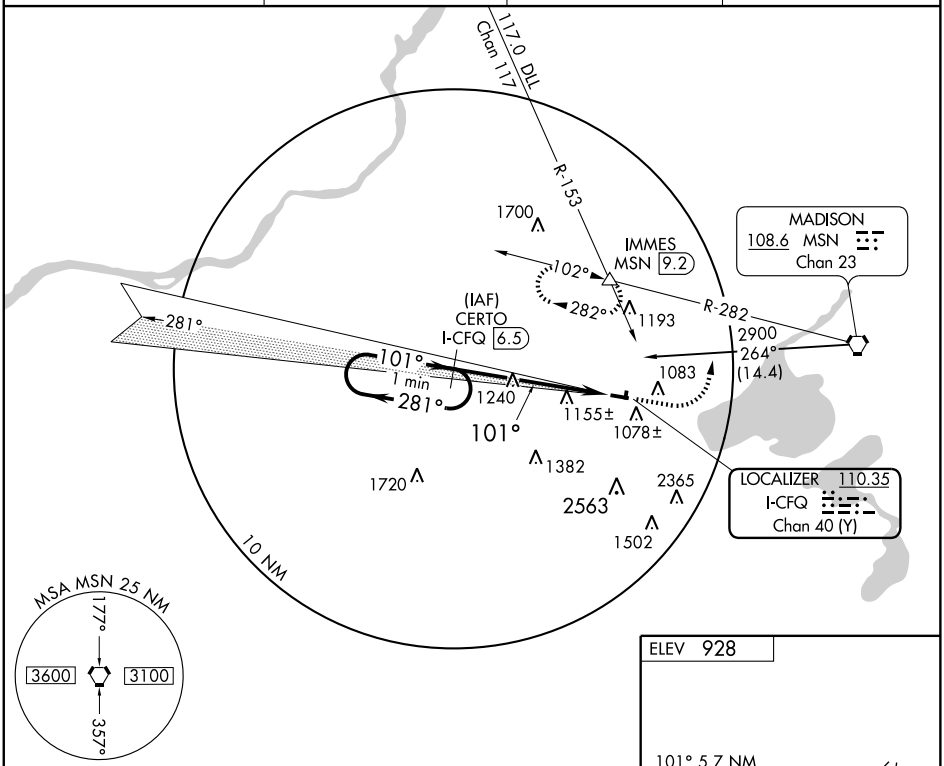
LOC/DME RWY 10

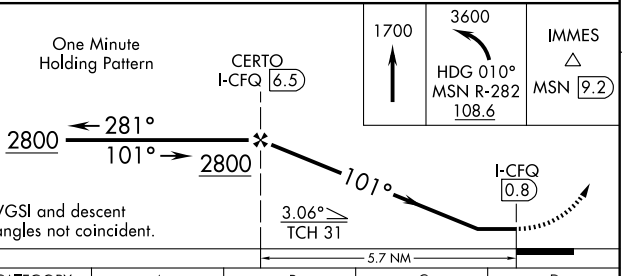
MIDDLETON MUNI - MOREY FIELD (C29)

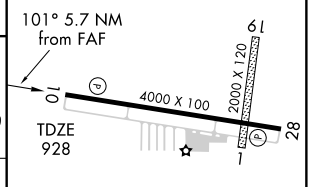
Visibility reduction by helicopters NA. Use Dane County Rgnl-Truax Field altimeter setting, when not received use Baraboo Wisconsin Dells altimeter setting and increase all MDA 60 feet, and increase S-10 Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 1700 then climbing left turn to 3600 via heading 010° and MSN VORTAC R-282 to IMMES Int/MSN 9.2 DME and hold, continue climb-in-hold to 3600.

DANE COUNTY RGNL ATIS	MADISON APP CON★	GCO	UNICOM
124.65 278.3	135.45 343.7	121.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-10	1580-1	652 (700-1)	1580-1¾ 652 (700-1¾)	NA
CIRCLING	1580-1 652 (700-1)	1600-1 672 (700-1)	1600-2 672 (700-2)	NA

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS CH 62912 W10A	APP CRS 101°	Rwy Idg 4000 TDZE 928 Apt Elev 928

RNAV (GPS) RWY 10

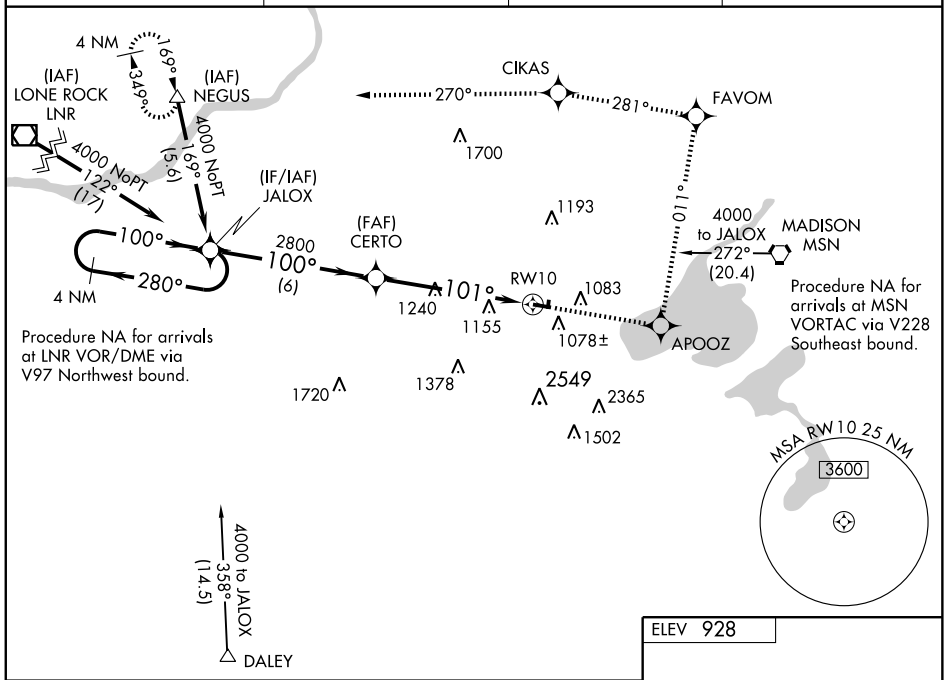
MIDDLETON MUNI - MOREY FIELD (C29)

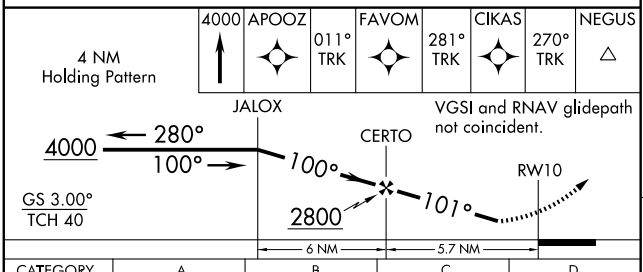
NA

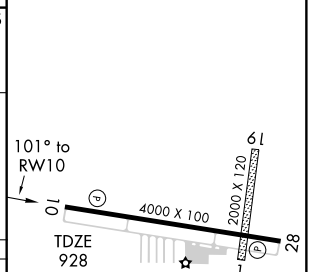
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dane County Rgnl-Truax Field altimeter setting, when not received use Baraboo Wisconsin Dells altimeter setting and increase all DA 43 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct APOOZ and via 011° track to FAVOM and via 281° track to CIKAS and via 270° track to NEGUS and hold.

DANE COUNTY RGNL ATIS	MADISON APP CON★	GCO	UNICOM
124.65 278.3	135.45 343.7	121.725	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1450-1¾ 522 (600-1¾)			NA
LNAV/VNAV DA	1559-2¼ 631 (700-2¼)			NA
LNAV MDA	1580-1 652 (700-1)		1580-1¾ 652 (700-1¾)	NA
CIRCLING	1580-1 652 (700-1)	1600-1 672 (700-1)	1600-2 672 (700-2)	NA

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4000
CH 82404	281°	TDZE	928
W28A		Apt Elev	928

RNAV (GPS) RWY 28

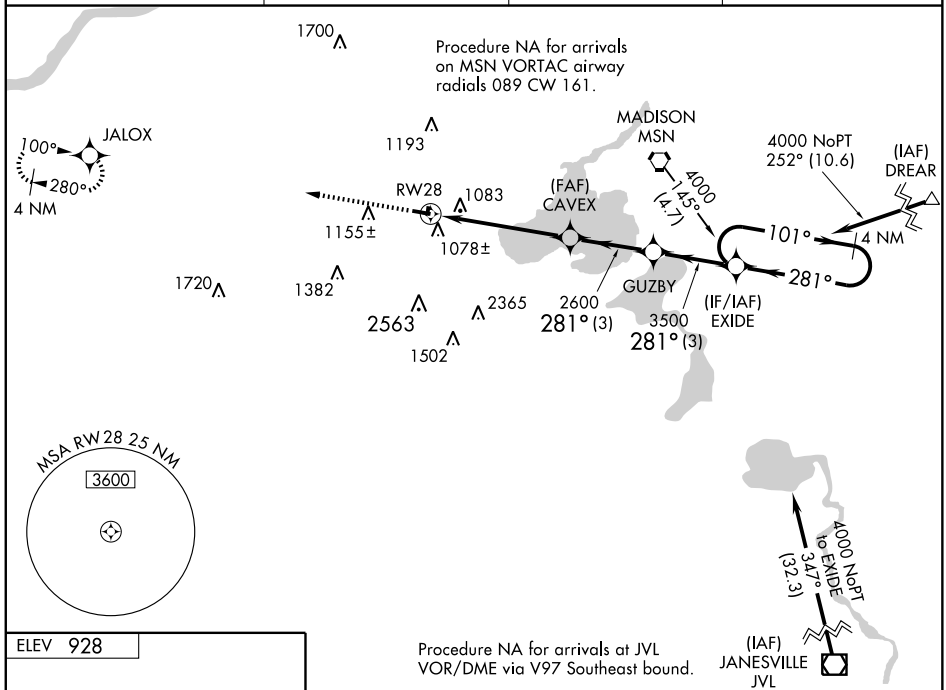
MIDDLETON MUNI - MOREY FIELD (C29)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dane County Rgnl-Truax Field altimeter setting, when not received use Baraboo Wisconsin Dells altimeter setting and increase all DA 43 feet and all MDA 60 feet, increase LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile.

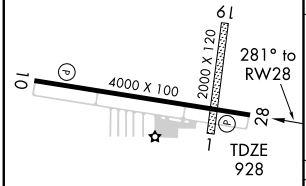
NA

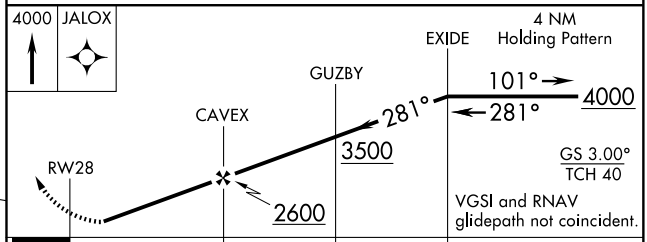
MISSED APPROACH: Climb to 4000 direct JALOX and hold.

DANE COUNTY RGNL ATIS	MADISON APP CON ★	GCO	UNICOM
124.65 278.3	135.45 343.7	121.725	123.0 (CTAF) L



ELEV 928





CATEGORY	A	B	C	D
LPV DA	1326-1½ 398 (400-1½)			NA
LNAV/ VNAV DA	1442-1¾ 514 (600-1¾)			NA
LNAV MDA	1480-1 552 (600-1)		1480-1½ 552 (600-1½)	NA
CIRCLING	1560-1 632 (700-1)	1600-1 672 (700-1)	1600-2 672 (700-2)	NA

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

VORTAC MSN	APP CRS	Rwy Idg	4000
108.6	076°	TDZE	928
Chan 23		Apt Elev	928

VOR RWY 10

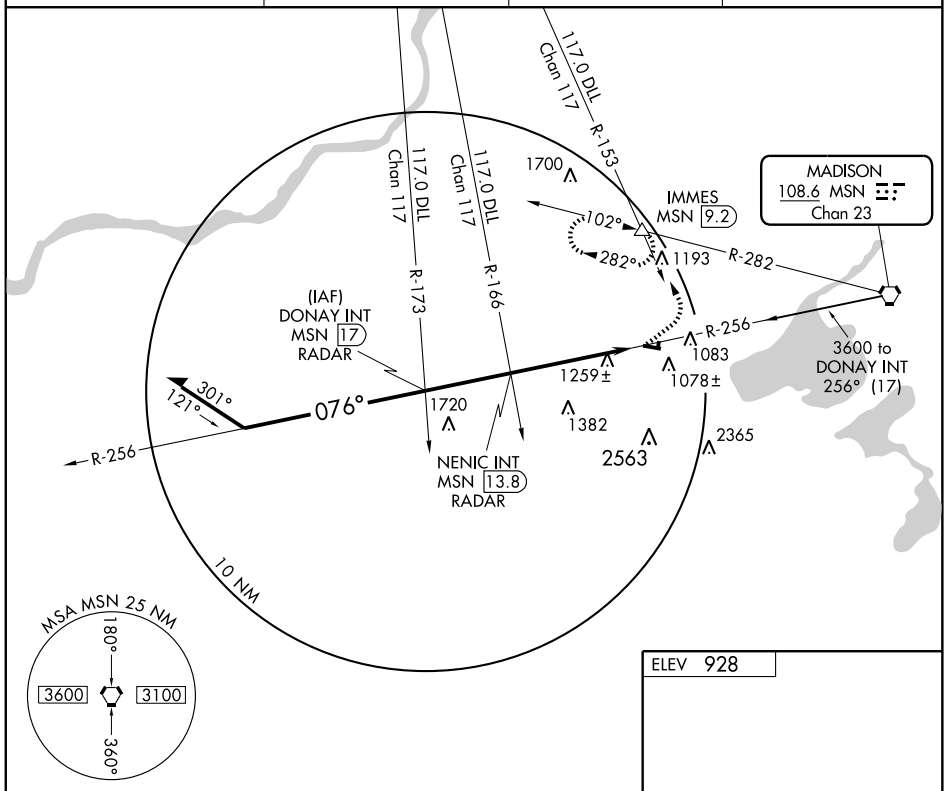
MIDDLETON MUNI - MOREY FIELD (C29)

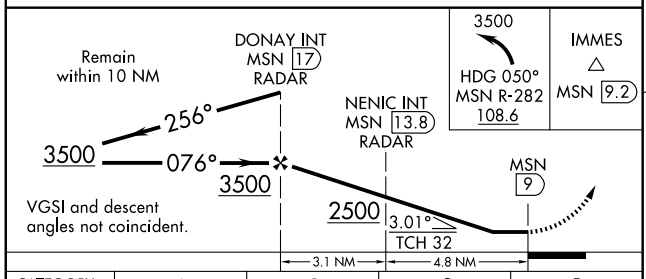
Use Dane County Rgnl-Truax Field altimeter setting, if not received use Baraboo Wisconsin Dells altimeter setting and increase all MDAs 60 feet.

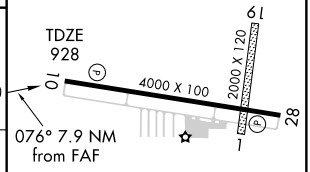
NA

MISSED APPROACH: Climbing left turn to 3500 via heading 050° and MSN R-282 to IMMES Int/9.2 DME and hold, continue climb-in hold to 3500.

DANE COUNTY RGNL ATIS	MADISON APP CON ★	GCO	UNICOM
124.65 278.3	135.45 343.7	121.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-10	1540-1 612 (700-1)		1540-1¾ 612 (700-1¾)	NA
CIRCLING	1560-1 632 (700-1)	1600-1 672 (700-1)	1600-2 672 (700-2)	NA

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 7.9 NM

Knots	60	90	120	150	180
Min:Sec	7:54	5:16	3:57	3:10	2:38

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC MSN	APP CRS	Rwy Idg	4000
108.6	254°	TDZE	928
Chan 23		Apt Elev	928

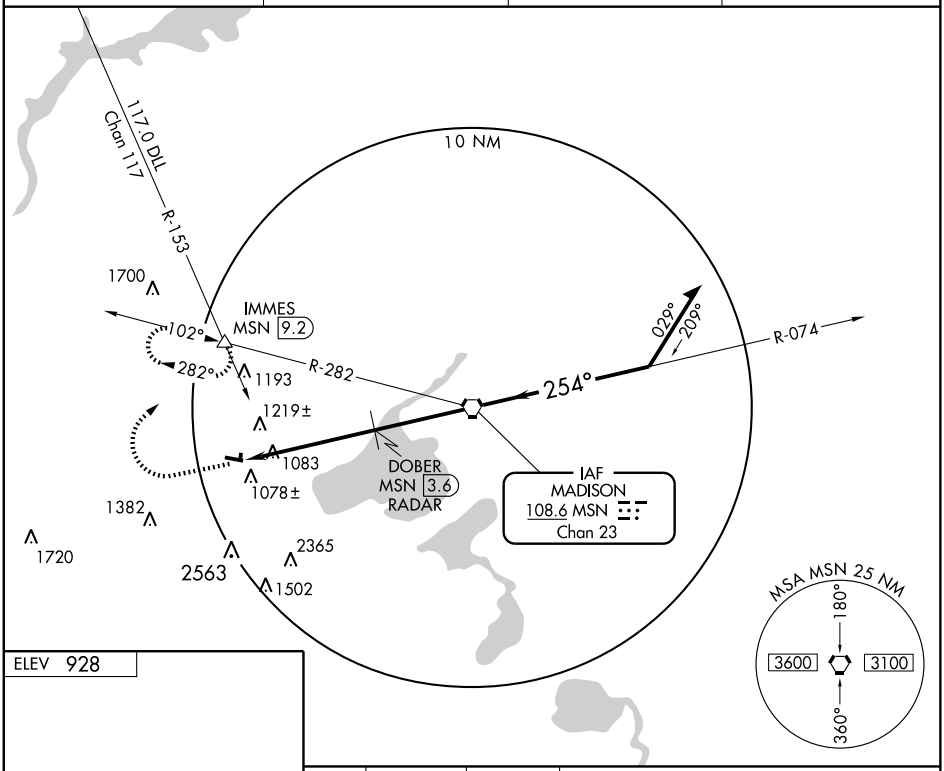
VOR RWY 28

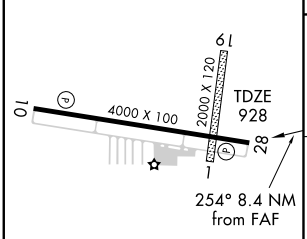
MIDDLETON MUNI - MOREY FIELD (C29)

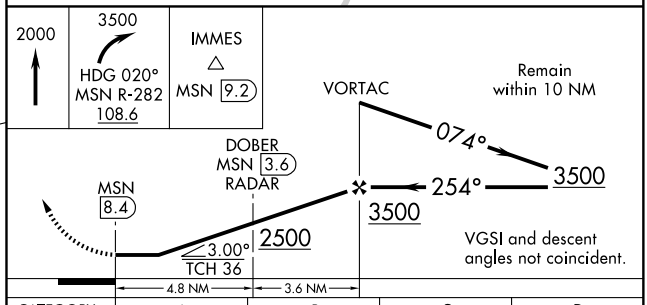
Use Dane County Rgnl-Truax Field altimeter setting, if not received use Baraboo Wisconsin Dells altimeter setting and increase all MDAs 60 feet. RADAR or DME REQUIRED.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3500 via heading 020° and MSN R-282 to IMMES Int/9.2 DME and hold.

DANE COUNTY RGNL ATIS	MADISON APP CON★	GCO	UNICOM
124.65 278.3	135.45 343.7	121.725	123.0 (CTAF) L







MIRL Rwy 10-28 L

REIL Rwys 10 and 28 L

FAF to MAP 8.4 NM					
Knots	60	90	120	150	180
Min:Sec	8:24	5:36	4:12	3:22	2:48

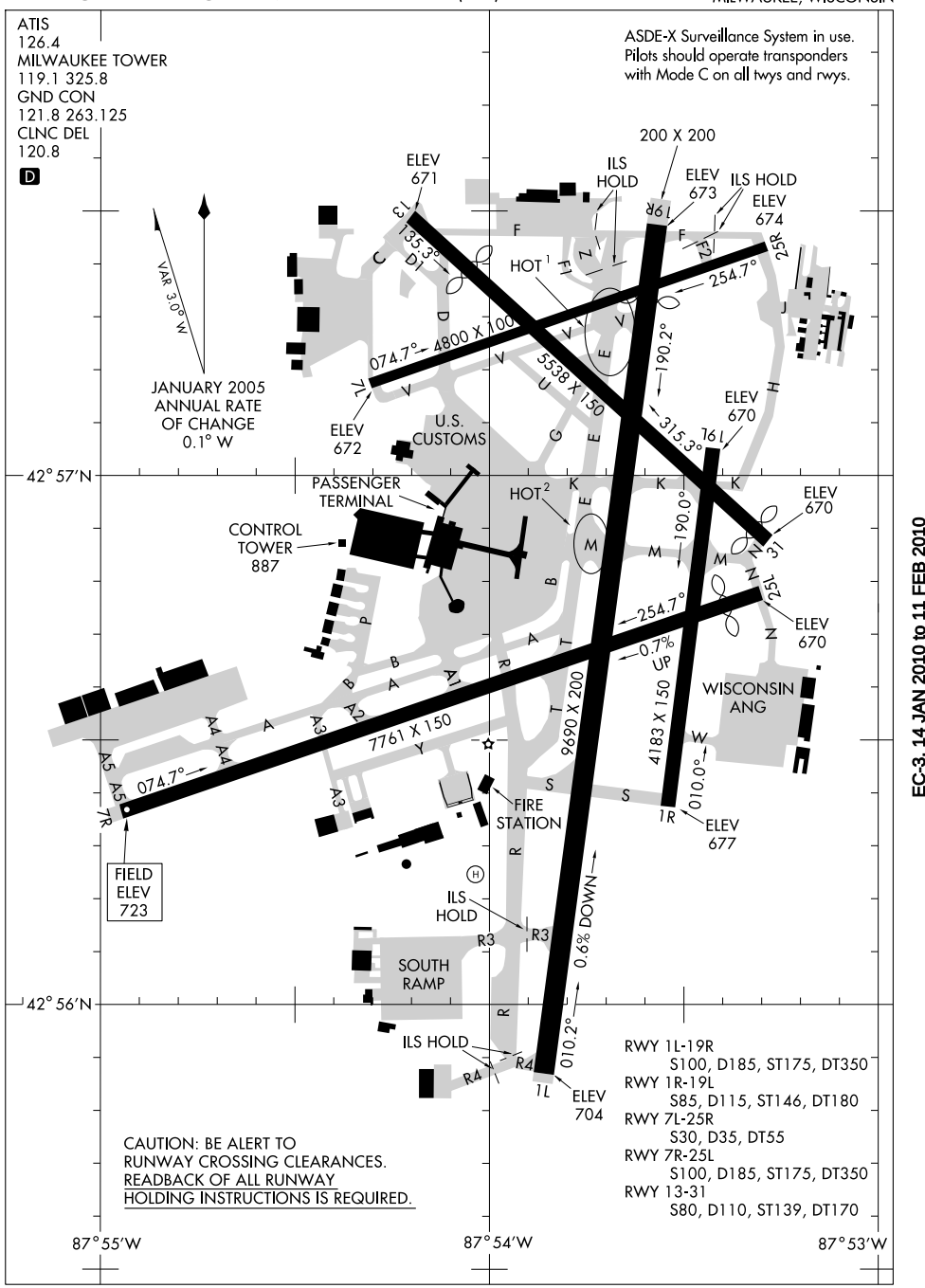
CATEGORY	A	B	C	D
S-28	1500-1	572 (600-1)	1500-1½ 572 (600-1½)	NA
CIRCLING	1560-1 632 (700-1)	1600-1 672 (700-1)	1600-2 672 (700-2)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-262 (FAA)

MILWAUKEE/GENERAL MITCHELL INTL (MKE)
MILWAUKEE, WISCONSIN



RWY 1L-19R
S100, D185, ST175, DT350
RWY 1R-19L
S85, D115, ST146, DT180
RWY 7L-25R
S30, D35, DT55
RWY 7R-25L
S100, D185, ST175, DT350
RWY 13-31
S80, D110, ST139, DT170

CAUTION: BE ALERT TO
RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY
HOLDING INSTRUCTIONS IS REQUIRED.

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-MKE	APP CRS	Rwy 1L ldg 9690	Rwy 1R ldg 4183
110.3 Chan 40	009°	TDZE 704	TDZE 677
		Apt Elev 723	Apt Elev 723

ILS or LOC RWY 1L

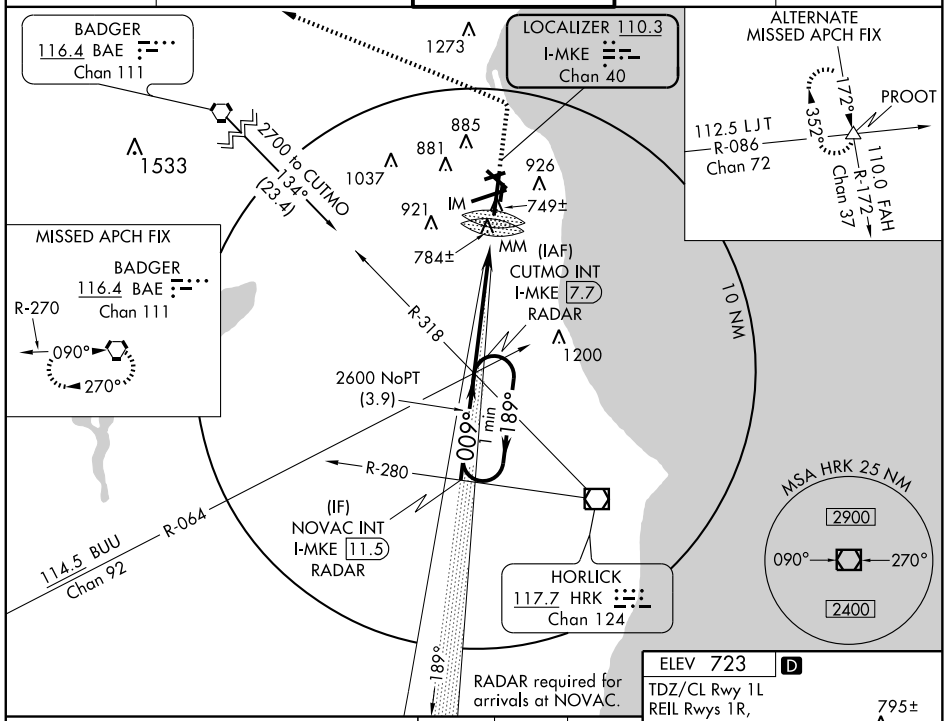
MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

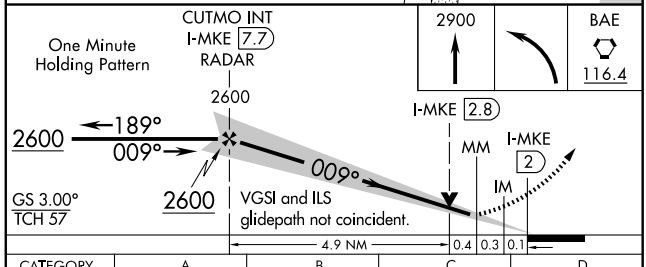
For inoperative ALSF-2, increase S-LOC 1L Cat D visibility to RVR 5000.

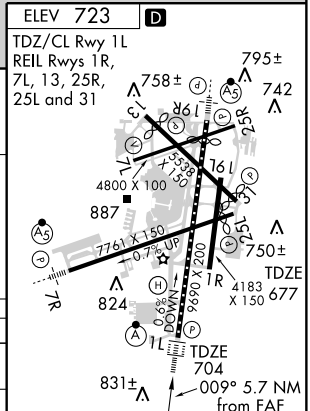
ALSF-2 Rwy 1L

MISSED APPROACH: Climb to 2900 then left turn direct BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8







CATEGORY	A	B	C	D
S-ILS 1L	904/18 200 (200-½)			
S-LOC 1L	1040/24 336 (400-½)			1040/40 336 (400-¾)
SIDESTEP 1R	1040-1 363 (400-1)		1040-1½ 363 (400-1½)	1040-2 363 (400-2)
CIRCLING	1240-1 517 (600-1)		1240-1½ 517 (600-1½)	1280-2 557 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-GMF	APP CRS	Rwy Idg	7761
111.5	074°	TDZE	723
Chan 52		Apt Elev	723

ILS or LOC RWY 7R

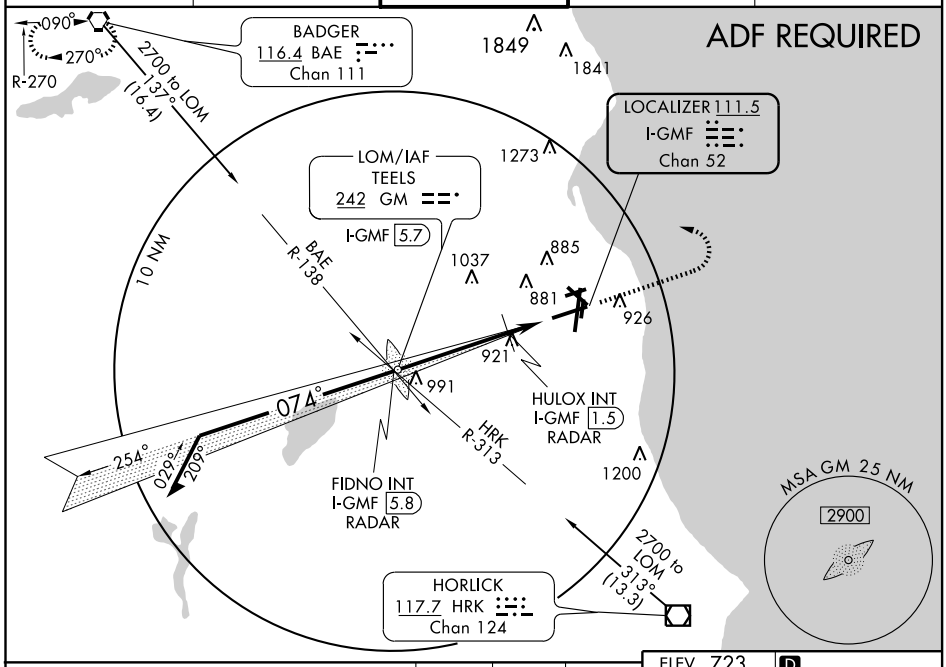
MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

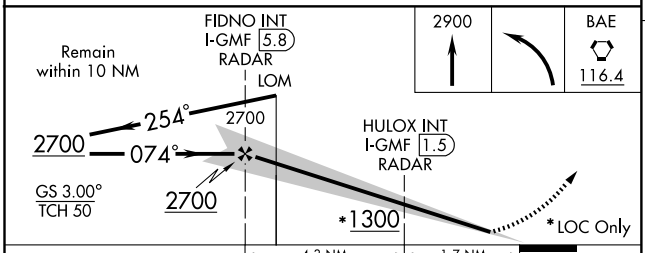
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

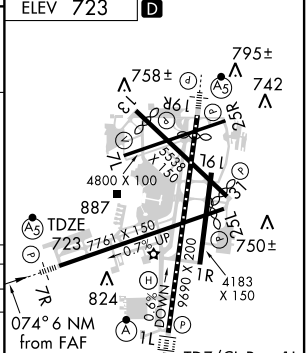
MISSED APPROACH: Climb to 2900 then left turn direct BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8





CATEGORY	A	B	C	D
S-ILS 7R	** 923/24 200 (200-½)			
S-LOC 7R	1300/24 577 (600-½)		1300/50 577 (600-1)	1300/60 577 (600-1¼)
CIRCLING	1300-1 577 (600-1)		1300-1½ 577 (600-1½)	1300-2 577 (600-2)
HULOX FIX MINIMUMS				
S-LOC 7R	1180/24 457 (500-½)		1180/40 457 (500-¾)	1180/50 457 (500-1)
CIRCLING	1240-1 517 (600-1)		1240-1½ 517 (600-1½)	1280-2 557 (600-2)



FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-BLY	APP CRS	Rwy 19R ldg / TDZE / Apt Elev	Rwy 19L ldg / TDZE / Apt Elev
110.3	189°	8915 / 672 / 723	4183 / 674 / 723

ILS or LOC RWY 19R

MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

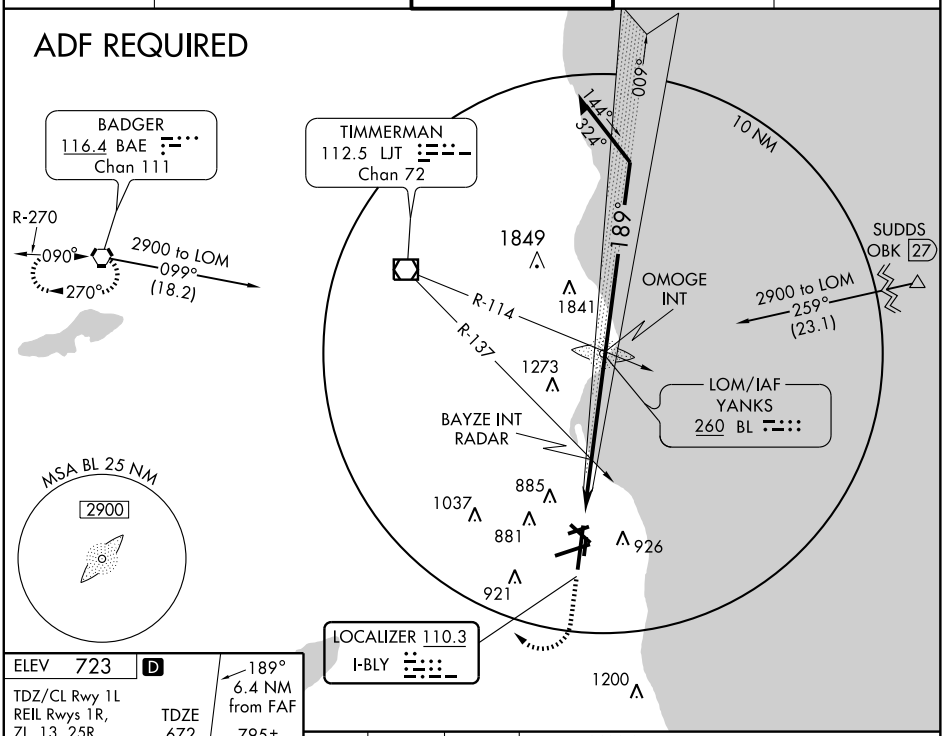
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

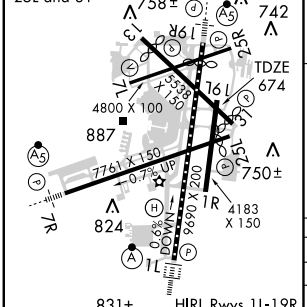
MALSR Rwy 19R

MISSED APPROACH: Climb to 2800 then right turn direct BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8

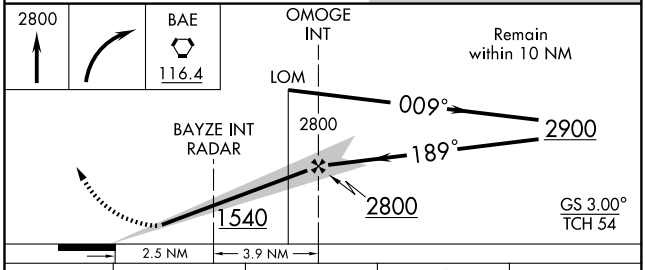
ADF REQUIRED





FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08



CATEGORY	A	B	C	D
S-ILS 19R	*872/24 200 (200-½)			
S-LOC 19R	1160/24 488 (500-½)		1160/40 488 (500-¾)	1160/50 488 (500-1)
SIDESTEP 19L	1160-1 486 (500-1)		1160-1½ 486 (500-1½)	1160-2 486 (500-2)
CIRCLING	1240-1 517 (600-1)		1240-1½ 517 (600-1½)	1280-2 557 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-MKE	APP CRS	Rwy 1L ldg	9690
110.3	009°	TDZE	704
Chan 40		Apt Elev	723

ILS RWY 1L (CAT II)

MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

ALSF-2 Rwy 1L

MISSED APPROACH: Climb to 2900 then left turn direct BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8

BADGER 116.4 BAE Chan 111

LOCALIZER 110.3 I-MKE Chan 40

ALTERNATE MISSED APCH FIX

112.5 LJT R-086 Chan 72

172° 352° PROOT

110 FAH R-172 Chan 37

1273 885 881 1037 1533 926 921 749± 784±

2700 to CUTMO 134° (23.4)

IM MM (IAF)

CUTMO INT I-MKE 7.7 RADAR

1200

R-318

10 NM

MISSED APCH FIX

BADGER 116.4 BAE Chan 111

R-270 090° 270°

2600 NoPT (3.9)

009° 189° min

R-280

(IF) NOVAC INT I-MKE 11.5 RADAR

R-064

114.5 BUU Chan 92

MSA HRK 25 NM

2900 090° 270° 2400

HORLICK 117.7 HRK Chan 124

189°

RADAR required for arrivals at NOVAC.

ELEV 723 D

795± 758± 742 750± 824 831± 887

4800 X 100 7761 X 150 4183 X 150 7200 X 150

0.7% UP 0.6% DOWN

TDZE 704

TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25R, 25L and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R

One Minute Holding Pattern

CUTMO INT I-MKE 7.7 RADAR

2600 189° 009° 009° DH RA 98 IM 704 MSL

GS 3.00° TCH 57

2600

2900 BAE 116.4

VGSI and ILS glide-path not coincident.

5.2 NM 1841′ 836′ 1251′

CATEGORY	A	B	C	D
S-ILS 1L	RA 98/12 100 DA 804			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-MKE	APP CRS	Rwy 1L ldg	9690
110.3	009°	TDZE	704
Chan 40		Apt Elev	723

ILS RWY 1L (CAT III)

MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

ALSF-2 Rwy 1L

MISSED APPROACH: Climb to 2900 then left turn direct BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8

BADGER 116.4 BAE Chan 111

LOCALIZER 110.3 I-MKE Chan 40

ALTERNATE MISSED APCH FIX

112.5 LJT R-086 Chan 72

172° 352° PROOT

110 FAH R-172 Chan 37

1273 1533 885 881 1037 926 921 749± 784±

2700 to CUTMO 134° (23.4)

IM MM (IAF)

CUTMO INT I-MKE 7.7 RADAR

1200

R-318

10 NM

MISSED APCH FIX

BADGER 116.4 BAE Chan 111

R-270 090° 270°

2600 NoPT (3.9)

009° 189° min

R-280

(IF) NOVAC INT I-MKE 11.5 RADAR

114.5 BUU Chan 92 R-064

MSA HRK 25 NM

2900

090° 270°

2400

HORLICK 117.7 HRK Chan 124

RADAR required for arrivals at NOVAC.

189°

ELEV 723 D

795± 758± 742 1L 1R 7L 25R 7R 25L 4800 X 100 887 13L 31R 13R 31L 7761 X 150 0.7% UP 0.6% DOWN 9006 X 200 1R 7R 824 1L 4183 X 150 750± TDZE 704 831±

TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25R, 25L and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R

One Minute Holding Pattern

CUTMO INT I-MKE 7.7 RADAR

2900 BAE 116.4

2600 189° 009° 009° 2600 MM 900 IM 803 704 MSL

GS 3.00° TCH 57

VGSI and ILS glidepath not coincident.

5.2 NM 1853′ 824′ 1251′

CATEGORY	A	B	C	D
S-ILS 1L		CAT IIIa	RVR 07	
S-ILS 1L		CAT IIIb	RVR 06	
S-ILS 1L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3. 14 JAN 2010 to 11 FEB 2010

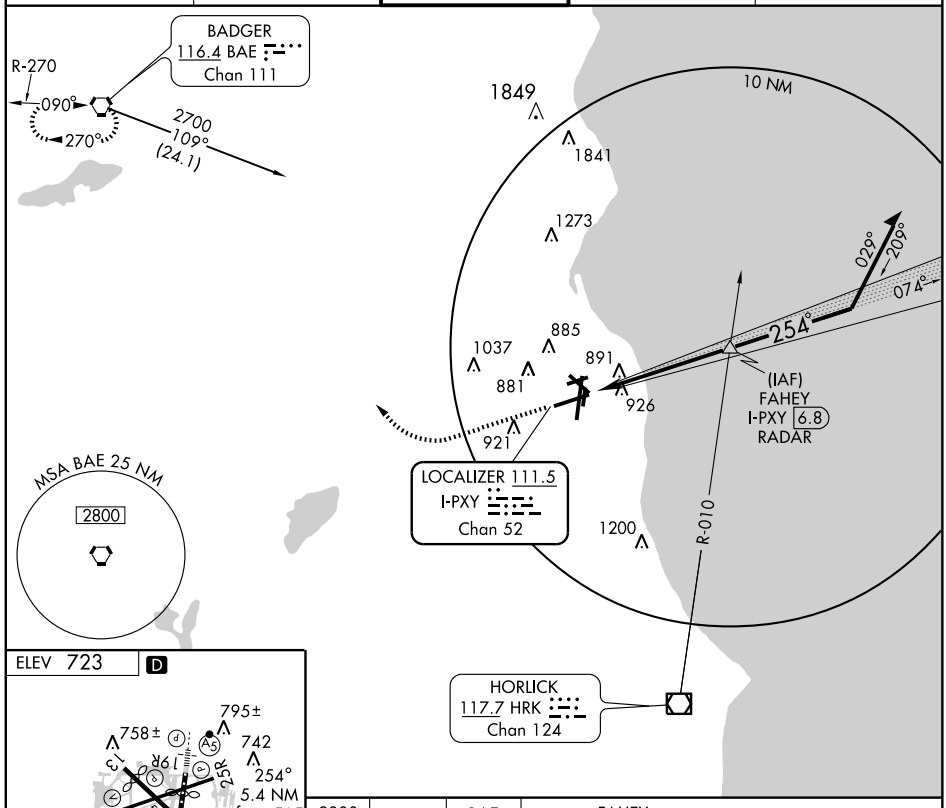
LOC/DME I-PXY	APP CRS	Rwy Idg 7329
111.5	254°	TDZE 683
Chan 52		Apt Elev 723

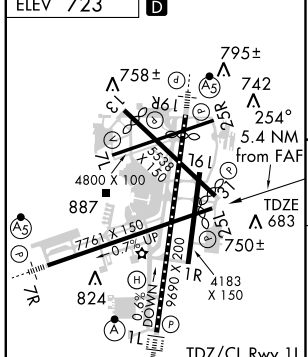
LOC RWY 25L

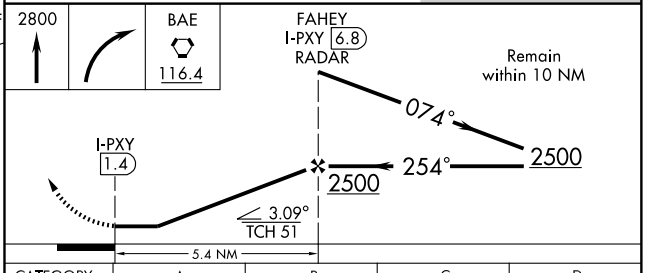
MILWAUKEE/GENERAL MITCHELL INTL (MKE)

MISSED APPROACH: Climb to 2800 then right turn direct BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8







FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-25L	1160-1 477 (500-1)		1160-1¼ 477 (500-1¼)	1160-1½ 477 (500-1½)
CIRCLING	1280-1 557 (600-1)		1280-1½ 557 (600-1½)	1280-2 557 (600-2)

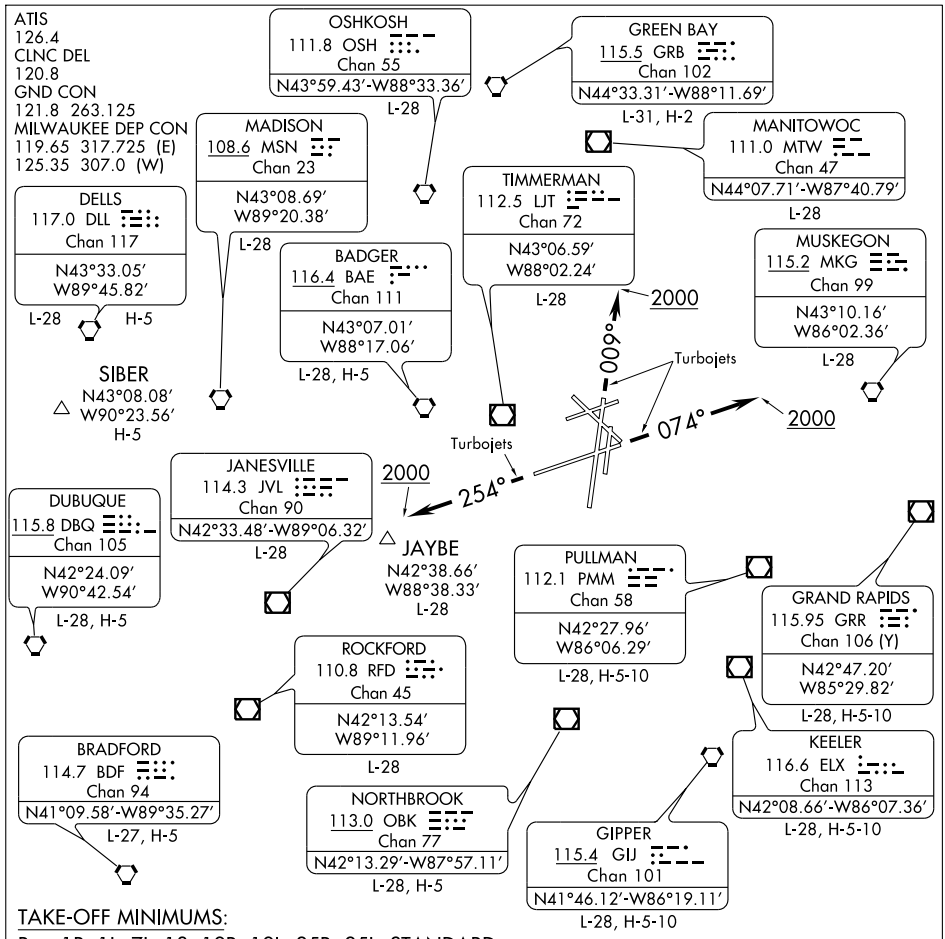
EC-3. 14 JAN 2010 to 11 FEB 2010

(MITCH1.MITCH) 09351

MITCHELL ONE DEPARTURE

SL-262 (FAA)

MILWAUKEE/ GENERAL MITCHELL INTL (MKE)
MILWAUKEE, WISCONSIN



TAKE-OFF MINIMUMS:

Rwy 1R, 1L, 7L, 13, 19R, 19L, 25R, 25L, STANDARD.

Rwy 7R, 300-1½ or STANDARD with a minimum climb of 300 feet per NM to 1100.

Rwy 31, 300-1½ or STANDARD with a minimum climb of 257 feet per NM to 1000.

SPECIAL INSTRUCTIONS: For all Turbojet aircraft:

TAKE-OFF Runway 1L: Climb heading 009° to 2000, then turn to assigned heading.

TAKE-OFF Runway 7R: Climb heading 074° to 2000, then turn to assigned heading.

TAKE-OFF Runway 19R: Turn to assigned heading.

TAKE-OFF Runway 25L: Climb heading 254° to 2000, then turn to assigned heading.

NOTE: RADAR Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to join filed/assigned route. Maintain 5000' or assigned lower altitude. Expect clearance to requested altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLES:

RWY 1R, Antenna, 581' from DER, 600' left of centerline, 46' AGL/719' MSL. Trees beginning 3210' from DER, 462' right of centerline, up to 100' AGL/795' MSL.

RWY 1L, Fence, beginning 148' from DER, 391' left of centerline, up to 4' AGL/679' MSL. Vehicle on road, 459' from DER, 577' left of centerline, 17' AGL/696' MSL. Pole, 575' from DER, 593' left of centerline, 6' AGL/689' MSL. Pole, 1859' from DER, 912' right of centerline, 18' AGL/734' MSL. Antenna, 1928' from DER, 1' right of centerline, 15' AGL/727' MSL. Pole 2291' from DER, 937' right of centerline, 28' AGL/750' MSL. Tower, 2284' from DER, 463' right of centerline, 17' AGL/739' MSL. Pole, 2393' from DER , 683' right of centerline, 14' AGL/ 736' MSL. Trees, beginning 2492' from DER, 971' left of centerline, up to 54' AGL/ 780' MSL. Trees, beginning 2816' from DER, 154' right of centerline, up to 100' AGL/799' MSL.

RWY 7R, Multiple poles beginning 457' from DER, 456' right of centerline, up to 36' AGL/ 709' MSL. Train on track, 566' from DER, 12' right of centerline, to 23' AGL/734' MSL. Multiple poles beginning 801' from DER, 199' left of centerline, up to 38' AGL/711' MSL. Trees, beginning 1211' from DER, 186' right of centerline, up to 100' AGL/779' MSL. Tree, 2192' from DER, 456' left of centerline, 66' AGL/742' MSL. Stack, 1.1 NM from DER, 2171' right of centerline, 210' AGL/926' MSL. Stack, 1.2 NM from DER, 1164' left of centerline, 180' AGL/891' MSL.

RWY 7L, Hanger, 319' from DER, 456' right of centerline, 13' AGL/696' MSL. Tree, 730' from DER, 675' left of centerline, 100' AGL/779' MSL. Pole, 1727' from DER, 194' left of centerline, 55' AGL/751' MSL. Tower, 1864' from DER, 48' left of centerline, 30' AGL/742' MSL.

RWY 13, Multiple light poles beginning 379' from DER, 156' left of centerline, up to 36' AGL/709' MSL. Multiple light poles beginning 858' from DER, 144' right of centerline, up to 36' AGL/709' MSL. Train on track, 556' from DER, 405' left of centerline, 23' AGL/734' MSL. Multiple trees beginning 1222' from DER, 206' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1067' from DER, 406' right of centerline, up to 100' AGL/770' MSL.

RWY 19L, Tree, 1785' from DER, 863' left of centerline, 100' AGL/779' MSL. Rod on glide slope antenna, 1837' from DER, 559' right of centerline, 63' AGL/749' MSL.

RWY 19R, Tree, 778' from DER, 647' right of centerline, 100' AGL/809' MSL. Vehicle on road, 398' from DER, 588' left of centerline, 17' AGL/726' MSL.

RWY 25L, Tree, 1072' from DER, 757' left of centerline, 100' AGL/829' MSL. Tower, 3330' from DER, 1222' right of centerline, 57' AGL/812' MSL.

RWY 25R, Flag Pole, 603' from DER, 336' left of centerline, 36' AGL/709' MSL. Hangar, 625' from DER, 363' right of centerline, 26' AGL/ 702' MSL. Tree, 855' from DER, 401' right of centerline, 100' AGL/779' MSL. Tree, 1297' from DER, 187' left of centerline, 30' AGL/716' MSL. Pole, 1605' from DER, 301' right of centerline, 47' AGL/720' MSL.

RWY 31, Fence, 197' from DER, 244' right of centerline, 7' AGL/681' MSL. Sign, 219' from DER, 449' right of centerline, 50' AGL/730' MSL. Multiple light poles beginning 265' from DER, 69' right of centerline, up to 30' AGL/706' MSL. Multiple light poles beginning 687' from DER, 112' left of centerline, up to 30' AGL/703' MSL. Hangar, 438' from DER, 564' left of centerline, 50' AGL/722' MSL. Pole, 1351' from DER, 340' right of centerline, 46' AGL/735' MSL. Multiple trees beginning 1504' from DER, 258' right of centerline, up to 100' AGL/775' MSL. Multiple trees beginning 1122' from DER, 391' left of centerline, up to 100' AGL/768' MSL Tank, 1.1 NM from DER, 742' right of centerline, 165' AGL/885' MSL. Pole, 2629' from DER, 344' right of centerline, 165' AGL/758' MSL.

WAAS	APP CRS	Rwy Idg	9690
CH 62816	009°	TDZE	704
W01A		Apt Elev	723

RNAV (GPS) RWY 1L

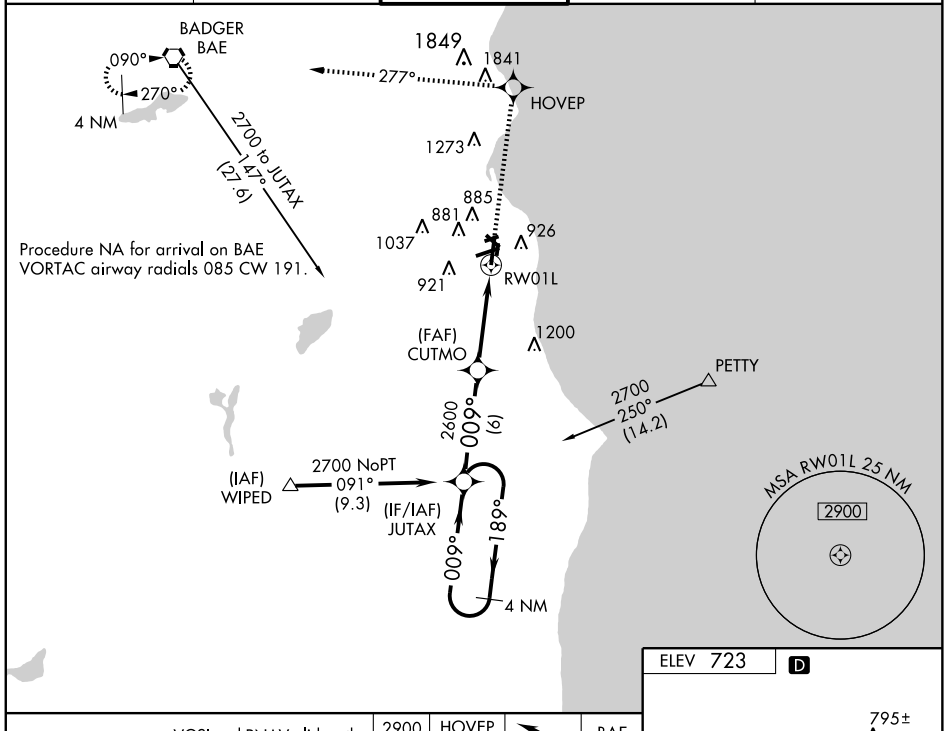
MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

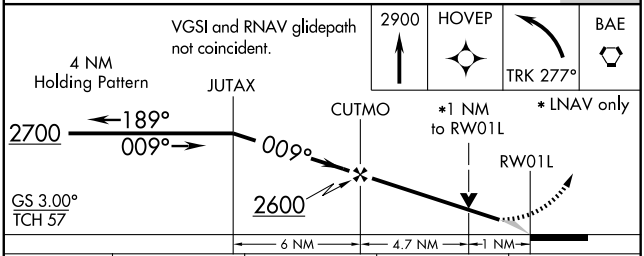
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000.

ALSF-2

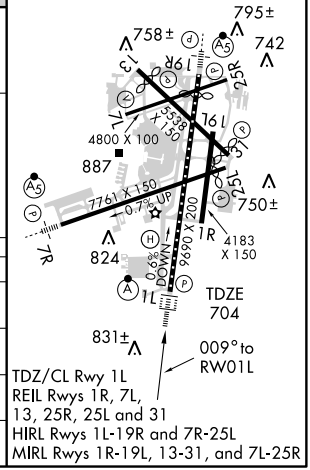
MISSED APPROACH: Climb to 2900 direct HOVEP then left turn via track 277° to BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8





CATEGORY	A	B	C	D
LPV DA	904/24 200 (200-½)			
LNAV/ VNAV DA	1101/40 397 (400-¾)			
LNAV MDA	1100/24 396 (400-½)			1100/50 396 (400-1)
CIRCLING	1240-1 517 (600-1)		1240-1½ 517 (600-1½)	1280-2 557 (600-2)



APP CRS	Rwy ldg	4183
009°	TDZE	677
	Apt Elev	723

RNAV (GPS) RWY 1R

MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

T
NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct CUSIT WP and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8

Procedure NA for arrival on BAE VORTAC airway radials 082 CW 202.

BADGER BAE

2700 to HARIR 146° (27.1)

4 NM 188° 008°

CUSIT

1849 1841 1273 881 885 1037 926 921 RW01R

009°

(FAF) FEKAR

1200

2300 011° (6.5)

PETTY

2700 252° (13.8)

Procedure NA for arrival at PETTY on V216 eastbound, V170 southeast bound.

MSA RW01R 25 NM 2900

(IAF) WIPED

2700 NoPT 086° (9.4)

(IF/IAF) HARIR

011° 191°

4 NM

Procedure NA for arrival at WIPED on V216 westbound.

2900 CUSIT

4 NM Holding Pattern

HARIR FEKAR

2700 191° 011° 011° 2.97° TCH 45 2300 009° 1.3 NM to RW01R RW01R

6.5 NM 3.8 NM 1.3

CATEGORY	A	B	C	D
LNAV MDA	1120-1	443 (400-1)	1120-1¼ 443 (400-1¼)	1120-1½ 443 (400-1½)
CIRCLING	1240-1	517 (600-1)	1240-1½ 517 (600-1½)	1280-2 557 (600-2)

ELEV 723 D

795± 758± 742 831± 824 750± 887 TDZE 677

4800 X 100 7761 X 150 4183 X 150 7690 X 200

0.7% UP 0.6% DOWN

009° to RW01R

TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25R, 25L and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4800
074°	TDZE	672
	Apt Elev	723

RNAV (GPS) RWY 7L

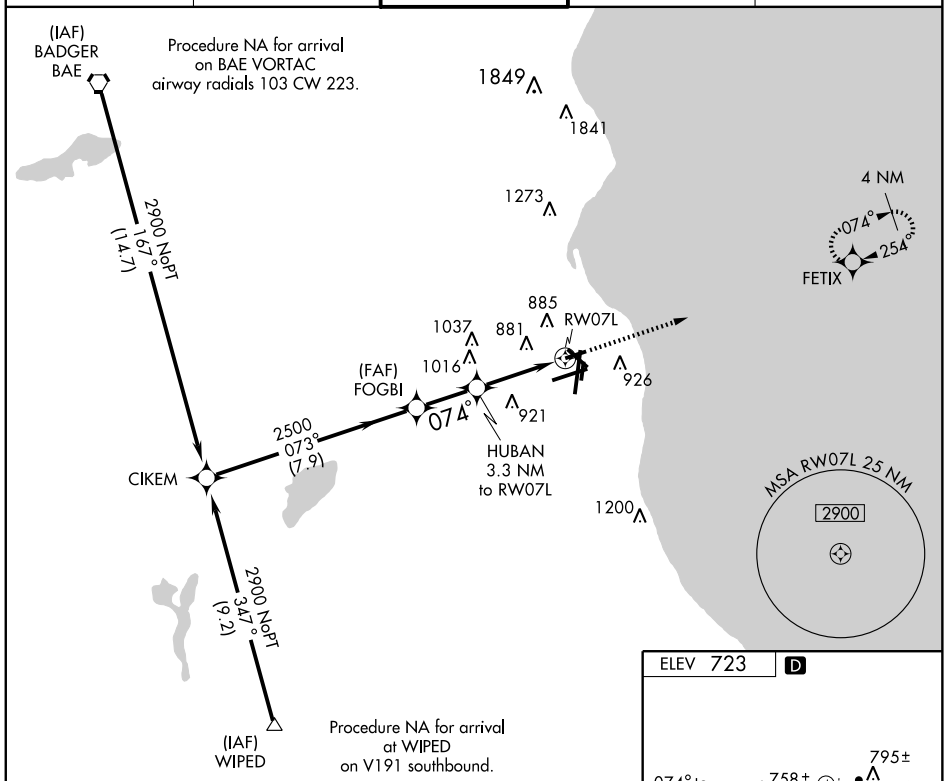
MILWAUKEE/GENERAL MITCHELL INTL (MKE)

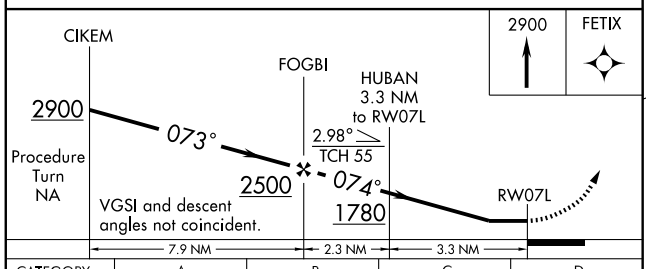
NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

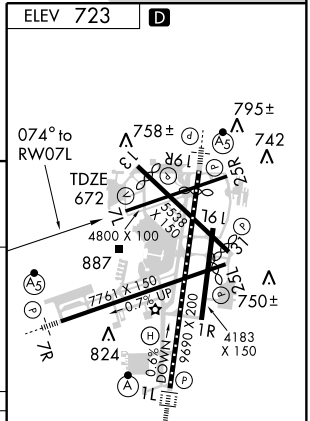
MISSED APPROACH: Climb to 2900 direct FETIX WP and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8





CATEGORY	A	B	C	D
LNAV MDA	1140-1 468 (500-1)		1140-1¼ 468 (500-1¼)	1140-1½ 468 (500-1½)
CIRCLING	1240-1 517 (600-1)		1240-1½ 517 (600-1½)	1280-2 557 (600-2)



TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25R, 25L and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	7761
074°	TDZE	723
	Apt Elev	723

RNAV (GPS) RWY 7R

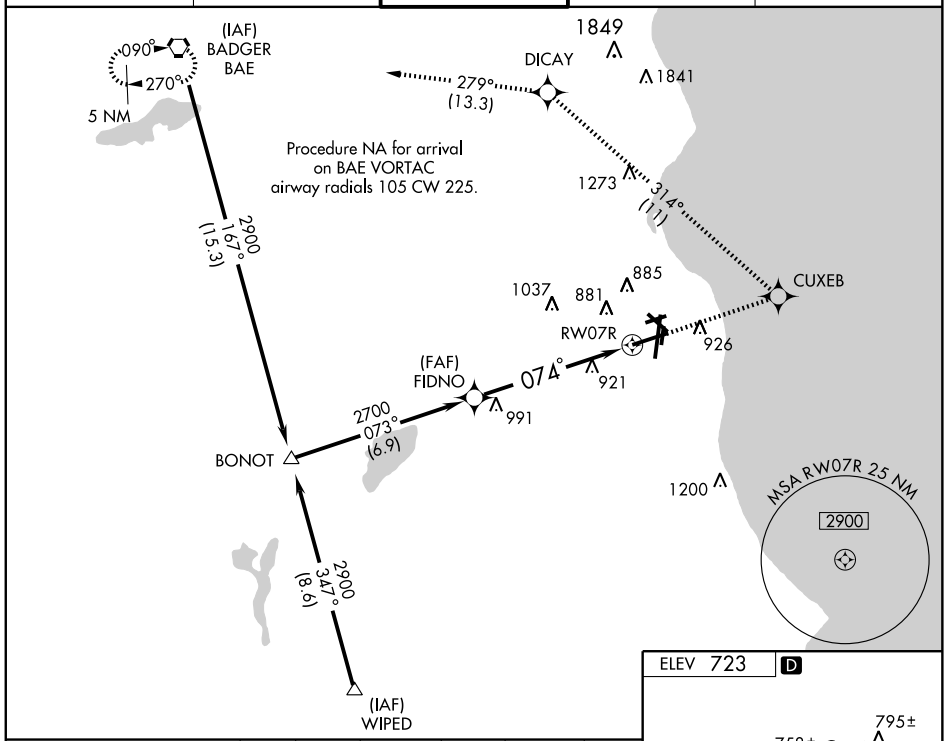
MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

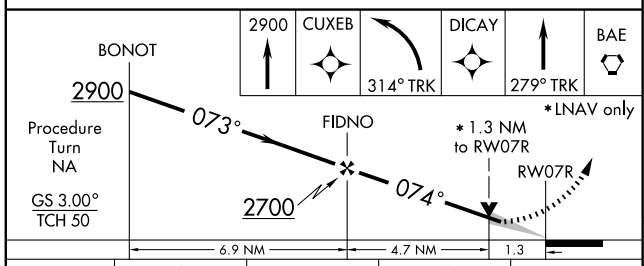
Baro-VNAV NA below -16° C (4° F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MALSR

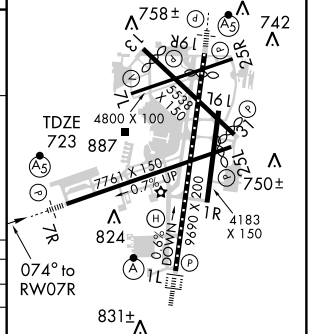
MISSED APPROACH: Climb to 2900 direct CUXEB WP then left turn via 314° track to DICAY WP then via 279° track to BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1120/50 397 (400-1)			
LNAV MDA	1180/24 457 (500-½)		1180/40 457 (500-¾)	1180/50 457 (500-1)
CIRCLING	1240-1½ 517 (600-1½)			1280-2 557 (600-2)



TDZ/CL Rwy 1L
REIL Rwys 1R, 7L,
13, 25R, 25L and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4797
134°	TDZE	670
	Apt Elev	723

RNAV (GPS) RWY 13

MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

T NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct DUSAY WP and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8

Procedure NA for arrival on BAE VORTAC airway radials 049 CW 169.

Procedure NA for arrival at IRITE on V31 eastbound.

(IAF) BADGER BAE

2700 109° (9.9)

(IAF) IRITE

2700 219° (4.3)

1849

1841

CEXIS

2300 134° (5)

1273

FIKUP 1.7 NM to RW13

(FAF) GUGGE

975

885

RW13

1037

881

926

921

MSA RW13 25 NM

2900

1200

DUSAY

134° 4 NM 314°

ELEV 723 D

795±

758±

742

134° to RW13

TDZE 670

4800 X 100

887

7761 X 150

0.7% UP

750±

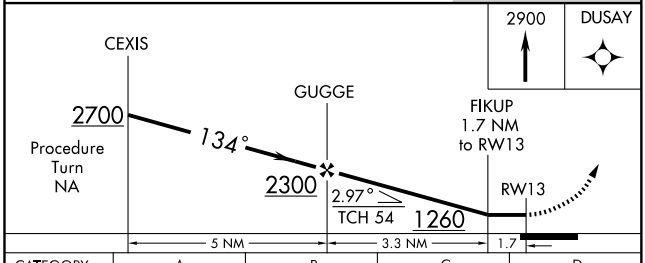
824

4183 X 150

9690 X 200

831±

TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25R, 25L and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R



CATEGORY	A	B	C	D
LNAV MDA	1140-1 470 (500-1)		1140-1¼ 470 (500-1¼)	1140-1½ 470 (500-1½)
CIRCLING	1240-1 517 (600-1)		1240-1½ 517 (600-1½)	1280-2 557 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4183
189°	TDZE	674
	Apt Elev	723

RNAV (GPS) RWY 19L

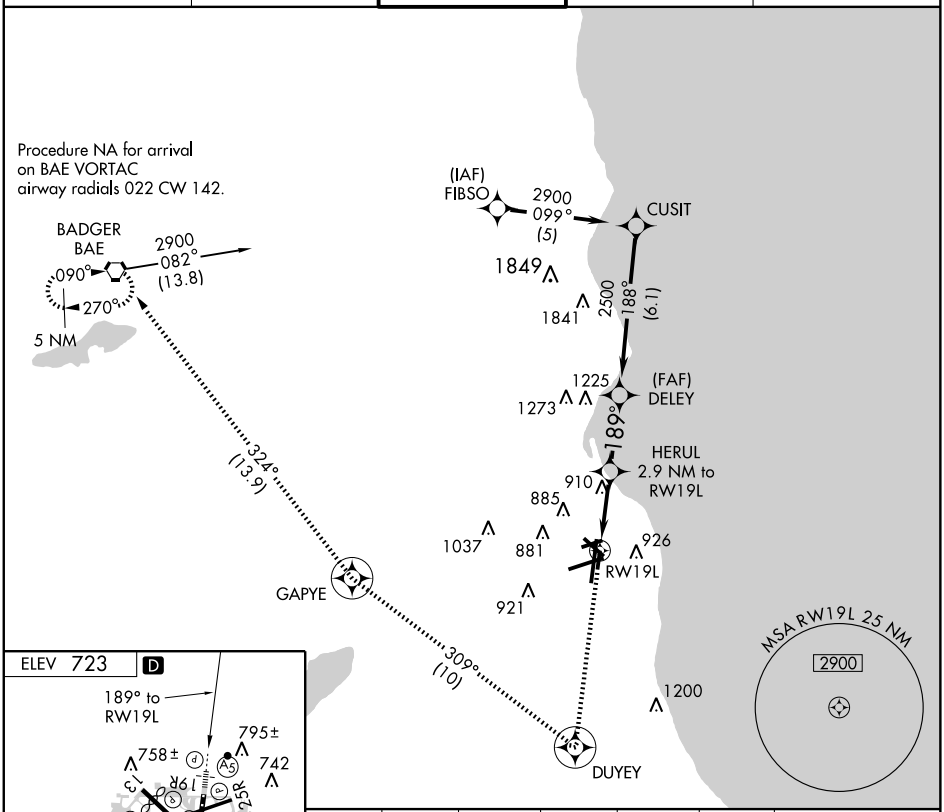
MILWAUKEE/GENERAL MITCHELL INTL (MKE)

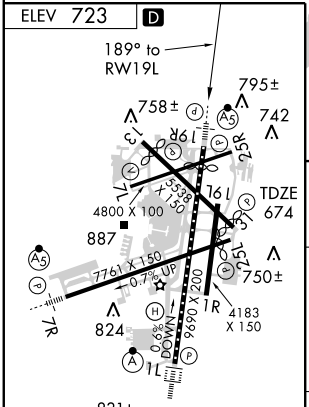
NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

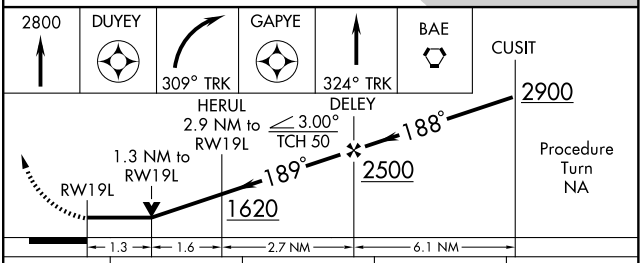
MISSED APPROACH: Climb to 2800 direct DUYEY WP then right turn via 309° track to GAPYE WP then via 324° track to BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8





TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25R, 25L and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R



CATEGORY	A	B	C	D
LNAV MDA	1120-1	446 (400-1)	1120-1¼ 446 (400-1¼)	1120-1½ 446 (400-1½)
CIRCLING	1240-1	517 (600-1)	1240-1½ 517 (600-1½)	1280-2 557 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	7329
254°	TDZE	683
	Apt Elev	723

RNAV (GPS) RWY 25L

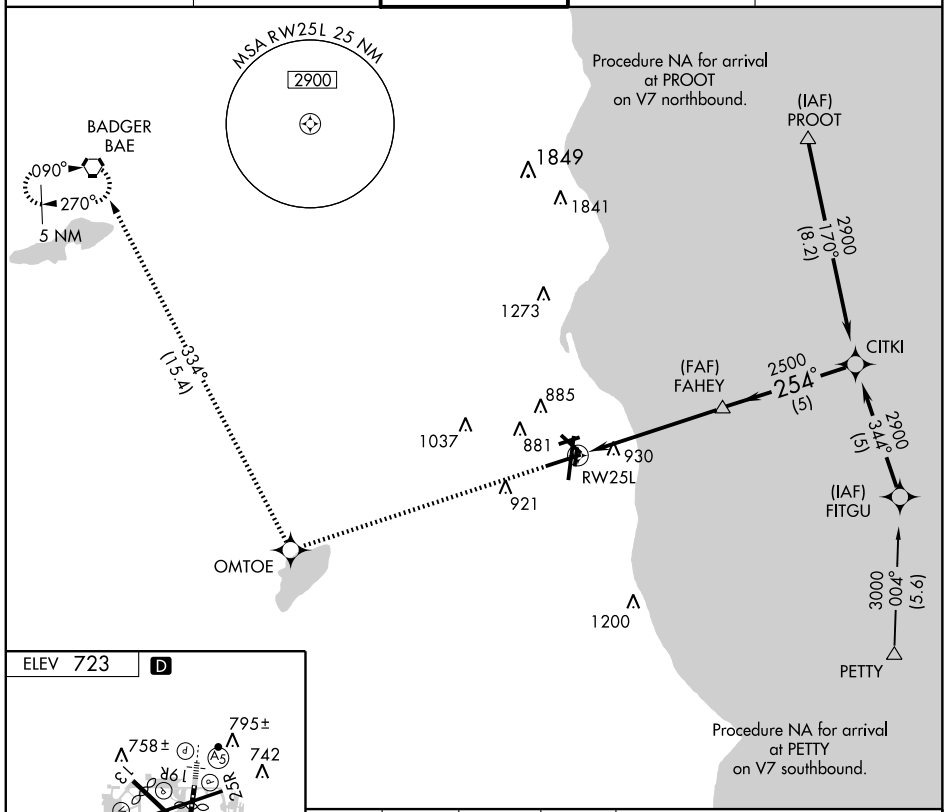
MILWAUKEE/GENERAL MITCHELL INTL (MKE)

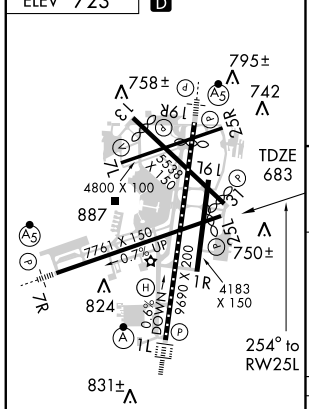
T
NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

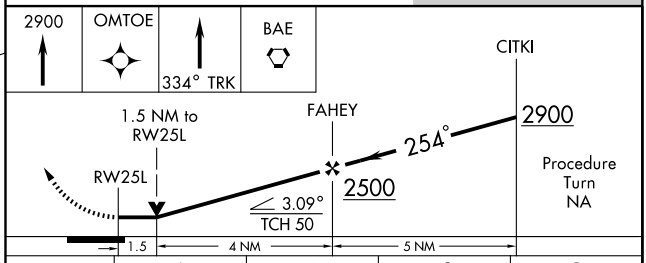
MISSED APPROACH: Climb to 2900 direct OMTOE WP then via 334° track to BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8





TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25R, 25L and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R



CATEGORY	A	B	C	D
LNAV MDA	1180-1	497 (500-1)	1180-1¼ 497 (500-1¼)	1180-1½ 497 (500-1½)
CIRCLING	1240-1	517 (600-1)	1240-1½ 517 (600-1½)	1280-2 557 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4800
254°	TDZE	674
	Apt Elev	723

RNAV (GPS) RWY 25R

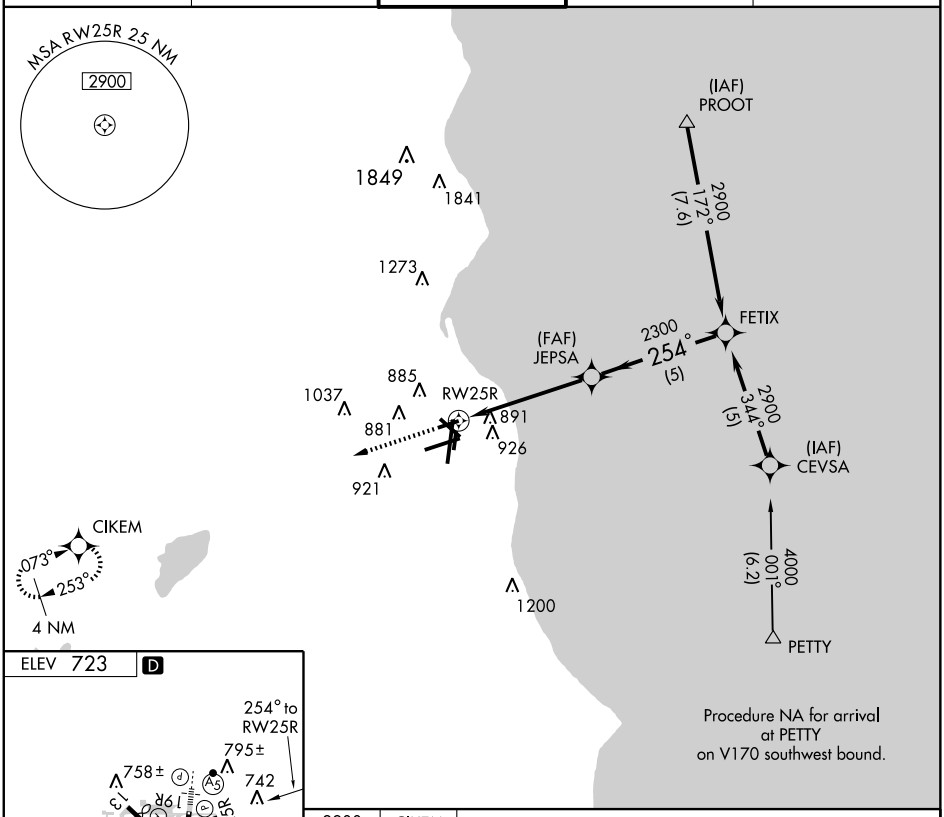
MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

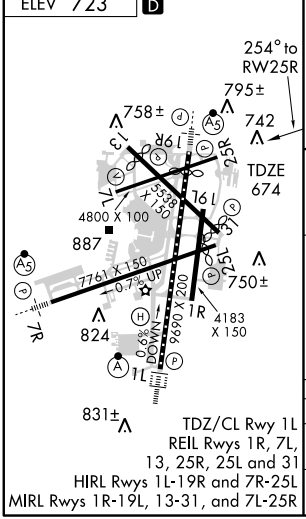
T
NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

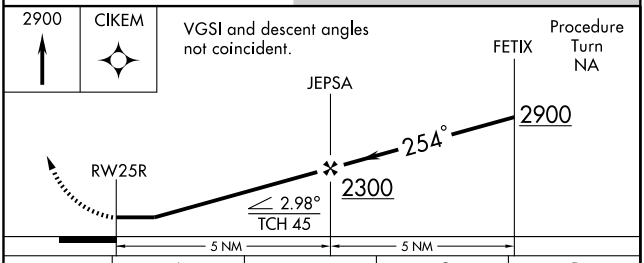
MISSED APPROACH: Climb to 2900 direct CIKEM WP and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8





TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25R, 25L and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R



CATEGORY	A	B	C	D
LNAV MDA	1160-1	486 (500-1)	1160-1¼ 486 (500-1¼)	1160-1½ 486 (500-1½)
CIRCLING	1240-1	517 (600-1)	1240-1½ 517 (600-1½)	1280-2 557 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5334
314°	TDZE	670
	Apt Elev	723

RNAV (GPS) RWY 31

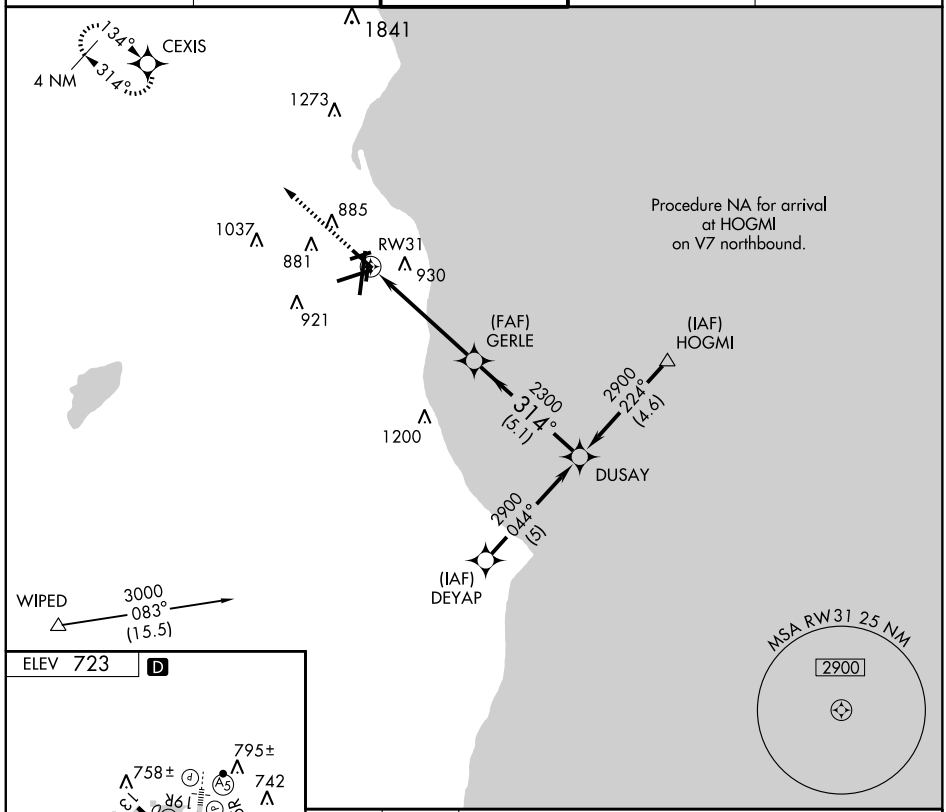
MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

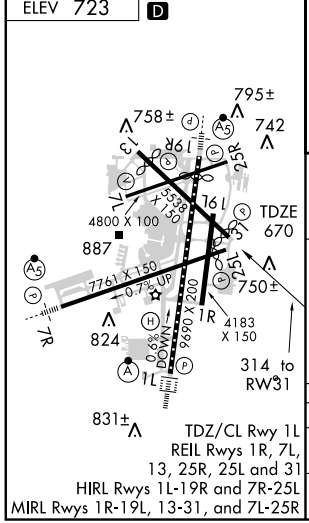
T
NA

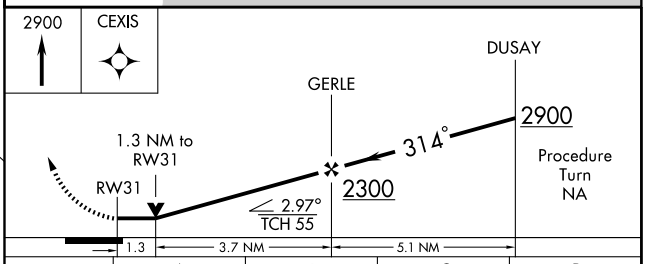
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct CEXIS WP and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8







CATEGORY	A	B	C	D
LNAV MDA	1140-1	470 (500-1)	1140-1¼ 470 (500-1¼)	1140-1½ 470 (500-1½)
CIRCLING	1240-1	517 (600-1)	1240-1½ 517 (600-1½)	1280-2 557 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	8915
189°	TDZE	672
	Apt Elev	723

RNAV (GPS) Y RWY 19R

MILWAUKEE/GENERAL MITCHELL INTL (MKE)

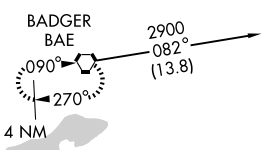
T NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

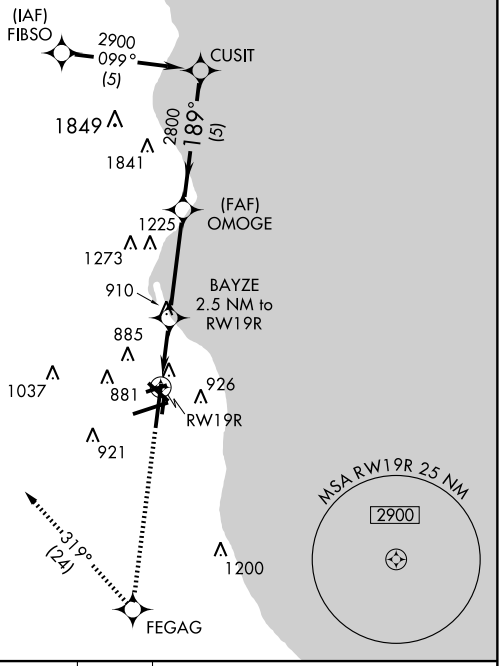
MALSR

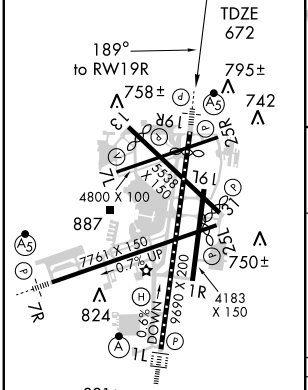
MISSED APPROACH: Climb to 2800 direct FEGAG WP then via 319° track to BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8

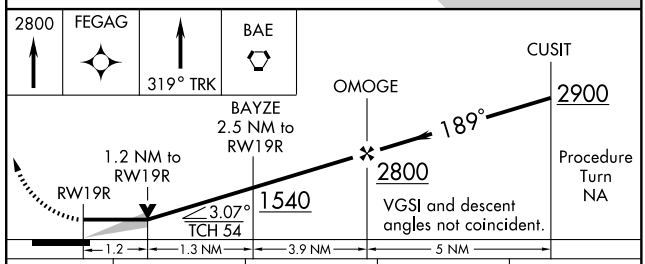
Procedure NA for arrival on BAE VORTAC airway radials 022 CW 142.







TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25R, 25L and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R



CATEGORY	A	B	C	D
LNAV MDA	1120-½ 448 (400-½)		1120-¾ 448 (400-¾)	1120-1 448 (400-1)
CIRCLING	1240-1 517 (600-1)		1240-1½ 517 (600-1½)	1280-2 557 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	8915
189°	TDZE	672
	Apt Elev	723

RNAV (GPS) Z RWY 19R

MILWAUKEE/GENERAL MITCHELL INTL (MKE)

Baro-VNAV NA below -16° C (4° F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

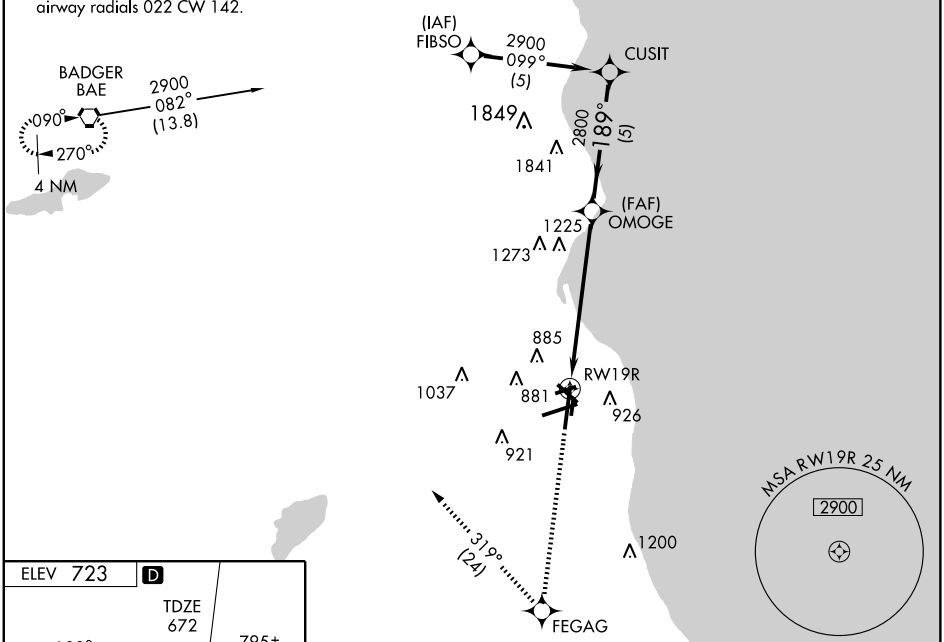
NA

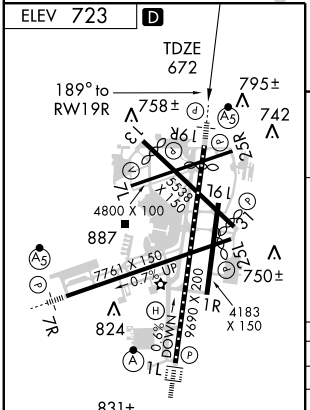
MALSR

MISSED APPROACH: Climb to 2800 direct FEGAG WP then via 319° track to BAE VORTAC and hold.

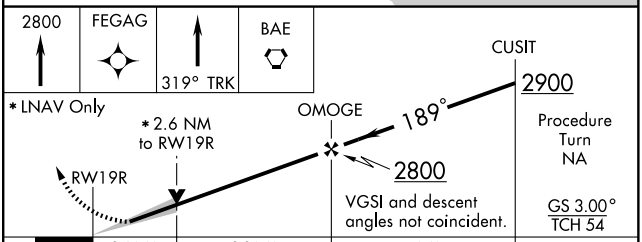
ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL
126.4	126.5 307.0	119.1 325.8	121.8 263.125	120.8

Procedure NA for arrival on BAE VORTAC airway radials 022 CW 142.



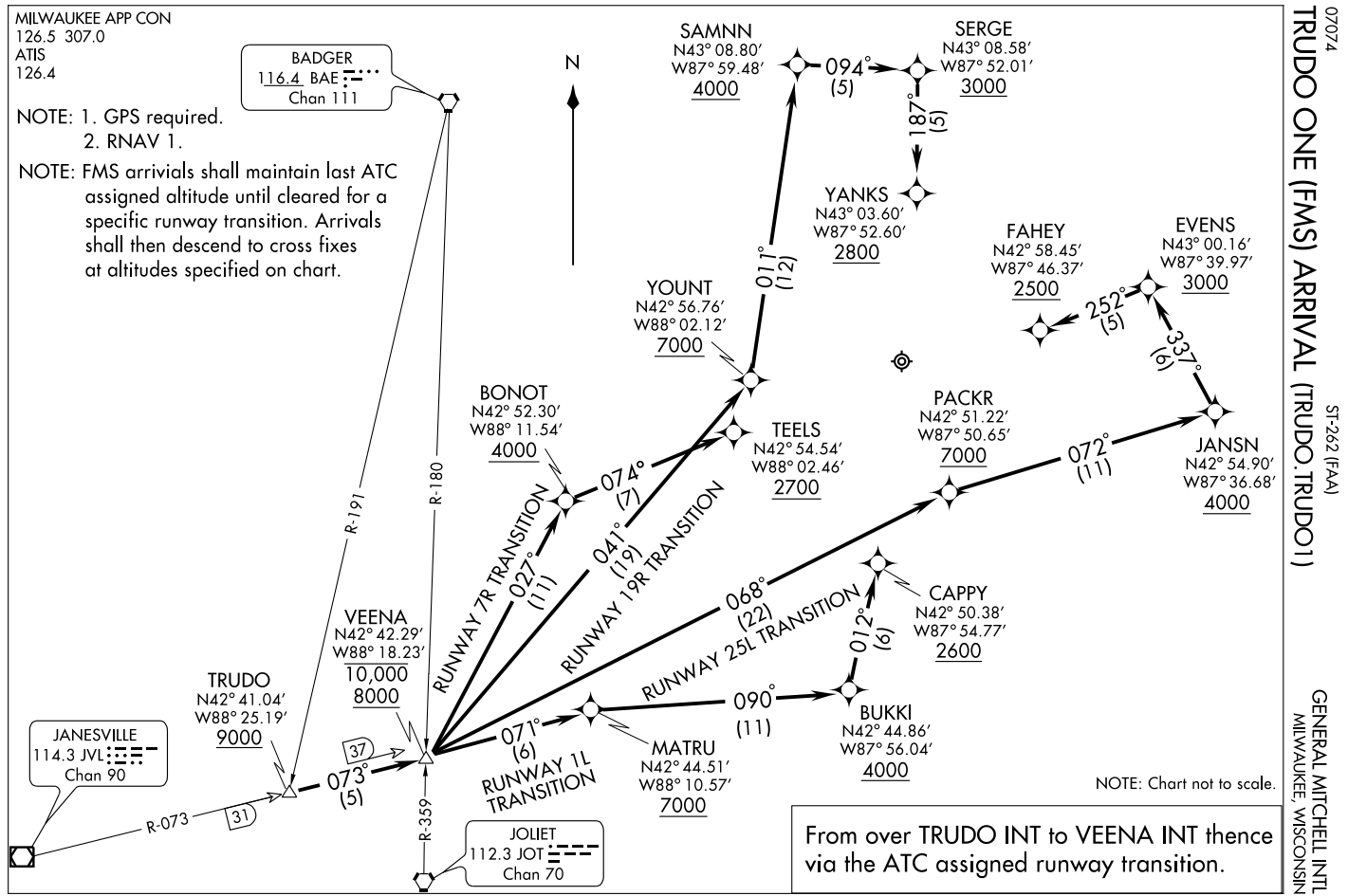


TDZ/CL Rwy 1L
REIL Rwys 1R, 7L, 13, 25R, 25L and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1060/40 388 (400-¾)			
LNAV MDA	1560/40 888 (900-¾)		1560-2¼ 888 (900-2¼)	1560-2½ 888 (900-2½)
CIRCLING	1560-1¼ 837 (900-1¼)		1560-2¾ 837 (900-2¾)	1560-3 837 (900-3)

EC-3. 14 JAN 2010 to 11 FEB 2010



07074

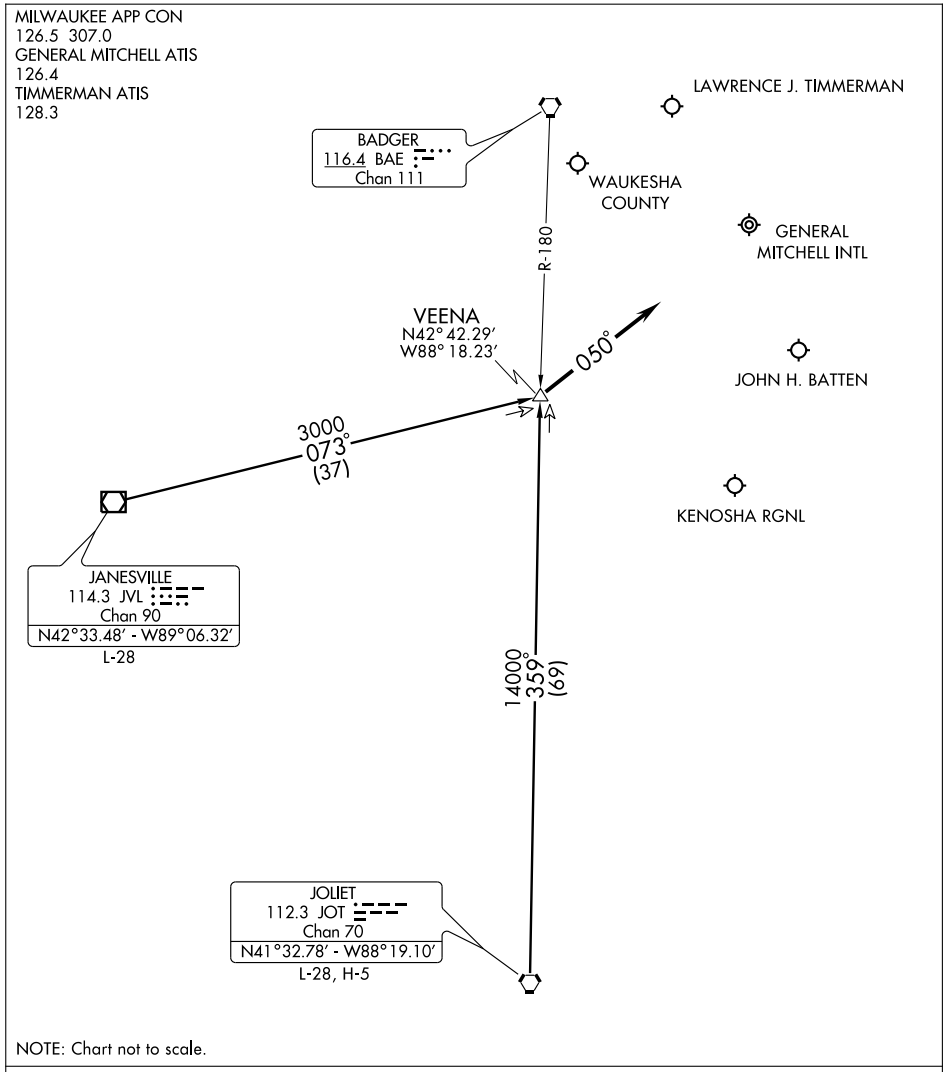
TRUDO ONE (FMS) ARRIVAL (TRUDO.TRUDO1)

ST-262 (FAA)

GENERAL MITCHELL INTL
MILWAUKEE, WISCONSIN

VEENA ONE ARRIVAL (VEENA.VEENA1)

MILWAUKEE, WISCONSIN



NOTE: Chart not to scale.

JANESVILLE TRANSITION (JVL.VEENA1): From over JVL VOR/DME via JVL R-073 to VEENA INT. Thence....

JOLIET TRANSITION (JOT.VEENA1): From over JOT VORTAC via JOT R-359 to VEENA INT. Thence....

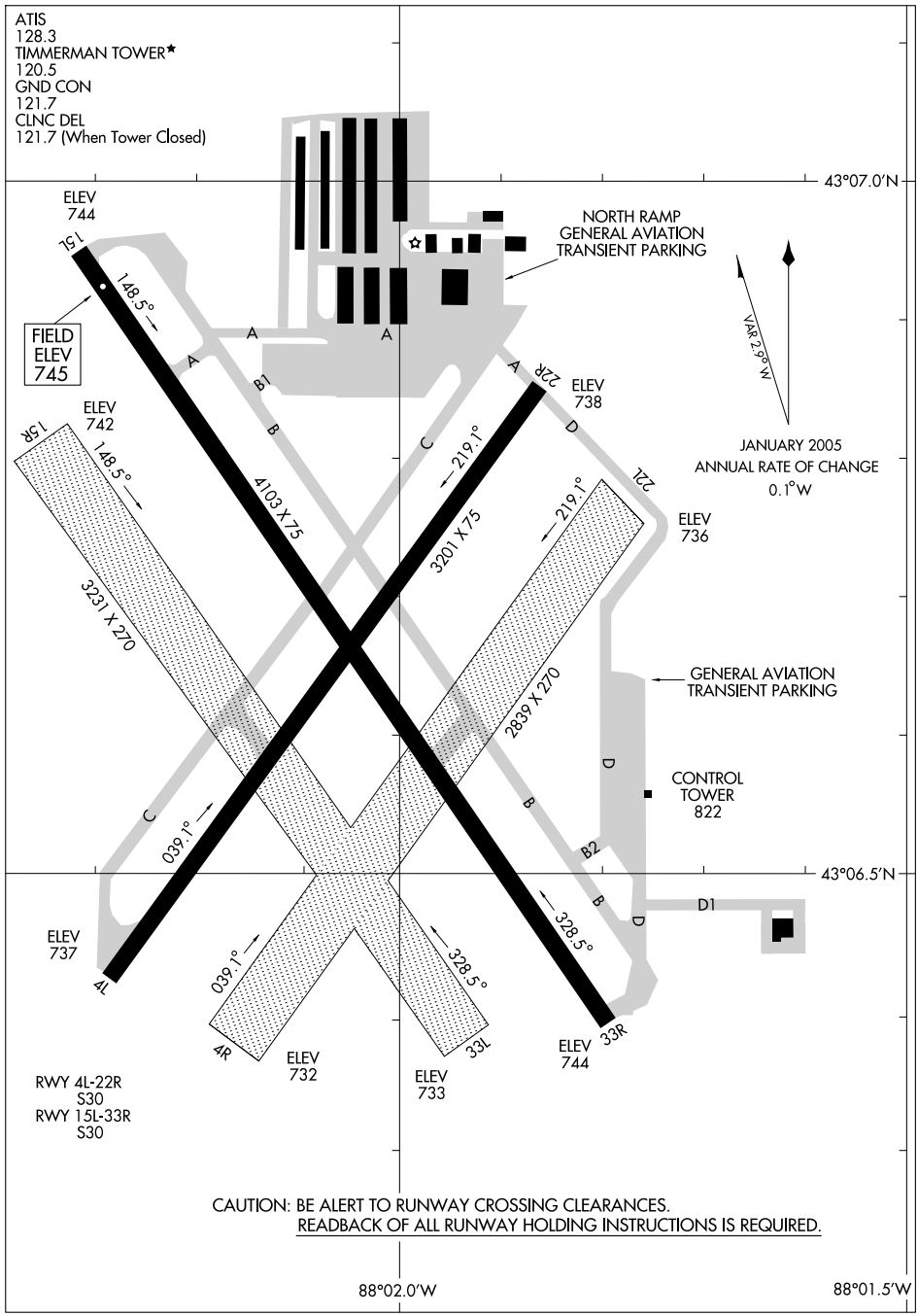
.... depart VEENA INT heading 050° for initial vector to final approach.

LOST COMMUNICATIONS: From VEENA INT proceed direct IAF for destination airport.

09295

AIRPORT DIAGRAM

MILWAUKEE/ LAWRENCE J. TIMMERMAN (MWC)
AL-5077 (FAA)
MILWAUKEE, WISCONSIN



EC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-MWC	APP CRS	Rwy Idg	4103
108.5	148°	TDZE	745
		Apt Elev	745

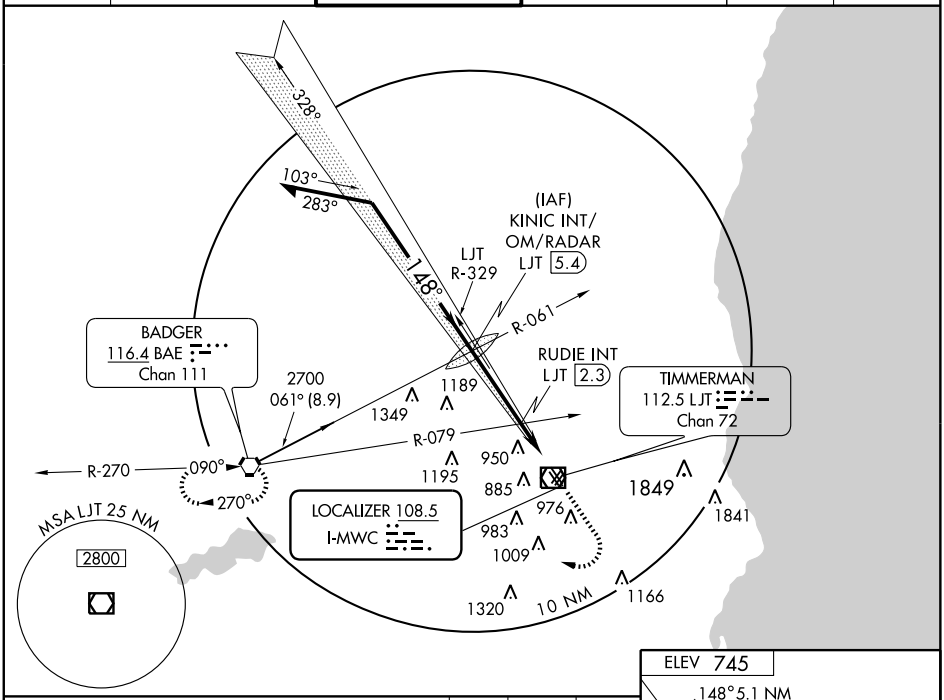
LOC RWY 15L

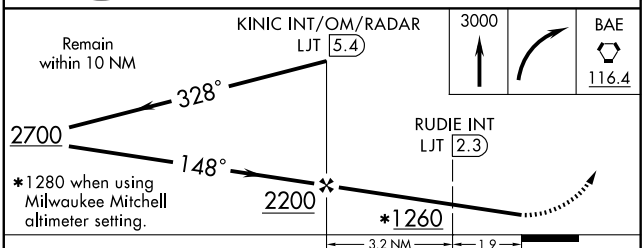
MILWAUKEE/LAWRENCE J. TIMMERMAN (MWC)

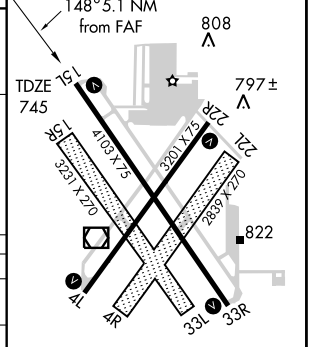
When control tower closed, obtain local altimeter setting on UNICOM; when not received, use Milwaukee General Mitchell Intl altimeter setting and increase all MDAs 20′ and CAT C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 then right turn direct BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	TIMMERMAN TOWER ★	MILWAUKEE CLNC DEL	GND CON	UNICOM
128.3	128.7 (NORTH) 307.0	120.5 (CTAF) L	121.7 (when tower closed)	121.7	122.95







REIL Rwys 4L, 15L and 22R L

MIRL Rwys 4L-22R and 15L-33R L

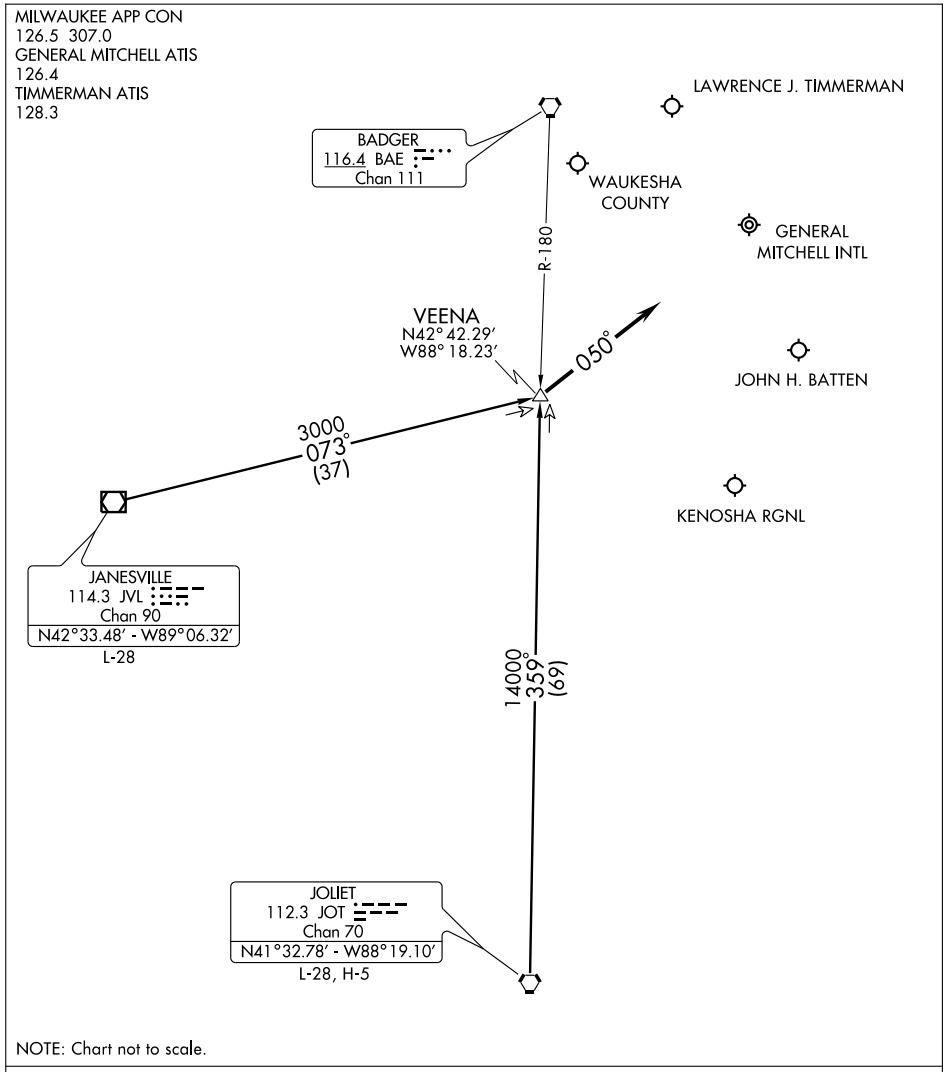
CATEGORY	A	B	C	D
S-15L	1260-1 515 (600-1)		1260-1½ 515 (600-1½)	1260-1¾ 515 (600-1¾)
CIRCLING	1260-1 515 (600-1)	1340-1 595 (600-1)	1340-1½ 595 (600-1½)	1340-2 595 (600-2)
RUDIE INT MINIMUMS				
S-15L	1120-1 375 (400-1)			1120-1¼ 375 (400-1¼)
CIRCLING	1200-1 455 (500-1)	1340-1 595 (600-1)	1340-1½ 595 (600-1½)	1340-2 595 (600-2)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-3. 14 JAN 2010 to 11 FEB 2010

VEENA ONE ARRIVAL (VEENA.VEENA1)

MILWAUKEE, WISCONSIN



NOTE: Chart not to scale.

JANESVILLE TRANSITION (JVL.VEENA1): From over JVL VOR/DME via JVL R-073 to VEENA INT. Thence....

JOLIET TRANSITION (JOT.VEENA1): From over JOT VORTAC via JOT R-359 to VEENA INT. Thence....

.... depart VEENA INT heading 050° for initial vector to final approach.

LOST COMMUNICATIONS: From VEENA INT proceed direct IAF for destination airport.

VOR/DME LJT	APP CRS	Rwy Idg	3201
112.5	040°	TDZE	739
Chan 72		Apt Elev	745

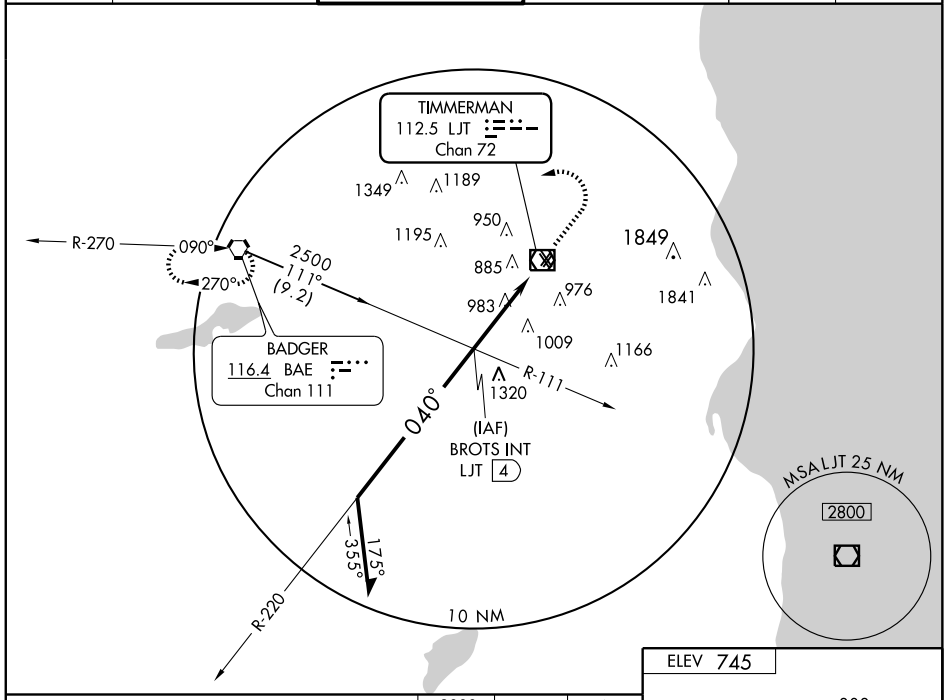
VOR or GPS RWY 4L

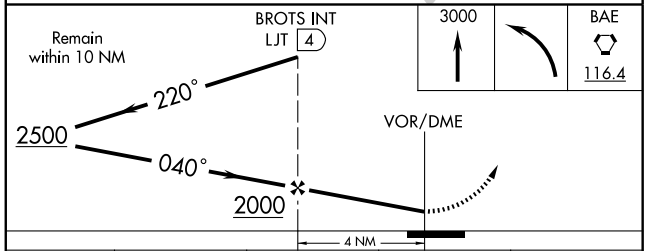
MILWAUKEE/ LAWRENCE J. TIMMERMAN (MWC)

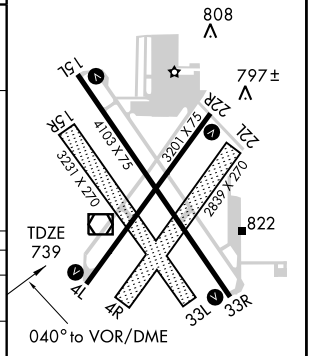
When tower closed, use Milwaukee General Mitchell Intl altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn direct BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	TIMMERMAN TOWER ★	MILWAUKEE CLNC DEL	GND CON	UNICOM
128.3	128.7 (NORTH) 307.0	120.5 (CTAF) L	121.7 (when tower closed)	121.7	122.95







CATEGORY	A	B	C	D
S-4L	1300-1 561 (600-1)		1300-1½ 561 (600-1½)	1300-1¾ 561 (600-1¾)
CIRCLING	1300-1 555 (600-1)	1340-1 595 (600-1)	1340-1½ 595 (600-1½)	1340-2 595 (600-2)
MILWAUKEE MITCHELL ALTIMETER SETTING MINIMUMS				
S-4L	1320-1 581 (600-1)		1320-1½ 581 (600-1½)	1320-1¾ 581 (600-1¾)
CIRCLING	1320-1 575 (600-1)	1380-1 635 (700-1)	1380-1¾ 635 (700-1¾)	1380-2 635 (700-2)

REIL Rwys 4L, 22R and 15L L
MIRL Rwys 4L-22R and 15L-33R L

EC-3. 14 JAN 2010 to 11 FEB 2010

VOR/DME LJT	APP CRS	Rwy Idg	4103
112.5	158°	TDZE	745
Chan 72		Apt Elev	745

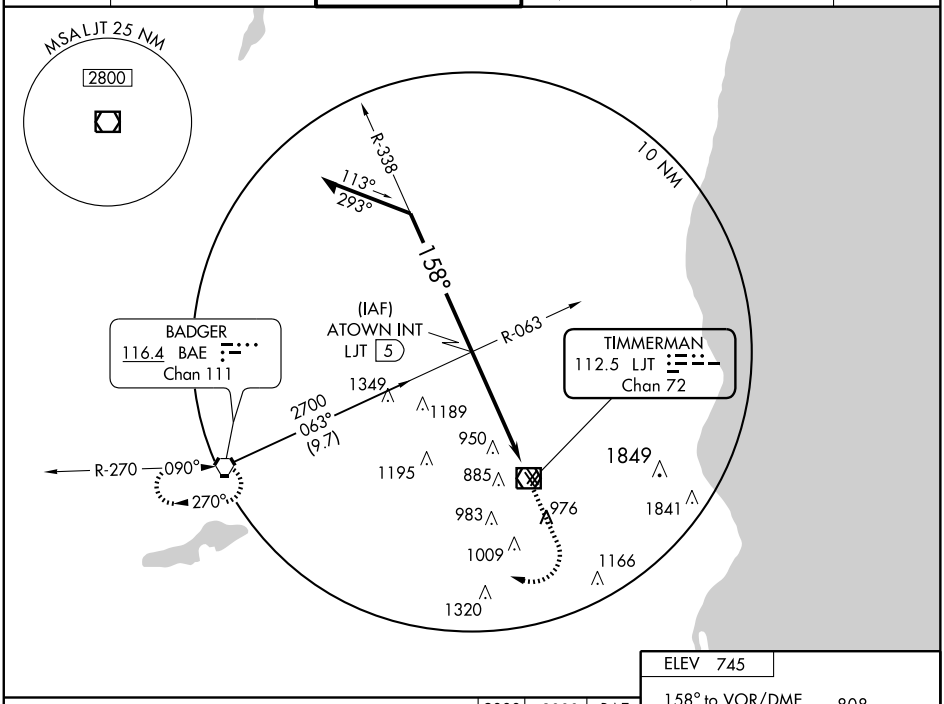
VOR or GPS RWY 15L

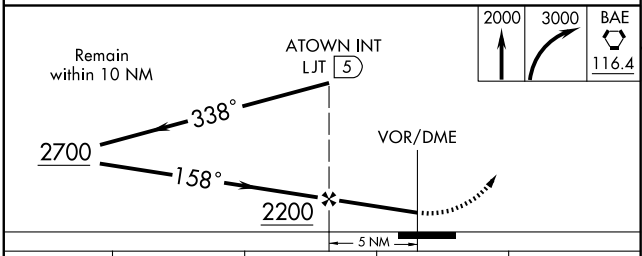
MILWAUKEE/ LAWRENCE J. TIMMERMAN (MWC)

When tower closed, use Milwaukee General Mitchell Intl altimeter setting.

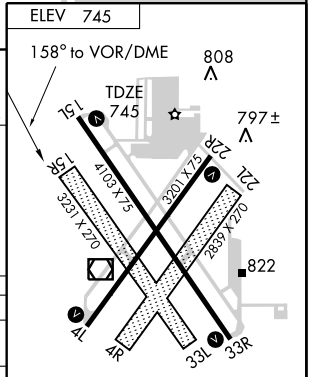
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	TIMMERMAN TOWER ★	MILWAUKEE CLNC DEL	GND CON	UNICOM
128.3	128.7 (NORTH) 307.0	120.5 (CTAF) L	121.7 (when tower closed)	121.7	122.95





CATEGORY	A	B	C	D
S-15L	1260-1 515 (600-1)		1260-1½ 515 (600-1½)	1260-1¾ 515 (600-1¾)
CIRCLING	1300-1 555 (600-1)	1340-1 595 (600-1)	1340-1½ 595 (600-1½)	1340-2 595 (600-2)
MILWAUKEE MITCHELL ALTIMETER SETTING MINIMUMS				
S-15L	1280-1 535 (600-1)		1280-1½ 535 (600-1½)	1280-1¾ 535 (600-1¾)
CIRCLING	1340-1 595 (600-1)	1380-1 635 (700-1)	1380-1¾ 635 (700-1¾)	1380-2 635 (700-2)



MIRL Rwys 4L-22R and 15L-33R L
REIL Rwys 4L, 15L and 22R L

EC-3, 14 JAN 2010 to 11 FEB 2010

NDB MRJ 365	APP CRS 208°	Rwy Idg 3601 TDZE 1171 Apt Elev 1171

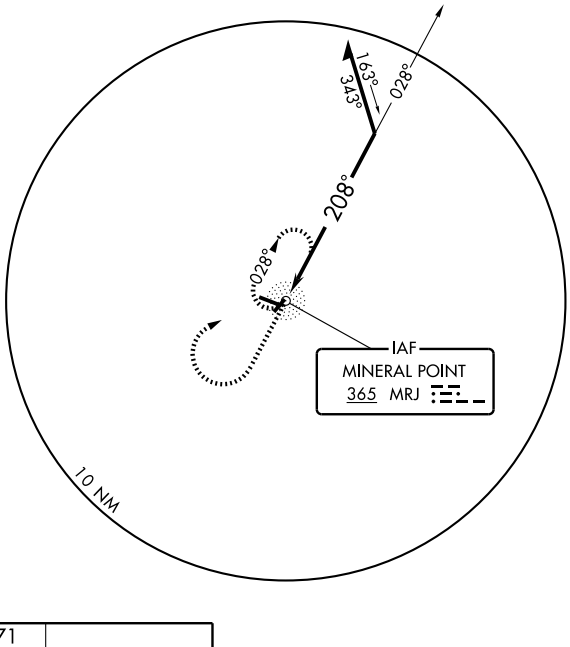
NDB RWY 22

MINERAL POINT/IOWA COUNTY (MRJ)

NA

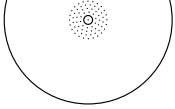
MISSED APPROACH: Climb to 2300 then climbing right turn to 3000 direct MRJ NDB and hold.

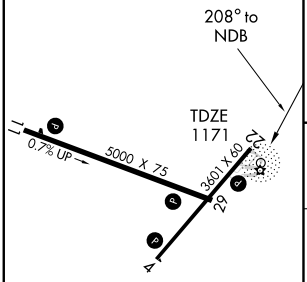
AWOS-3	CHICAGO CENTER	GCO	UNICOM
118.525	133.95 281.4	121.725	122.8 (CTAF) L

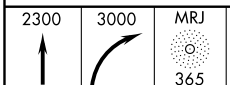


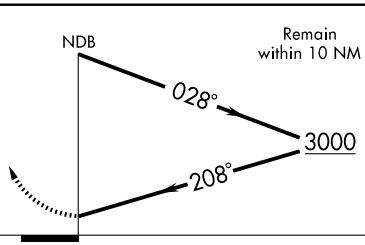
1899±

3000
267°
(19.4) DALEY









CATEGORY	A	B	C	D
S-22	1920-1 749 (800-1)	1920-1¼ 749 (800-1¼)	1920-2¼ 749 (800-2¼)	NA
CIRCLING	1920-1 749 (800-1)	1920-1¼ 749 (800-1¼)	1920-2¼ 749 (800-2¼)	NA

REIL Rwys 11 and 29 L
MIRL Rwys 4-22 and 11-29 L

EC-3, 14 JAN 2010 to 11 FEB 2010

MINERAL POINT, WISCONSIN

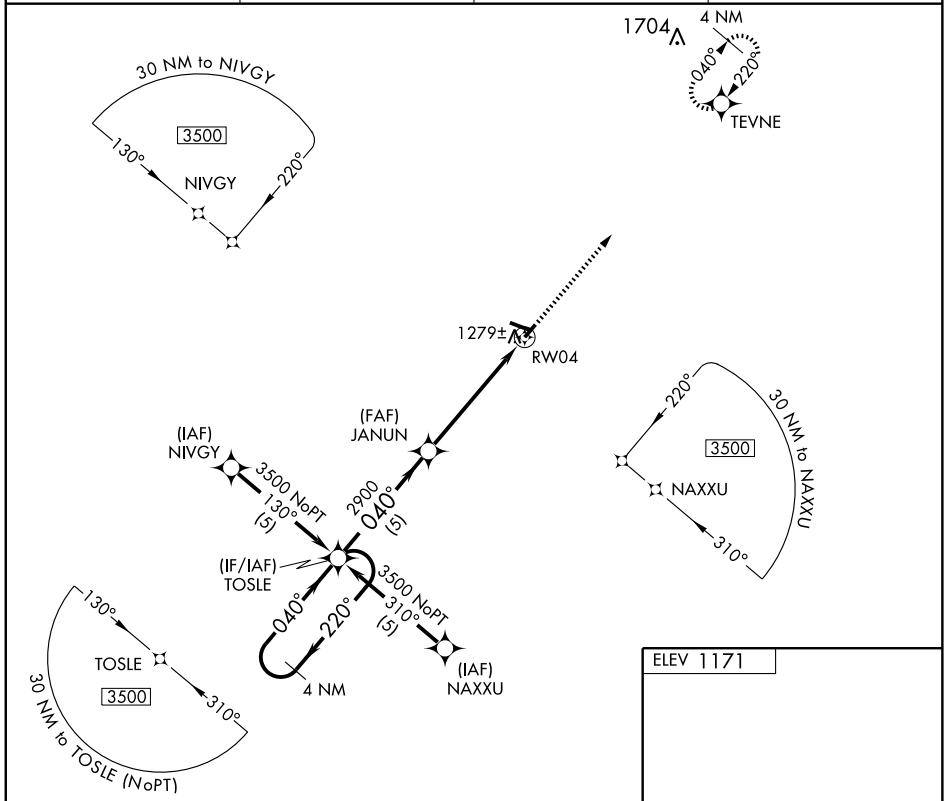
AL-6389 (FAA)

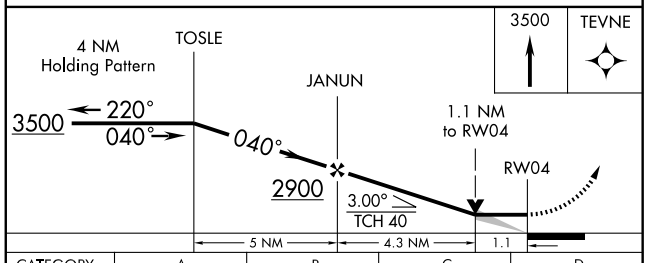
APP CRS	Rwy Idg	3601
040°	TDZE	1165
	Apt Elev	1171

RNAV (GPS) RWY 4

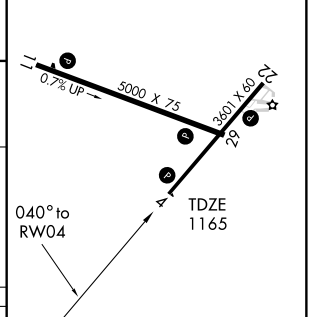
MINERAL POINT/IOWA COUNTY (MRJ)

NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3500 direct TEVNE WP and hold.	
AWOS-3	CHICAGO CENTER	GCO	UNICOM
118.525	133.95 281.4	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1540-1 375 (400-1)			NA
CIRCLING	1620-1 449 (500-1)	1640-1 469 (500-1)	1640-1½ 469 (500-1½)	NA



REIL Rwys 11 and 29 L

MIRL Rwys 4-22 and 11-29 L

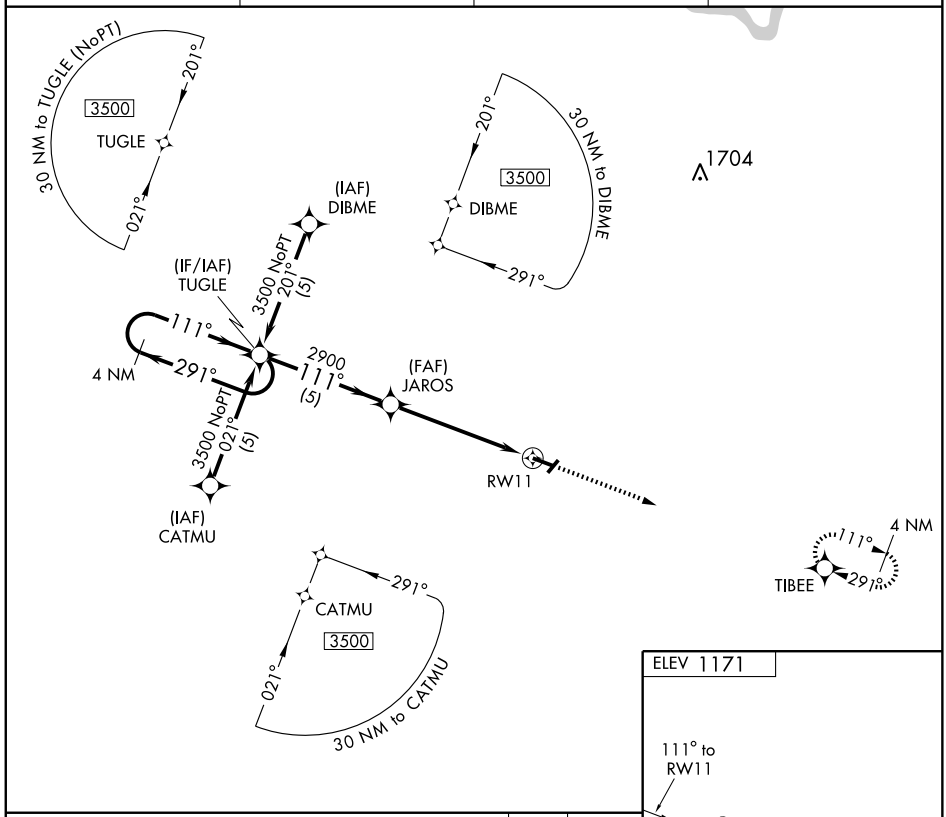
EC-3, 14 JAN 2010 to 11 FEB 2010

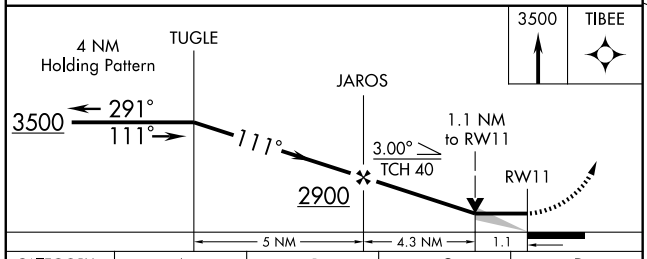
APP CRS		
111°	Rwy Idg	5000
	TDZE	1153
	Apt Elev	1171

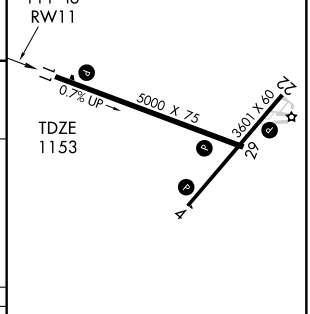
RNAV (GPS) RWY 11

MINERAL POINT/IOWA COUNTY (MRJ)

NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3500 direct TIBEE WP and hold.	
AWOS-3	CHICAGO CENTER	GCO	UNICOM
118.525	133.95 281.4	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1520-1 367 (400-1)			NA
CIRCLING	1620-1 449 (500-1)	1640-1 469 (500-1)	1640-1½ 469 (500-1½)	NA

REIL Rwys 11 and 29 L
MIRL Rwys 4-22 and 11-29 L

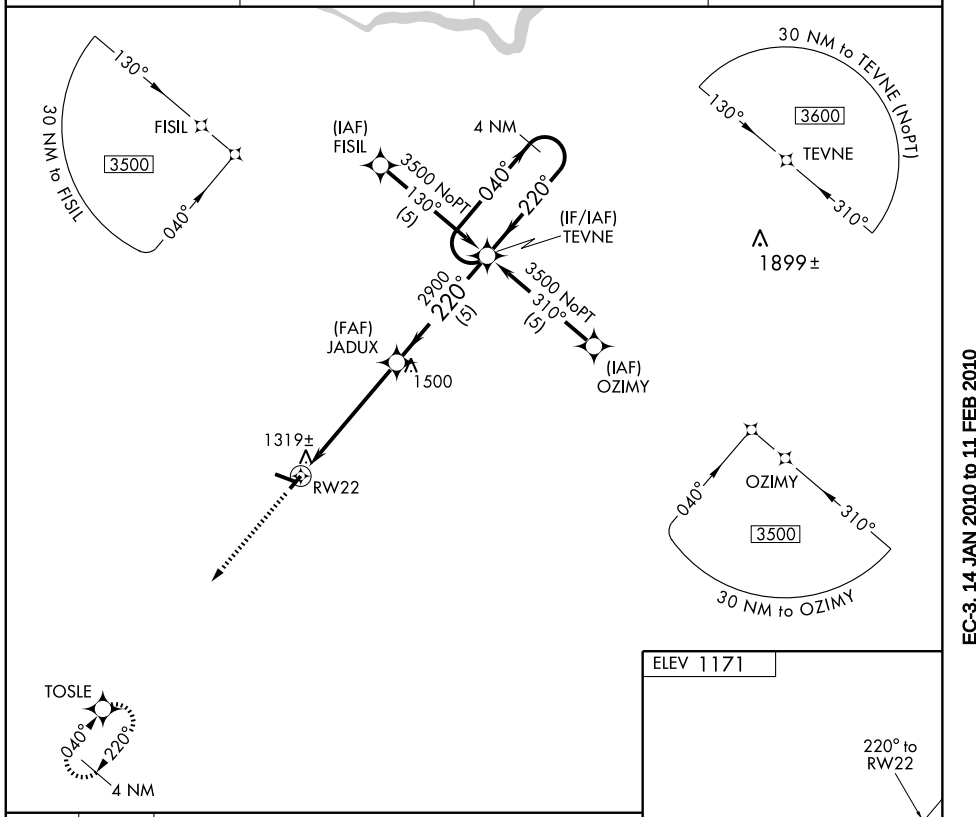
EC-3, 14 JAN 2010 to 11 FEB 2010

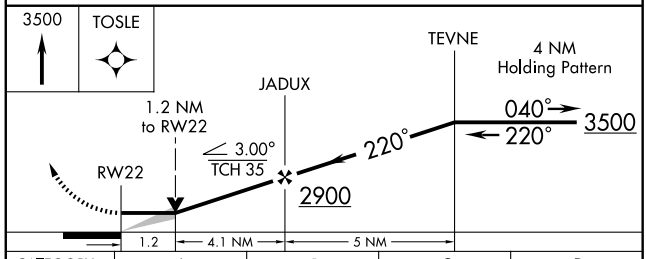
APP CRS	Rwy Idg	3601
220°	TDZE	1171
	Apt Elev	1171

RNAV (GPS) RWY 22

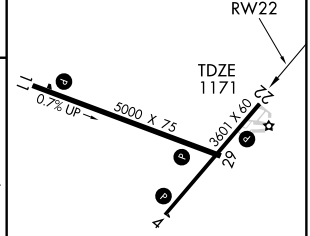
MINERAL POINT/ IOWA COUNTY (MRJ)

NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3500 direct TOSLE WP and hold.	
AWOS-3	CHICAGO CENTER	GCO	UNICOM
118.525	133.95 281.4	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1580-1 409 (500-1)		1580-1¼ 409 (500-1¼)	NA
CIRCLING	1620-1 449 (500-1)	1640-1 469 (500-1)	1640-1½ 469 (500-1½)	NA



REIL Rwys 11 and 29 L
MIRL Rwys 4-22 and 11-29 L

EC-3, 14 JAN 2010 to 11 FEB 2010

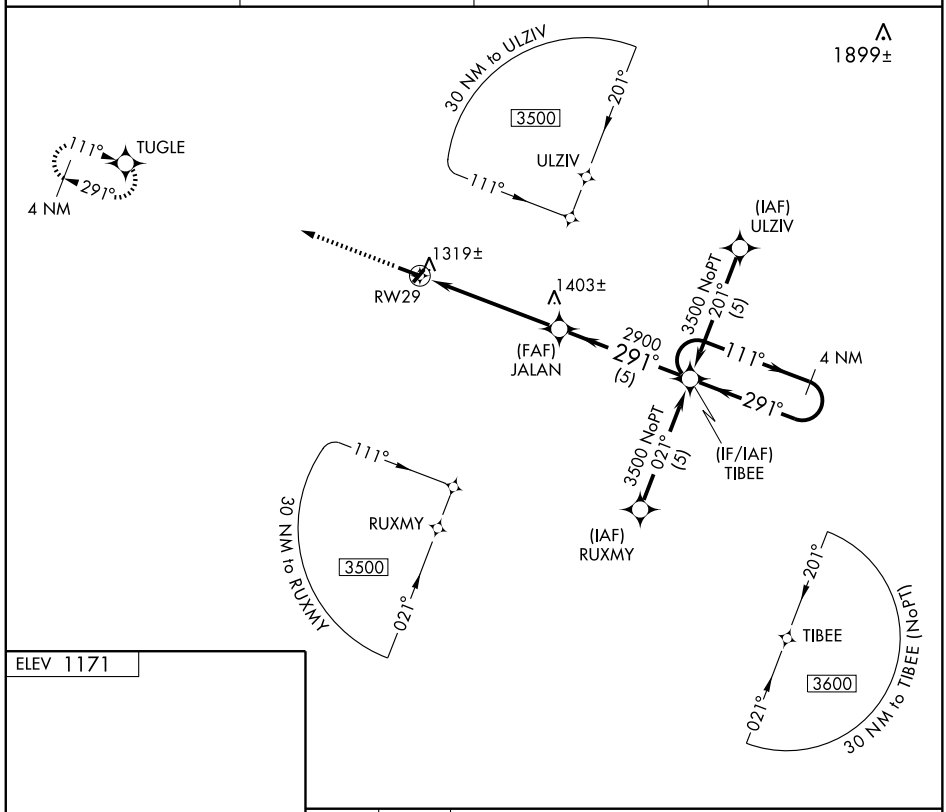
APP CRS		
291°	Rwy Idg	5000
	TDZE	1163
	Apt Elev	1171

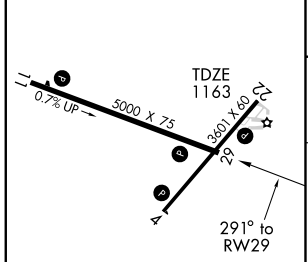
RNAV (GPS) RWY 29

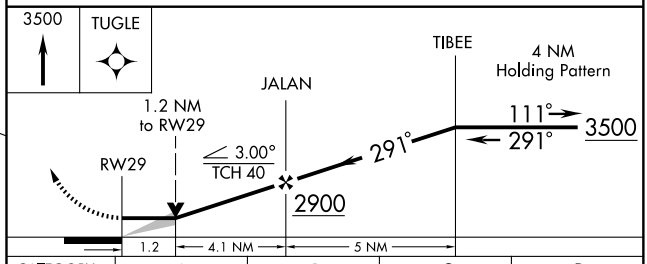
MINERAL POINT/ IOWA COUNTY (MRJ)

NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
	MISSED APPROACH: Climb to 3500 direct TUGLE WP and hold.

AWOS-3	CHICAGO CENTER	GCO	UNICOM
118.525	133.95 281.4	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1580-1 417 (500-1)		1580-1¼ 417 (500-1¼)	NA
CIRCLING	1620-1 449 (500-1)	1640-1 469 (500-1)	1640-1½ 469 (500-1½)	NA

REIL Rwys 11 and 29 L
MIRL Rwys 4-22 and 11-29 L

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-DOF	APP CRS	Rwy Idg	5150
111.7	001°	TDZE	1627
Chan 54		Apt Elev	1629

LOC RWY 36

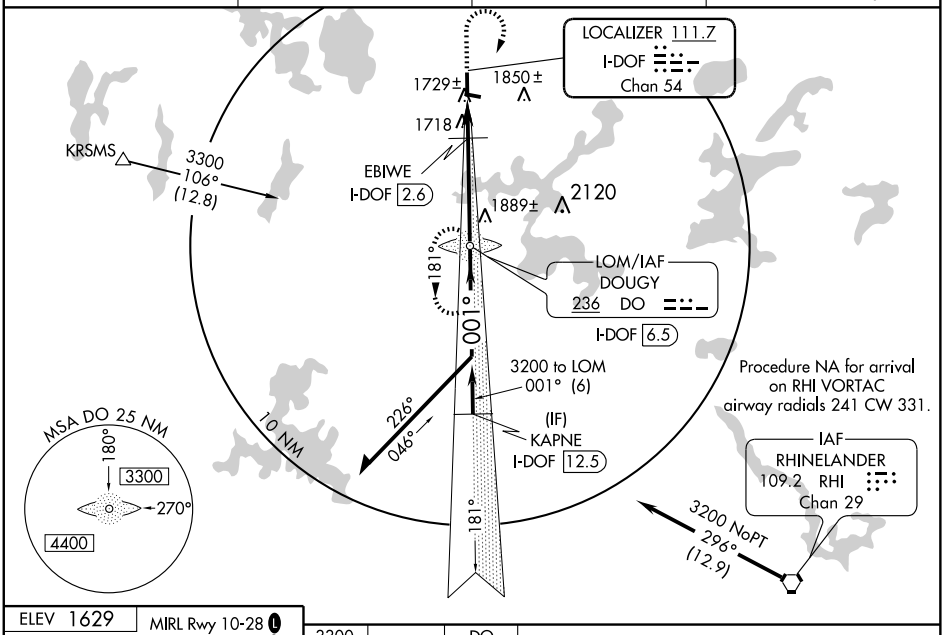
MINOCQUA-WOODRUFF/LAKELAND/NOBLE F. LEE MEM. FIELD (ARV)

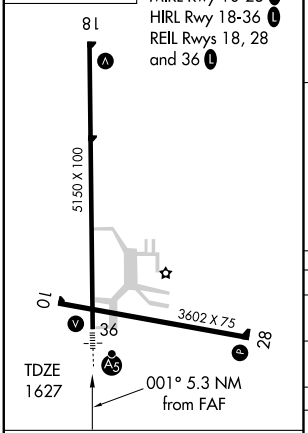
T NA — ADF Required. Visibility reduction by helicopters NA. Inoperative table does not apply to S-36 Cats A, B and EBIWE FIX minimums S-36 Cats A, B, C. For inoperative MALSR, increase S-36 Cat C visibility ¼ mile and EBIWE FIX minimums Cat D visibility ¼ mile. When local altimeter setting not received, use Eagle River altimeter setting and increase all MDA 60 feet and increase S-36 Cat D visibility ¼ mile. For inoperative MALSR when using Eagle River altimeter setting, increase EBIWE FIX minimums Cats C, D visibility ¼ mile.

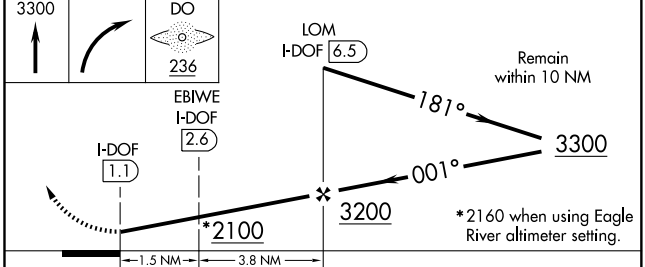
MALSR

MISSED APPROACH: Climb to 3300 then right turn direct DO LOM and hold.

AWOS-3	MINNEAPOLIS CENTER	GREEN BAY RADIO	UNICOM
121.125	133.65 281.5	122.6	122.7 (CTAF) L







FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-36	2100-1 473 (500-1)			
CIRCLING	2100-1 471 (500-1)		2200-1½ 571 (600-1½)	2200-2 571 (600-2)
EBIWE FIX MINIMUMS				
S-36	1980-1 353 (400-1)			
CIRCLING	2100-1 471 (500-1)		2200-1½ 571 (600-1½)	2200-2 571 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

NDB ARV	APP CRS	Rwy Idg	3602
221	291°	TDZE	1625
		Apt Elev	1629

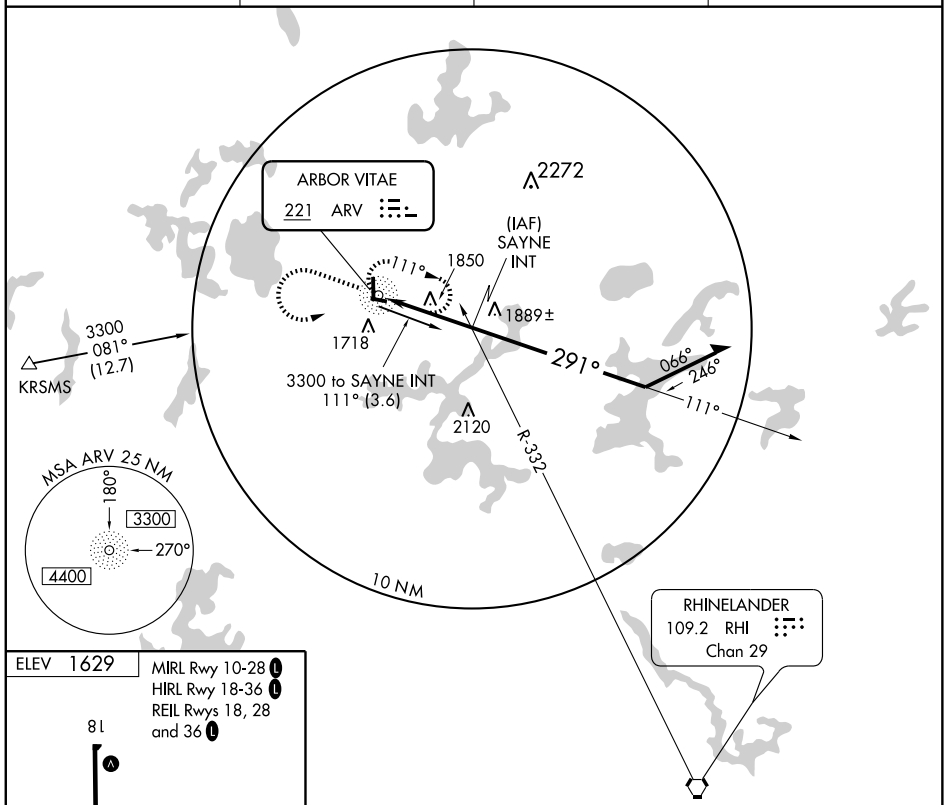
NDB RWY 28

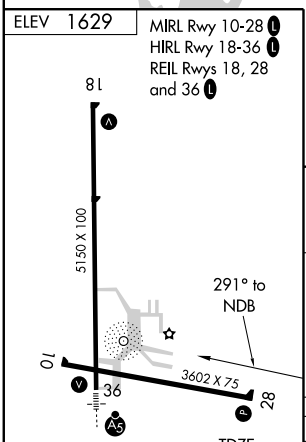
MINOCQUA-WOODRUFF/LAKELAND/NOBLE F. LEE MEM. FIELD (ARV)

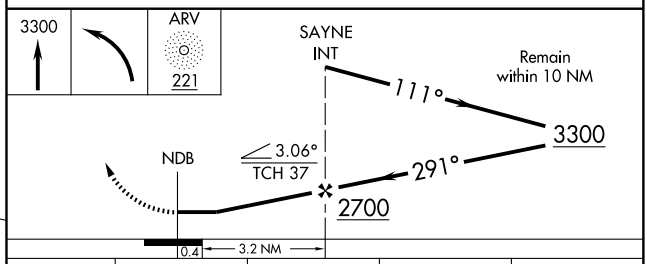
When local altimeter setting not received, use Eagle River altimeter setting and increase all MDA 60 feet, increase S-28 Cats C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3300 then left turn direct ARV NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GREEN BAY RADIO	UNICOM
121.125	133.65 281.5	122.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-28	2200-1 575 (600-1)		2200-1½ 575 (600-1½)	2200-1¾ 575 (600-1¾)
CIRCLING	2200-1 571 (600-1)		2200-1½ 571 (600-1½)	2200-2 571 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS		
CH 72915	181°	Rwy Idg	5150
W18A		TDZE	1629
		Apt Elev	1629

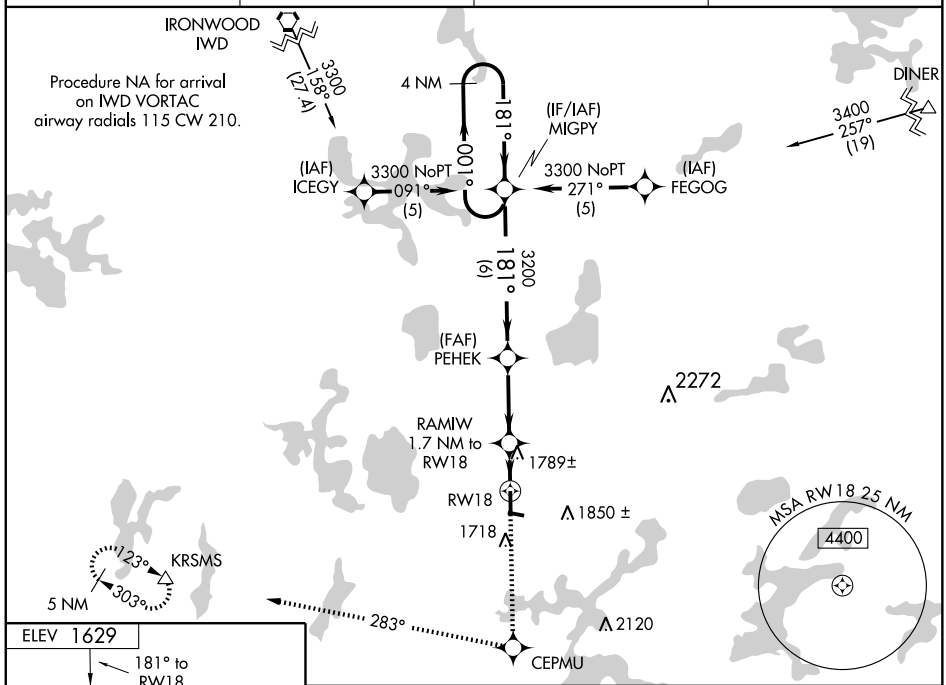
RNAV (GPS) RWY 18

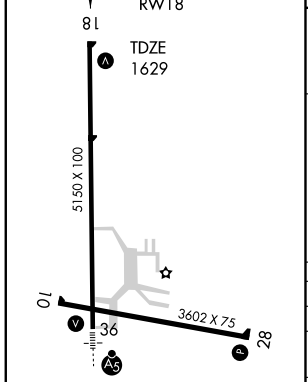
MINOCQUA-WOODRUFF/LAKELAND/NOBLE F. LEE MEM. FIELD (ARV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Eagle River altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LNAV Cat D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Eagle River altimeter setting.

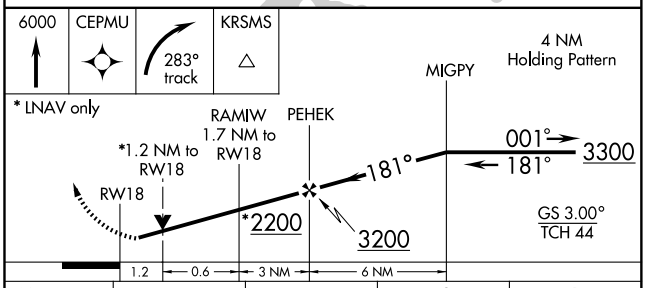
MISSED APPROACH: Climb to 6000 direct CEPMU and right turn via track 283° to KRSMS and hold, continue climb-in-hold to 6000.

AWOS-3	MINNEAPOLIS CENTER	GREEN BAY RADIO	UNICOM
121.125	133.65 281.5	122.6	122.7 (CTAF) L





MIRL Rwy 10-28 L
HIRL Rwy 18-36 L
REIL Rwys 18, 28 and 36 L



CATEGORY	A	B	C	D
LPV DA	1973-1¼ 344 (400-1¼)			
LNAV/VNAV DA	2100-1¾ 471 (500-1¾)			
LNAV MDA	2040-1 411 (500-1)		2040-1¼ 411 (500-1¼)	
CIRCLING	2100-1 471 (500-1)		2200-1½ 571 (600-1½)	2200-2 571 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

RNAV (GPS) RWY 28

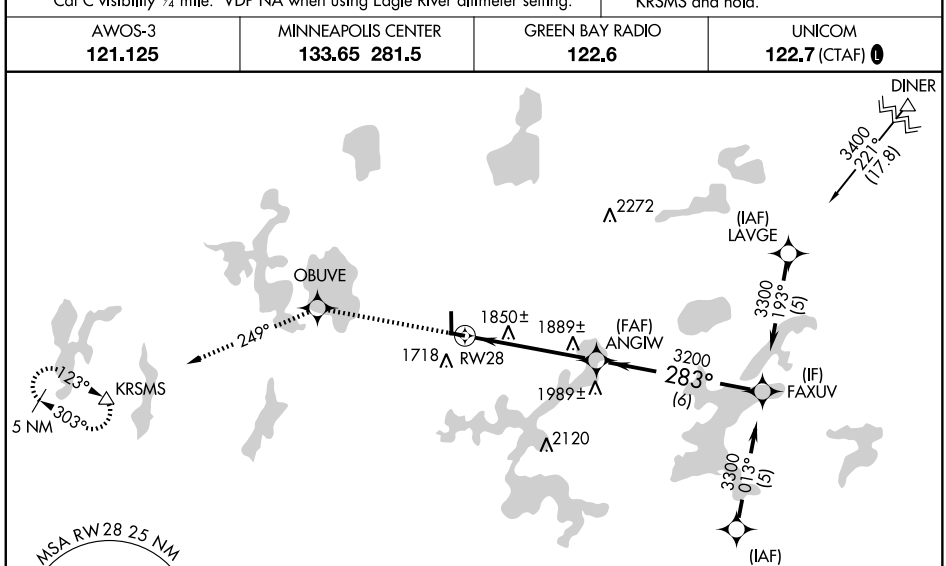
MINOCQUA-WOODRUFF/LAKELAND/NOBLE F. LEE MEM. FIELD (ARV)

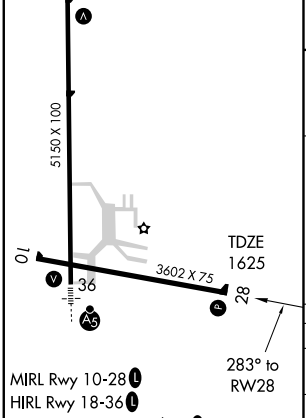
APP CRS	Rwy Idg	TDZE	Apt Elev
283°	3602	1625	1629

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Eagle River altimeter setting and increase all MDA 60 feet and Circling Cat C visibility ¼ mile. VDP NA when using Eagle River altimeter setting.

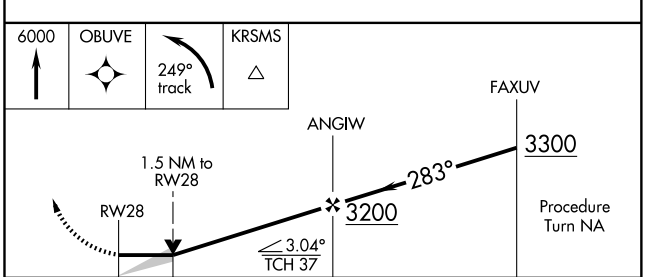
MISSED APPROACH: Climb to 6000 direct OBUVE and via track 249° to KRSMS and hold.

AWOS-3	MINNEAPOLIS CENTER	GREEN BAY RADIO	UNICOM
121.125	133.65 281.5	122.6	122.7 (CTAF) L





MIRL Rwy 10-28 L
HIRL Rwy 18-36 L
REIL Rwys 18, 28 and 36 L



CATEGORY	A	B	C	D
LNAV MDA	2140-1 515 (600-1)		2140-1½ 515 (600-1½)	2140-1¾ 515 (600-1¾)
CIRCLING	2140-1 511 (600-1)		2200-1½ 571 (600-1½)	2200-2 571 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5150
CH 49115	001°	TDZE	1627
W36A		Apt Elev	1629

RNAV (GPS) RWY 36

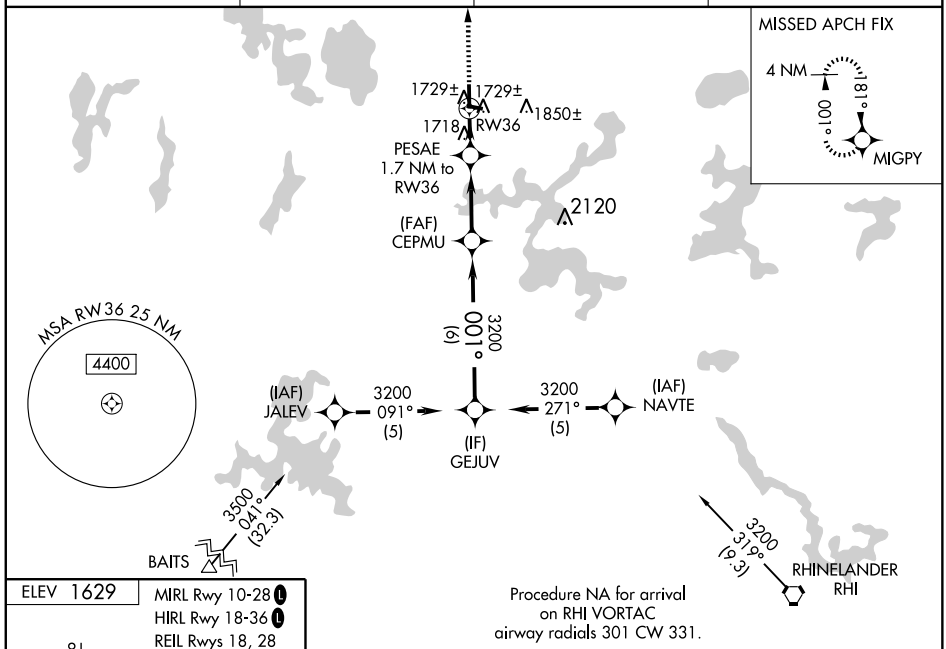
MINOCQUA-WOODRUFF/LAKELAND/NOBLE F. LEE MEM. FIELD (ARV)

T A Baro-VNAV NA when using Eagle River altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Inoperative table does not apply to LNAV Cats A, B, C. For inoperative MALSR, increase LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile. When local altimeter setting not received, use Eagle River altimeter setting and increase all DA 47 feet and all MDA 60 feet and increase Circling Cat C visibility ¼ mile. Inoperative table does not apply to LNAV Cats A, B when using Eagle River altimeter setting. For inoperative MALSR when using Eagle River altimeter setting, increase LNAV Cats C, D, visibility ¼ mile.

MALSR (A5)

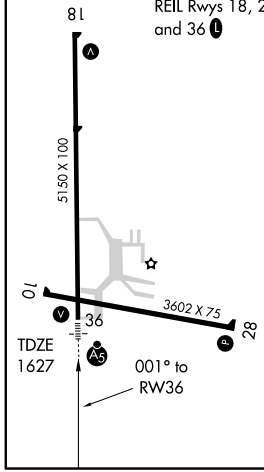
MISSED APPROACH: Climb to 3300 direct MIGPY and hold.

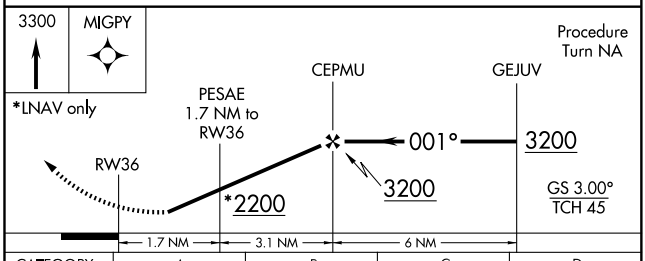
AWOS-3	MINNEAPOLIS CENTER	GREEN BAY RADIO	UNICOM
121.125	133.65 281.5	122.6	122.7 (CTAF) L



ELEV 1629

MIRL Rwy 10-28 L
HIRL Rwy 18-36 L
REIL Rwys 18, 28 and 36 L





CATEGORY	A	B	C	D
LPV DA		1948-1	321 (400-1)	
LNAV/VNAV DA		1999-1	372 (400-1)	
LNAV MDA		1980-1	353 (400-1)	
CIRCLING	2100-1 471 (500-1)		2200-1½ 571 (600-1½)	2200-2 571 (600-2)

APP CRS		
121°	Rwy Idg	5000
	TDZE	1086
	Apt Elev	1086

RNAV (GPS) RWY 12
MONROE MUNI (EFT)

DME/DME RNP-0.3 NA. VDP NA when using Albertus altimeter setting. When local altimeter setting not received, use Albertus altimeter setting and increase all MDA 100 feet, increase LNAV Cat. C/D and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FALKN and via 143° track to DAVIS and hold.

AWOS-3	ROCKFORD APP CON	GCO	UNICOM
118.375	126.0 327.0	121.725	123.05 (CTAF) L

1566

Procedure NA for arrivals at DALEY via V24-171 Northwest bound.

DALEY

3000 167° (7.4)

MSA RW12 25NM
3600

(IAF) MARKM

3000 211° (5)

(IF) ALOOF

BAULK

3000 100° (14.7)

3000 031° (5)

2700 121° (6.1)

(FAF) IGOGY

(IAF) NUBUE

RW12

1229±

1275±

FALKN

1513

3000 336° (9.7)

143°

MADDY

MISSED APCH FIX
DAVIS
060°
240°
4 NM

ELEV 1086

121° to RW12

TDZE 1086

3000 X 75

5000 X 75

0.9% UP

Procedure Turn NA

ALOOF 3000

121°

IGOGY

2700

3.04° TCH 40

1.1 NM to RW12

RW12

3000	FALKN	143° TRK	DAVIS

6.1 NM | 3.8 NM | 1.1

CATEGORY	A	B	C	D
LNAV MDA	1480-1 394 (400-1)			1480-1¼ 394 (400-1¼)
CIRCLING	1540-1 454 (500-1)	1640-1 554 (600-1)	1640-1½ 554 (600-1½)	1640-2 554 (600-2)

MIRL Rwys 12-30 and 2-20 L
REIL Rwys 12, 30, 2 and 20 L

EC-3, 14 JAN 2010 to 11 FEB 2010

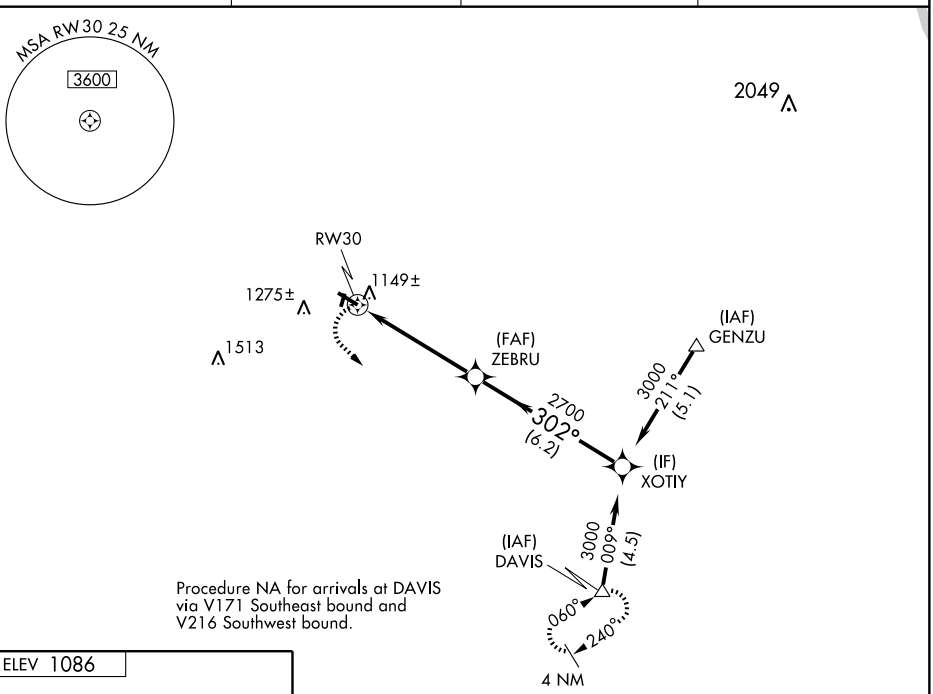
APP CRS	Rwy Idg	5000
301°	TDZE	1070
	Apt Elev	1086

RNAV (GPS) RWY 30
MONROE MUNI (EFT)

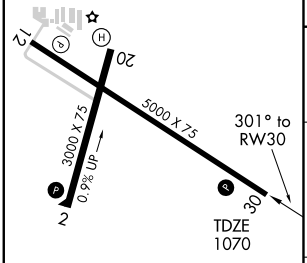
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Albertus altimeter setting and increase all MDA 100 feet, increase LNAV Cat. C/D and Circling Cat. C visibility ¼ mile. VDP NA when using Albertus altimeter setting.

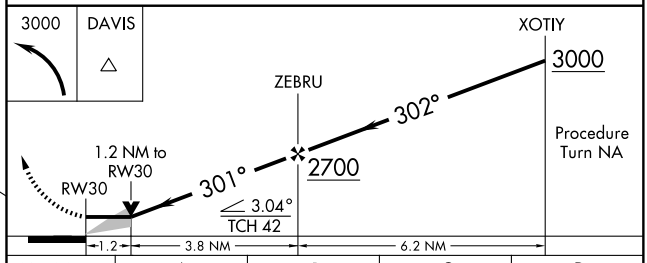
MISSED APPROACH: Climbing left turn to 3000 direct DAVIS and hold.

AWOS-3	ROCKFORD APP CON	GCO	UNICOM
118.375	126.0 327.0	121.725	123.05 (CTAF) L



ELEV 1086





CATEGORY	A	B	C	D
LNAV MDA	1480-1 410 (400-1)		1480-1¼ 410 (400-1¼)	
CIRCLING	1540-1 454 (500-1)	1640-1 554 (600-1)	1640-1½ 554 (600-1½)	1640-2 554 (600-2)

MIRL Rwys 12-30 and 2-20 L
REIL Rwys 12, 30, 2 and 20 L

EC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME JVL	APP CRS	Rwy Idg	5000
114.3	276°	TDZE	1070
Chan 90		Apt Elev	1086

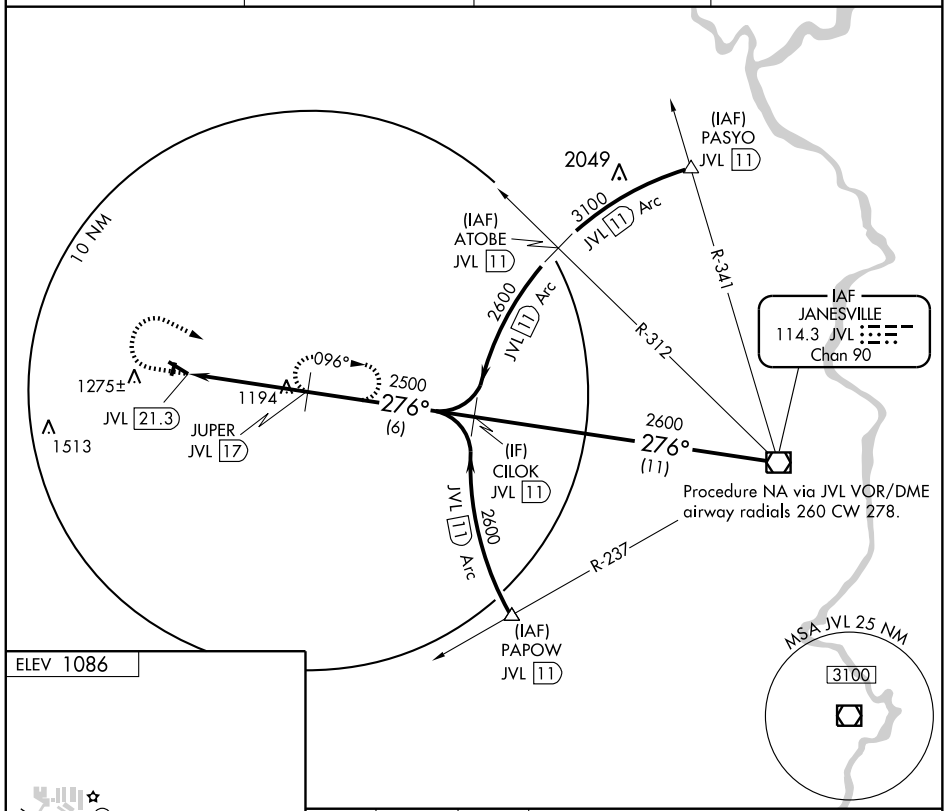
VOR/DME RWY 30

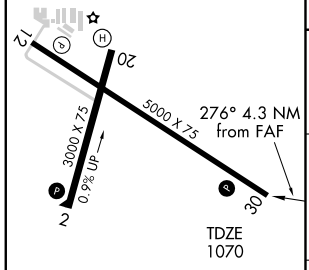
MONROE MUNI (EFT)

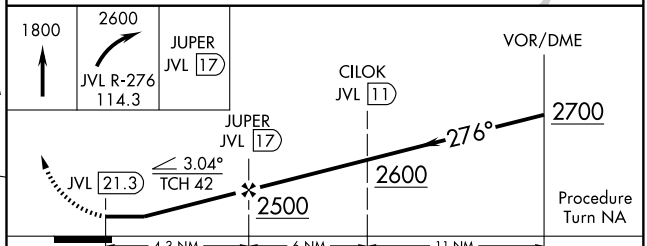
When local altimeter setting not received, use Albertus altimeter setting and increase all MDA 100 feet, increase Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 via JVL VOR/DME R-276 to JUPER/JVL 17 DME and hold.

AWOS-3	ROCKFORD APP CON	GCO	UNICOM
118.375	126.0 327.0	121.725	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-30	1460-1 390 (400-1)	1460-1¼ 390 (400-1¼)	1460-1½ 390 (400-1½)	1460-1¾ 390 (400-1¾)
CIRCLING	1540-1 454 (500-1)	1640-1¼ 554 (600-1¼)	1640-1½ 554 (600-1½)	1640-2 554 (600-2)

MIRL Rwys 12-30 and 2-20 L
REIL Rwys 12, 30, 2 and 20 L

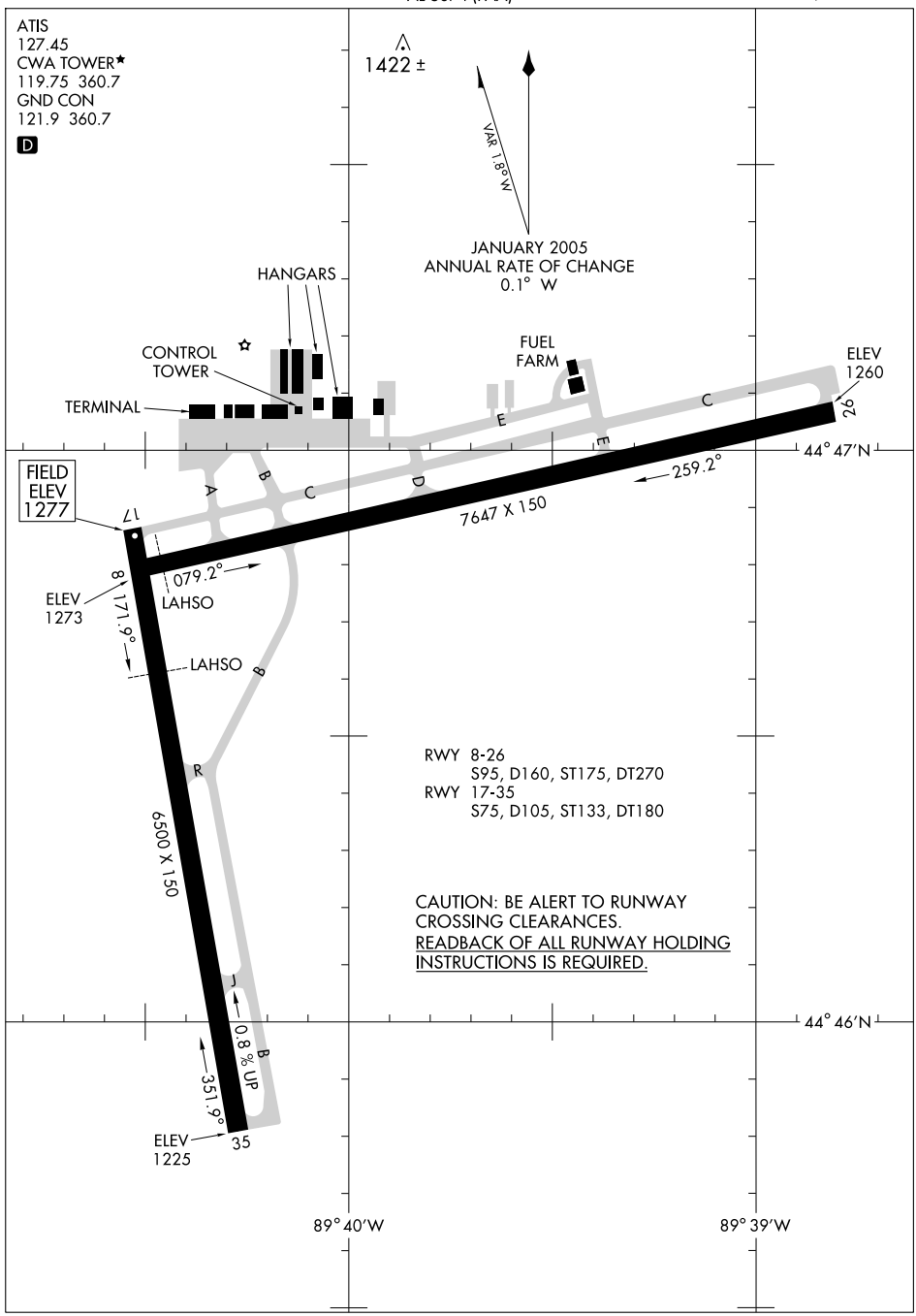
EC-3, 14 JAN 2010 to 11 FEB 2010

09295

AIRPORT DIAGRAM

AL-5674 (FAA)

MOSINEE/CENTRAL WISCONSIN (CWA)
MOSINEE, WISCONSIN



EC-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-CWA	APP CRS	Rwy Idg	7647
110.3	077°	TDZE	1274
Chan 40		Apt Elev	1277

ILS or LOC RWY 8

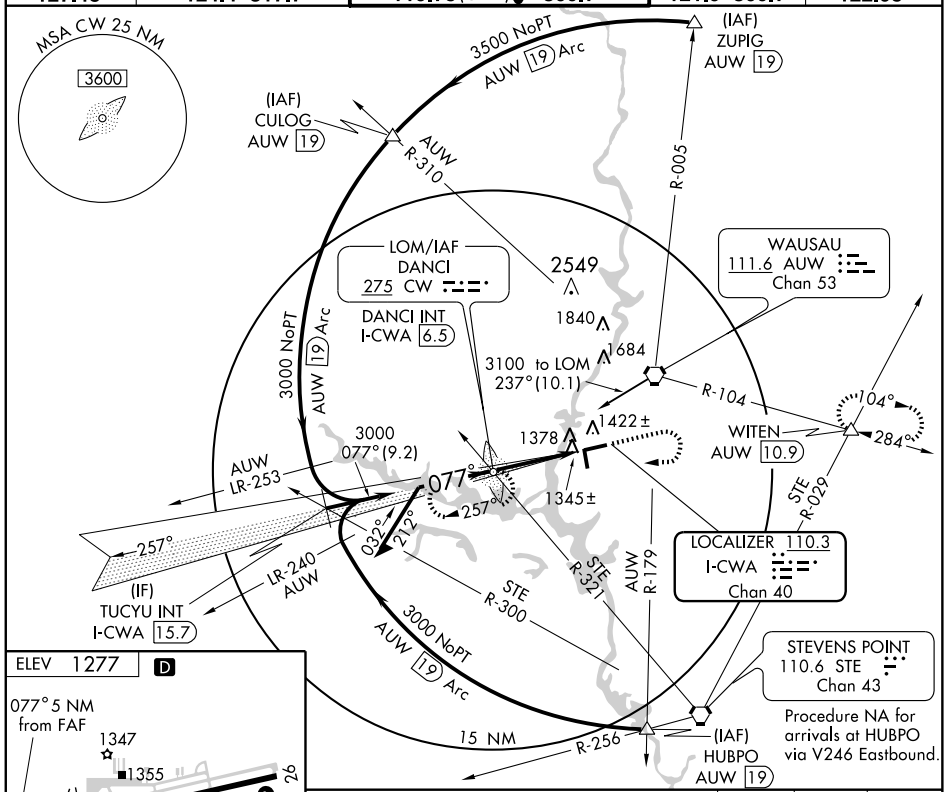
MOSINEE/CENTRAL WISCONSIN(CWA)

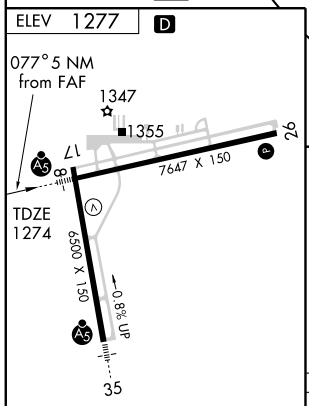
For inoperative MALSR, increase S-LOC 8 Cat. D visibility to 1. When VGSI Inop, circling to Rwy 26 NA at night. If local altimeter setting not received, use Wausau Downtown altimeter setting and increase all DAs/MDAs 40 feet. VDP NA with Wausau Downtown altimeter setting. ADF Required.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct DANCI LOM/Int/ I-CWA 6.5 DME and hold.

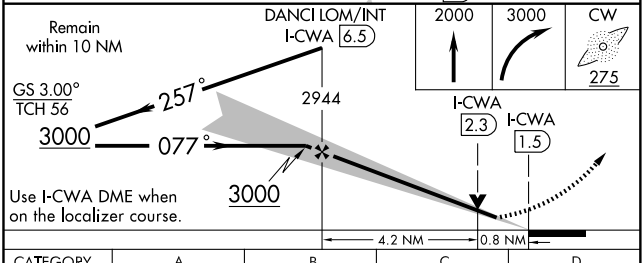
ATIS	MINNEAPOLIS CENTER	CWA TOWER★	GND CON	UNICOM
127.45	124.4 317.7	119.75 (CTAF) L 360.7	121.9 360.7	122.95





REIL Rwys 17 and 26
HIRL Rwys 8-26 and 17-35 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 8	1474-½ 200 (200-½)			
S-LOC 8	1600-½ 326 (400-½)			1600-¾ 326 (400-¾)
CIRCLING	1780-1 503 (600-1)		1800-1½ 523 (600-1½)	1840-2 563 (600-2)

LOC/DME I-PHS	APP CRS	Rwy Idg	6500
110.9	350°	TDZE	1256
Chan 46		Apt Elev	1277

ILS or LOC RWY 35

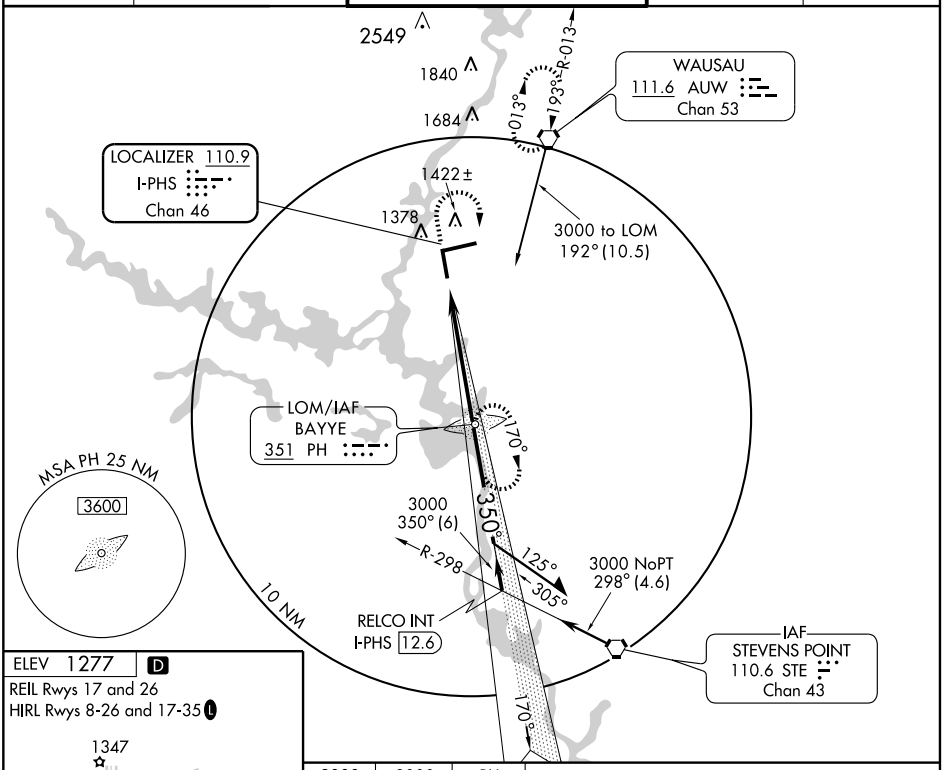
MOSINEE/CENTRAL WISCONSIN(CWA)

If local altimeter setting not received, use Wausau altimeter setting and increase all DAs/MDAs 40 feet. ADF REQUIRED

MALSR

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct BAYYE LOM and hold.

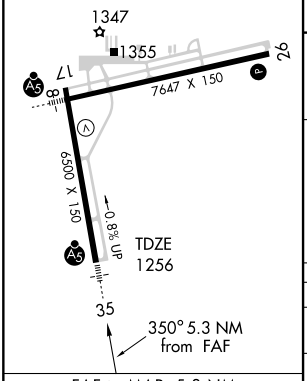
ATIS	MINNEAPOLIS CENTER	CWA TOWER ★	GND CON	UNICOM
127.45	124.4 317.7	119.75(CTAF)(L) 360.7	121.9 360.7	122.95



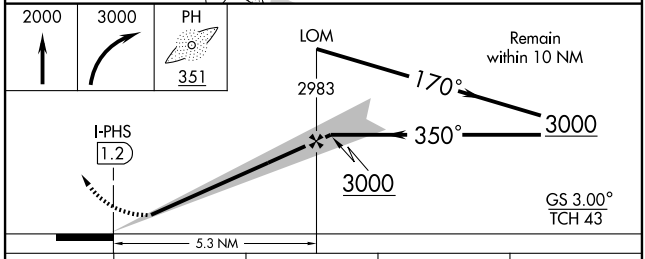
ELEV 1277 D

REIL Rwys 17 and 26

HIRL Rwys 8-26 and 17-35(L)



FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 35	1456-½ 200 (200-½)			
S-LOC 35	1600-½ 344 (400-½)			1600-¾ 344 (400-¾)
CIRCLING	1740-1 463 (500-1)		1740-1½ 463 (500-1½)	1840-2 563 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-CWA	APP CRS	Rwy Idg	7647
110.3	257°	TDZE	1260
Chan 40		Apt Elev	1277

LOC BC RWY 26

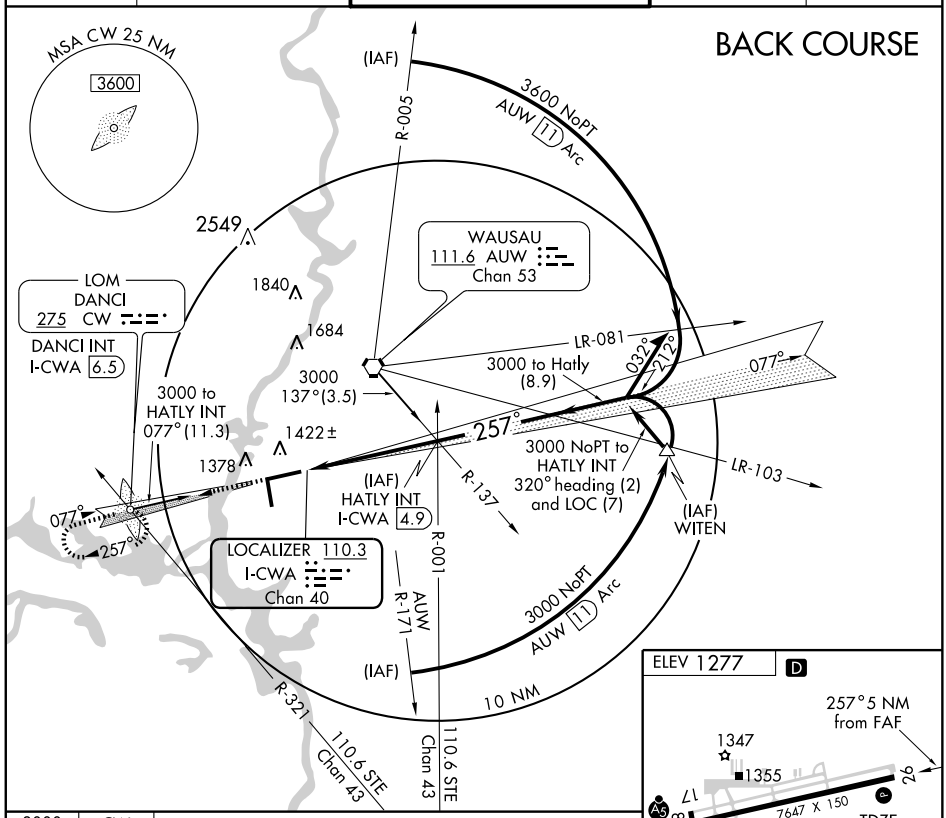
MOSINEE/CENTRAL WISCONSIN(CWA)

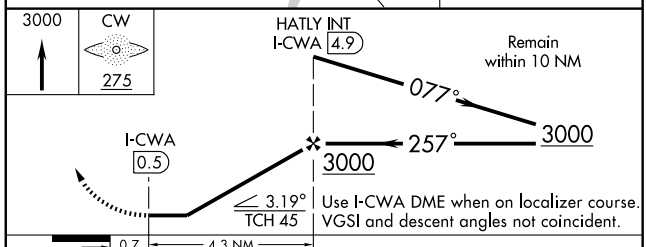
Disregard glide slope indications.

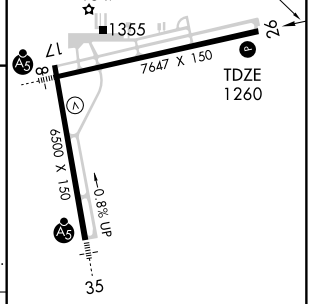
MISSED APPROACH: Climb to 3000 direct DANCI LOM/Int/I-CWA 6.5 DME and hold.

ATIS	MINNEAPOLIS CENTER	CWA TOWER★	GND CON	UNICOM
127.45	124.4 317.7	119.75(CTAF) L 360.7	121.9 360.7	122.95

BACK COURSE







REIL Rwys 17 and 26
HIRL Rwys 8-26 and 17-35 L

CATEGORY	A	B	C	D
S-26	1640-1 380 (400-1)			1640-1¼ 380 (400-1¼)
CIRCLING	1740-1 463 (500-1)		1740-1½ 463 (500-1½)	1840-2 563 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS		
077°	Rwy Idg	7647
	TDZE	1274
	Apt Elev	1277

RNAV (GPS) RWY 8

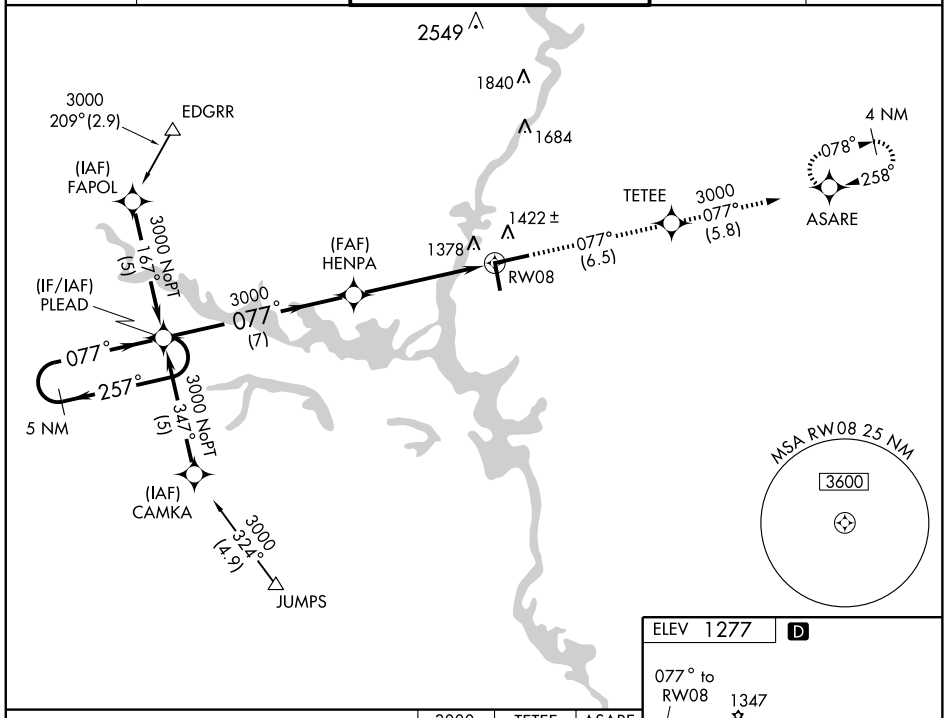
MOSINEE/CENTRAL WISCONSIN(CWA)

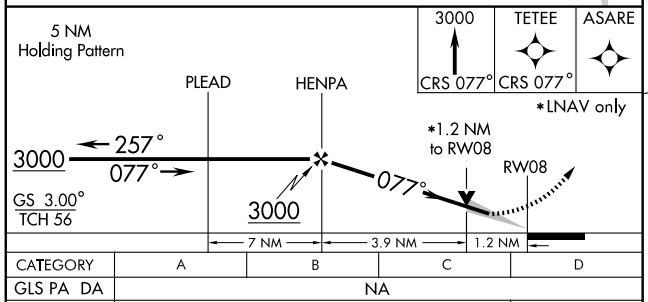
T A NA — For inoperative MALSR, increase LNAV/VNAV Cat. D visibility to 1. Baro-VNAV NA below -17°C (1° F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

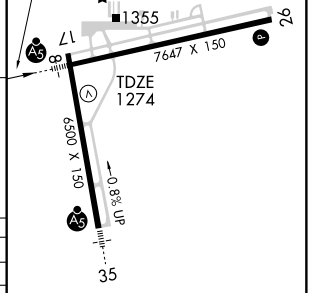
MALSR

MISSED APPROACH: Climb to 3000 via 077° course to TETEE WP then via 077° course to ASARE WP and hold.

ATIS	MINNEAPOLIS CENTER	CWA TOWER★	GND CON	UNICOM
127.45	124.4 317.7	119.75 (CTAF) L 360.7	121.9 360.7	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1600-½ 326 (400-½)			1600-¾ 326 (400-¾)
LNAV MDA	1720-½ 446 (500-½)		1720-¾ 446 (500-¾)	1720-1 446 (500-1)
CIRCLING	1740-1 463 (500-1)		1740-1½ 463 (500-1½)	1840-2 563 (600-2)

REIL Rwys 17 and 26
HIRL Rwys 8-26 and 17-35 L

EC-3, 14 JAN 2010 to 11 FEB 2010

MOSINEE, WISCONSIN AL-5674 (FAA)

APP CRS		
170°	Rwy Idg	6500
	TDZE	1277
	Apt Elev	1277

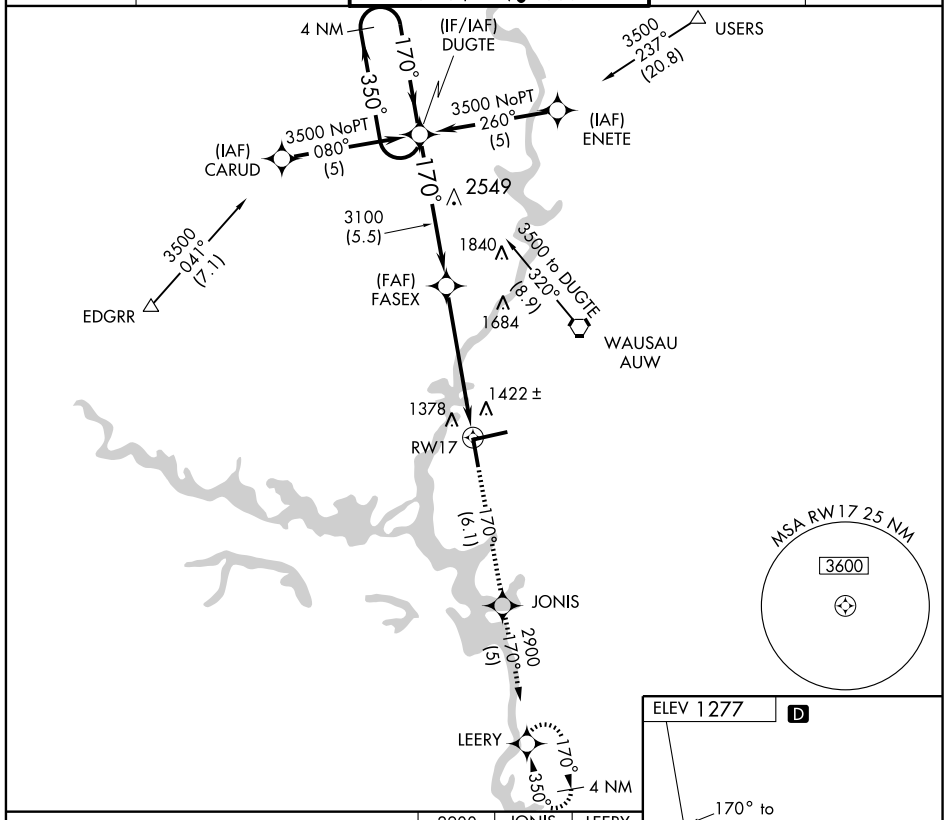
RNAV (GPS) RWY 17

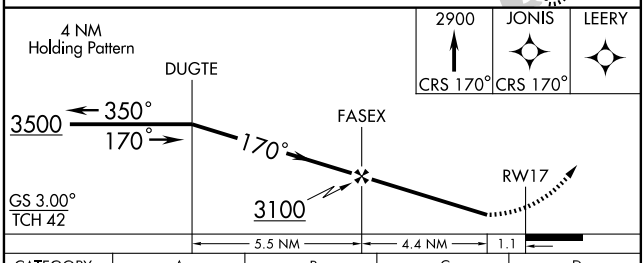
MOSINEE/CENTRAL WISCONSIN(CWA)

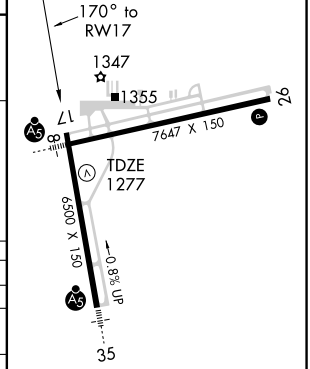
Baro-VNAV NA below -17°C (1° F).
NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 via 170° course to JONIS WP then via 170° course to LEERY WP and hold.

ATIS	MINNEAPOLIS CENTER	CWA TOWER★	GND CON	UNICOM
127.45	124.4 317.7	119.75 (CTAF) L 360.7	121.9 360.7	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1680-1½ 403 (500-1½)			
LNAV MDA	1680-1 403 (500-1)		1680-1¼ 403 (500-1¼)	
CIRCLING	1740-1½ 463 (500-1½)			1840-2 563 (600-2)

REIL Rwys 17 and 26
HIRL Rwys 8-26 and 17-35 L

EC-3. 14 JAN 2010 to 11 FEB 2010

MOSINEE, WISCONSIN

AL-5674 (FAA)

APP CRS		
257°	Rwy Idg	7647
	TDZE	1260
	Apt Elev	1277

RNAV (GPS) RWY 26

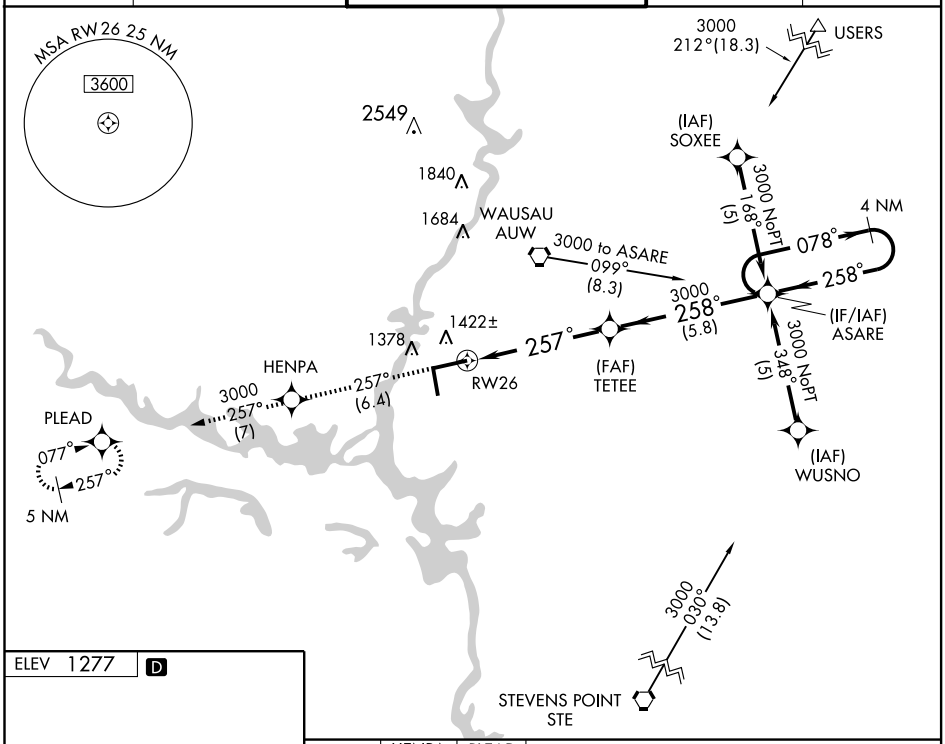
MOSINEE/CENTRAL WISCONSIN(CWA)

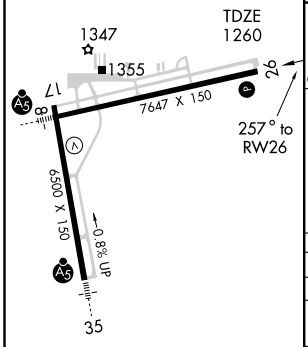
T
A NA

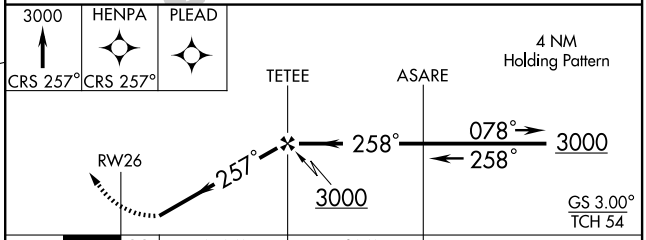
Baro-VNAV NA below -17°C (1° F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 via 257° course to HENPA WP then via 257° course to PLEAD WP and hold.

ATIS	MINNEAPOLIS CENTER	CWA TOWER ★	GND CON	UNICOM
127.45	124.4 317.7	119.75 (CTAF) L 360.7	121.9 360.7	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1660-1¼ 400 (400-1¼)			
LNAV MDA	1660-1 400 (400-1)			1660-1¼ 400 (400-1¼)
CIRCLING	1740-1¼ 463 (500-1¼)		1740-1½ 463 (500-1½)	1840-2 563 (600-2)

REIL Rwys 17 and 26
HIRL Rwys 8-26 and 17-35 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6500
350°	TDZE	1256
	Apt Elev	1277

RNAV (GPS) RWY 35

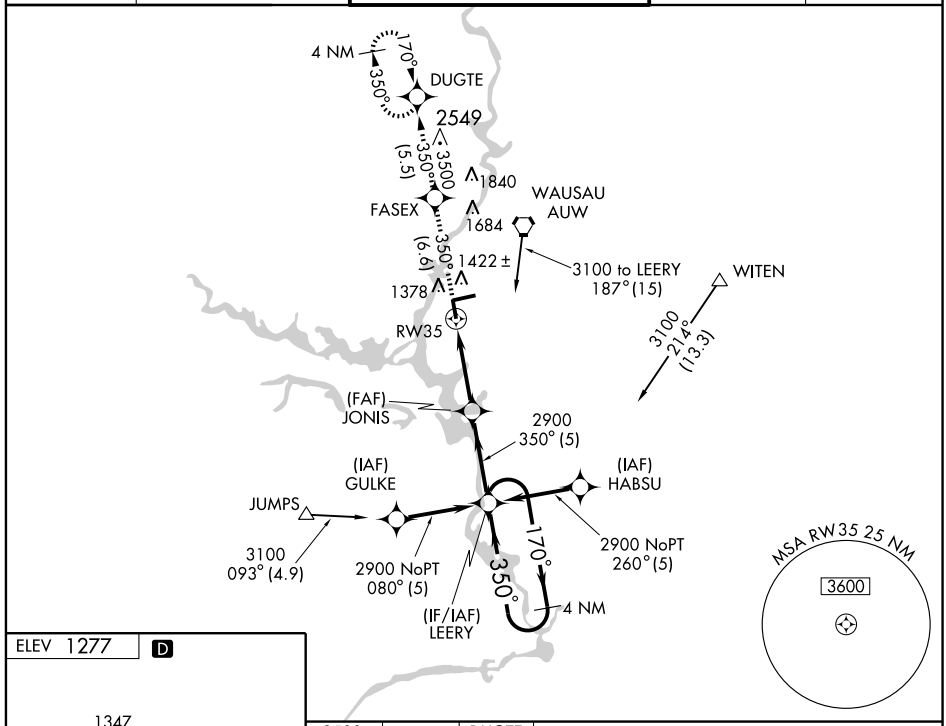
MOSINEE/ CENTRAL WISCONSIN (CWA)

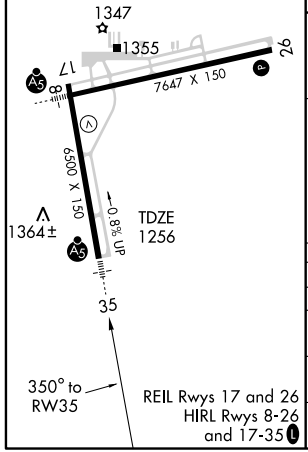
NA — For inoperative MALSR, increase LNAV Cat. D visibility to 1¼. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (1° F).

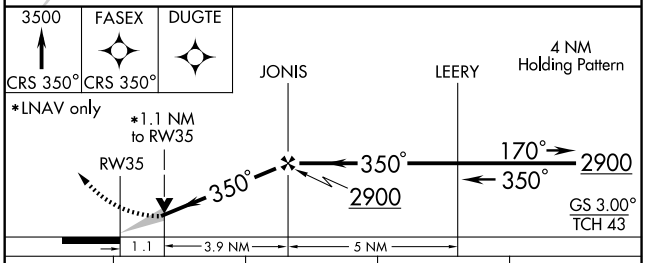
MALSR

MISSED APPROACH: Climb to 3500 via 350° course to FASEX WP then via 350° course to DUGTE WP and hold.

ATIS	MINNEAPOLIS CENTER	CWA TOWER★	GND CON	UNICOM
127.45	124.4 317.7	119.75 (CTAF) L 360.7	121.9 360.7	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1600-¾ 344 (400-¾)			
LNAV MDA	1620-½ 364 (400-½)			1620-1 364 (400-1)
CIRCLING	1740-1¼ 463 (500-1¼)		1740-1½ 463 (500-1½)	1840-2 563 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

MOSINEE, WISCONSIN

AL-5674 (FAA)

VORTAC STE	APP CRS	Rwy Idg	6500
110.6	336°	TDZE	1256
Chan 43		Apt Elev	1277

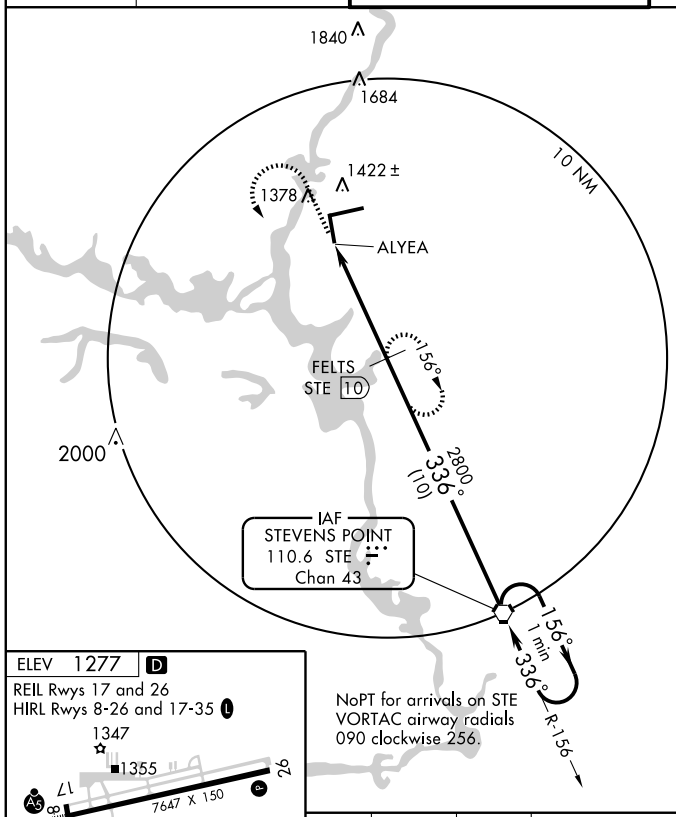
VOR/DME RWY 35

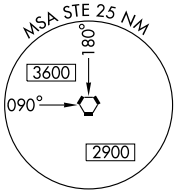
MOSINEE/CENTRAL WISCONSIN (CWA)

MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 2800 via STE R-336 to FELTS and hold.

ATIS	MINNEAPOLIS CENTER	CWA TOWER ★	GND CON	UNICOM
127.45	124.4 317.7	119.75(CTAF) (L) 360.7	121.9 360.7	122.95

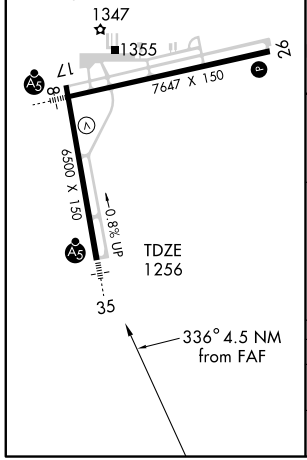


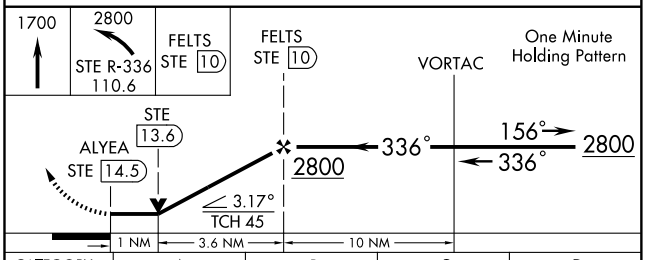


ELEV 1277 (D)

REIL Rwys 17 and 26

HIRL Rwys 8-26 and 17-35 (L)





CATEGORY	A	B	C	D
S-35	1600-1 344 (400-1)			1600-1¼ 344 (400-1¼)
CIRCLING	1740-1 463 (500-1)		1740-1½ 463 (500-1½)	1840-2 563 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC AUW	APP CRS	Rwy Idg	N/A
111.6	217°	TDZE	N/A
Chan 53		Apt Elev	1277

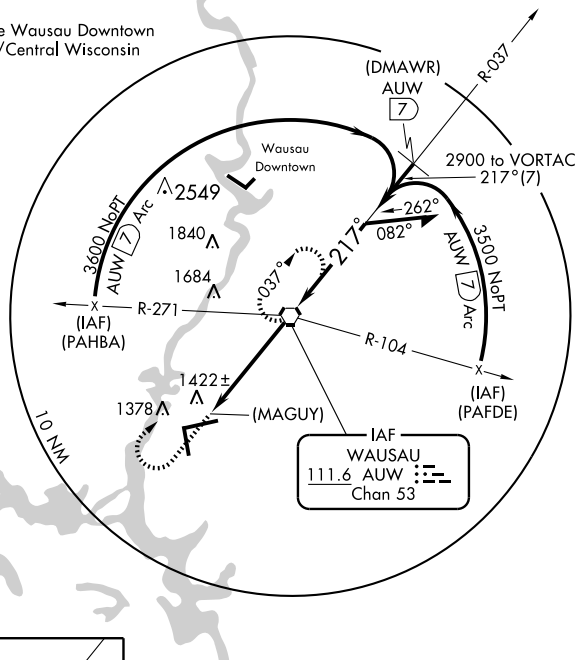
VOR or GPS-A

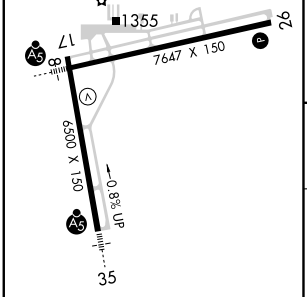
MOSINEE/CENTRAL WISCONSIN(CWA)

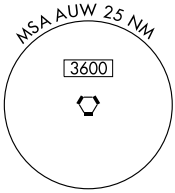
MISSED APPROACH: Climb to 3500 then right turn direct AUW VORTAC and hold.

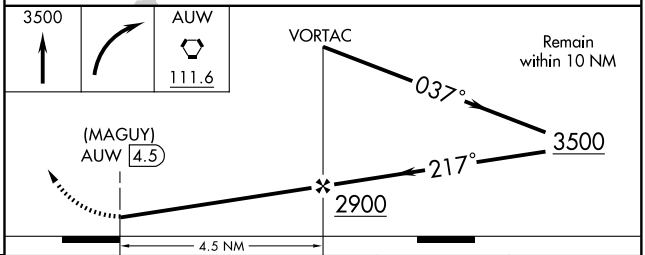
ATIS	MINNEAPOLIS CENTER	CWA TOWER ★	GND CON	UNICOM
127.45	124.4 317.7	119.75(CTAF) L 360.7	121.9 360.7	122.95

NOTE: Do not confuse Wausau Downtown Airport with Mosinee/Central Wisconsin Airport.









FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
CIRCLING	1740-1 463 (500-1)		1740-1½ 463 (500-1½)	1840-2 563 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2700
001°	TDZE	919
	Apt Elev	919

RNAV (GPS) RWY 36
NECEDAH (DAF)

NA

Use Wisconsin Rapids altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climbing right turn to 2800 direct AJEPO WP and hold.

WISCONSIN RAPIDS ASOS	VOLK APP CON ★	UNICOM
126.575	135.25 290.8	122.7 (CTAF) L

R-6904B
R-6904A

Procedure NA for arrival at BANKY via V228 northbound and bearings from CMY NDB 048 CW 168 and DLL VORTAC radials 262 CW 022.

BANKY
3200
211°
(33.3)

1322
RW36
1209±
(FAF)
EYLAR
2700
001°
(6)

MC COY
CMY
3200
108°
(20.1)

2170
ELEV 919

(IAF)
CAKIM
2800 NoPT
090°
(5)
(IF/IAF)
AJEPO
2800 NoPT
271°
(5)
(IAF)
DULVE
001°
181°
4 NM

MSA RW36 25 NM
3200

IAF
2800 NoPT
322° (22.2)
DELLS
DLL

18
0.3% up
2700 X 60
36
TDZE
919
001° to RW36

4 NM Holding Pattern
AJEPO
181°
2800
001°
001°
EYLAR
2700
3.05°
TCH 40
RW36
6 NM
5.4 NM

2800
AJEPO

CATEGORY	A	B	C	D
LNAV MDA	1540-1 621 (700-1)		NA	
CIRCLING	1580-1 661 (700-1)		NA	

LIRL Rwy 18-36 L

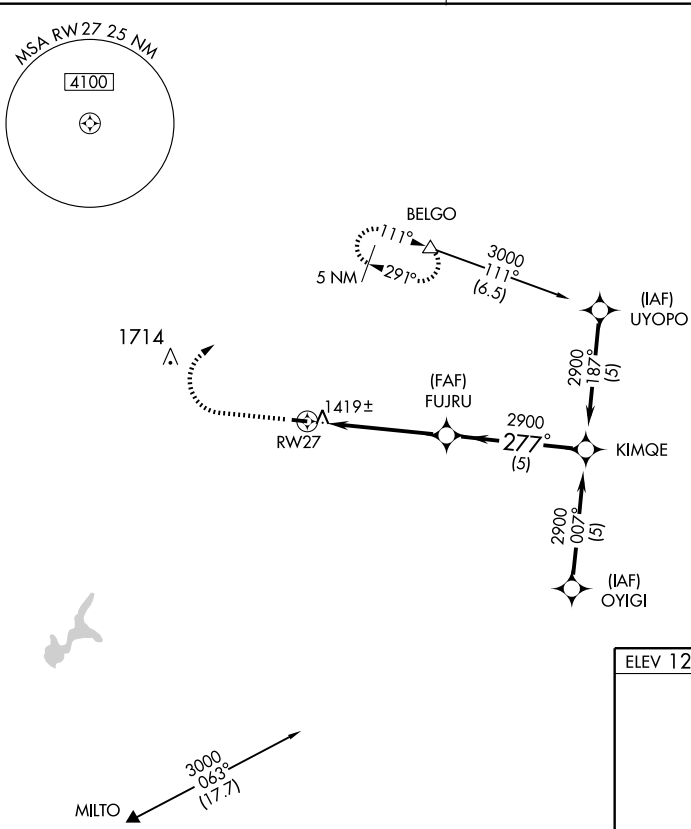
EC-3, 14 JAN 2010 to 11 FEB 2010

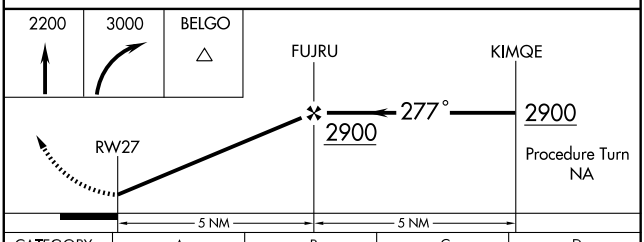
APP CRS	Rwy Idg	3400
277°	TDZE	1237
	Apt Elev	1237

GPS RWY 27
NEILLSVILLE MUNI (VIQ)

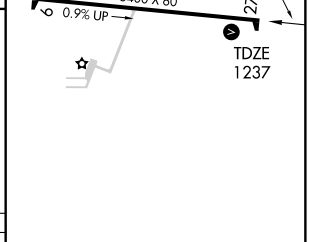
NA Use Marshfield altimeter setting.	MISSED APPROACH: Climb to 2200, then climbing right turn to 3000 direct BELGO WP and hold.

MINNEAPOLIS CENTER	UNICOM
124.4 317.7	**122.8** (CTAF) L





CATEGORY	A	B	C	D
S-27	1720-1	483 (500-1)	NA	
CIRCLING	1760-1	523 (600-1)	NA	



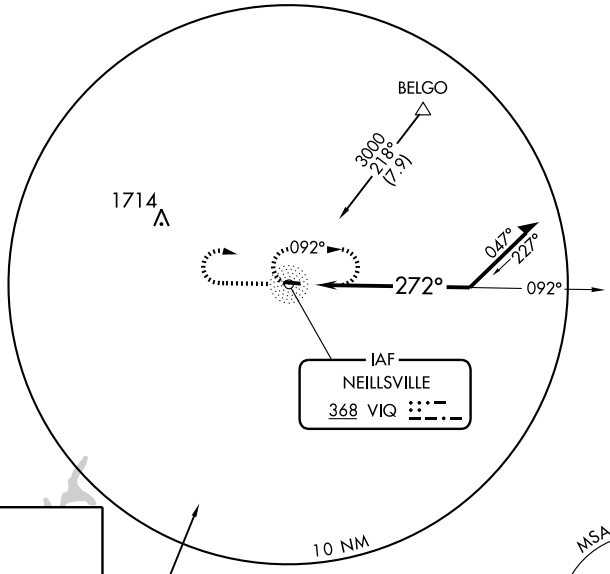
EC-3. 14 JAN 2010 to 11 FEB 2010

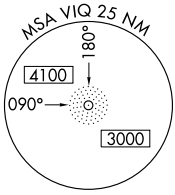
NDB VIQ	APP CRS		
368	272°	Rwy Idg	3400
		TDZE	1237
		Apt Elev	1237

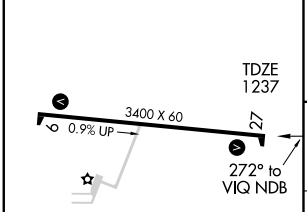
NDB RWY 27

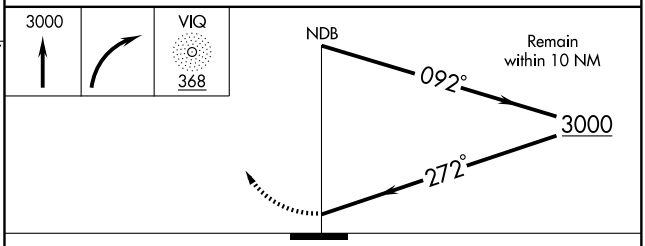
NEILLSVILLE MUNI (VIQ)

⚠ NA — Use Marshfield altimeter setting.	MISSED APPROACH: Climb to 3000 then right turn direct VIQ NDB and hold.
MINNEAPOLIS CENTER **124.4 317.7**	UNICOM **122.8** (CTAF) L









CATEGORY	A	B	C	D
S-27	1840-1	603 (700-1)	NA	
S-CIRCLING	1840-1	603 (700-1)	NA	

LIRL Rwy 9-27 L

EC-3. 14 JAN 2010 to 11 FEB 2010

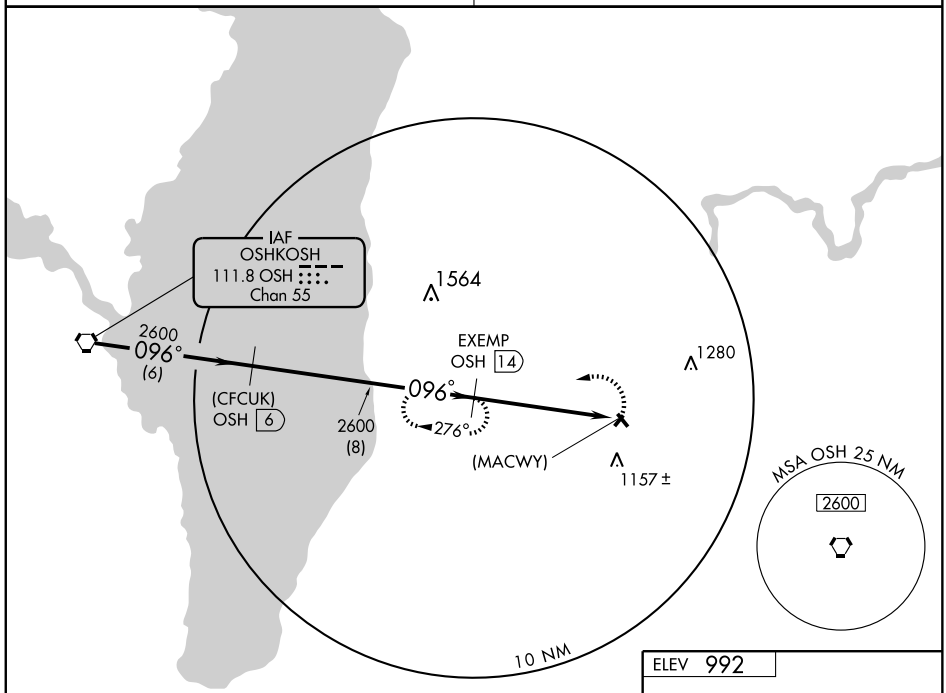
NEW HOLSTEIN, WISCONSIN AL-6665 (FAA)

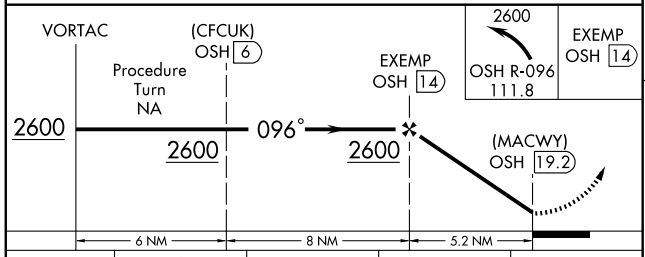
VORTAC OSH	APP CRS	Rwy Idg	N/A
111.8	096°	TDZE	N/A
Chan 55		Apt Elev	992

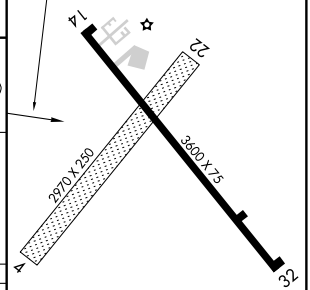
VOR/DME or GPS-A

NEW HOLSTEIN MUNI (8D1)

⚠ NA Use Oshkosh altimeter setting; when not available, use Green Bay altimeter setting. Circling NA to Rwy 4-22.	MISSED APPROACH: Climbing left turn to 2600 via OSH R-096 to EXEMP 14 DME and hold.
MILWAUKEE APP CON 127.0 263.075	UNICOM 123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1520-1 528 (600-1)	1560-1 568 (600-1)	1560-1½ 568 (600-1½)	NA
GREEN BAY ALTIMETER SETTING MINIMUMS				
CIRCLING	1580-1 588 (600-1)	1620-1 628 (700-1)	1620-1½ 628 (700-1½)	NA

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

Knots	60	90	120	150	180
Min:Sec					

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3686
321°	TDZE	903
	Apt Elev	906

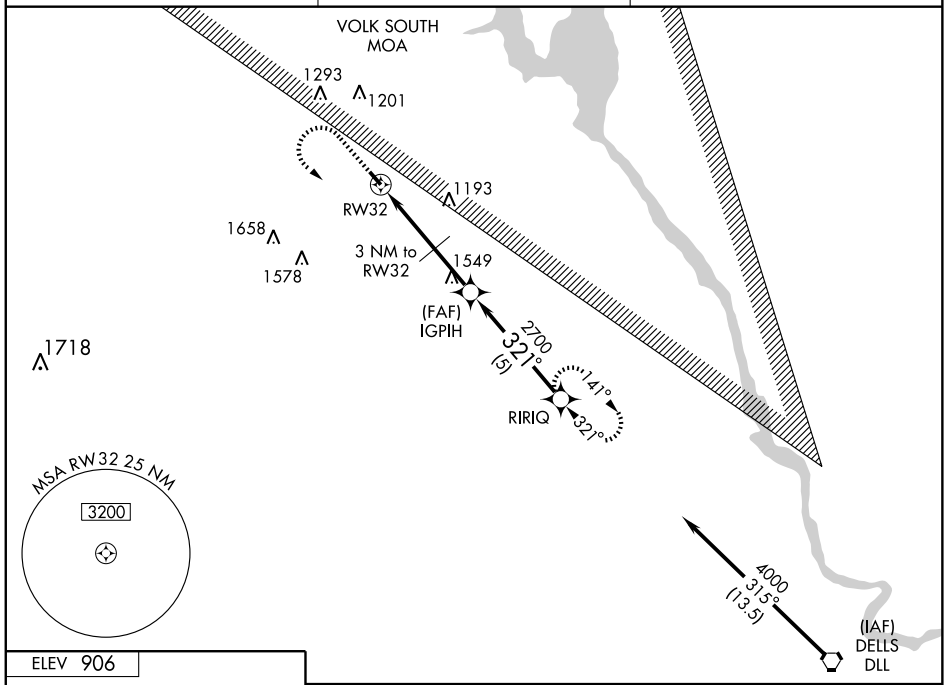
GPS RWY 32

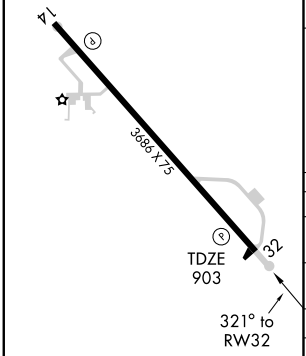
NEW LISBON/MAUSTON-NEW LISBON UNION (82C)

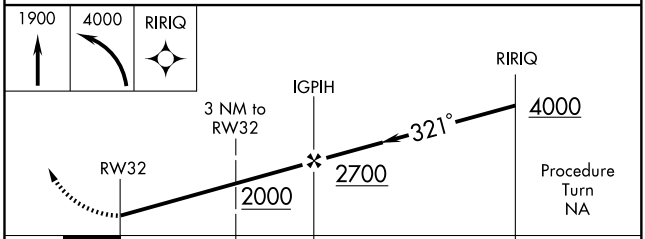
Use Volk Field altimeter setting; if not received use Wisconsin Dells altimeter setting.

MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct RIRIQ WP and hold.

VOLK APP CON ★	CTAF	122.8 (L)
123.8 291.7	122.9	





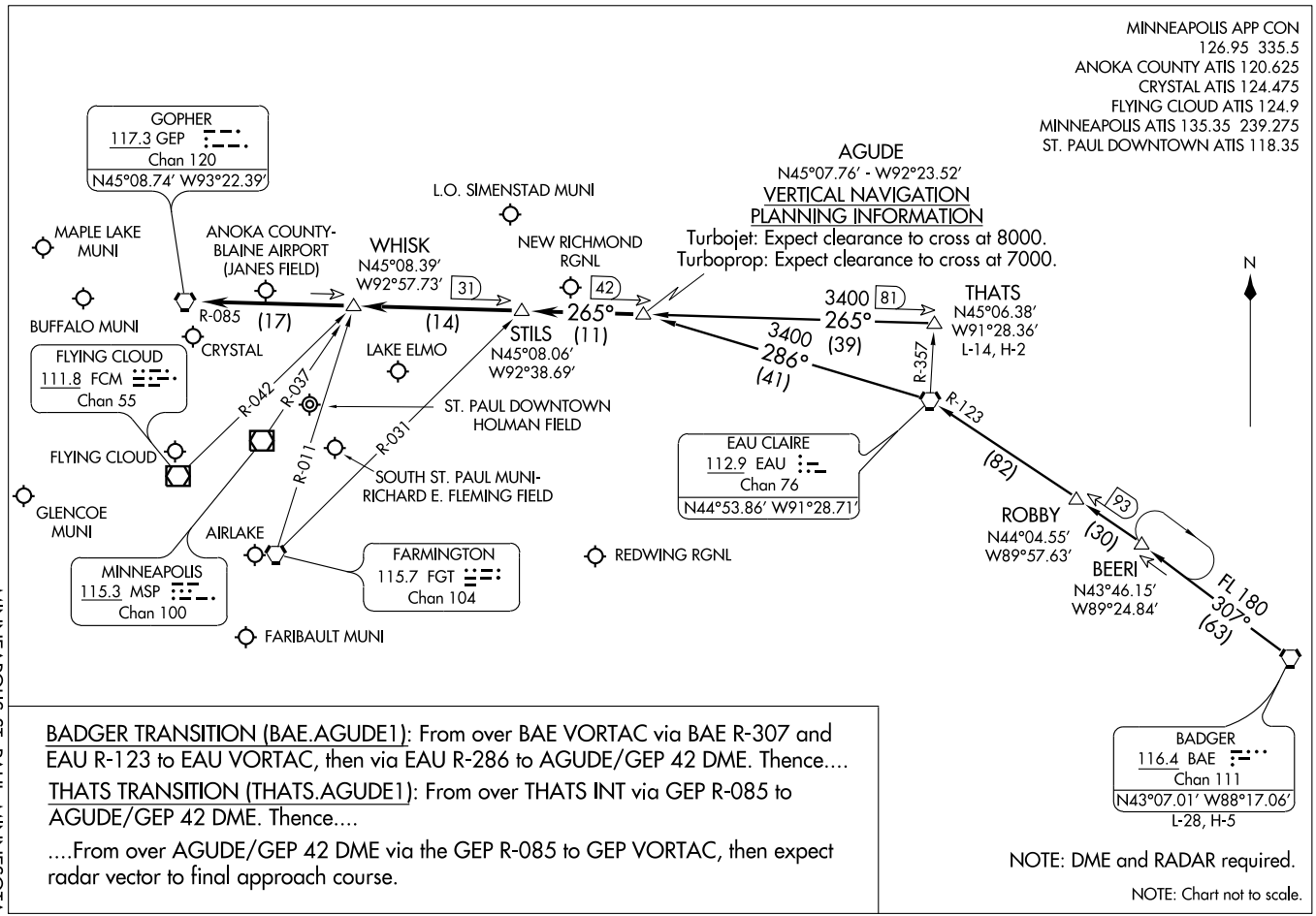


CATEGORY	A	B	C	D
S-32	1440-1	537 (600-1)	1440-1½ 537 (600-1½)	1440-1¾ 537 (600-1¾)
CIRCLING	1580-1	674 (700-1)	1580-2 674 (700-2)	1640-2¼ 734 (800-2¼)
WISCONSIN DELLS ALTIMETER SETTING MINIMUMS				
S-32	1500-1	597 (600-1)	1500-1½ 597 (600-1½)	1500-1¾ 597 (600-1¾)
CIRCLING	1620-1	714 (800-1)	1620-2 714 (800-2)	1700-2½ 794 (800-2½)

MIRL Rwy 14-32 (L)

EC-3. 14 JAN 2010 to 11 FEB 2010

AGUDE ONE ARRIVAL



BADGER TRANSITION (BAE.AGUDE1): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/GEP 42 DME. Thence....

THATS TRANSITION (THATS.AGUDE1): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vector to final approach course.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

NDB RNH	APP CRS		
257	134°	Rwy Idg	5507
		TDZE	997
		Apt Elev	997

NDB RWY 14

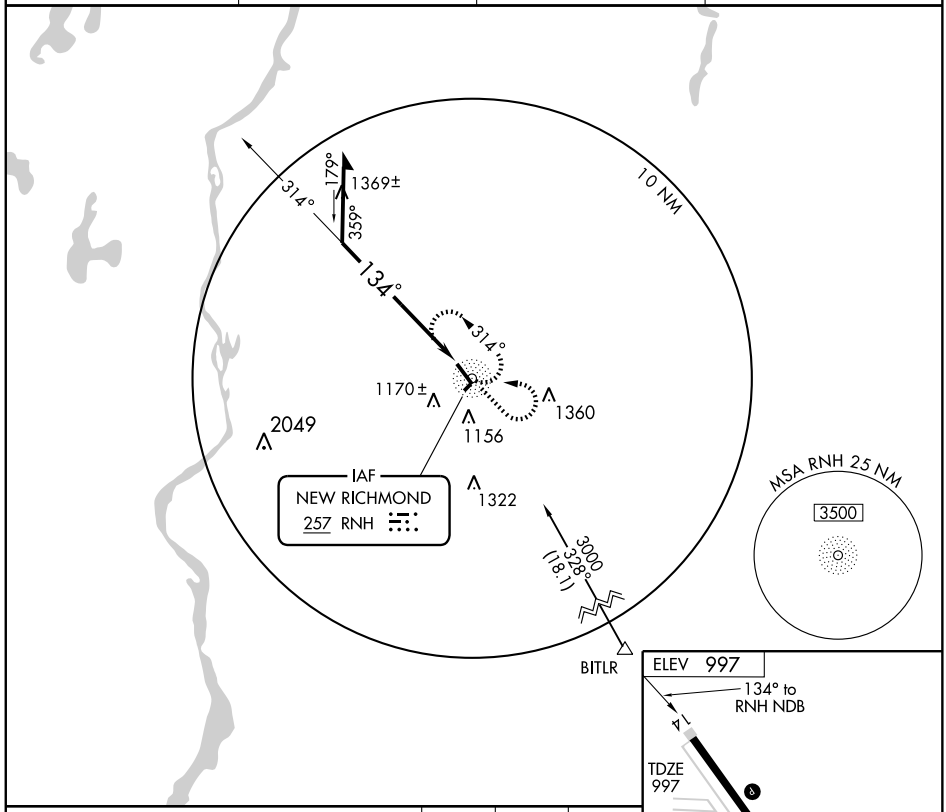
NEW RICHMOND RGNL (RNH)

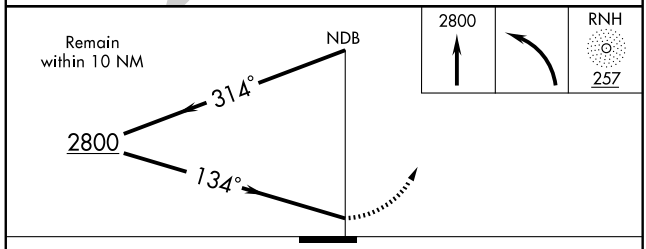
When local altimeter setting not received, use Osceola altimeter setting and increase all MDAs 40 feet and Cat. B, C and D visibilities ¼ mile.

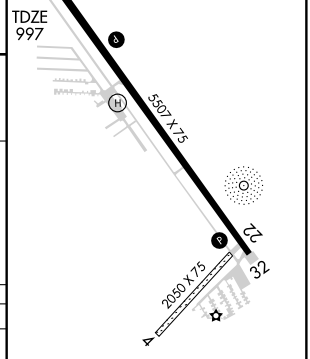
NA

MISSED APPROACH: Climb to 2800 then left turn direct RNH NDB and hold.

AWOS-3	MINNEAPOLIS APP CON	GCO	UNICOM
120.0	121.2 357.4	121.725	122.975 (CTAF) L







MIRL Rwy 14-32 L

REIL Rwys 14 and 32 L

CATEGORY	A	B	C	D
S-14	1720-1	723 (800-1)	1720-2 723 (800-2)	1720-2¼ 723 (800-2¼)
CIRCLING	1720-1	723 (800-1)	1720-2 723 (800-2)	1720-2¼ 723 (800-2¼)

EC-3. 14 JAN 2010 to 11 FEB 2010

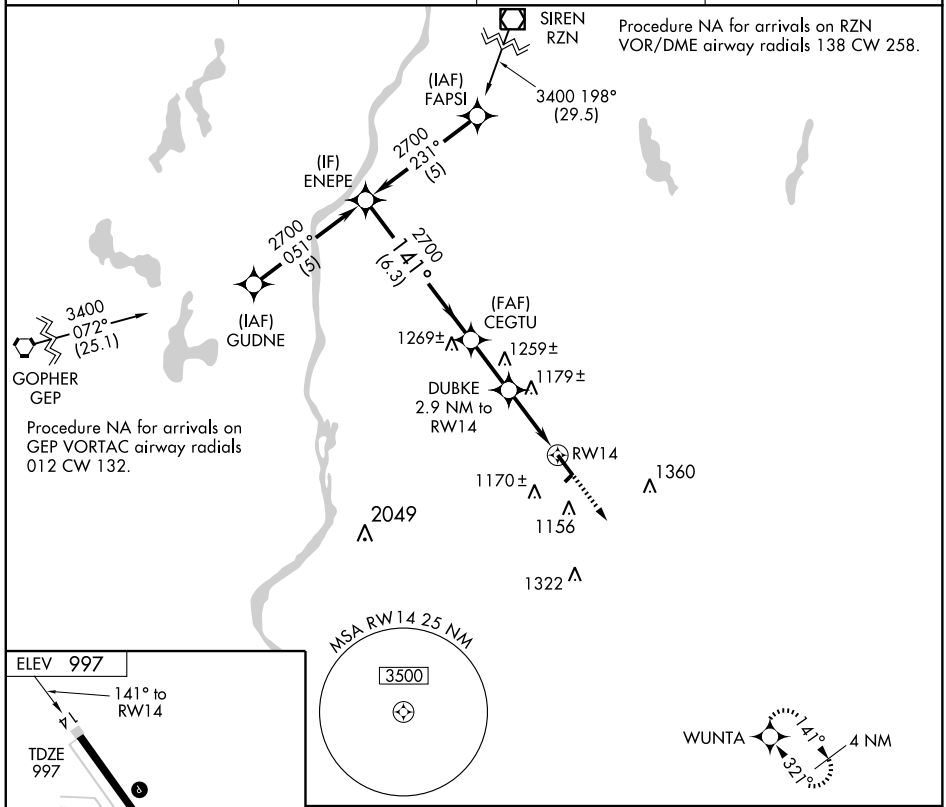
APP CRS	Rwy Idg	5507
141°	TDZE	997
	Apt Elev	997

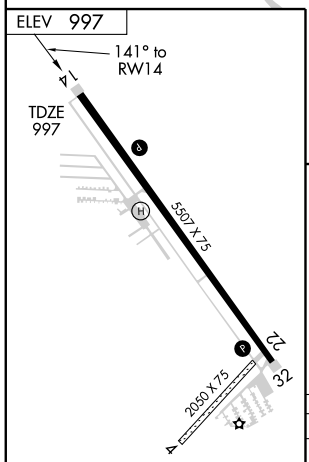
RNAV (GPS) RWY 14
NEW RICHMOND RGNL (RNH)

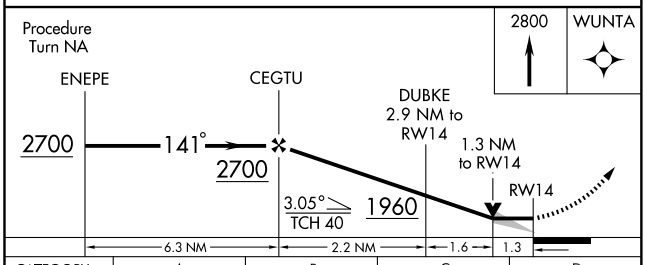
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Osceola altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2800 direct WUNTA and hold.

AWOS-3	MINNEAPOLIS APP CON	GCO	UNICOM
120.0	121.2 357.4	121.725	122.975 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1440-1	443 (500-1)	1440-1¼ 443 (500-1¼)	1440-1½ 443 (500-1½)
CIRCLING	1520-1	523 (600-1)	1520-1½ 523 (600-1½)	1560-2 563 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

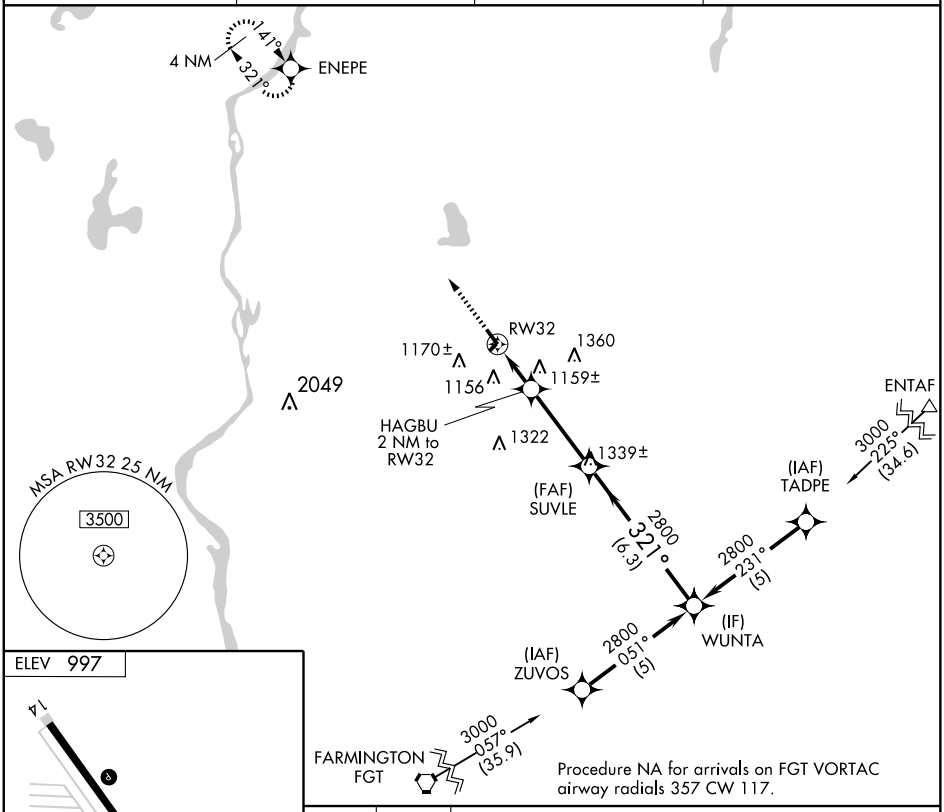
APP CRS	Rwy Idg	5507
321°	TDZE	996
	Apt Elev	997

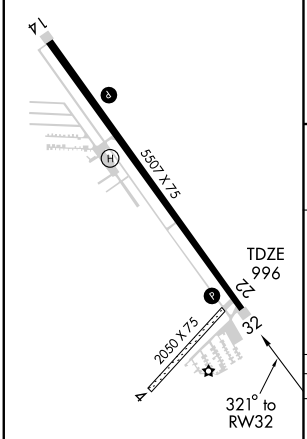
RNAV (GPS) RWY 32
NEW RICHMOND RGNL (RNH)

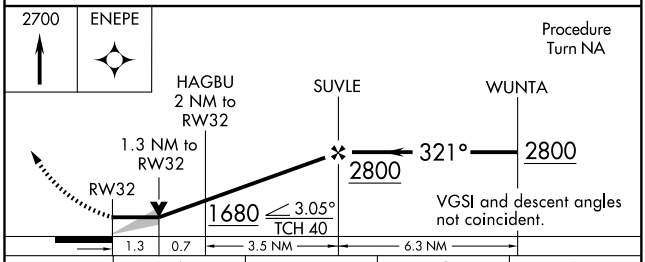
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Osceola altimeter setting and increase all MDAs 40 feet and Cat D LNAV visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct ENEPE and hold.

AWOS-3	MINNEAPOLIS APP CON	GCO	UNICOM
120.0	121.2 357.4	121.725	122.975 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1420-1 424 (500-1)		1420-1¼ 424 (500-1¼)	
CIRCLING	1520-1 523 (600-1)		1520-1½ 523 (600-1½)	1560-2 563 (600-2)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

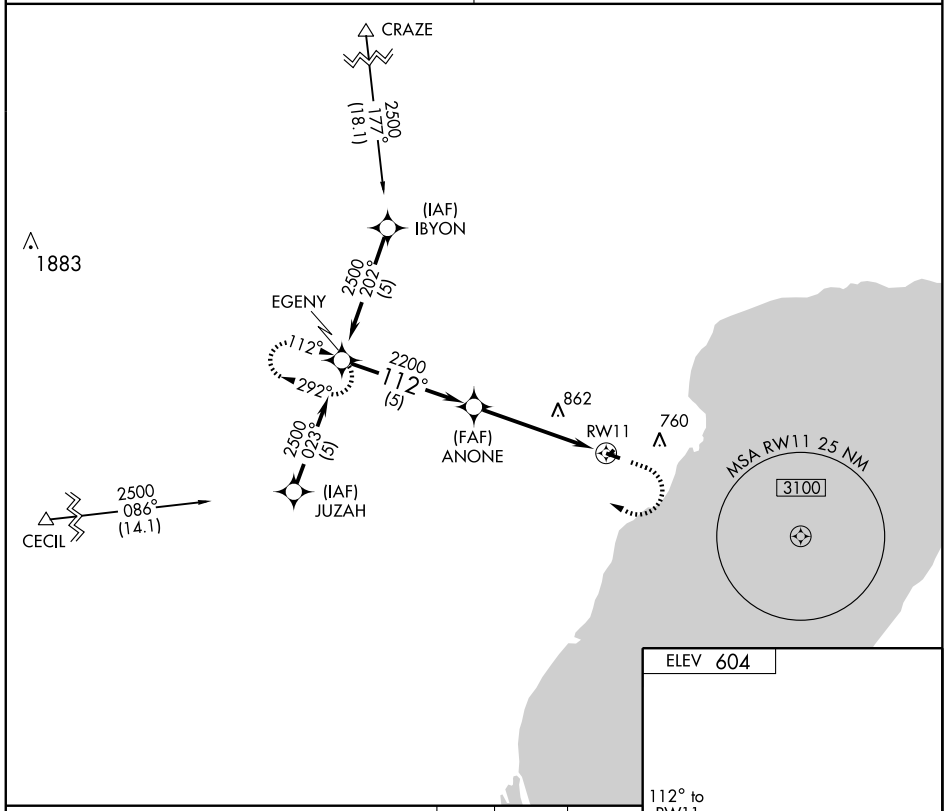
EC-3, 14 JAN 2010 to 11 FEB 2010

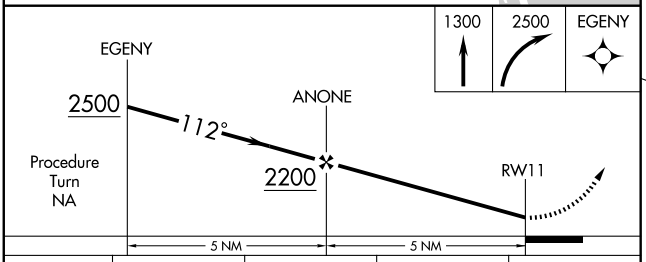
APP CRS	Rwy Idg	3199
112°	TDZE	604
	Apt Elev	604

GPS RWY 11

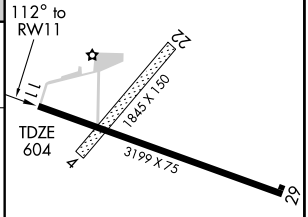
OCONTO/J. DOUGLAS BAKE MEMORIAL (OCQ)

⚠ NA Use Green Bay altimeter setting.	MISSED APPROACH: Climb to 1300 then climbing right turn to 2500 direct EGENY WP and hold.
GREEN BAY APP CON ★ **119.5 338.2**	UNICOM **122.8** (CTAF) Ⓛ





1300	2500	EGENY



CATEGORY	A	B	C	D
S-11	1200-1	596 (600-1)	1200-1½ 596 (600-1½)	NA
CIRCLING	1200-1	596 (600-1)	1200-1½ 596 (600-1½)	NA

REIL Rwy 11
MIRL Rwy 11-29 Ⓛ

EC-3, 14 JAN 2010 to 11 FEB 2010

NDB OCQ	APP CRS	Rwy Idg	3199
388	301°	TDZE	604
		Apt Elev	604

NDB or GPS RWY 29

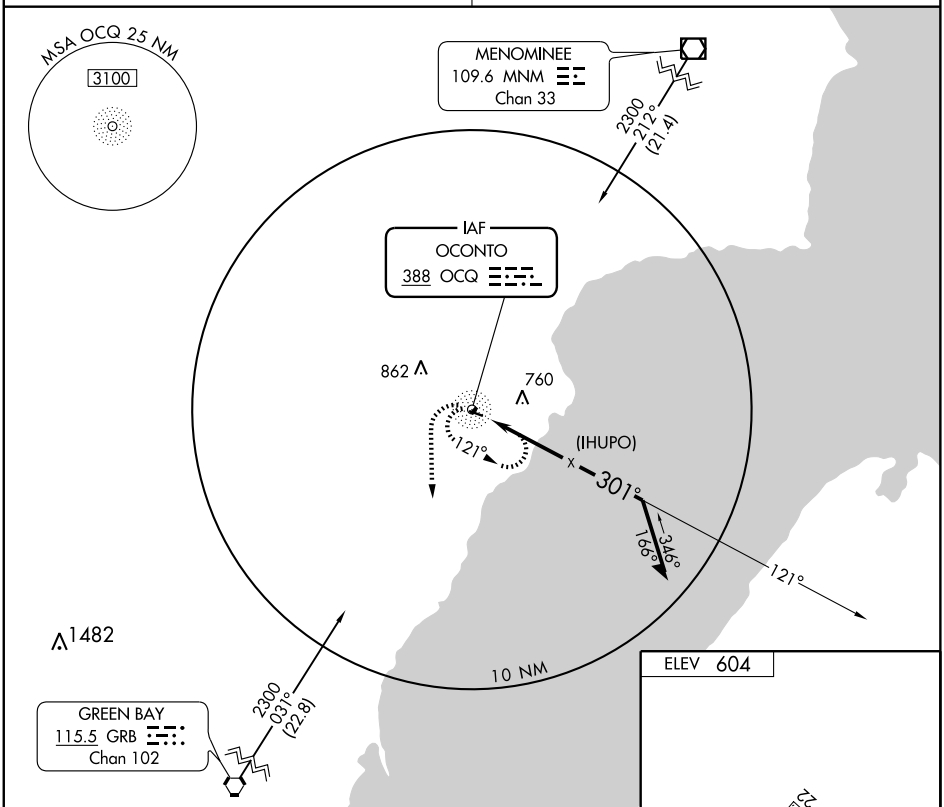
OCONTO/J. DOUGLAS BAKE MEMORIAL (OCQ)

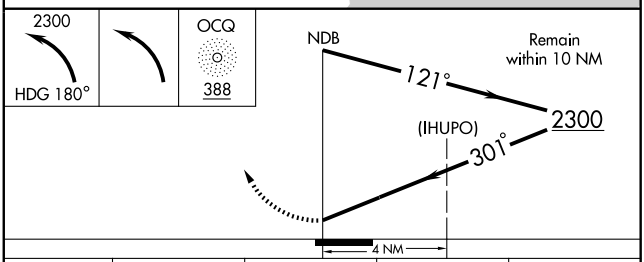
NA — Use Green Bay altimeter setting.

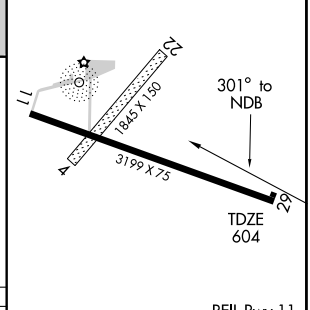
MISSED APPROACH: Climbing left turn to 2300 via heading 180° then left turn direct OCQ NDB and hold.

GREEN BAY APP CON ★
119.5 338.2

UNICOM
122.8 (CTAF) L





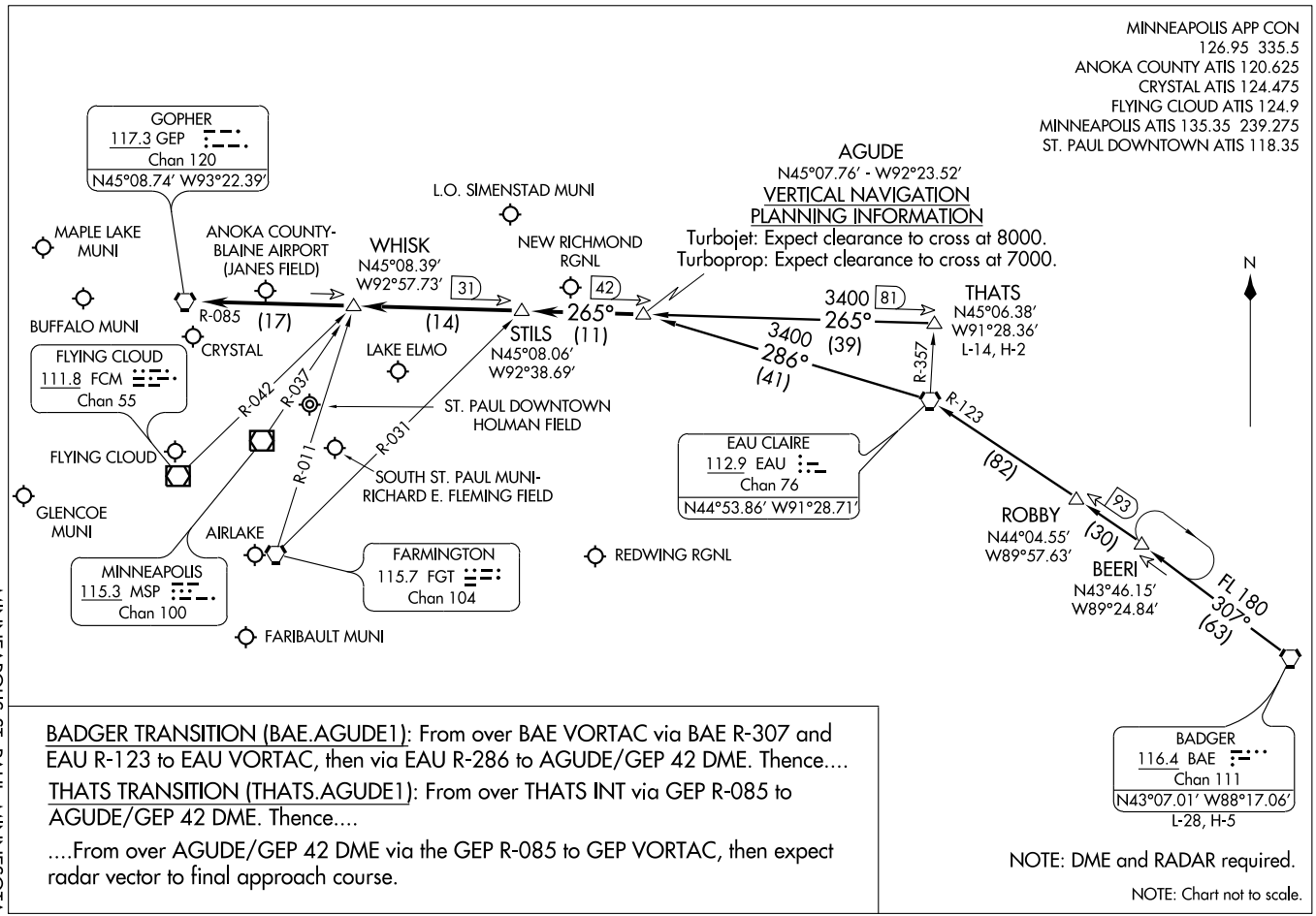


CATEGORY	A	B	C	D
S-29	1240-1	636 (700-1)	1240-1¾ 636 (700-1¾)	NA
CIRCLING	1240-1	636 (700-1)	1240-1¾ 636 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

AGUDE ONE ARRIVAL



BADGER TRANSITION (BAE.AGUDE1): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/GEP 42 DME. Thence....

THATS TRANSITION (THATS.AGUDE1): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vector to final approach course.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

APP CRS	Rwy Idg	5005
283°	TDZE	906
	Apt Elev	906

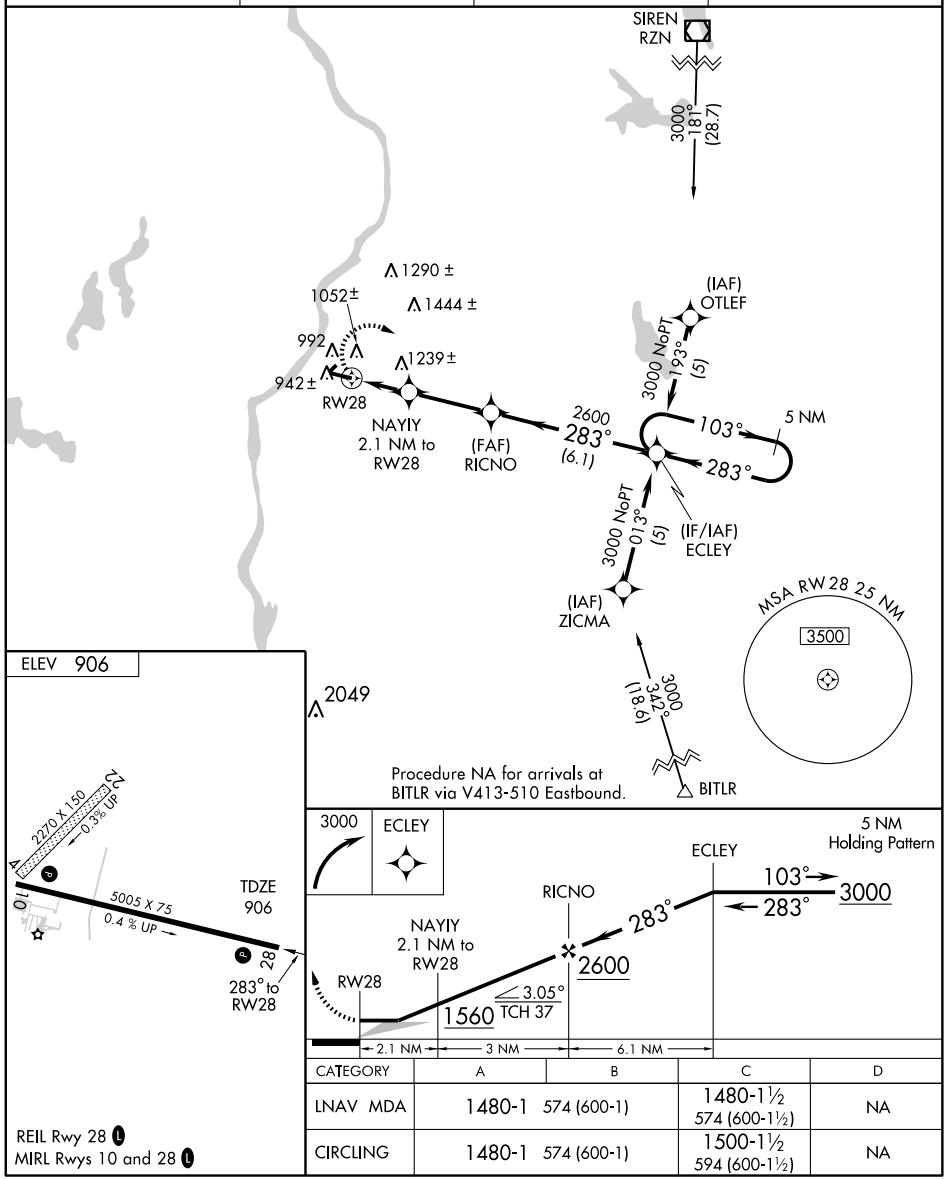
RNAV (GPS) RWY 28

OSCEOLA/ L.O. SIMENSTAD MUNI (OEO)

If local altimeter setting not received, use Anoka County-Blaine Arpt (Janes Field) altimeter setting and increase all MDAs 60 feet. Circling to Rwy 04-22 NA at night. DME/DME PNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct ECLEY and hold.

AWOS-3	MINNEAPOLIS APP CON	GCO	CTAF
119.925	121.2	121.725	122.9 (L)



CATEGORY	A	B	C	D
LNAV MDA	1480-1	574 (600-1)	1480-1½ 574 (600-1½)	NA
CIRCLING	1480-1	574 (600-1)	1500-1½ 594 (600-1½)	NA

REIL Rwy 28 (L)
MIRL Rwys 10 and 28 (L)

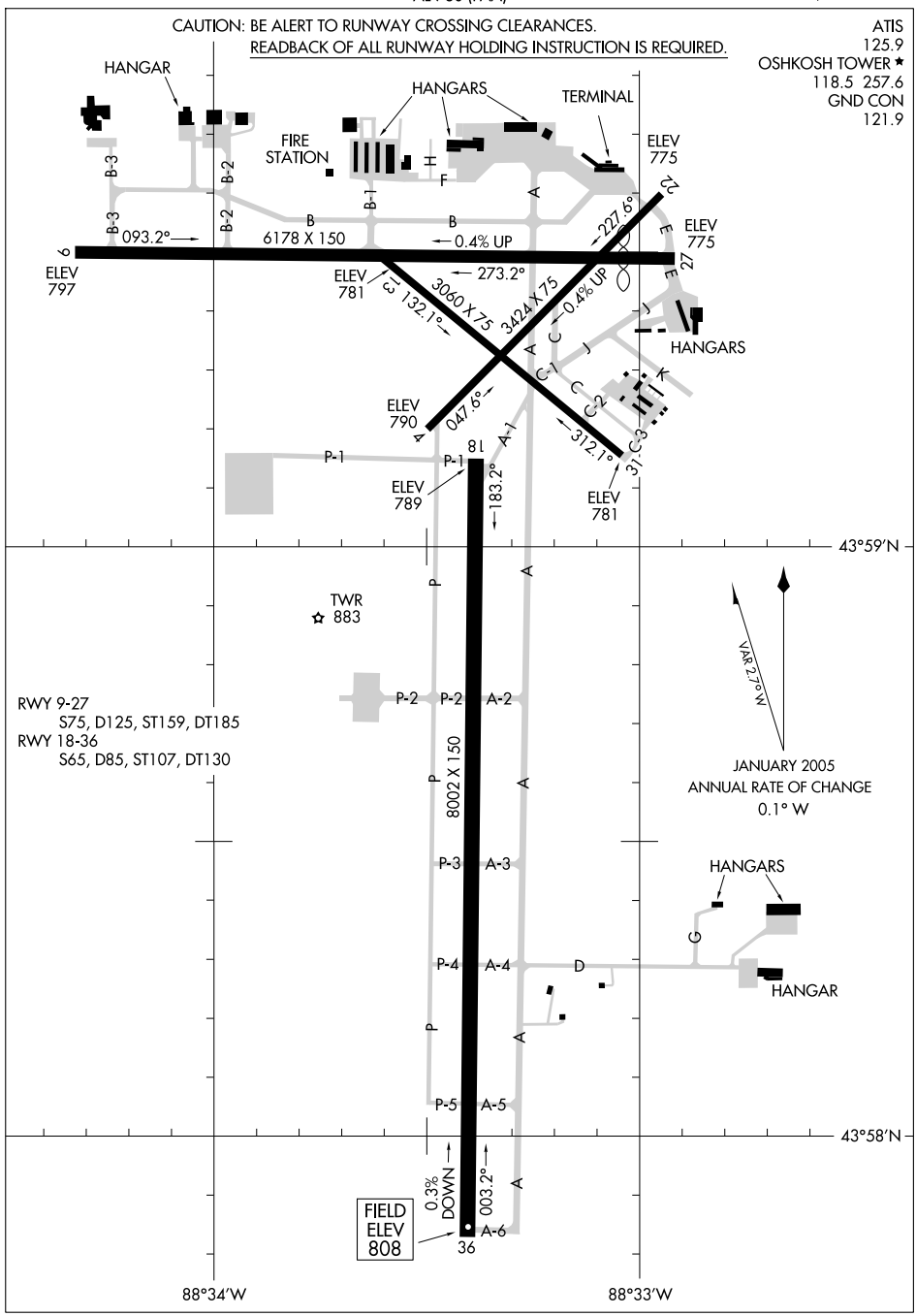
EC-3, 14 JAN 2010 to 11 FEB 2010

09295

AIRPORT DIAGRAM

AL-730 (FAA)

OSHKOSH/ WITTMAN RGNL (OSH)
OSHKOSH, WISCONSIN



EC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-OSH	APP CRS	Rwy Idg	8002
110.5	359°	TDZE	808
		Apt Elev	808

ILS or LOC RWY 36

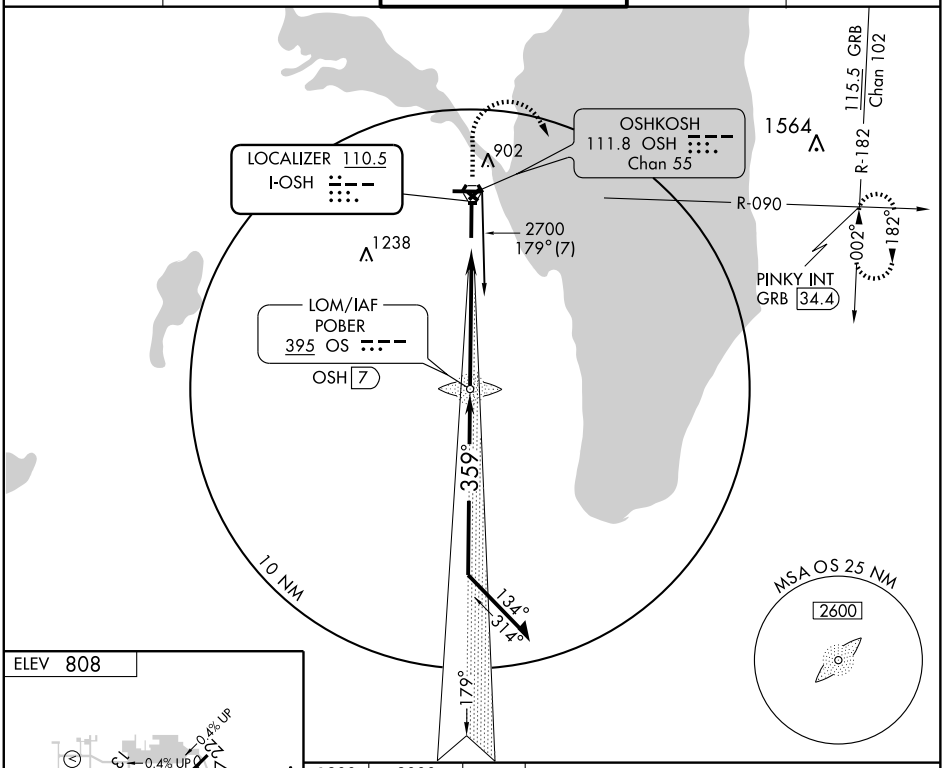
OSHKOSH/ WITTMAN RGNL (OSH)

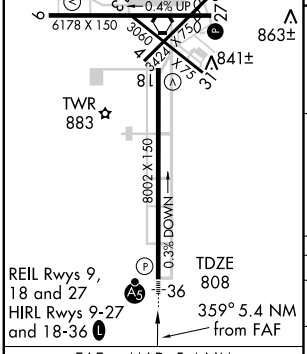
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

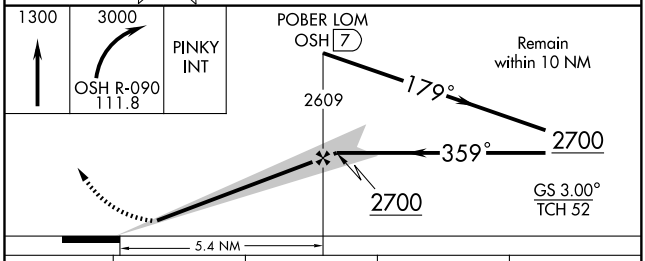
MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via OSH R-090 to PINKY Int and hold.

ATIS	MILWAUKEE APP CON	OSHKOSH TOWER ★	GND CON	UNICOM
125.9	127.0 263.075	118.5 (CTAF) 257.6	121.9	122.95





FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-ILS 36	*1008/24 200 (200-½)			
S-LOC 36	1240/24 432 (500-½)		1240/40 432 (500-¾)	1240/50 432 (500-1)
CIRCLING	1260-1 452 (500-1)		1260-1½ 452 (500-1½)	1360-2 552 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC I-OSH	APP CRS	Rwy ldg	8002
110.5	179°	TDZE	793
		Apt Elev	808

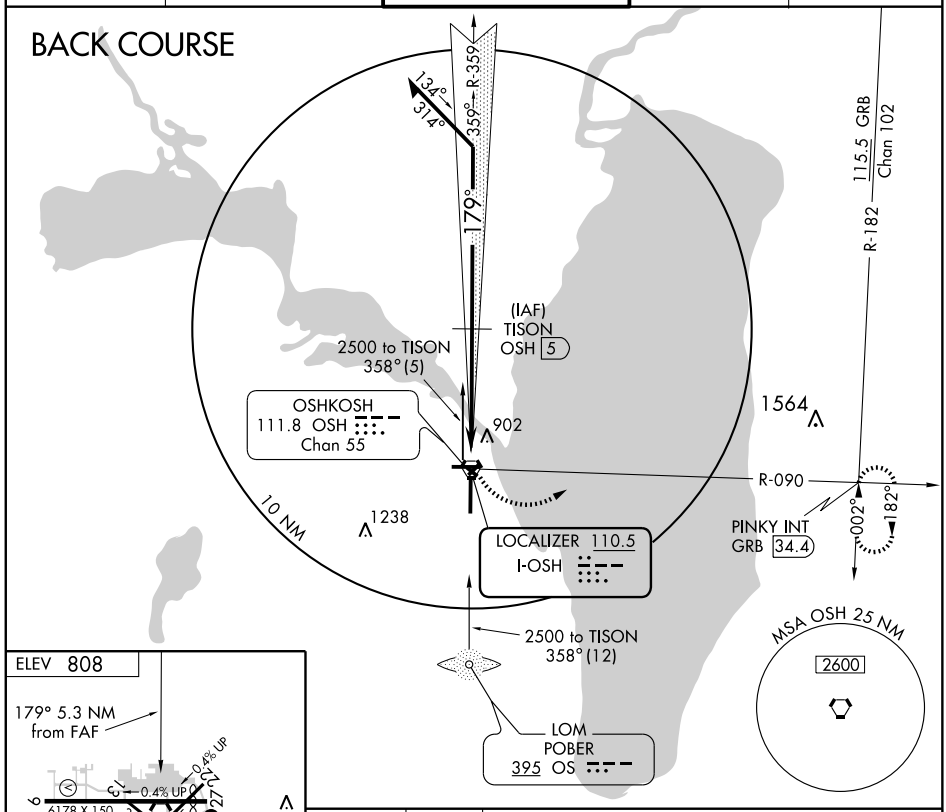
LOC/DME BC RWY 18

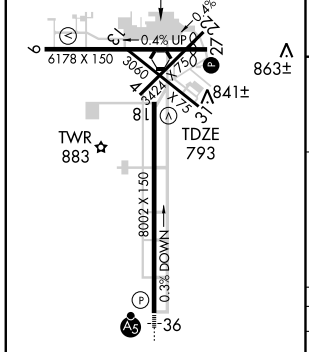
OSHKOSH/WITTMAN RGNL (OSH)

Simultaneous reception of I-OSH and OSH DME required. DME from OSH VORTAC.

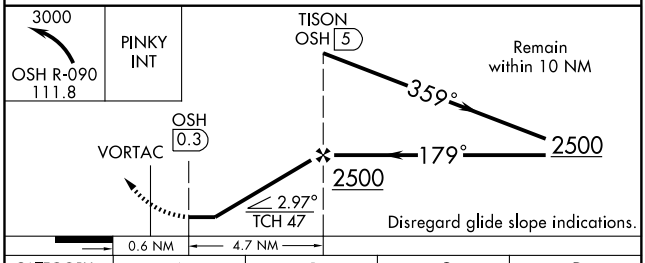
MISSED APPROACH: Climbing left turn to 3000 via OSH R-090 to PINKY Int and hold.

ATIS	MILWAUKEE APP CON	OSHKOSH TOWER ★	GND CON	UNICOM
125.9	127.0 263.075	118.5 (CTAF) L 257.6	121.9	122.95





REIL Rwys 9, 18 and 27
HIRL Rwys 9-27 and 18-36 L



CATEGORY	A	B	C	D
S-18	1160-1 367 (400-1)			1160-1¼ 367 (400-1¼)
CIRCLING	1260-1 452 (500-1)		1260-1½ 452 (500-1½)	1360-2 552 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

LOM OS	APP CRS	Rwy ldg	8002
395	359°	TDZE	808
		Apt Elev	808

NDB RWY 36

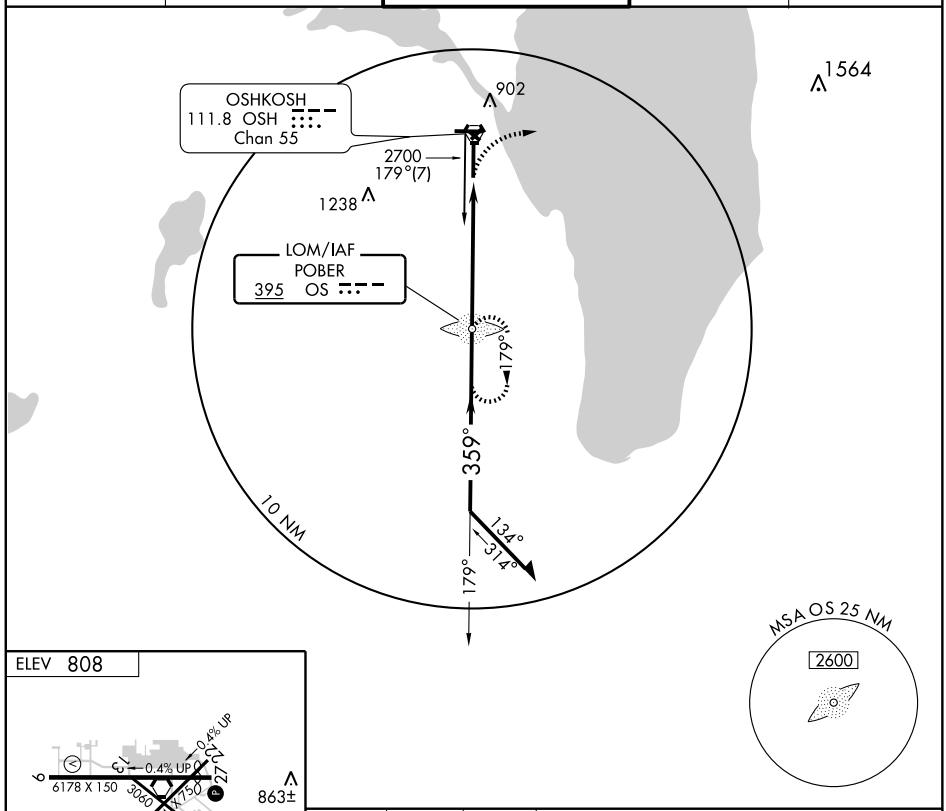
OSHKOSH/WITTMAN RGNL (OSH)

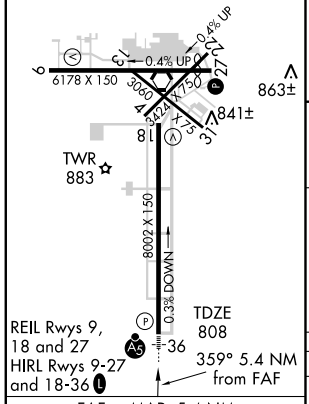
NA

MALSR

MISSED APPROACH: Climbing right turn to 3000 via 090° heading, then right turn direct OS LOM and hold.

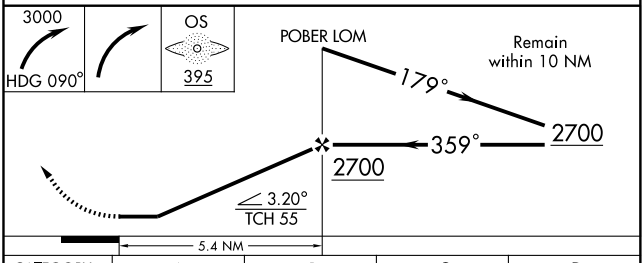
ATIS	MILWAUKEE APP CON	OSHKOSH TOWER ★	GND CON	UNICOM
125.9	127.0 263.075	118.5 (CTAF) L 257.6	121.9	122.95





FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-36	1340/40	532 (600-¾)	1340/50 532 (600-1)	1340-1½ 532 (600-1½)
CIRCLING	1340-1	532 (600-1)	1340-1½ 532 (600-1½)	1360-2 552 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6178
089°	TDZE	797
	Apt Elev	808

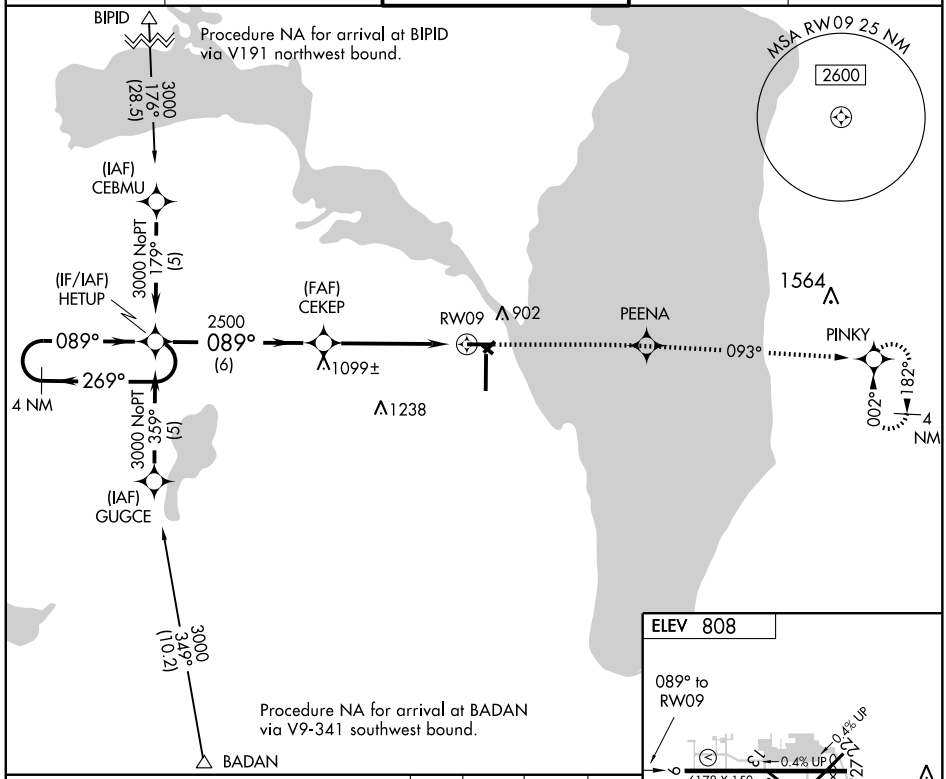
RNAV (GPS) RWY 9

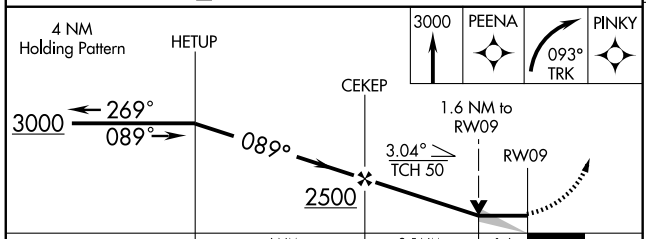
OSHKOSH/ WITTMAN RGNL (OSH)

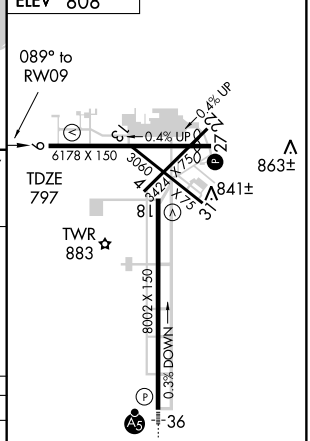
When local altimeter setting not received, use Fond Du Lac County altimeter setting and increase all MDA 40 feet, increase S-9 visibility Cat. C and Cat. D ¼ mile and circling Cat. C ¼ mile. VDP NA when using Fond Du Lac County altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct PEENA and right turn via 093° track to PINKY and hold.

ATIS	MILWAUKEE APP CON	OSHKOSH TOWER ★	GND CON	UNICOM
125.9	127.0 263.075	118.5 (CTAF) L 257.6	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1360-1	563 (600-1)	1360-1½ 563 (600-1½)	1360-1¾ 563 (600-1¾)
CIRCLING	1360-1	552 (600-1)	1360-1½ 552 (600-1½)	1360-2 552 (600-2)

REIL Rwys 9, 18, and 27
HIRL Rwys 9-27, and 18-36 L

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	8002
180°	TDZE	793
	Apt Elev	808

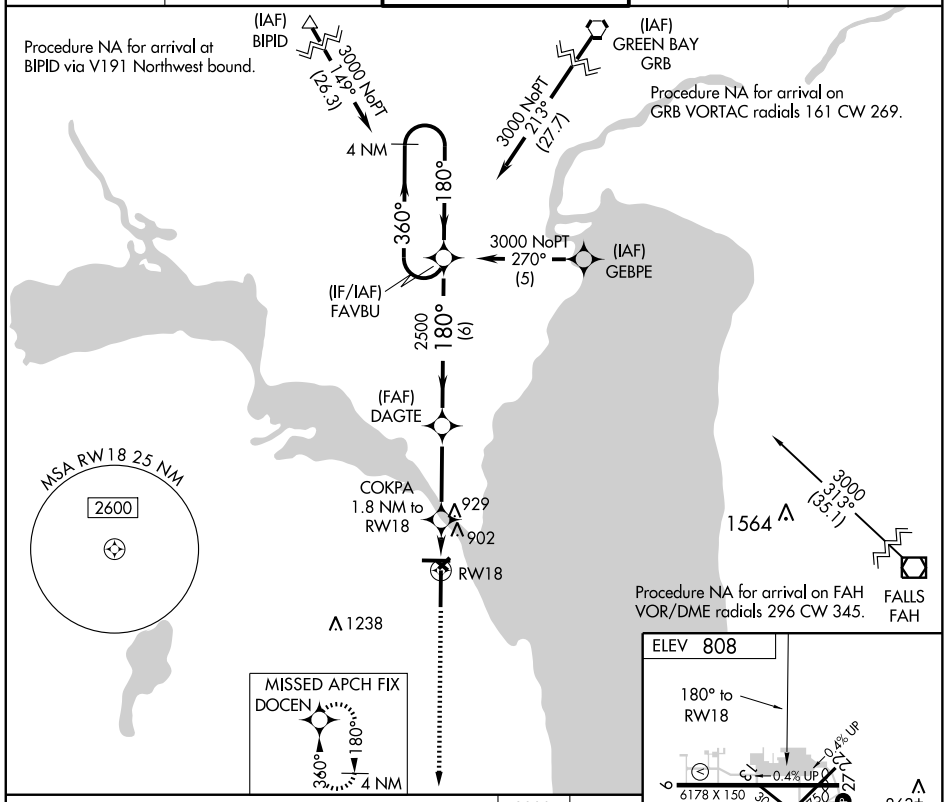
RNAV (GPS) RWY 18

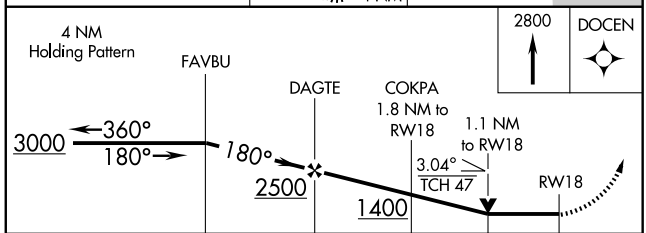
OSHKOSH/ WITTMAN RGNL (OSH)

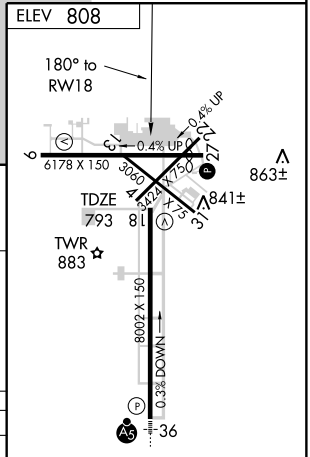
When local altimeter setting not received, use Fond Du Lac County altimeter setting and increase all MDAs 40 feet, and increase LNAV visibility Cat. C and D ¼ mile. VDP NA when using Fond Du Lac County altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct DOCEN and hold.

ATIS	MILWAUKEE APP CON	OSHKOSH TOWER ★	GND CON	UNICOM
125.9	127.0 263.075	118.5 (CTAF) L 257.6	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1180-1 387 (400-1)			1180-1¼ 387 (400-1¼)
CIRCLING	1280-1 472 (500-1)		1300-1½ 492 (500-1½)	1360-2 552 (600-2)

REIL Rwys 9, 18, and 27
HIRL Rwys 9-27, and 18-36 L

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5647
270°	TDZE	782
	Apt Elev	808

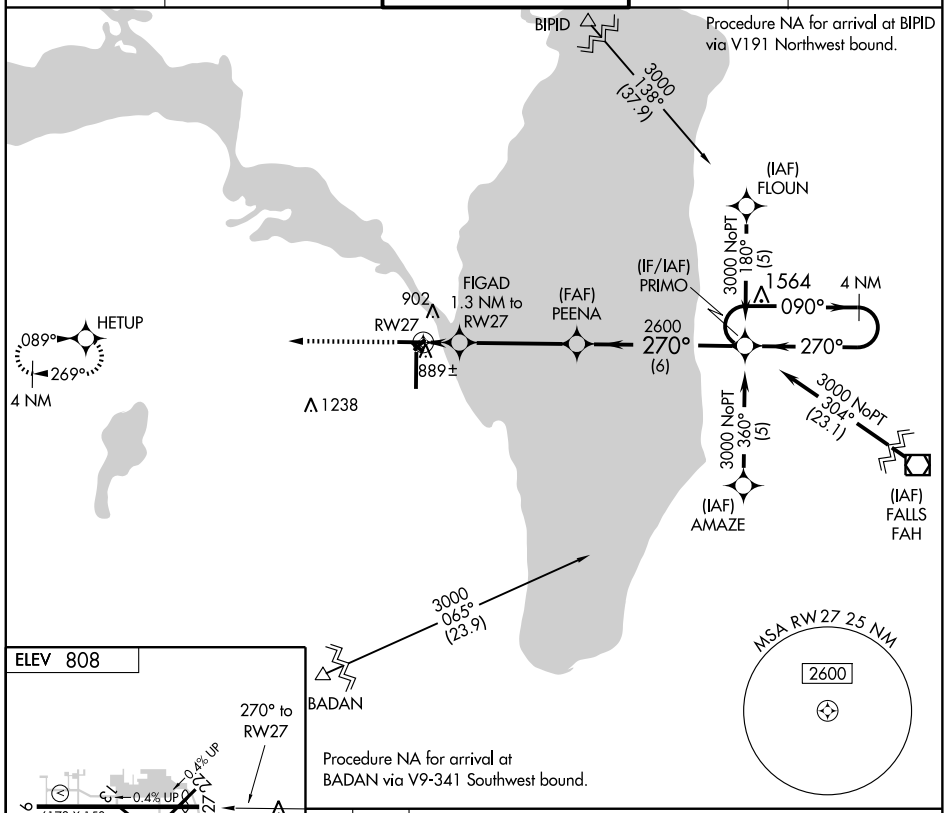
RNAV (GPS) RWY 27

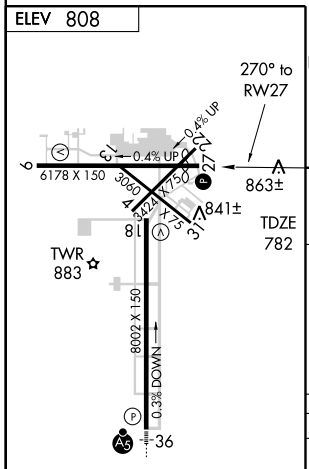
OSHKOSH/ WITTMAN RGNL (OSH)

When local altimeter setting not received, use Fond Du Lac County altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

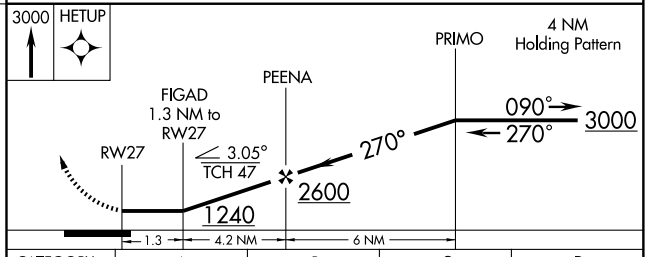
MISSED APPROACH: Climb to 3000 direct HETUP and hold.

ATIS	MILWAUKEE APP CON	OSHKOSH TOWER ★	GND CON	UNICOM
125.9	127.0 263.075	118.5 (CTAF) L 257.6	121.9	122.95





REIL Rwys 9, 18, and 27
HIRL Rwys 9-27, and 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	1140-1 358 (400-1)			1140-1¼ 358 (400-1¼)
CIRCLING	1280-1 472 (500-1)		1300-1½ 492 (500-1½)	1360-2 552 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	8002
CH 65602	360°	TDZE	808
W36A		Apt Elev	808

RNAV (GPS) RWY 36

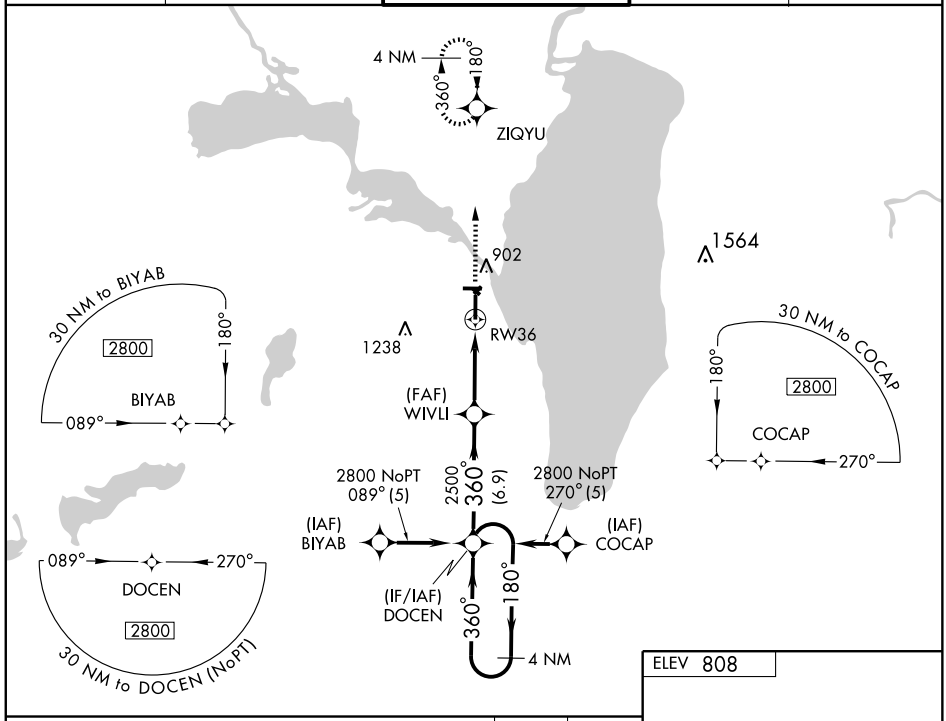
OSHKOSH/WITTMAN RGNL (OSH)

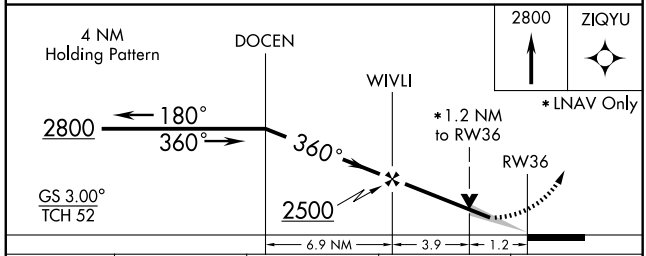
T A Baro-VNAV NA below -16° C (4° F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MALSR

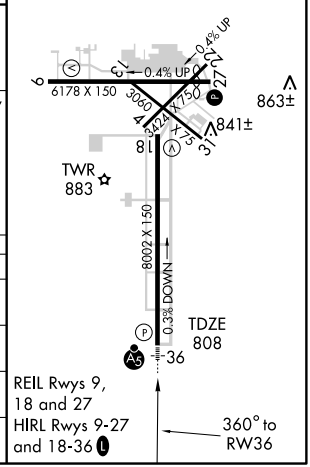
MISSED APPROACH: Climb to 2800 direct ZIQYU and hold.

ATIS	MILWAUKEE APP CON	OSHKOSH TOWER ★	GND CON	UNICOM
125.9	127.0 263.075	118.5 (CTAF) L 257.6	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	1110/24 302 (400-½)			
LNAV/ VNAV DA	1160/40 352 (400-¾)			
LNAV MDA	1240/24 432 (500-½)		1240/40 432 (500-¾)	1240/50 432 (500-1)
CIRCLING	1260-1¼ 452 (500-1¼)		1260-1½ 452 (500-1½)	1360-2 552 (600-2)



VORTAC OSH	APP CRS	Rwy Idg	6178
111.8	090°	TDZE	797
Chan 55		Apt Elev	808

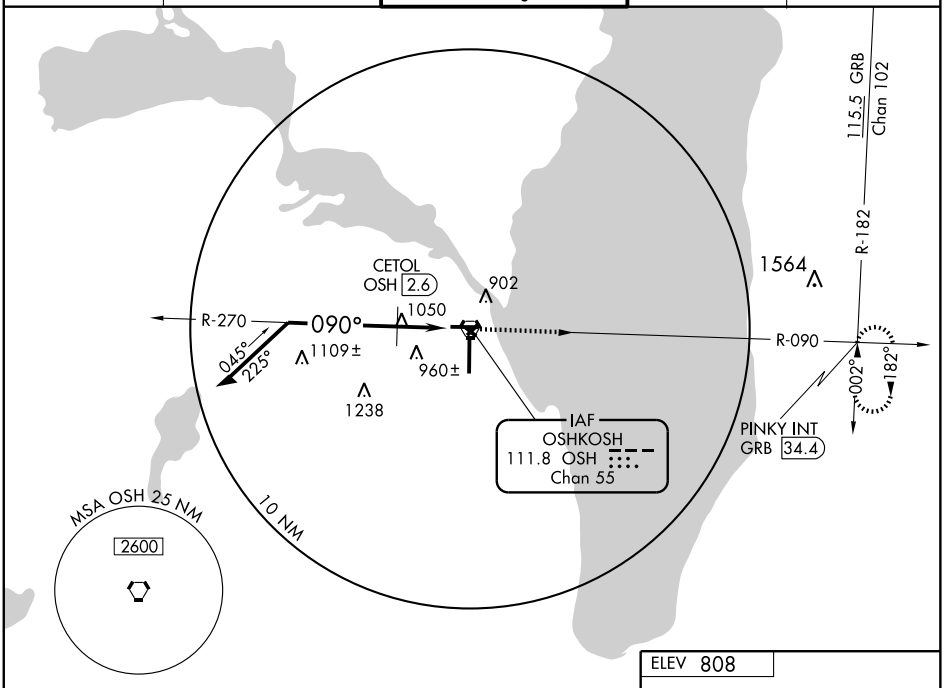
VOR RWY 9

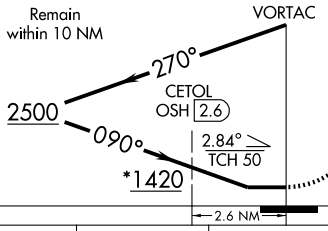
OSHKOSH/ WITTMAN RGNL (OSH)

When local altimeter setting not received, use Fond Du Lac County altimeter setting and increase all MDAs 40 feet and CETOL fix minimums visibility Cat. C and D ¼ mile and circling Cat. C ¼ mile.

MISSED APPROACH: Climb to 3000 via OSH VORTAC R-090 to PINKY Int/GRB 34.4 DME and hold.

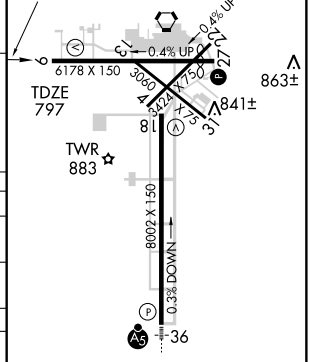
ATIS	MILWAUKEE APP CON	OSHKOSH TOWER ★	GND CON	UNICOM
125.9	127.0 263.075	118.5 (CTAF) L 257.6	121.9	122.95





3000	PINKY INT
OSH R-090 111.8	

*1460 when using Fond Du Lac County altimeter setting.



REIL Rwys 9, 18 and 27
HIRL Rwys 9-27 and 18-36 L

CATEGORY	A	B	C	D
S-9	1420-1	623 (700-1)	1420-1 ¾ 623 (700-1¾)	1420-2 623 (700-2)
CIRCLING	1420-1	612 (700-1)	1420-1 ¾ 612 (700-1¾)	1420-2 612 (700-2)
CETOL FIX MINIMUMS				
S-9	1360-1	563 (600-1)	1360-1 ½ 563 (600-1½)	1360-1 ¾ 563 (600-1¾)
CIRCLING	1360-1	552 (600-1)	1360-1 ½ 552 (600-1½)	1360-2 552 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC OSH	APP CRS	Rwy Idg	8002
111.8	186°	TDZE	793
Chan 55		Apt Elev	808

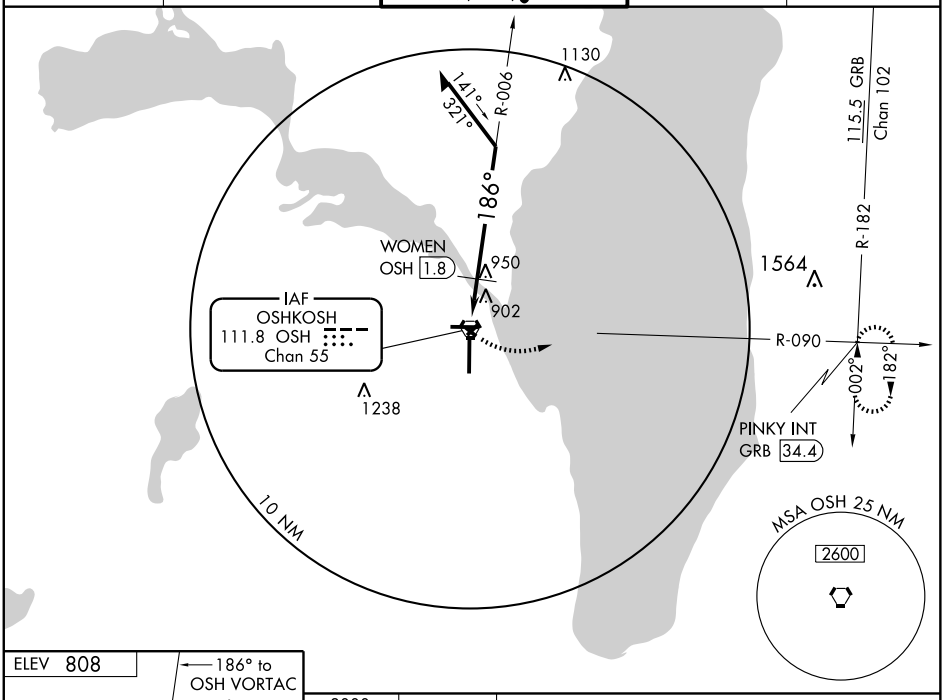
VOR RWY 18

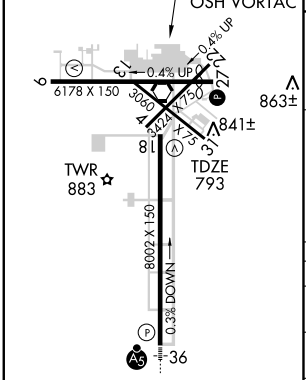
OSHKOSH/ WITTMAN RGNL (OSH)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Fond Du Lac County altimeter setting and increase all MDAs 40 feet. Increase WOMEN S-18 Cat. C visibility ¼ mile. VDP NA when using Fond Du Lac County altimeter setting.

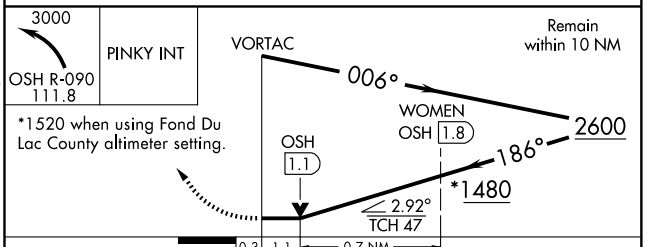
MISSED APPROACH: Climbing left turn to 3000 via OSH VORTAC R-090 to PINKY Int/GRB 34.4 DME and hold.

ATIS	MILWAUKEE APP CON	OSHKOSH TOWER ★	GND CON	UNICOM
125.9	127.0 263.075	118.5 (CTAF) L 257.6	121.9	122.95





REIL Rwys 9, 18 and 27
HIRL Rwys 9-27 and 18-36 L



CATEGORY	A	B	C	D
S-18	1480-1 687 (700-1)		1480-2 687 (700-2)	1480-2¼ 687 (700-2¼)
CIRCLING	1480-1 672 (700-1)		1480-2 672 (700-2)	1480-2¼ 672 (700-2¼)
	WOMEN FIX MINIMUMS			
S-18	1260-1 467 (500-1)		1260-1¼ 467 (500-1¼)	1260-1½ 467 (500-1½)
CIRCLING	1280-1 472 (500-1)		1300-1½ 492 (500-1½)	1360-2 552 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

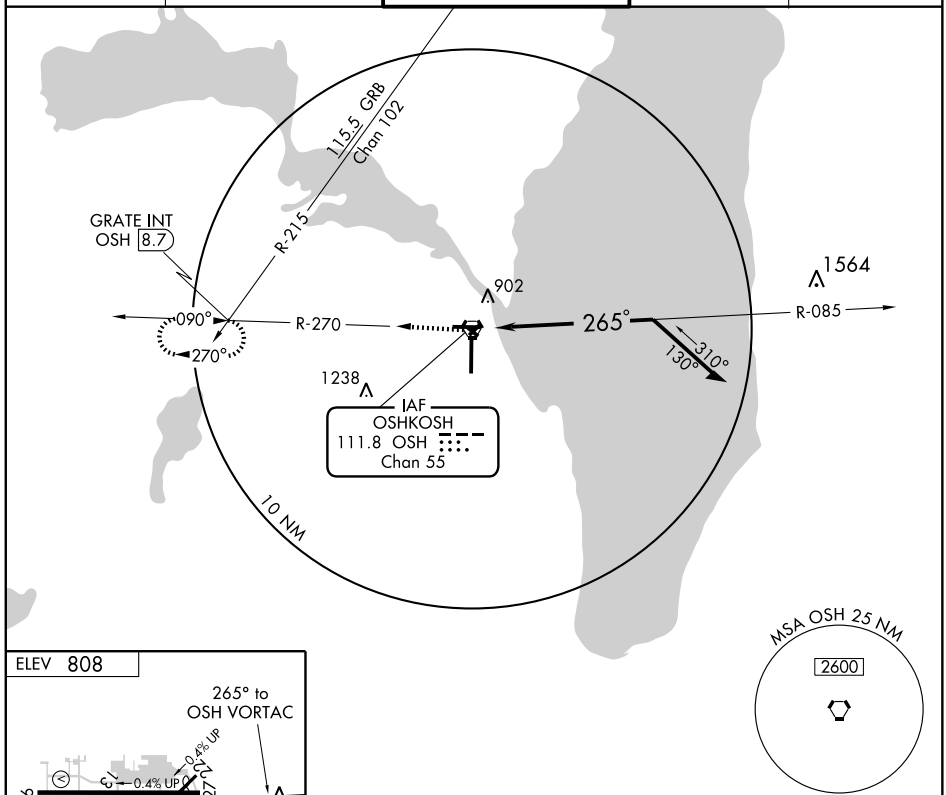
VORTAC OSH	APP CRS	Rwy Idg	5647
111.8	265°	TDZE	781
Chan 55		Apt Elev	808

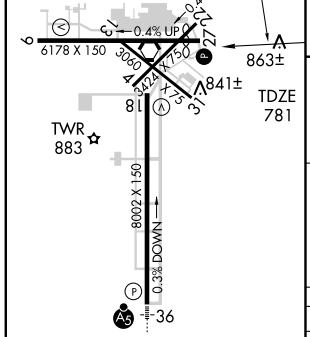
VOR RWY 27

OSHKOSH/WITTMAN RGNL (OSH)

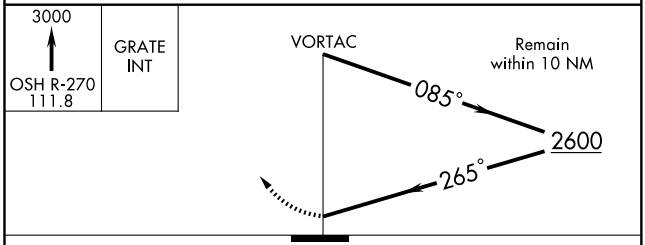
MISSED APPROACH: Climb to 3000 via OSH R-270 to GRATE Int and hold.

ATIS	MILWAUKEE APP CON	OSHKOSH TOWER ★	GND CON	UNICOM
125.9	127.0 263.075	118.5 (CTAF) L 257.6	121.9	122.95





REIL Rwys 9, 18 and 27
HIRL Rwys 9-27 and 18-36 L



CATEGORY	A	B	C	D
S-27	1220-1	439 (500-1)	1220-1¼	439 (500-1¼)
CIRCLING	1260-1	452 (500-1)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC OSH	APP CRS	Rwy Idg	8002
111.8	360°	TDZE	808
Chan 55		Apt Elev	808

VOR RWY 36

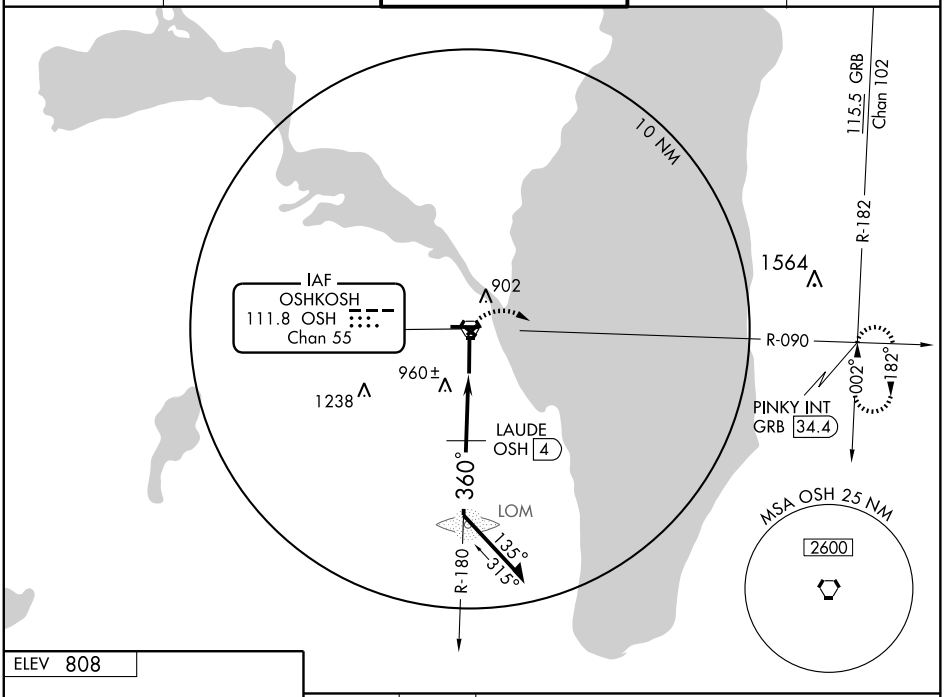
OSHKOSH/ WITTMAN RGNL (OSH)

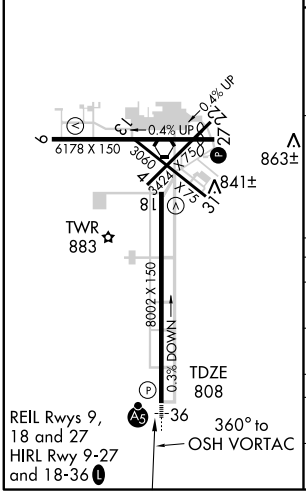
Cat. D S-36 DME MINIMUMS visibility increased to RVR 6000 for inoperative MALSR.

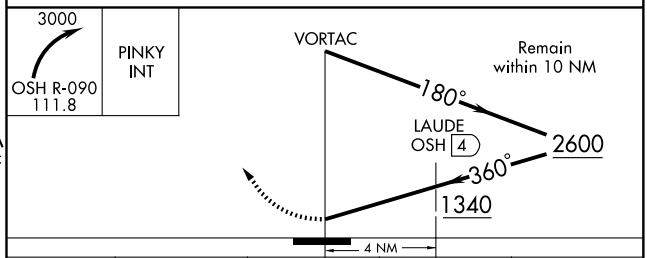
MALSR

MISSED APPROACH: Climbing right turn to 3000 via OSH R-090 to PINKY Int and hold.

ATIS	MILWAUKEE APP CON	OSHKOSH TOWER ★	GND CON	UNICOM
125.9	127.0 263.075	118.5 (CTAF) L 257.6	121.9	122.95







CATEGORY	A	B	C	D
S-36	1340/24 532 (600-½)		1340/50 532 (600-1)	1340/60 532 (600-1¼)
CIRCLING	1340-1 532 (600-1)		1340-1½ 532 (600-1½)	1360-2 552 (600-2)
	DME MINIMUMS			
S-36	1220/24 412 (500-½)		1220/40 412 (500-¾)	1220/50 412 (500-1)
CIRCLING	1260-1 452 (500-1)		1260-1½ 452 (500-1½)	1360-2 552 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

NDB PKF	APP CRS	Rwy Idg	3200
371	336°	TDZE	1500
		Apt Elev	1500

NDB RWY 36

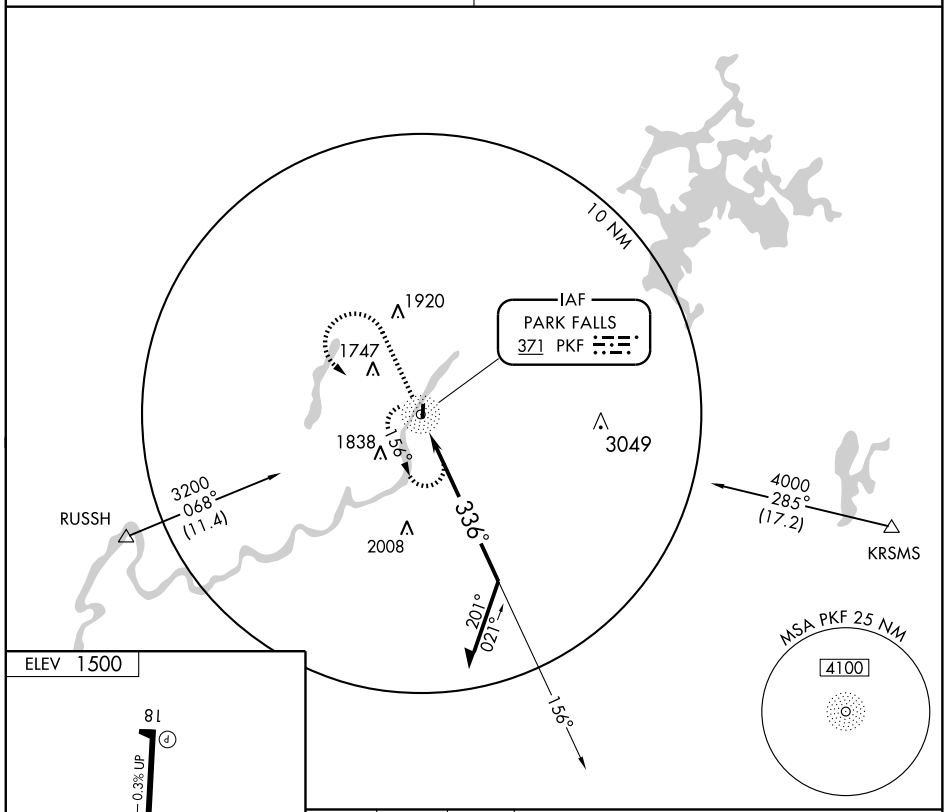
PARK FALLS MUNI (PKF)

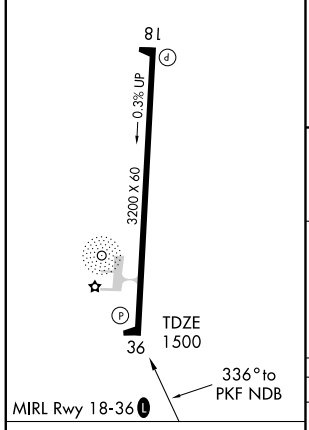
NA

Use Phillips altimeter setting.

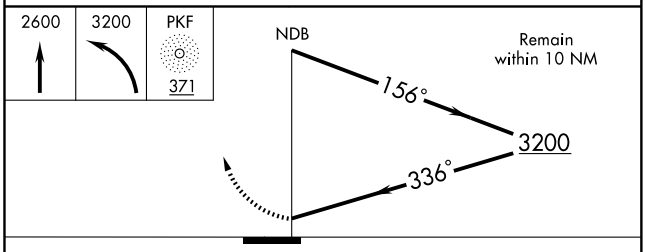
MISSED APPROACH: Climb to 2600 then climbing left turn to 3200 direct PKF NDB and hold.

MINNEAPOLIS CENTER	CTAF
133.65 281.5	122.9 L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-36	2200-1	700 (700-1)	NA	NA
CIRCLING	2200-1	700 (700-1)	NA	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

PARK FALLS, WISCONSIN

AL-9387 (FAA)

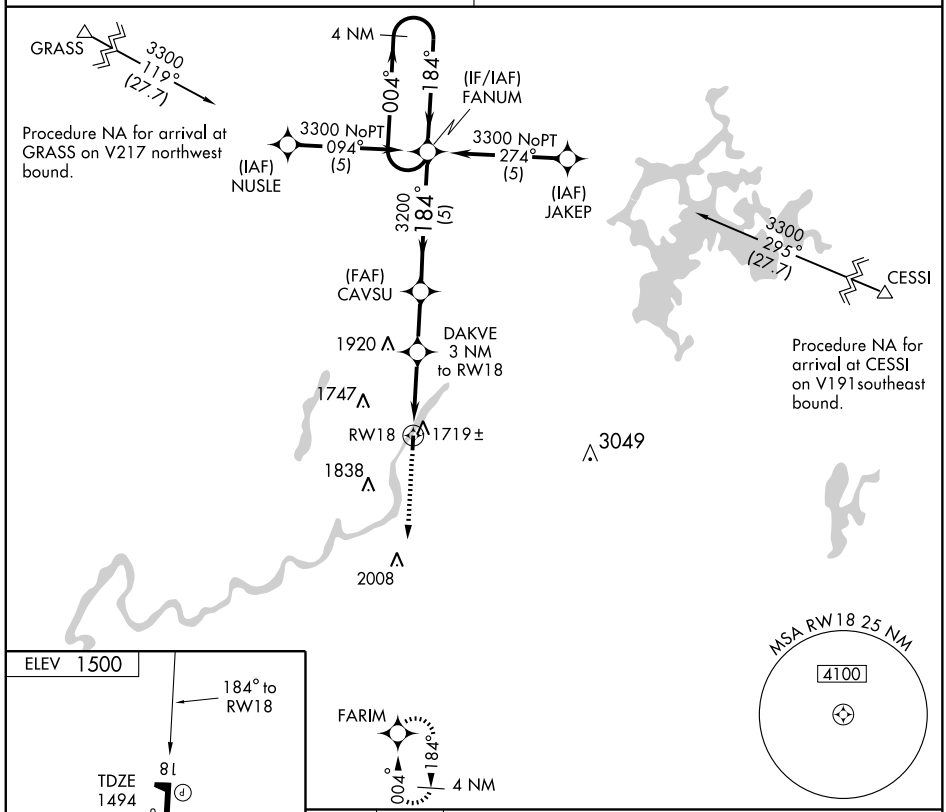
APP CRS	Rwy Idg	3200
184°	TDZE	1494
	Apt Elev	1500

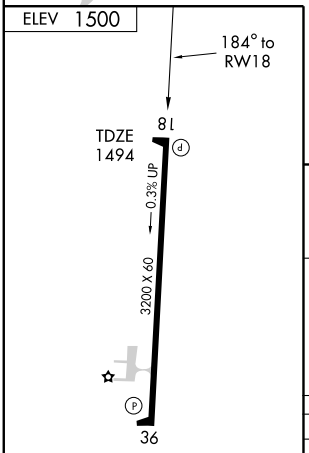
RNAV (GPS) RWY 18

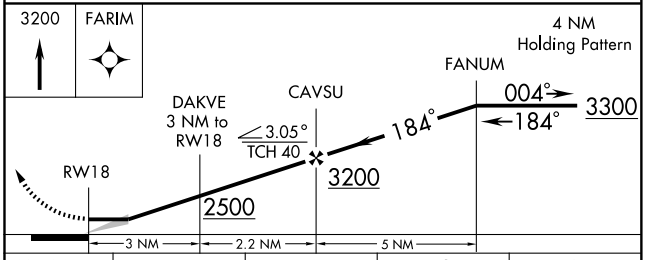
PARK FALLS MUNI (PKF)

Use Phillips altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3200 direct FARIM WP and hold.
MINNEAPOLIS CENTER **133.65 281.5**	CTAF **122.9** L

NA







CATEGORY	A	B	C	D
LNAV MDA	2020-1	526 (600-1)	2020-1½ 526 (600-1½)	NA
CIRCLING	2060-1	560 (600-1)	2060-1½ 560 (600-1½)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

PARK FALLS, WISCONSIN AL-9387 (FAA)

APP CRS		
004°	Rwy Idg	3200
	TDZE	1500
	Apt Elev	1500

RNAV (GPS) RWY 36

PARK FALLS MUNI (PKF)

T A NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Phillips altimeter setting.

MISSED APPROACH: Climb to 3300 direct FANUM WP and hold.

MINNEAPOLIS CENTER	CTAF
133.65 281.5	122.9 L

MSA RW36 25 NM
4100

4 NM 004° 184° FANUM

1920
1747
RW36
3049
1838
HABAK 2.4 NM to RW36
2008
(FAF) CEGLA
RUSSH
3300 139° (7.6)
3200 004° (5)
(IAF) NUVLE
3200 NoPT 094° (5)
3200 NoPT 274° (5)
(IAF) JAKPA
(IF/IAF) FARIM
004° 184° 4 NM

Procedure NA for arrival on RHI VORTAC airway Radial 225 CW 345
3300 285° (37.2)
RHINELANDER RHI

ELEV 1500
18
0.3% UP
3200 X 60
TDZE 1500
36
004° to RW36
MIRL Rwy 18-36 L

3300 | FANUM

4 NM Holding Pattern
FARIM
CEGLA
3200 ←184° 004°→ 3200
3.06° TCH 40
HABAK 2.4 NM to RW36
RW36
2320
VGSI and descent angles not coincident.
5 NM | 2.7 NM | 2.4 NM

CATEGORY	A	B	C	D
LNAV MDA	2000-1	500 (500-1)	2000-1¼ 500 (500-1¼)	NA
CIRCLING	2060-1	560 (600-1)	2060-1½ 560 (600-1½)	NA

EC-3, 14 JAN 2010 to 11 FEB 2010

NDB PBH 263	APP CRS 047°	Rwy Idg 3950 TDZE 1471 Apt Elev 1497

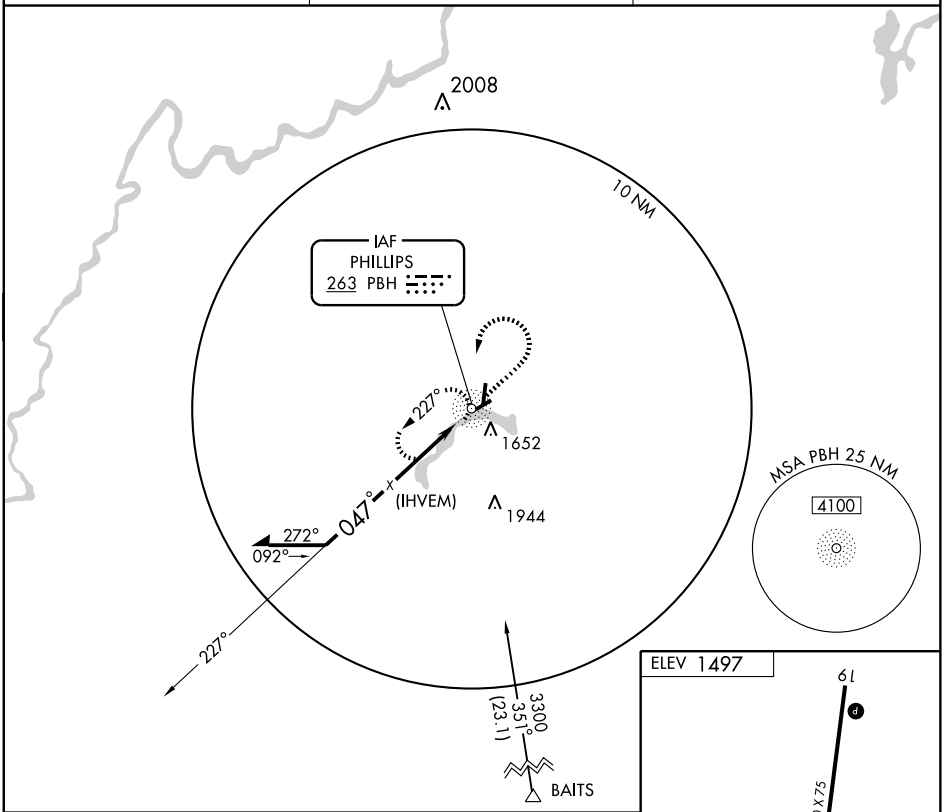
NDB or GPS RWY 6

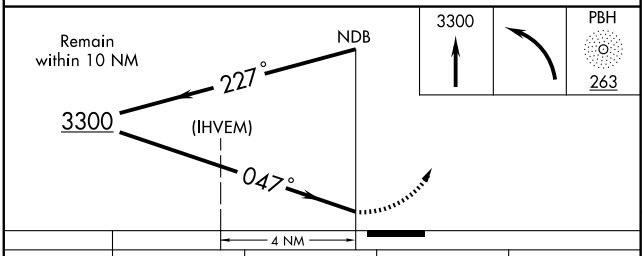
PHILLIPS/ PRICE COUNTY (PBH)

If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all MDA 100 ft.

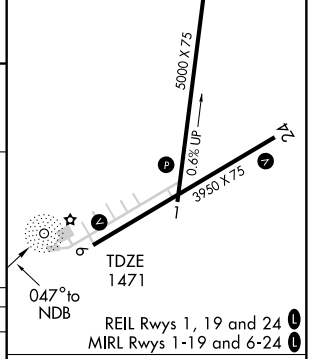
MISSED APPROACH: Climb to 3300 then left turn direct PBH NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.875	133.65 281.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-6	2100-1	629 (700-1)	2100-1¾ 629 (700-1¾)	NA
CIRCLING	2100-1	603 (700-1)	2100-1¾ 603 (700-1¾)	NA



REIL Rwys 1, 19 and 24 L
MIRL Rwys 1-19 and 6-24 L

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

NDB PBH 263	APP CRS 240°	Rwy Idg 3950 TDZE 1472 Apt Elev 1497

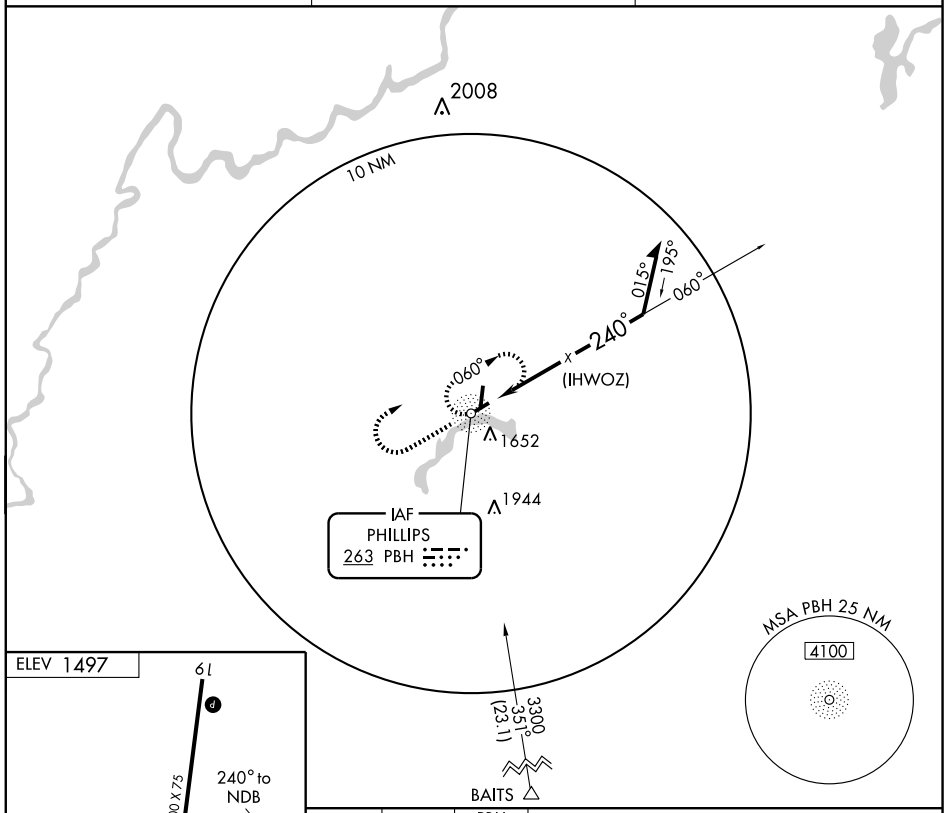
NDB or GPS RWY 24

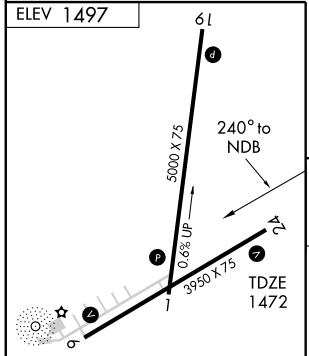
PHILLIPS/ PRICE COUNTY (PBH)

If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all MDA 100 ft.

MISSED APPROACH: Climb to 3300 then right turn direct PBH NDB and hold.

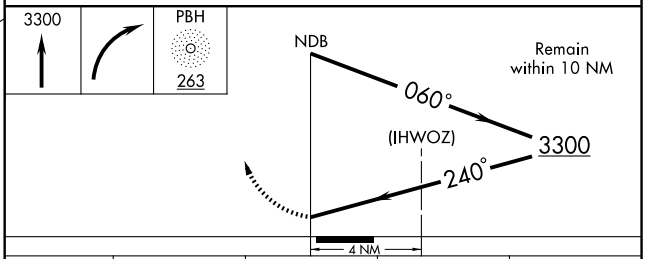
AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.875	133.65 281.5	122.8 (CTAF) L





REIL Rwys 1, 19 and 24 L
MIRL Rwys 1-19 and 6-24 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-24	2140-1	668 (700-1)	2140-1¾ 668 (700-1¾)	NA
CIRCLING	2140-1	643 (700-1)	2140-1¾ 643 (700-1¾)	NA

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5000
CH 56305	007°	TDZE	1484
W01A		Apt Elev	1497

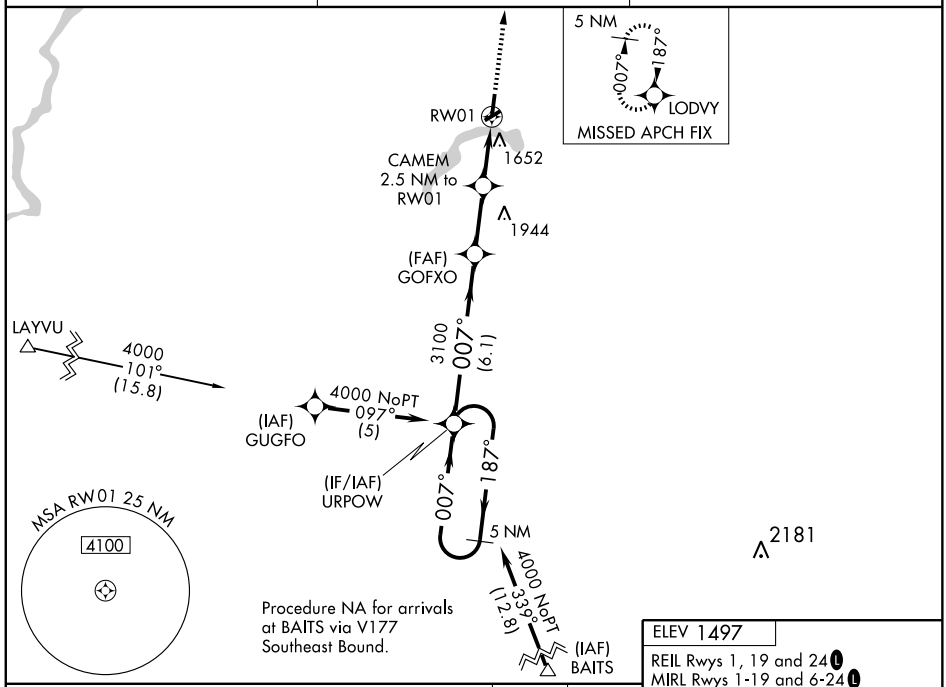
RNAV (GPS) RWY 1

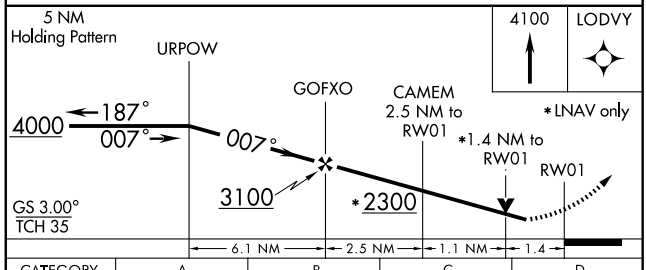
PHILLIPS/ PRICE COUNTY (PBH)

T A Baro-VNAV NA when using Minocqua-Woodruff altimeter setting. If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all DAs 90 feet and all MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Minocqua-Woodruff altimeter setting.

MISSED APPROACH: Climb to 4100 direct LODVY and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.875	133.65 281.5	122.8 (CTAF) L



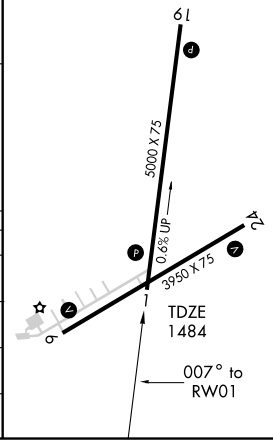


CATEGORY	A	B	C	D
LPV DA	1809-1¼ 325 (400-1¼)			
LNAV/ VNAV DA	1945-1¾ 461 (500-1¾)			
LNAV MDA	1940-1 456 (500-1)		1940-1¼ 456 (500-1¼)	1940-1½ 456 (500-1½)
CIRCLING	2100-1 603 (700-1)		2100-1¾ 603 (700-1¾)	2100-2 603 (700-2)

ELEV 1497

REIL Rwys 1, 19 and 24 L

MIRL Rwys 1-19 and 6-24 L



WAAS	APP CRS	Rwy Idg	5000
CH 97405	187°	TDZE	1497
W19A		Apt Elev	1497

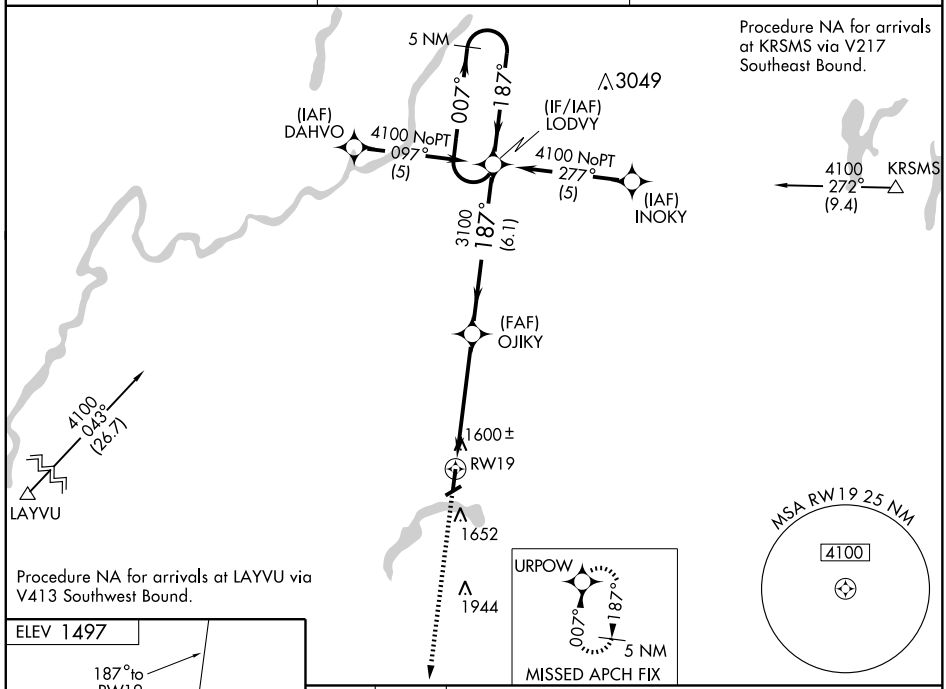
RNAV (GPS) RWY 19

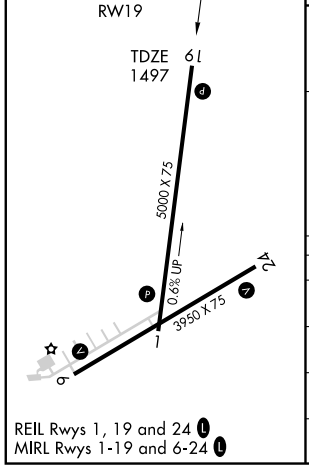
PHILLIPS/ PRICE COUNTY (PBH)

T A Baro-VNAV NA when using Minocqua-Woodruff altimeter setting. If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all DAs 90 feet and all MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

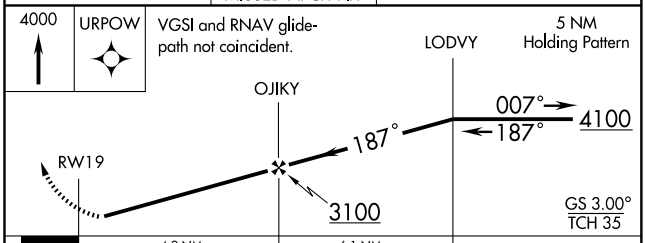
MISSED APPROACH: Climb to 4000 direct URPOW and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.875	133.65 281.5	122.8 (CTAF) L





REIL Rwys 1, 19 and 24 L
MIRL Rwys 1-19 and 6-24 L



CATEGORY	A	B	C	D
LPV DA	1843-1¼ 346 (400-1¼)			
LNAV/VNAV DA	1886-1½ 389 (400-1½)			
LNAV MDA	1920-1 423 (500-1)		1920-1¼ 423 (500-1¼)	
CIRCLING	2100-1 603 (700-1)		2100-1¾ 603 (700-1¾)	2100-2 603 (700-2)

WAAS	APP CRS	Rwy Idg	3599
CH 82315	069°	TDZE	1016
W07A		Apt Elev	1025

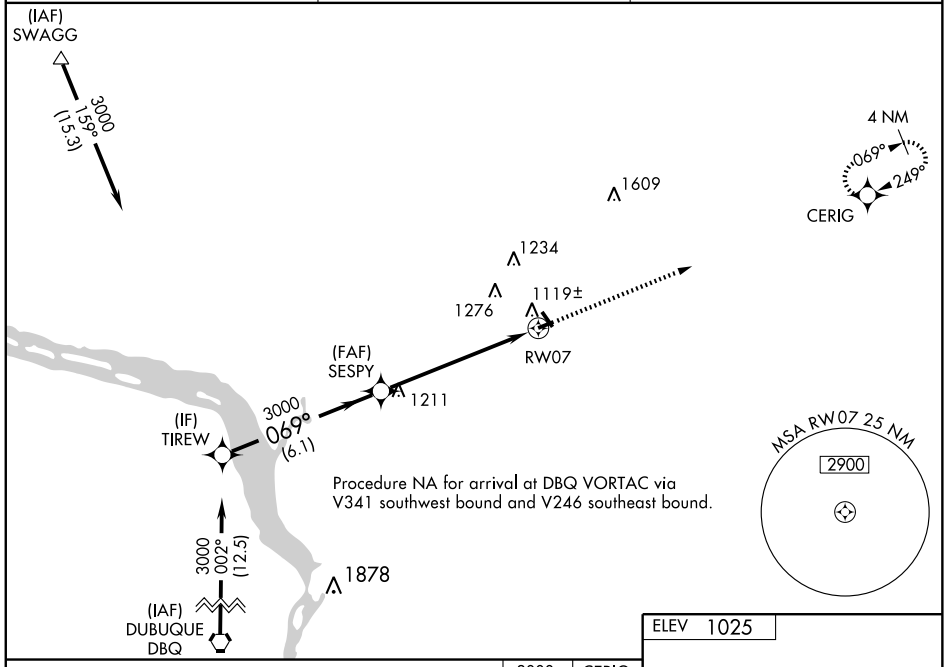
RNAV (GPS) RWY 7

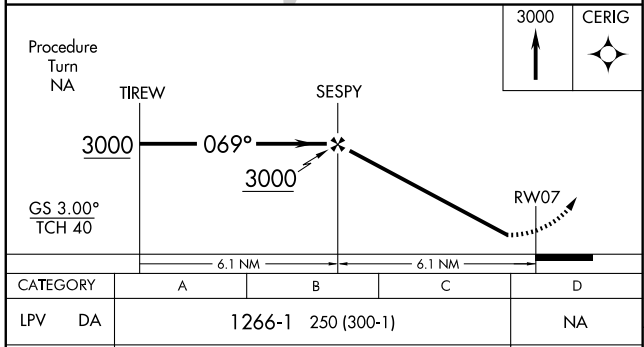
PLATTEVILLE MUNI (PVB)

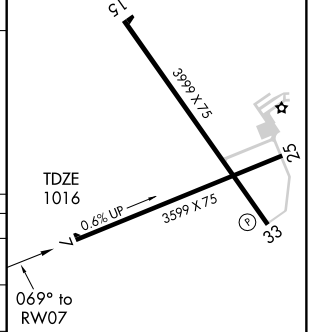
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dubuque altimeter setting and increase all DA 56 feet and all MDA 60 feet, increase LPV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Dubuque altimeter setting.

MISSED APPROACH: Climb to 3000 direct CERIG and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.575	133.95 281.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1266-1 250 (300-1)			NA
LNAV/VNAV DA	1389-1½ 373 (400-1½)			NA
LNAV MDA	1380-1 364 (400-1)			NA
CIRCLING	1440-1 415 (500-1)	1480-1 455 (500-1)	1480-1½ 455 (500-1½)	NA

REIL Rwys 15 and 33 L
MIRL Rwys 7-25 and 15-33 L

EC-3, 14 JAN 2010 to 11 FEB 2010

PLATTEVILLE, WISCONSIN AL-5875 (FAA)

WAAS	APP CRS	Rwy Idg	3999
CH 42615	146°	TDZE	1025
W15A		Apt Elev	1025

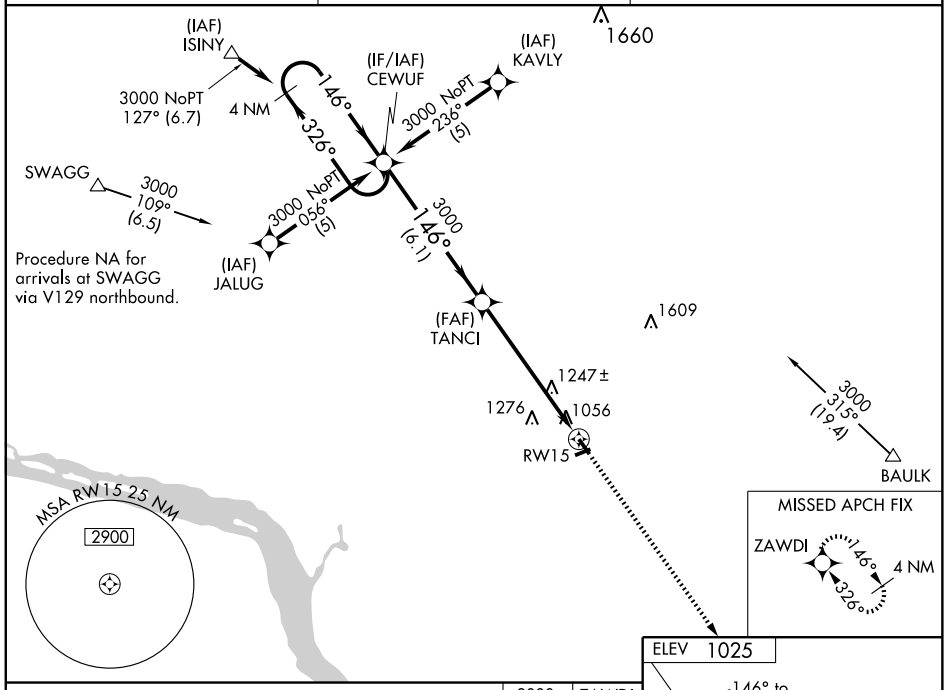
RNAV (GPS) RWY 15

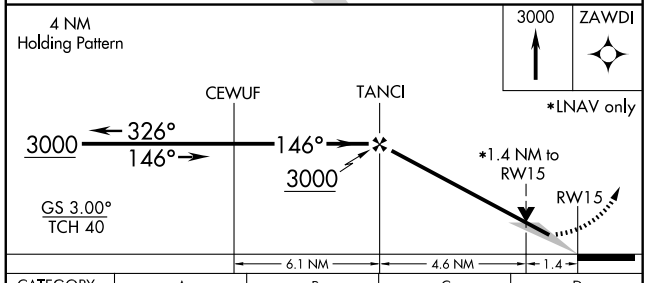
PLATTEVILLE MUNI (PVB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dubuque altimeter setting and increase all DA 56 feet, all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Dubuque altimeter setting.

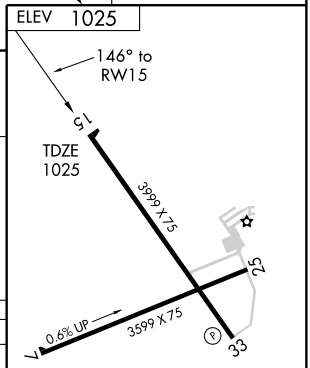
MISSED APPROACH: Climb to 3000 direct ZAWDI and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.575	133.95 281.4	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1275-1 250 (300-1)			NA
LNAV/VNAV DA	1338-1 313 (400-1)			NA
LNAV MDA	1500-1 475 (500-1)		1500-1¼ 475 (500-1¼)	NA
CIRCLING	1500-1 475 (500-1)		1500-1½ 475 (500-1½)	NA



REIL Rwys 15 and 33 L
MIRL Rwys 7-25 and 15-33 L

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3599
249°	TDZE	1022
	Apt Elev	1025

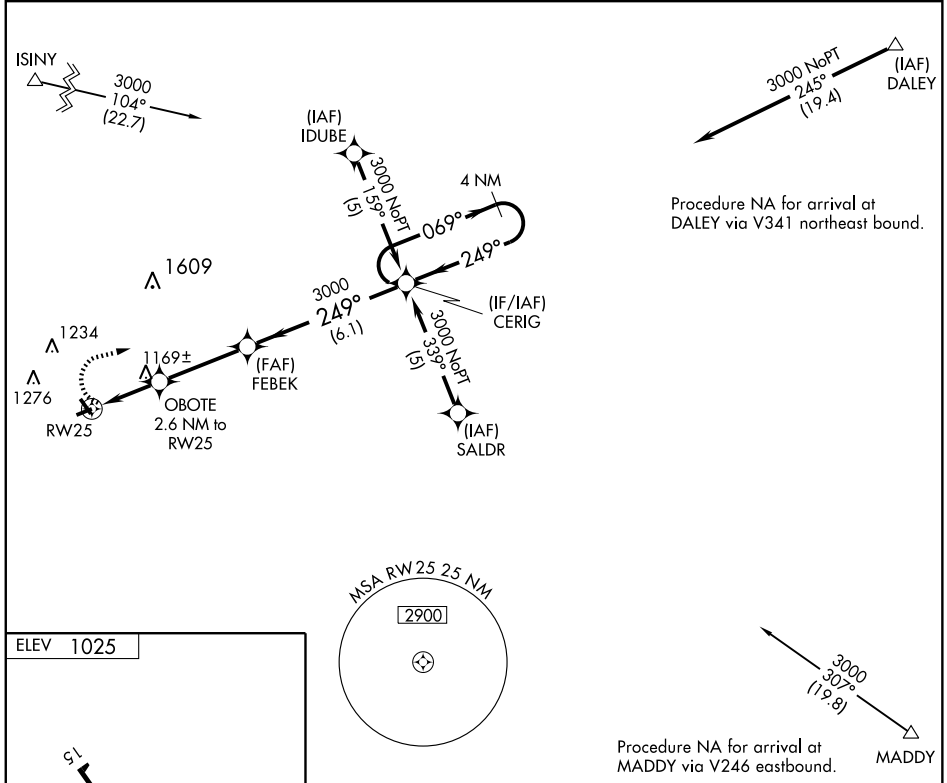
RNAV (GPS) RWY 25

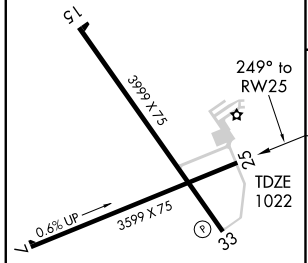
PLATTEVILLE MUNI (PVB)

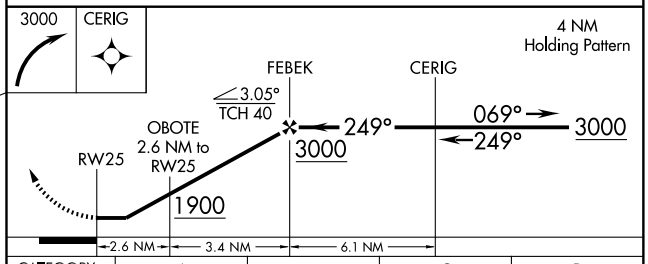
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Dubuque altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 3000 direct CERIG and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.575	133.95 281.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1440-1 418 (500-1)		1440-1¼ 418 (500-1¼)	NA
CIRCLING	1440-1 415 (500-1)	1480-1 455 (500-1)	1480-1½ 455 (500-1½)	NA

REIL Rwys 15 and 33 L
MIRL Rwys 7-25 and 15-33 L

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	3999
CH 40115	326°	TDZE	1025
W33A		Apt Elev	1025

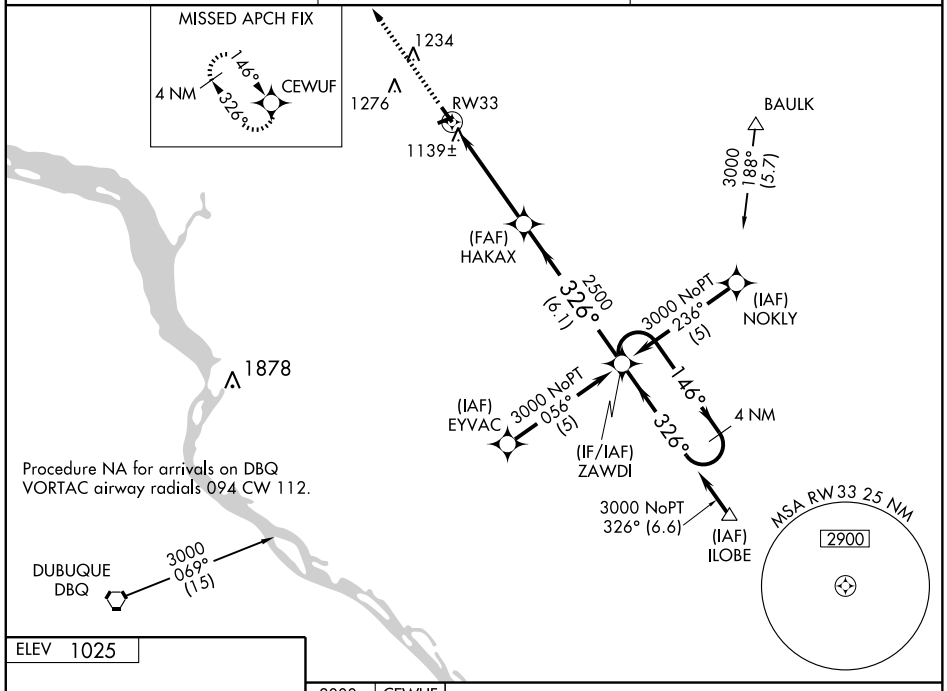
RNAV (GPS) RWY 33

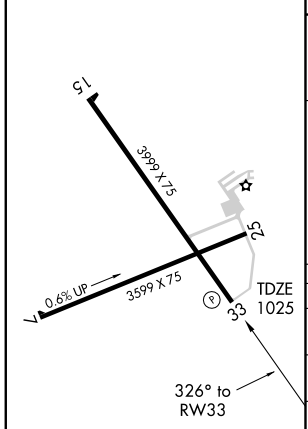
PLATTEVILLE MUNI (PVB)

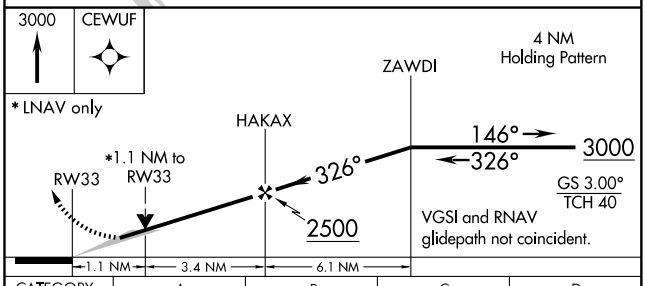
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dubuque altimeter setting and increase all DA 56 feet, all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Dubuque altimeter setting.

MISSED APPROACH: Climb to 3000 direct CEWUF and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.575	133.95 281.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1275-1 250 (300-1)			NA
LNAV/VNAV DA	1441-1½ 416 (500-1½)			NA
LNAV MDA	1400-1 375 (400-1)			NA
CIRCLING	1440-1 415 (500-1)	1480-1 455 (500-1)	1480-1½ 455 (500-1½)	NA

REIL Rwys 15 and 33 L
MIRL Rwys 7-25 and 15-33 L

EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC DLL	APP CRS	Rwy Idg	N/A
117.0	084°	TDZE	N/A
Chan 117		Apt Elev	825

VOR/DME or GPS-A

PORTAGE MUNI (C47)

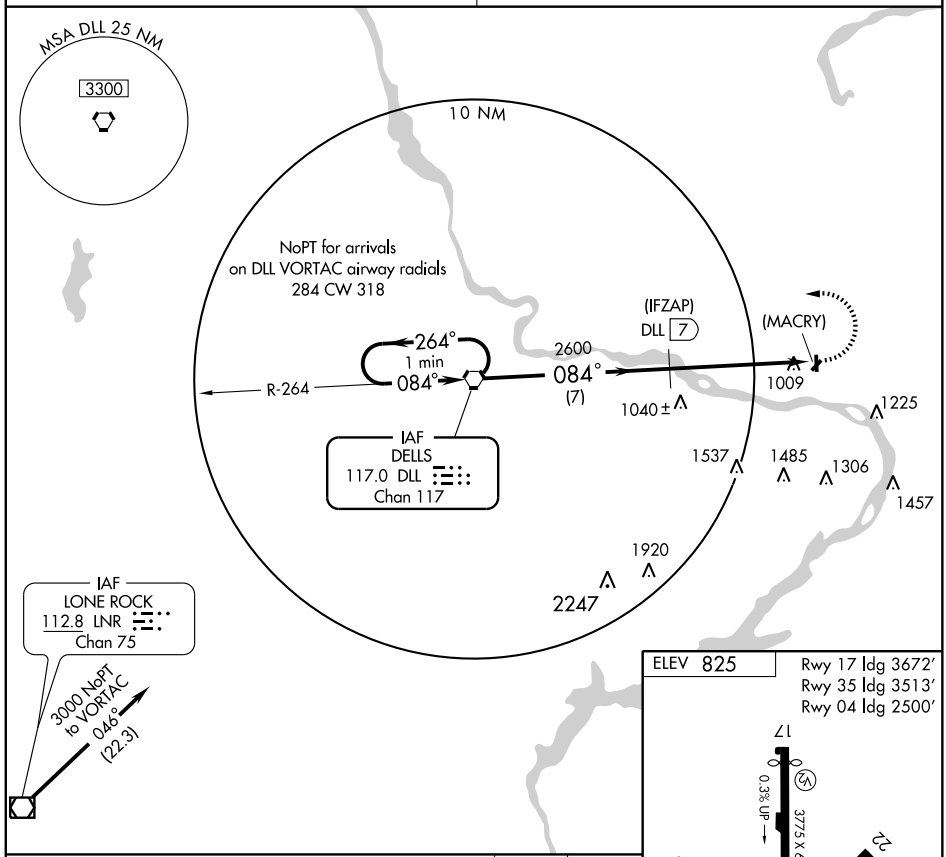
NA

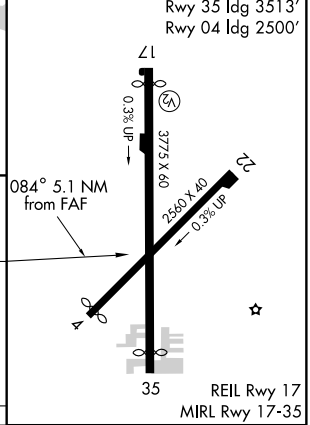
Use Baraboo Wisconsin Dells altimeter setting.

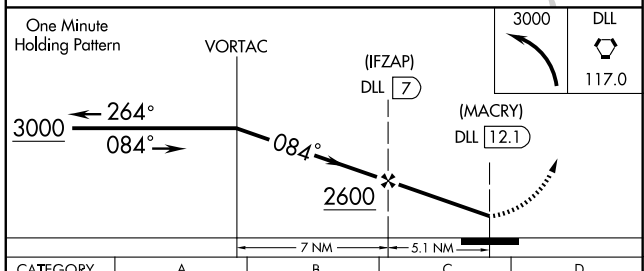
MISSED APPROACH: Climbing left turn to 3000 direct DLL VORTAC and hold.

MADISON APP CON ★
135.45 343.7

UNICOM
122.7 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1440-1 615 (700-1)		NA	

Knots	60	90	120	150	180
Min:Sec					

EC-3, 14 JAN 2010 to 11 FEB 2010

PORTAGE, WISCONSIN

AL-6364 (FAA)

VORTAC DLL 117.0 Chan 117	APP CRS 175°	Rwy Idg 3672 TDZE 818 Apt Elev 825

VOR/DME RNAV or GPS RWY 17

PORTAGE MUNI (C47)

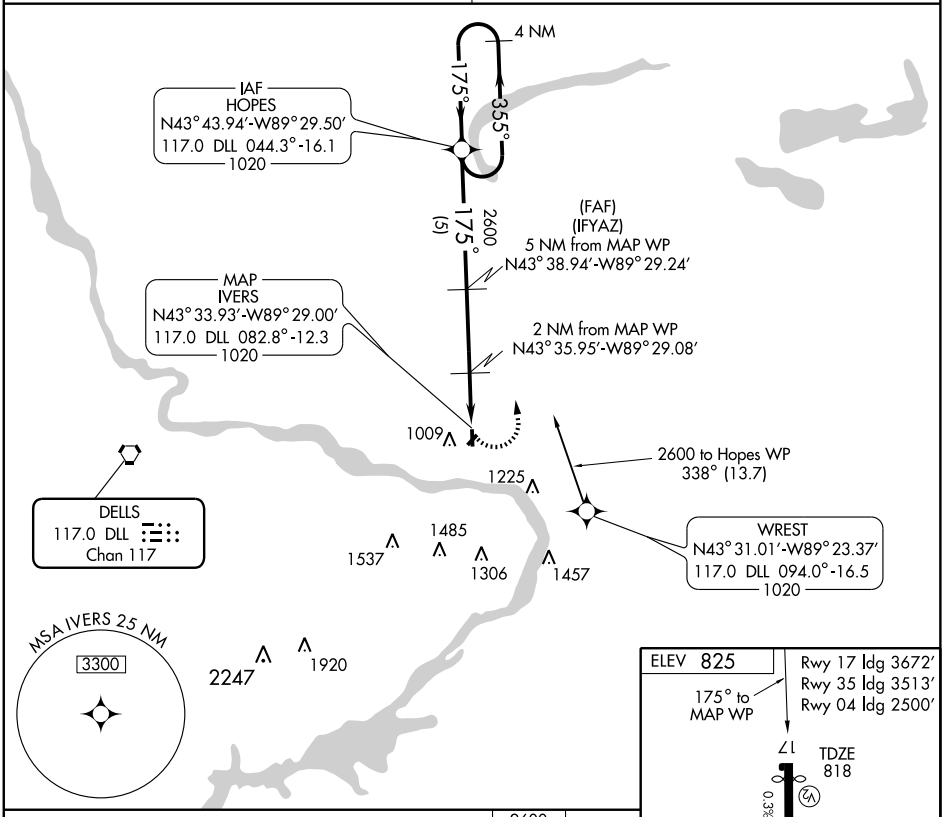
NA

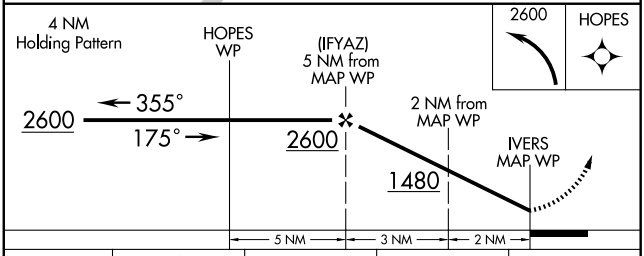
Use Baraboo Wisconsin Dells altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 direct HOPES WP and hold.

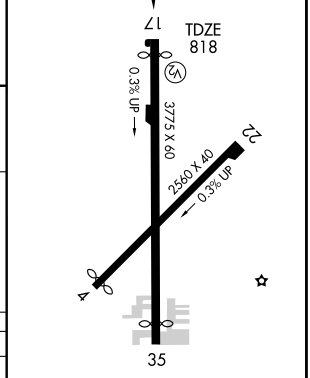
MADISON APP CON ★
135.45 343.7

UNICOM
122.7 (CTAF)





CATEGORY	A	B	C	D
S-17	1400-1	582 (600-1)	NA	
CIRCLING	1440-1	615 (700-1)	NA	



REIL Rwy 17
MIRL Rwy 17-35

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
140°	TDZE	655
	Apt Elev	661

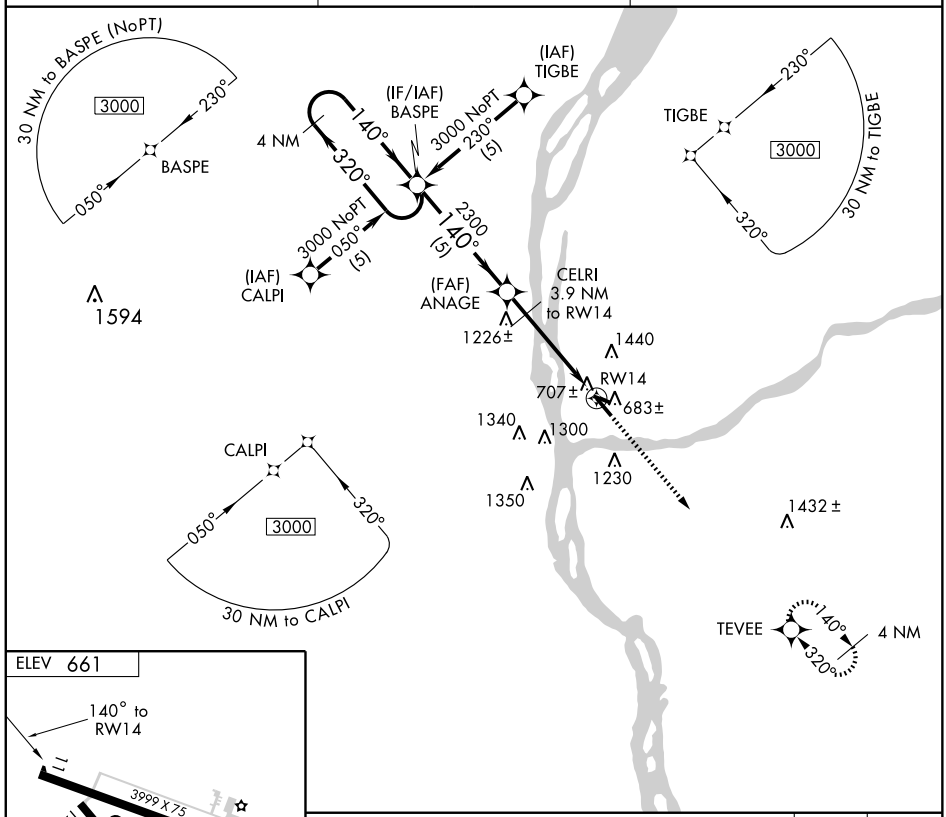
RNAV (GPS) RWY 14

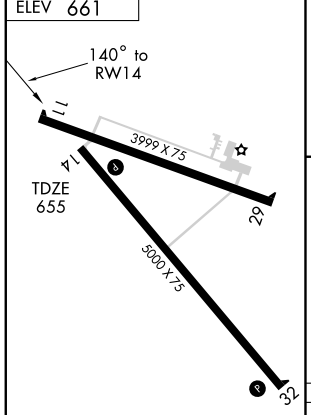
PRAIRIE DU CHIEN MUNI (PDC)

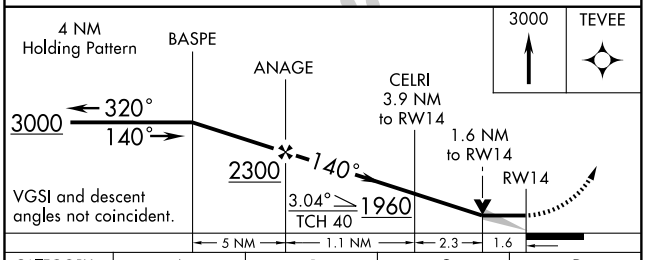
GPS or RNP-0.3 Required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct TEVEE WP and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.925	133.95 281.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1180-1 525 (600-1)		1180-1½ 525 (600-1½)	1180-1¾ 525 (600-1¾)
CIRCLING	1580-1¼ 919 (1000-1¼)		1800-3 1139 (1200-3)	

REIL Rwys 14 and 32 L
MIRL Rwys 11-29 and 14-32 L

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3999
290°	TDZE	661
	Apt Elev	661

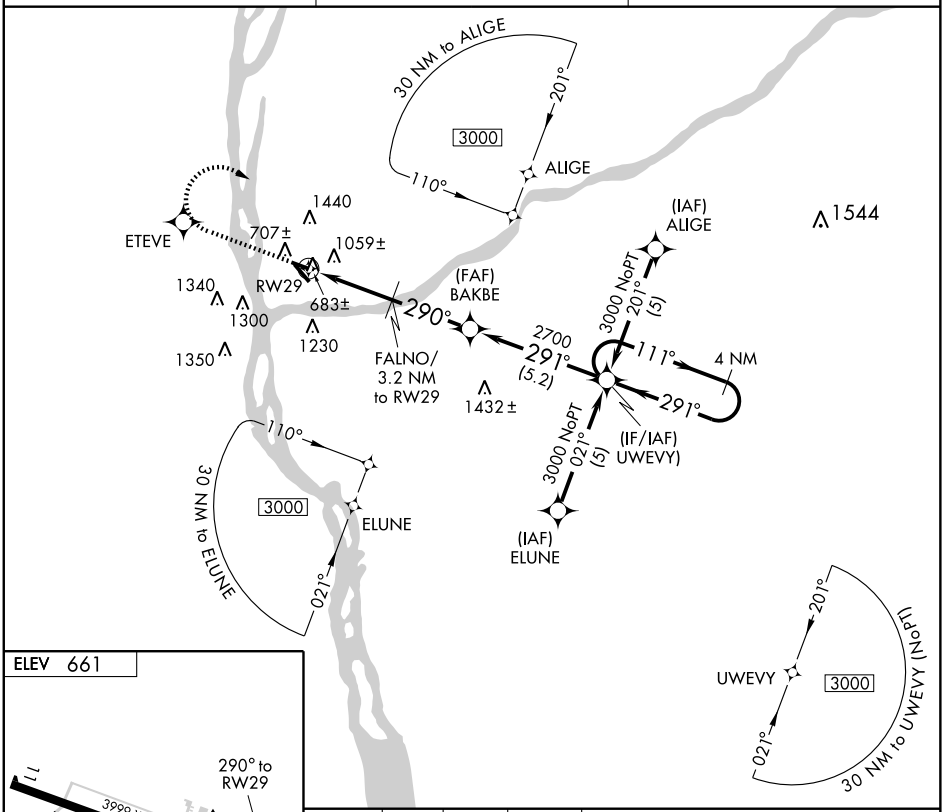
RNAV (GPS) RWY 29

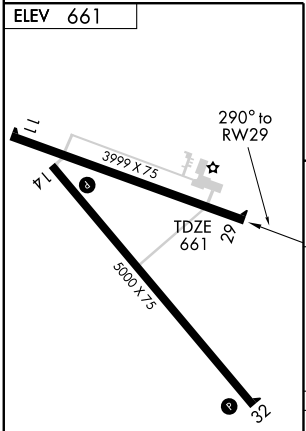
PRAIRIE DU CHIEN MUNI (PDC)

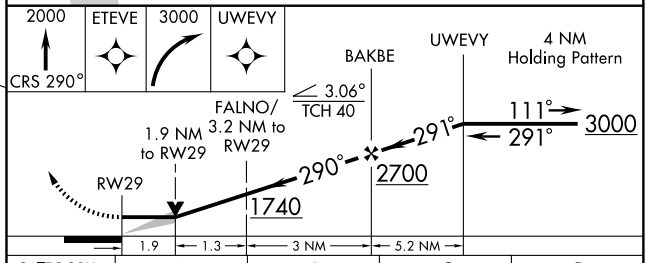
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 via 290° course to ETEVE WP then climbing right turn to 3000 direct UWEVY WP and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.925	133.95 281.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1320-1 659 (700-1)		1320-1¾ 659 (700-1¾)	1320-2 659 (700-2)
CIRCLING	1580-1¼ 919 (1000-1¼)		1800-3 1139 (1200-3)	

REIL Rwys 14 and 32 L
MIRL Rwys 11-29 and 14-32 L

EC-3, 14 JAN 2010 to 11 FEB 2010

PRAIRIE DU CHIEN, WISCONSIN AL-6037 (FAA)

APP CRS	Rwy Idg	5000
320°	TDZE	655
	Apt Elev	661

RNAV (GPS) RWY 32

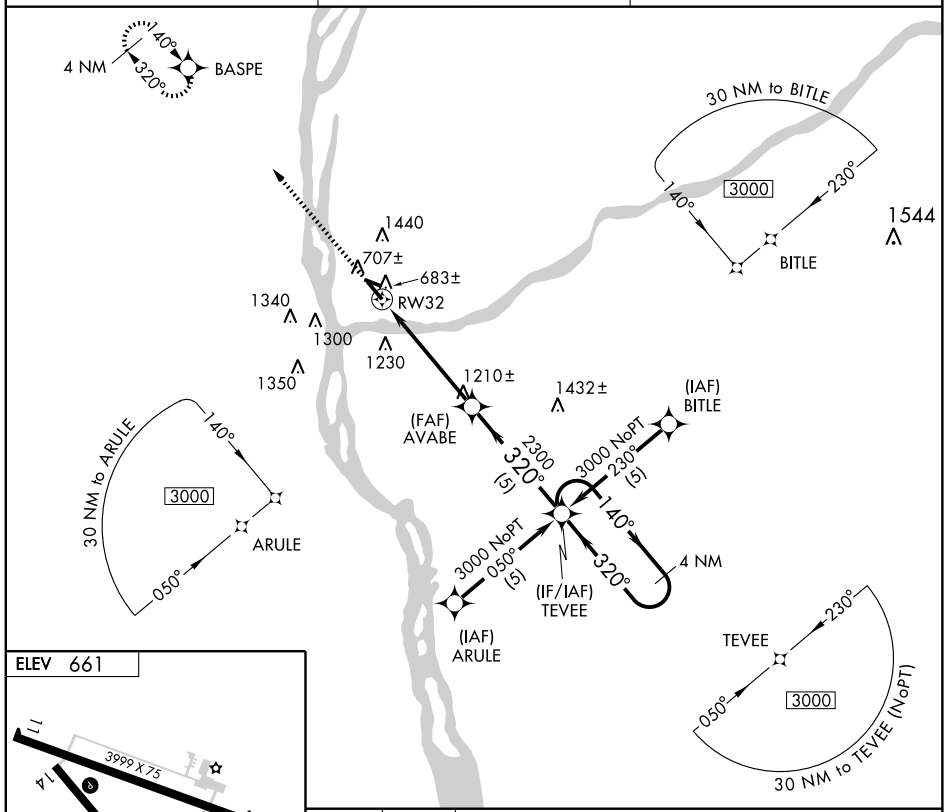
PRAIRIE DU CHIEN MUNI (PDC)

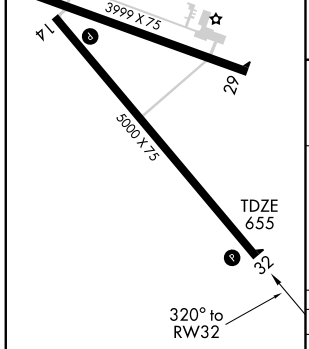
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

NA

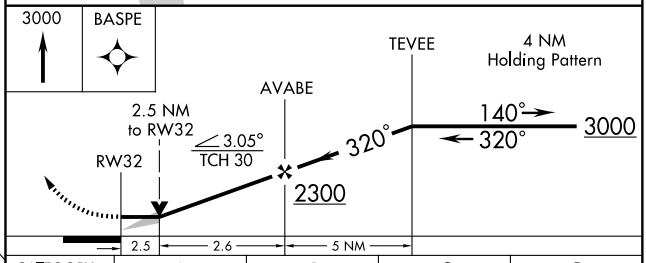
MISSED APPROACH: Climb to 3000 direct BASPE WP and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.925	133.95 281.4	122.8 (CTAF) L





REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 11-29 L



CATEGORY	A	B	C	D
LNAV MDA	1460-1 805 (900-1)	1460-1¼ 805 (900-1¼)	1460-2¼ 805 (900-2¼)	1460-2½ 805 (900-2½)
CIRCLING	1580-1¼ 919 (1000-1¼)		1800-3 1139 (1200-3)	

EC-3, 14 JAN 2010 to 11 FEB 2010

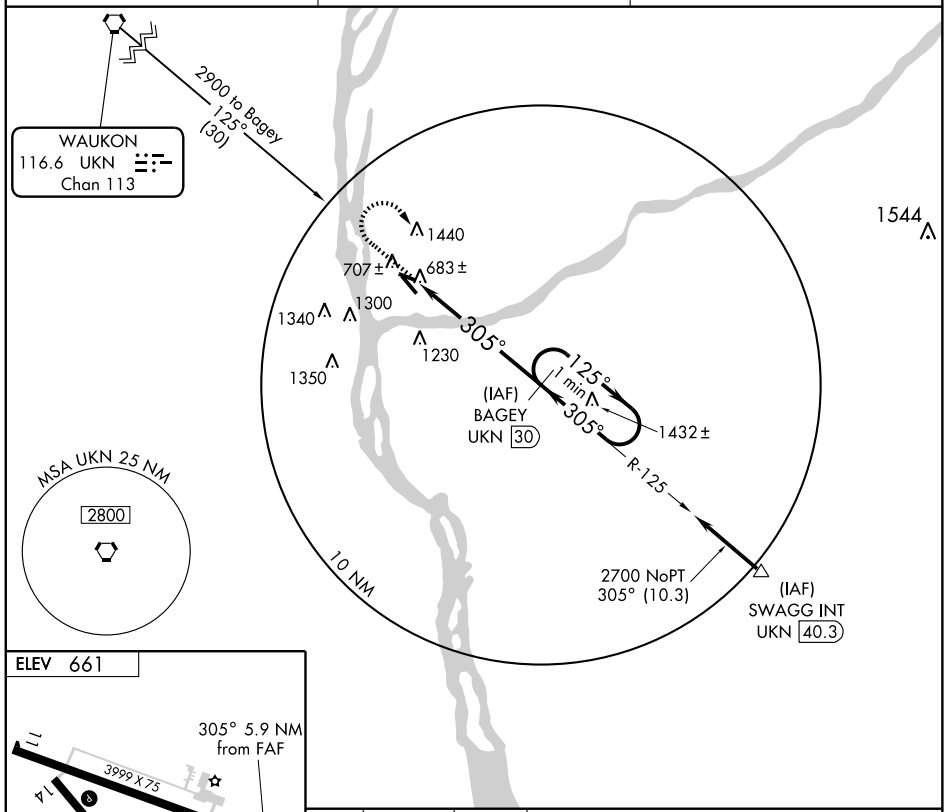
VORTAC UKN	APP CRS	Rwy Idg	3999
116.6	305°	TDZE	661
Chan 113		Apt Elev	661

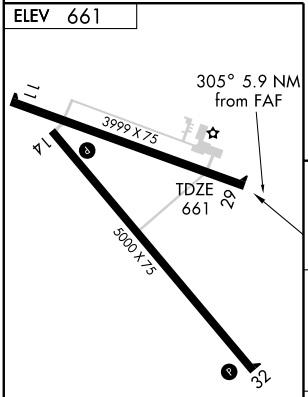
VOR/DME RWY 29

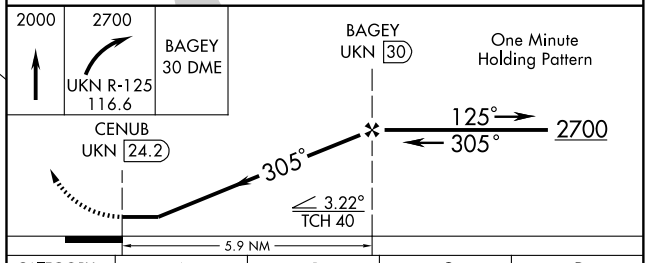
PRAIRIE DU CHIEN MUNI (PDC)

MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 via UKN R-125 to BAGEY/30 DME and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.925	133.95 281.4	122.8 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-29	1560-1¼ 899 (900-1¼)		1560-2¾ 899 (900-2¾)	1560-3 899 (900-3)
CIRCLING	1580-1¼ 919 (1000-1¼)		1800-3 1139 (1200-3)	

EC-3. 14 JAN 2010 to 11 FEB 2010

PRAIRIE DU SAC, WISCONSIN

AL-10335 (FAA)

APP CRS	Rwy Idg	2936
177°	TDZE	832
	Apt Elev	832

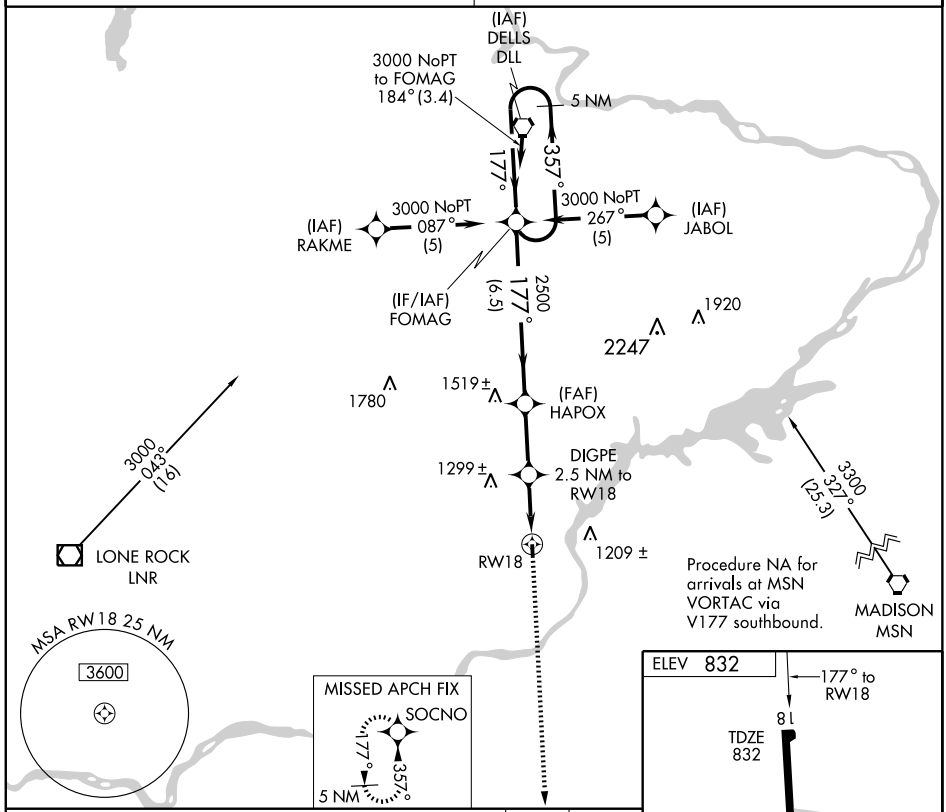
RNAV (GPS) RWY 18

PRAIRIE DU SAC/ SAUK-PRAIRIE (91C)

T A NA — Use Dane County Rgnl-Truax Field altimeter setting; if not received use Baraboo altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3200 direct SOCNO and hold.

MADISON APP CON ★	CTAF
135.45 343.7	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1400-1	568 (600-1)	NA	
CIRCLING	1400-1	568 (600-1)	NA	

LIRL Rwy 18-36 L

REIL Rwy 18 L ★

REIL Rwy 36 L

EC-3, 14 JAN 2010 to 11 FEB 2010

PRAIRIE DU SAC, WISCONSIN

AL-10335 (FAA)

APP CRS	Rwy Idg	2936
357°	TDZE	832
	Apt Elev	832

RNAV (GPS) RWY 36

PRAIRIE DU SAC/ SAUK-PRAIRIE (91C)

T A NA — Use Dane County Rgnl-Truax Field altimeter setting; if not received, use Baraboo altimeter setting.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct FOMAG and hold.

MADISON APP CON★ 135.45 343.7

CTAF 122.9 L

MISSED APCH FIX
5 NM
177°
357°
FOMAG
1780

DELLS DLL
2247
1920
3200 to Socno
178° (27)

MSA RW36 25 NM
3600

Procedure NA for arrivals at LNR VOR/DME airway radials 134 CW 147.

LONE ROCK LNR
3200 to Mokre
134° (17)

1209±
RW36
915±
BIKBE
2.5 NM to RW36

(FAF)
OCARA
2600
357° (1.6)
1700

Procedure NA for arrivals at MSN VORTAC via V341 Northeast bound.

ANOXE
2700
357° (4.6)

MADISON MSN
4800
260° (12.9)

3200 NoPT
087° (5)
(IAF)
MOKRE

3200 NoPT
267° (5)
(IAF)
KETME

(IF/IAF)
SOCNO
177°
357°
5 NM
2549

ELEV 832
18
2936 X 32
0.4% UP
TDZE 832
36
357° to RW36
LIRL Rwy 18-36 L
REIL Rwy 18 L★
REIL Rwy 36 L

3000
FOMAG

5 NM Holding Pattern

SOCNO
ANOXE
OCARA
177°
357°
3200
BIKBE
2.5 NM to RW36
3.05°
TCH 40
357°
2700
2600
RW36
1640
2.5 NM
2.9 NM
1.6 NM
4.6 NM

CATEGORY	A	B	C	D
LNAV MDA	1400-1	568 (600-1)	NA	
CIRCLING	1400-1	568 (600-1)	NA	

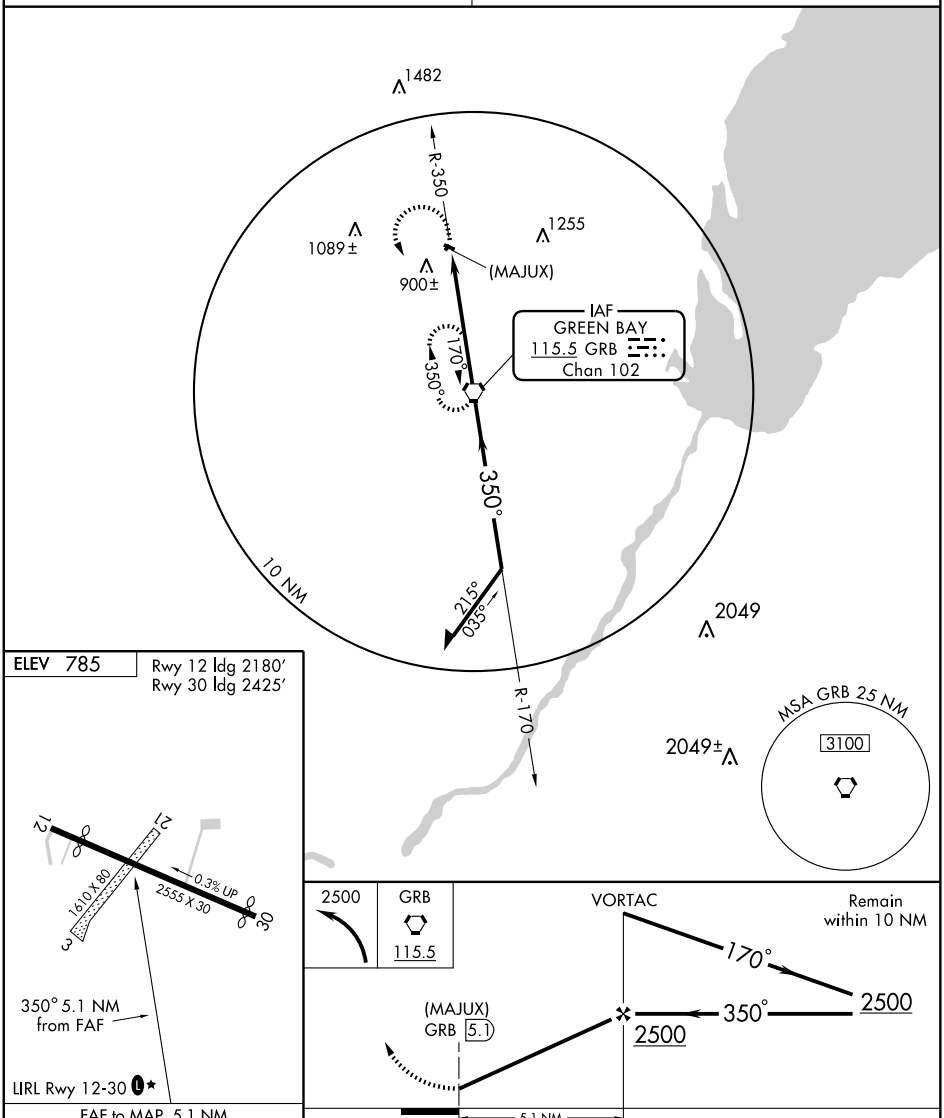
EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC GRB	APP CRS	Rwy Idg	N/A
115.5	350°	TDZE	N/A
Chan 102		Apt Elev	785

VOR or GPS-A

PULASKI/CARTER (92C)

⚠ NA — Use Green Bay altimeter setting. Procedure not authorized at night.	MISSED APPROACH: Climbing left turn to 2500, direct GRB VORTAC and hold.
GREEN BAY APP CON ★ 119.4 338.2	CTAF 122.9 L



Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
CIRCLING	1280-1 495 (500-1)		NA	

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC I-RAC	APP CRS	Rwy Idg	5840
108.7	041°	TDZE	667
		Apt Elev	674

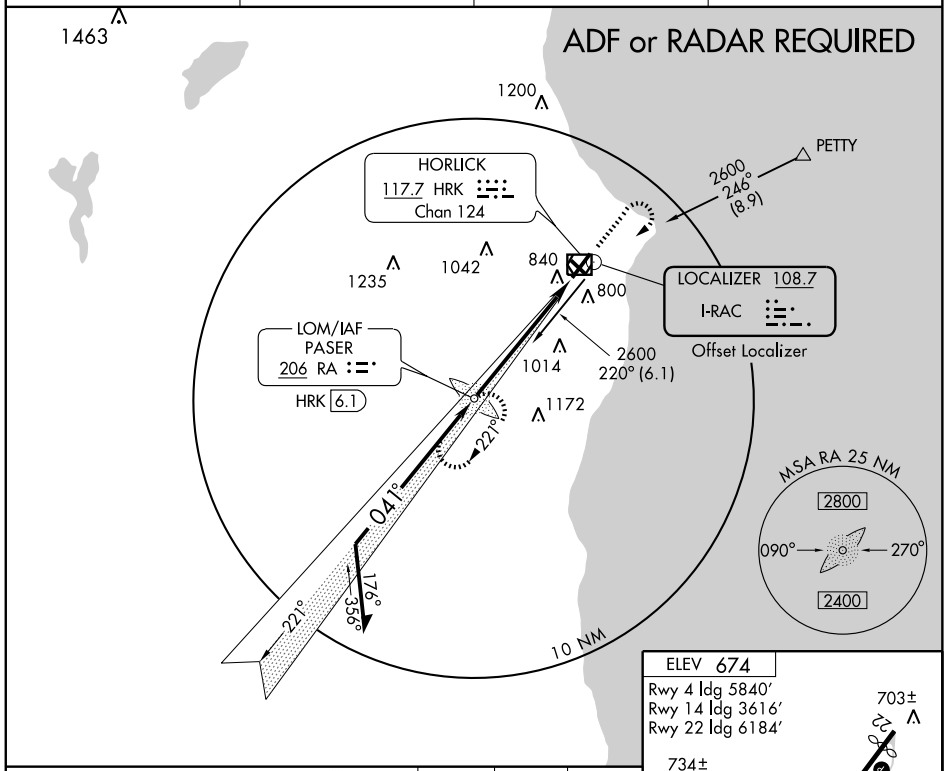
ILS RWY 4

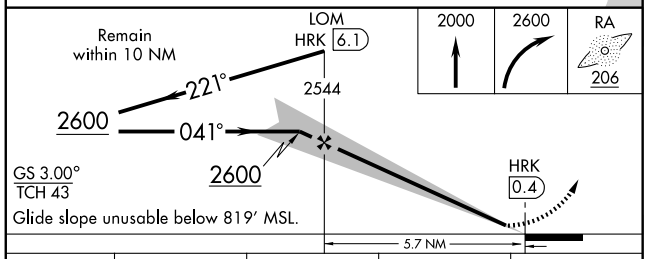
RACINE/JOHN H. BATTEN (RAC)

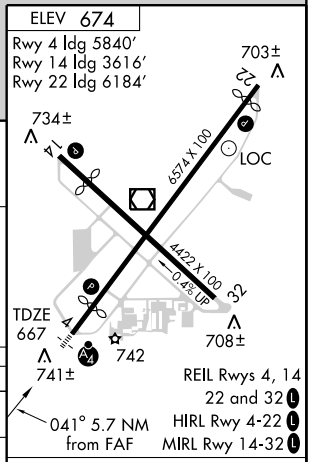
NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct PASER LOM and hold.

ASOS	MILWAUKEE APP CON	CLNC DEL	UNICOM
117.7	120.15 (SOUTH) 317.725	120.15	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 4	917-1 250 (300-1)			
S-LOC 4	1100-1 433 (500-1)		1100-1¼ 433 (500-1¼)	1100-1½ 433 (500-1½)
CIRCLING	1160-1 486 (500-1)		1160-1½ 486 (500-1½)	1240-2 566 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

EC-3. 14 JAN 2010 to 11 FEB 2010

LOM RA	APP CRS	Rwy Idg	5840
206	041°	TDZE	667
		Apt Elev	674

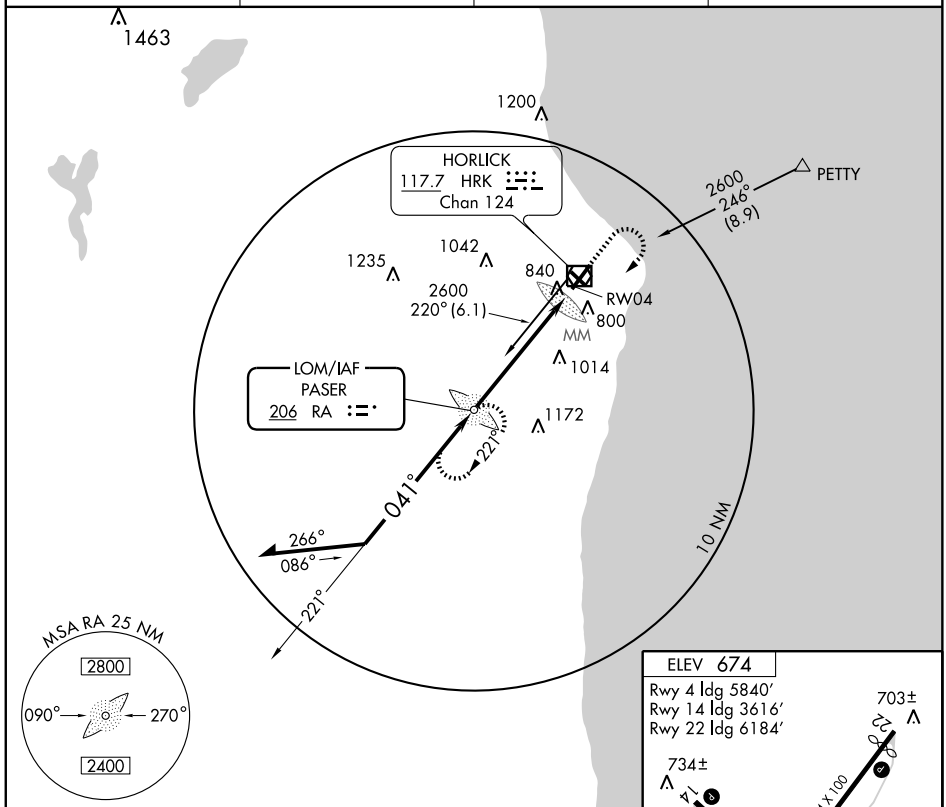
NDB or GPS RWY 4

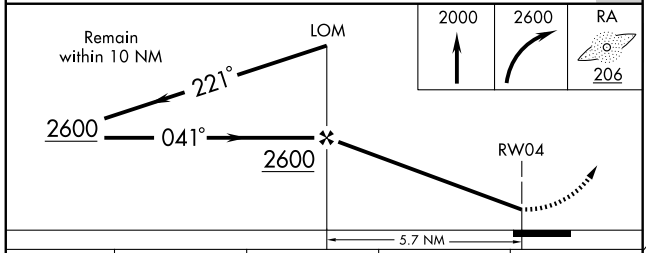
RACINE/JOHN H. BATTEN (RAC)

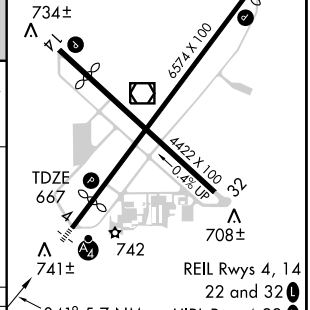
NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct RA LOM and hold.

ASOS	MILWAUKEE APP CON	CLNC DEL	UNICOM
117.7	120.15 (SOUTH) 317.725	120.15	123.075 (CTAF) L







REIL Rwys 4, 14 22 and 32 L
HIRL Rwy 4-22 L
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-4	1380-1	713 (800-1)	1380-2 713 (800-2)	1380-2¼ 713 (800-2¼)
CIRCLING	1380-1	706 (800-1)	1380-2 706 (800-2)	1380-2¼ 706 (800-2¼)

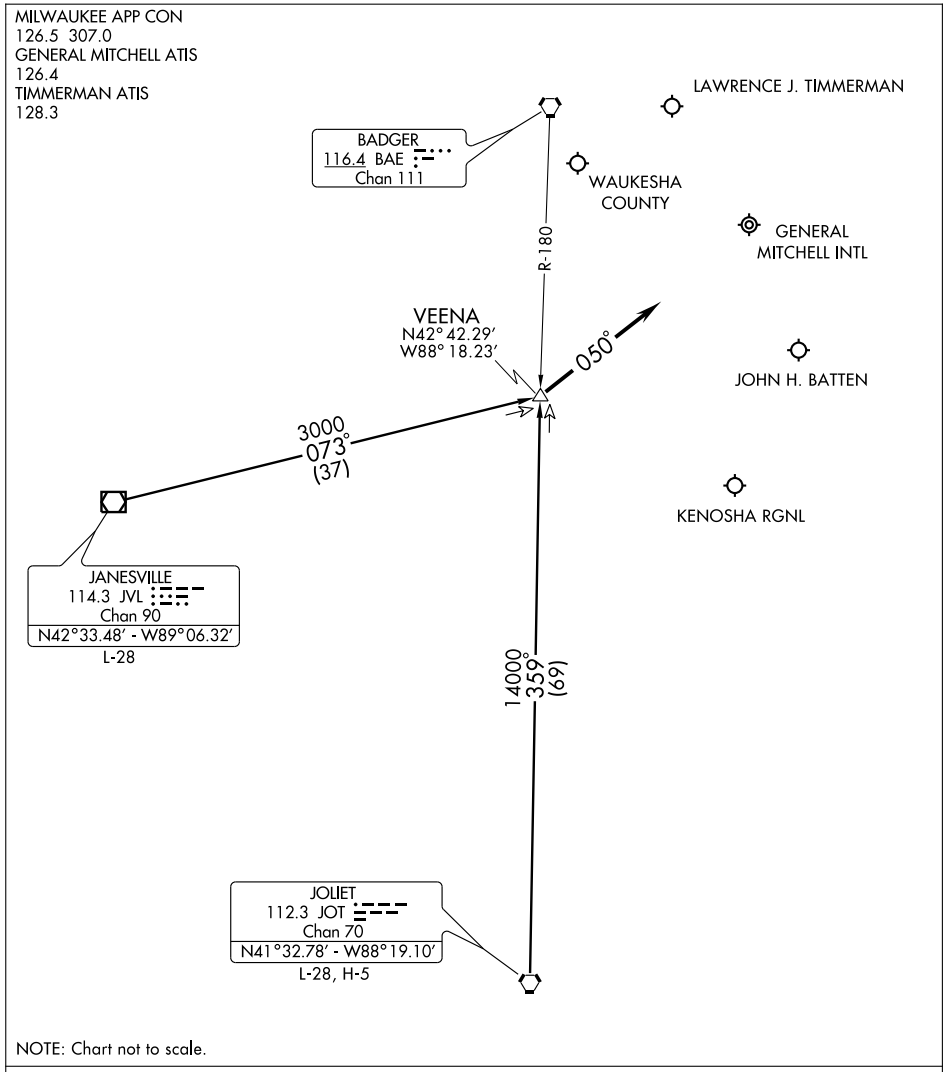
FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

EC-3, 14 JAN 2010 to 11 FEB 2010

VEENA ONE ARRIVAL (VEENA.VEENA1)

MILWAUKEE, WISCONSIN



NOTE: Chart not to scale.

JANESVILLE TRANSITION (JVL.VEENA1): From over JVL VOR/DME via JVL R-073 to VEENA INT. Thence....

JOLIET TRANSITION (JOT.VEENA1): From over JOT VORTAC via JOT R-359 to VEENA INT. Thence....

.... depart VEENA INT heading 050° for initial vector to final approach.

LOST COMMUNICATIONS: From VEENA INT proceed direct IAF for destination airport.

RACINE, WISCONSIN

AL-5121 (FAA)

VORTAC BAE 116.4 Chan 111	APP CRS 215°	Rwy Idg 6184 TDZE 666 Apt Elev 674

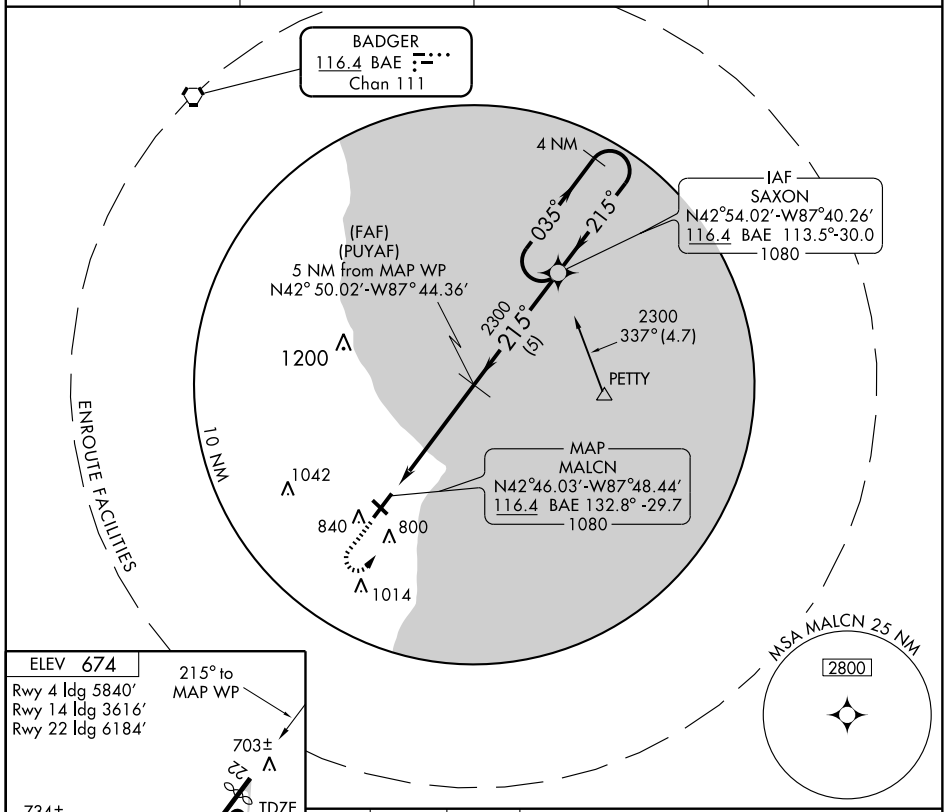
VOR/DME RNAV or GPS RWY 22

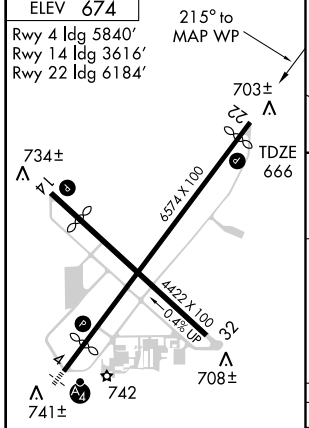
RACINE/JOHN H. BATTEN (RAC)

T
A NA

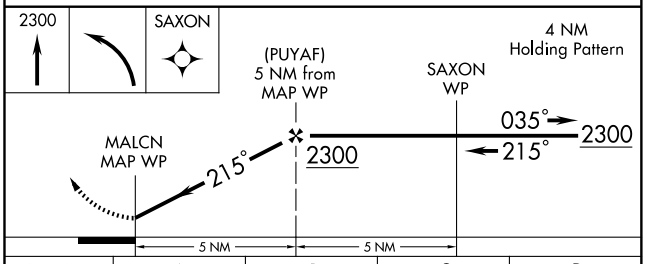
MISSED APPROACH: Climb to 2300 then left turn direct SAXON WP and hold.

ASOS	MILWAUKEE APP CON	CLNC DEL	UNICOM
117.7	120.15 (SOUTH) 317.725	120.15	123.075 (CTAF) L





HIRL Rwy 4-22 L
MIRL Rwy 14-32 L
REIL Rwys 4,14, 22 and 32 L



CATEGORY	A	B	C	D
S-22	1100-1	434 (500-1)	1100-1¼ 434 (500-1¼)	1100-1½ 434 (500-1½)
CIRCLING	1160-1	486 (500-1)	1160-1½ 486 (500-1½)	1240-2 566 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

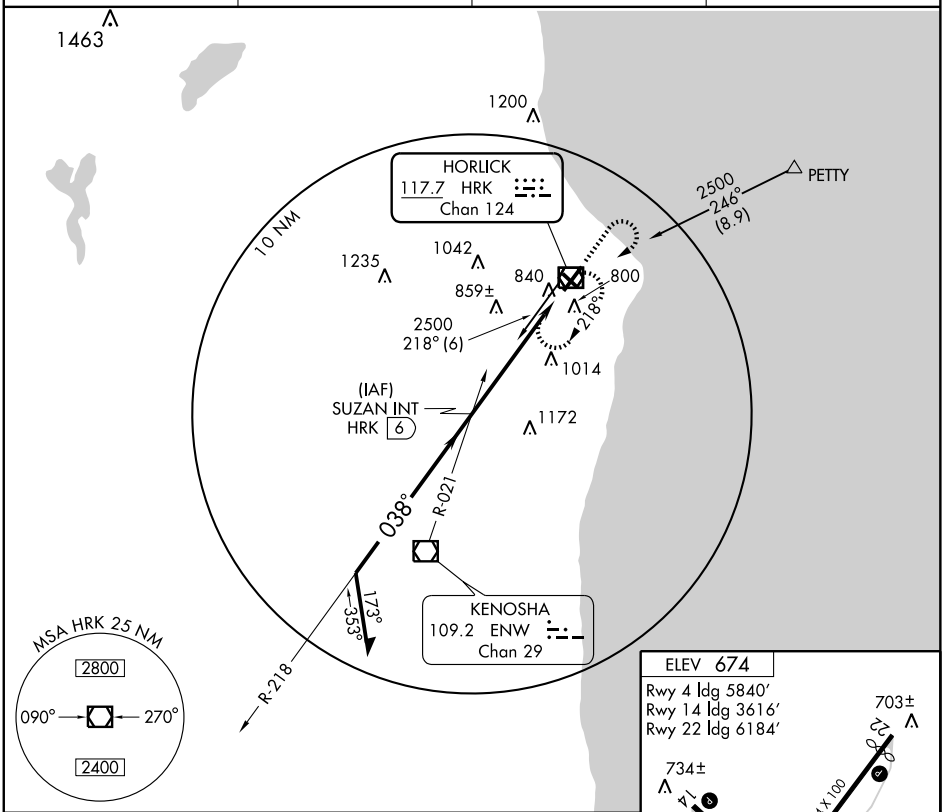
VOR/DME HRK	APP CRS	Rwy Idg	5840
117.7	038°	TDZE	667
Chan 124		Apt Elev	674

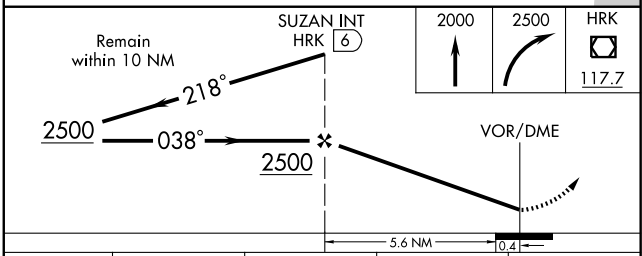
VOR or GPS RWY 4

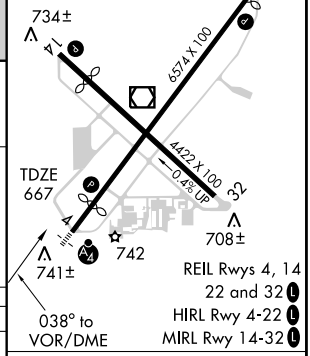
RACINE/JOHN H. BATTEN (RAC)

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct HRK VOR/DME and hold.

ASOS	MILWAUKEE APP CON	CLNC DEL	UNICOM
117.7	120.15 (SOUTH) 317.725	120.15	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-4	1120-1	453 (500-1)	1120-1¼ 453 (500-1¼)	1120-1½ 453 (500-1½)
CIRCLING	1160-1	486 (500-1)	1160-1½ 486 (500-1½)	1240-2 566 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC DLL 117.0 Chan 117	APP CRS 258°	Rwy Idg N/A TDZE N/A Apt Elev 907

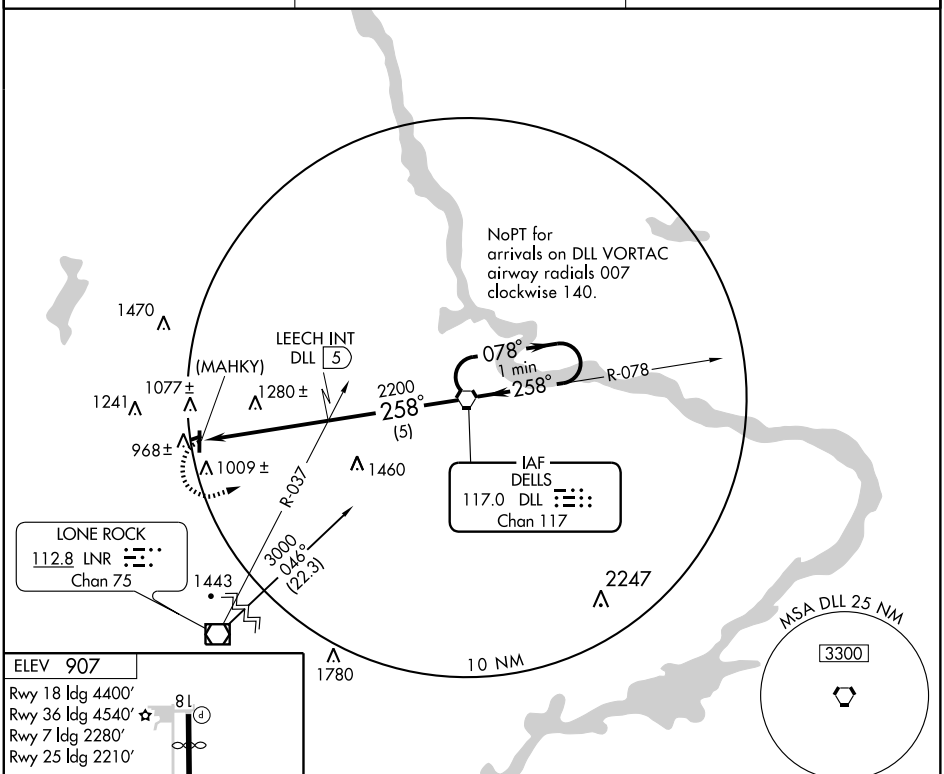
VOR or GPS-A

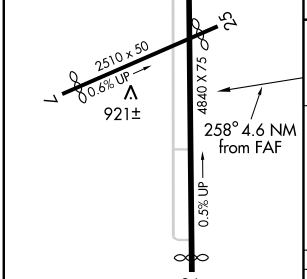
REEDSBURG MUNI (C35)

Use Lone Rock altimeter setting; if not received, use Madison altimeter setting.

MISSED APPROACH: Climbing left turn to 2700 direct DLL VORTAC and hold.

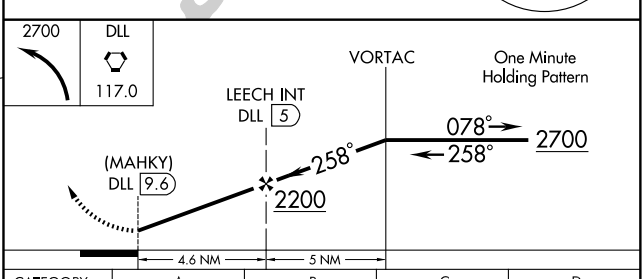
MADISON APP CON ★	GCO	UNICOM
135.45 343.7	121.725	122.8 (CTAF) L





REIL Rwys 18 and 36 L
MIRL Rwys 7-25 and 18-36 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
CIRCLING	1660-1 755 (800-1)	1660-1¼ 755 (800-1¼)	1660-2¼ 755 (800-2¼)	1660-2½ 755 (800-2½)
MADISON ALTIMETER SETTING MINIMUMS				
CIRCLING	1740-1 835 (900-1)	1740-1¼ 835 (900-1¼)	1740-2½ 835 (900-2½)	1740-2¾ 835 (900-2¾)

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC I-RHI	APP CRS	Rwy Idg	6799
111.3	087°	TDZE	1624
		Apt Elev	1624

ILS or LOC RWY 9

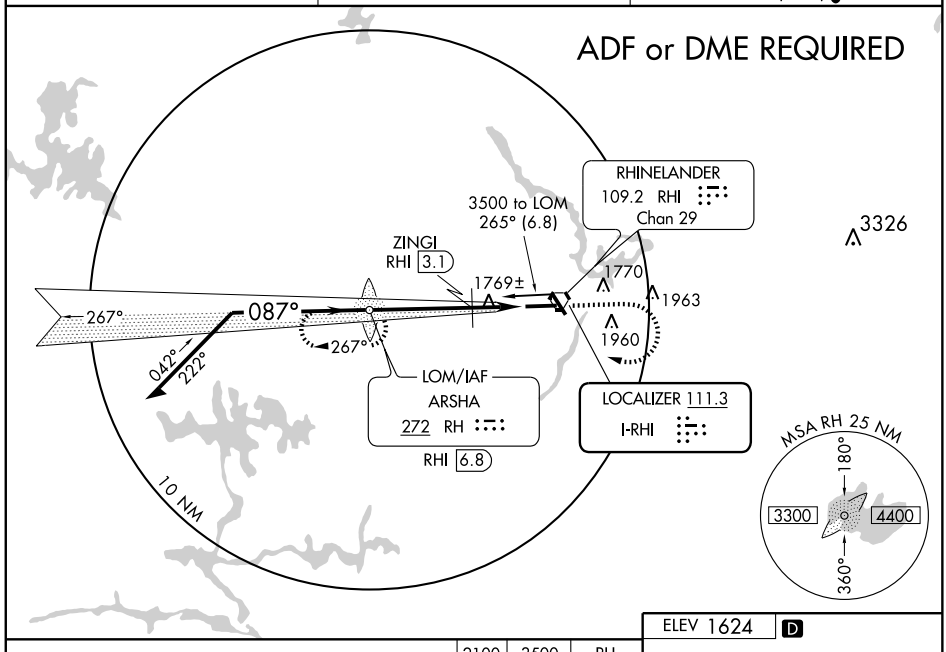
RHINELANDER-ONEIDA COUNTY (RHI)

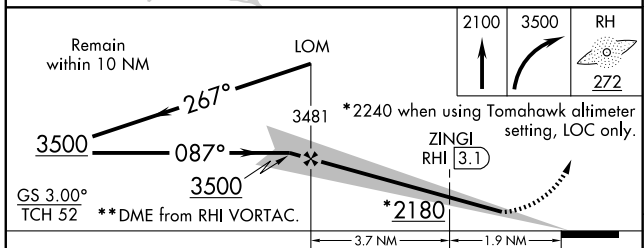
T A NA — ADF REQUIRED. When local altimeter setting not received, use Tomahawk altimeter setting and increase DA and all MDA 60 feet, increase S-LOC 9 and Circling Cats. C and D visibility ¼ mile, and increase ZINGI Fix Minimums S-LOC 9 and Circling Cats. C and D visibility ¼ mile. For inoperative MALSR, when using Tomahawk altimeter setting, increase S-ILS 9 all Cats. visibility to 1 mile.

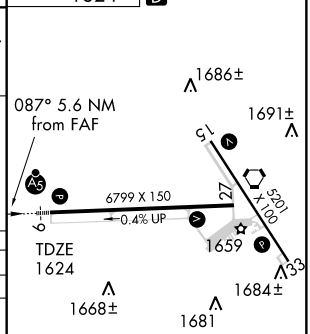
MALSR

MISSED APPROACH: Climb to 2100 then climbing right turn to 3500 direct ARSHA LOM and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.825	133.65 281.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 9	1824-½ 200 (200-½)			
S-LOC 9	2180-½ 556 (600-½)		2180-1 556 (600-1)	2180-1¼ 556 (600-1¼)
CIRCLING	2180-1 556 (600-1)	2220-1 596 (600-1)	2260-1¾ 636 (700-1¾)	2260-2 636 (700-2)
ZINGI FIX MINIMUMS**				
S-LOC 9	2020-½ 396 (400-½)			2020-¾ 396 (400-¾)
CIRCLING	2020-1 396 (400-1)	2220-1 596 (600-1)	2260-1¾ 636 (700-1¾)	2260-2 636 (700-2)

HIRL Rwys 9-27 and 15-33 L
REIL Rwys 15, 27 and 33 L

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6799
087°	TDZE	1623
	Apt Elev	1623

RNAV (GPS) RWY 9

RHINELANDER-ONEIDA COUNTY (RHI)

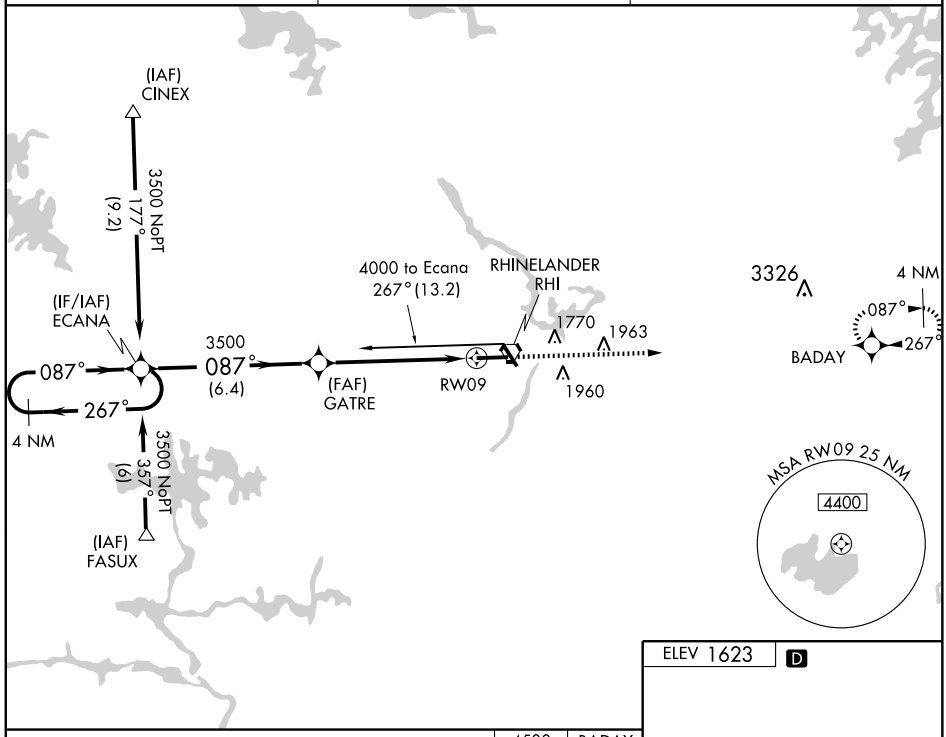
For inoperative MALSR increase LNAV/VNAV Cat. D visibility to 1 mile. Circling NA at night to Rwy 15. Baro/VNAV NA below -18° C (0° F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV Cat. D.

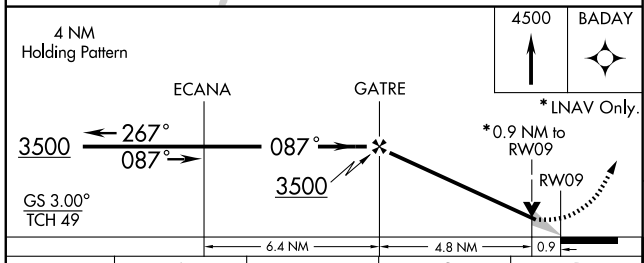
NA

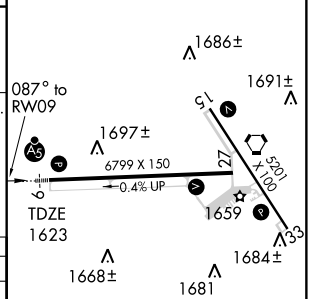
MALSR

MISSED APPROACH: Climb to 4500 direct BADAY WP and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.825	133.65 281.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	1940-½ 317 (400-½)			1940-¾ 317 (400-¾)
LNAV MDA	1960-½ 337 (400-½)			1960-1 337 (400-1)
CIRCLING	2020-1 397 (400-1)	2220-1 597 (600-1)	2220-1½ 597 (600-1½)	2280-2 657 (700-2)

HIRL Rwys 9-27 and 15-33 L
REIL Rwys 15, 27 and 33 L

EC-3. 14 JAN 2010 to 11 FEB 2010

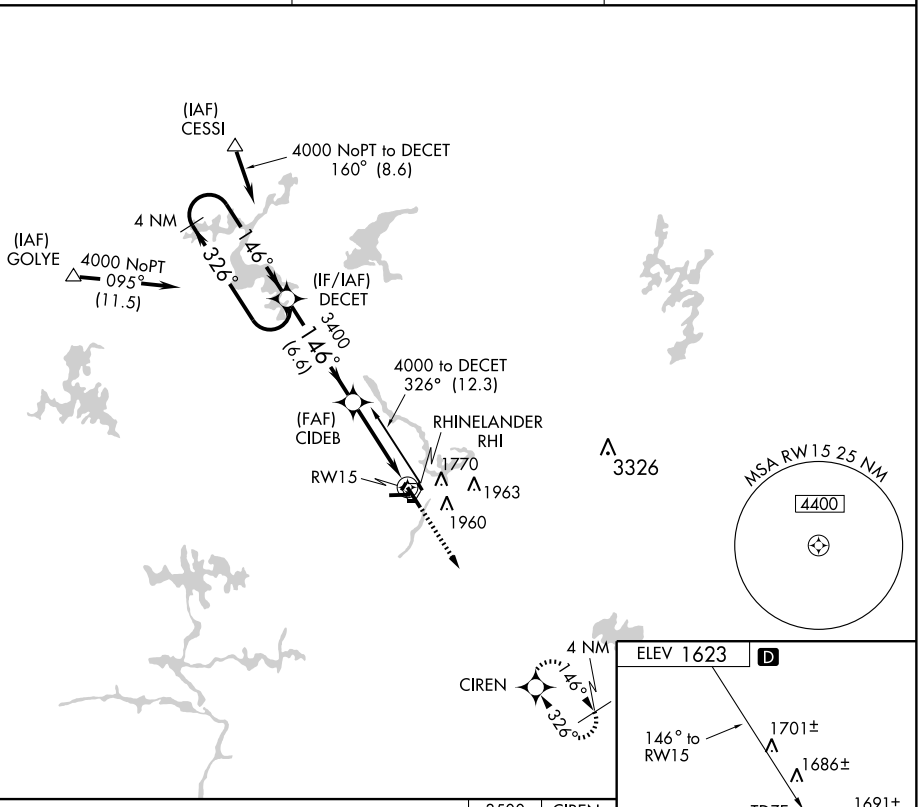
APP CRS	Rwy Idg	5201
146°	TDZE	1599
	Apt Elev	1623

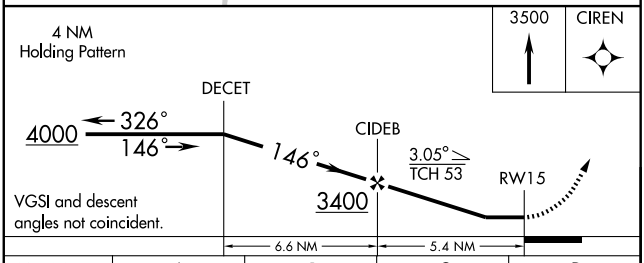
RNAV (GPS) RWY 15
RHINELANDER-ONEIDA COUNTY (RHI)

T
NA When VGSI inoperative, straight-in/circling Rwy 15 NA at night.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

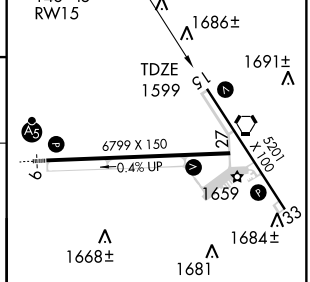
MISSED APPROACH: Climb to 3500 direct CIREN WP and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.825	133.65 281.5	123.0 (CTAF) L





3500	CIREN



CATEGORY	A	B	C	D
LNAV MDA	1980-1 381 (400-1)			1980-1¼ 381 (400-1¼)
CIRCLING	2020-1 397 (400-1)	2220-1 597 (600-1)	2220-1½ 597 (600-1½)	2280-2 657 (700-2)

HIRL Rwys 9-27 and 15-33 L
REIL Rwys 15, 27 and 33 L

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5201
326°	TDZE	1605
	Apt Elev	1623

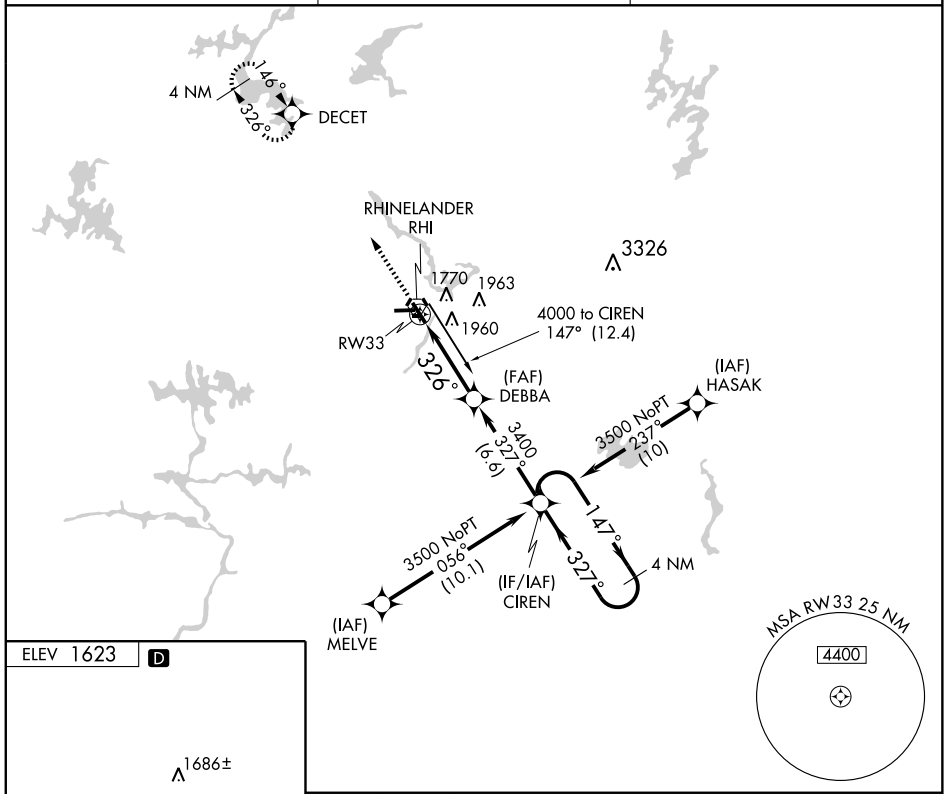
RNAV (GPS) RWY 33

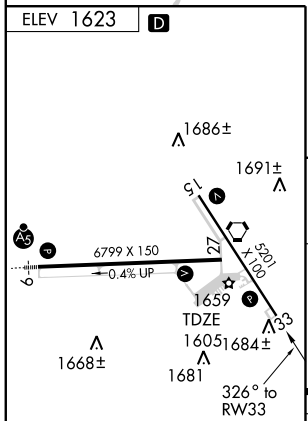
RHINELANDER-ONEIDA COUNTY (RHI)

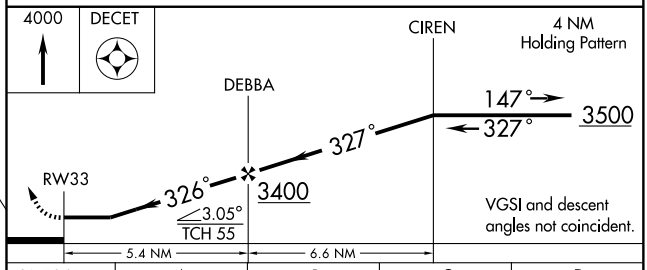
When VGSI inoperative, straight-in/circling Rwy 33 NA at night. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Circling NA at night to Rwy 15.

MISSED APPROACH: Climb to 4000 direct DECET WP and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.825	133.65 281.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2120-1 515 (500-1)		2120-1½ 515 (500-1½)	2120-1¾ 515 (500-1¾)
CIRCLING	2120-1 497 (500-1)	2220-1 597 (600-1)	2220-1½ 597 (600-1½)	2280-2 657 (700-2)

HIRL Rwys 9-27 and 15-33 L
REIL Rwys 15, 27 and 33 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS		
267°	Rwy Idg	6799
	TDZE	1606
	Apt Elev	1623

RNAV (GPS) Y RWY 27

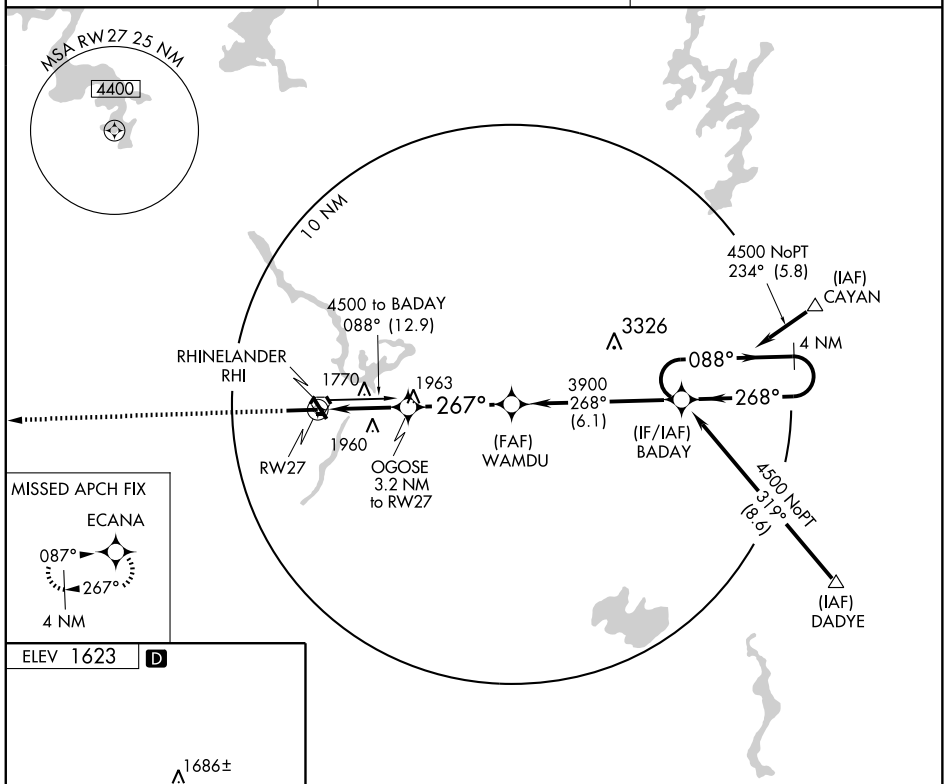
RHINELANDER-ONEIDA COUNTY (RHI)

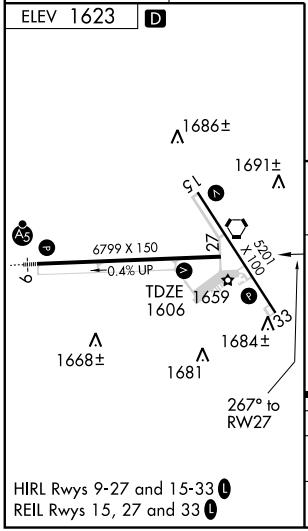
T
A NA

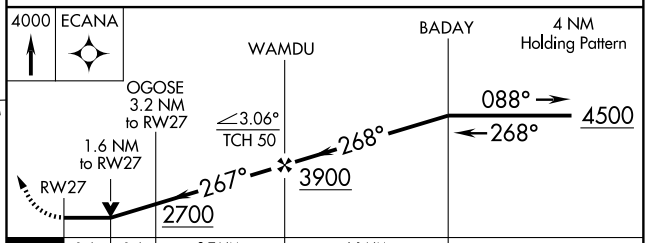
Circling NA at night to Rwy 15.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct ECANA WP and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.825	133.65 281.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2180-1 574 (600-1)		2180-1½ 574 (600-1½)	2180-1¾ 574 (600-1¾)
CIRCLING	2180-1 557 (600-1)	2220-1 597 (600-1)	2220-1½ 597 (600-1½)	2280-2 657 (700-2)

HIRL Rwys 9-27 and 15-33 L
REIL Rwys 15, 27 and 33 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6799
267°	TDZE	1606
	Apt Elev	1623

RNAV (GPS) Z RWY 27

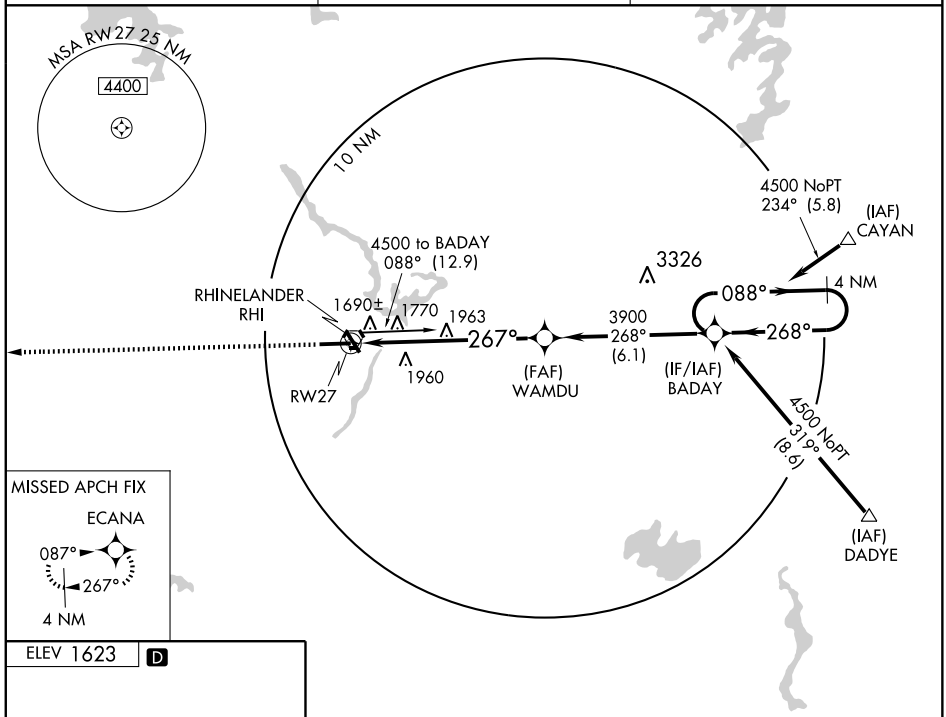
RHINELANDER-ONEIDA COUNTY (RHI)

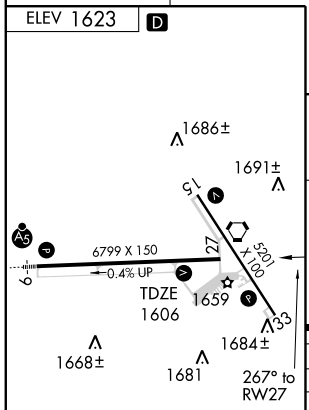
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Baro/VNAV NA below -18° C (0° F).
Circling NA at night to Rwy 15.

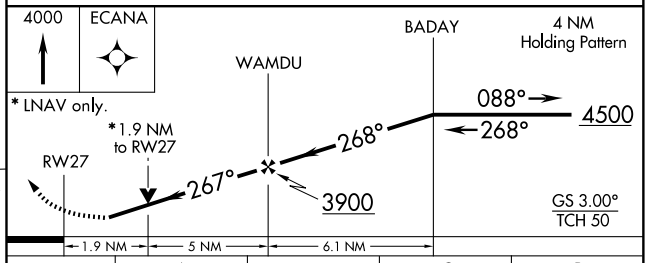
NA

MISSED APPROACH: Climb to 4000 direct ECANA WP and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.825	133.65 281.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	1980-1¼ 374 (400-1¼)			
LNAV MDA	2260-1 654 (700-1)		2260-1¾ 654 (700-1¾)	2260-2 654 (700-2)
CIRCLING	2260-1¼ 637 (700-1¼)		2260-1¾ 637 (700-1¾)	2280-2 657 (700-2)

HIRL Rwys 9-27 and 15-33 L
REIL Rwys 15, 27 and 33 L

EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC RHI 109.2 Chan 29	APP CRS 281°	Rwy Idg 6799 TDZE 1606 Apt Elev 1623

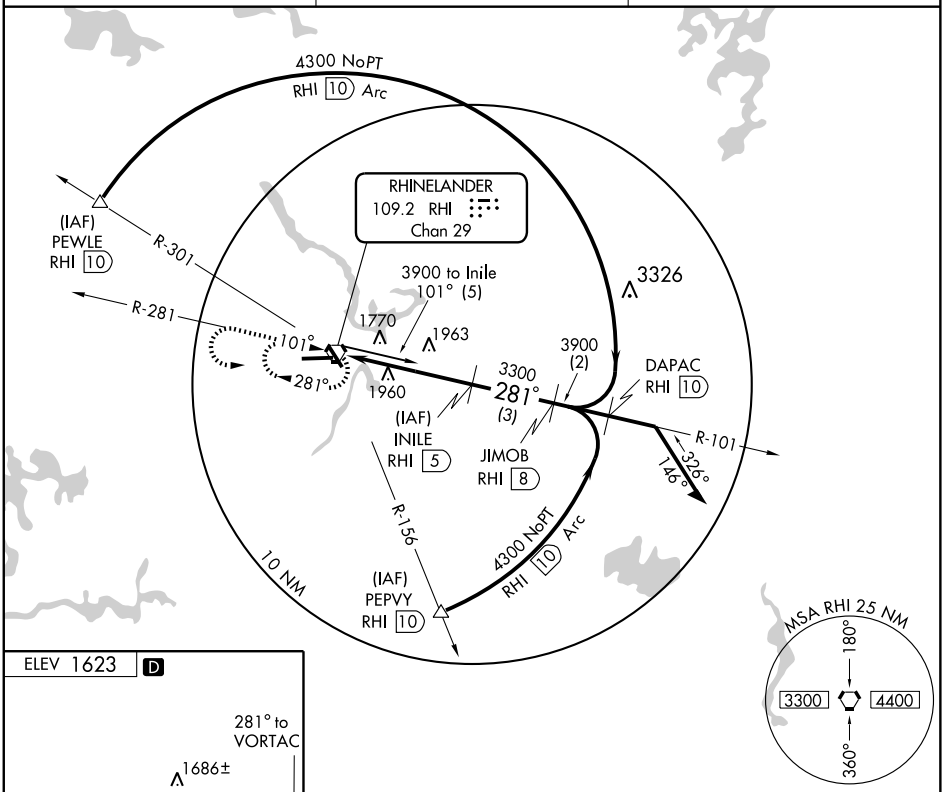
VOR/DME RWY 27

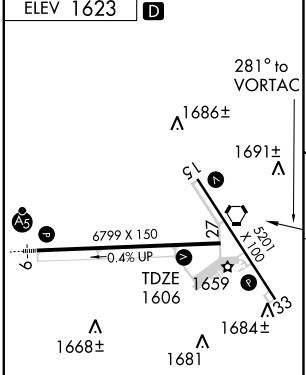
RHINELANDER-ONEIDA COUNTY (RHI)

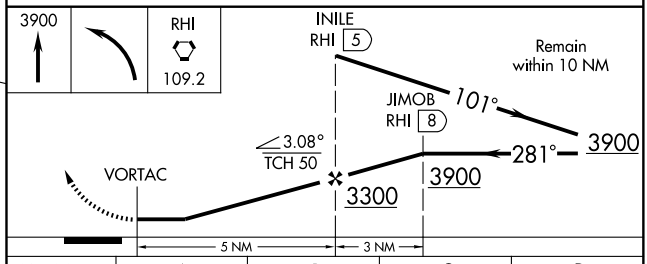
Circling NA at night to Rwy 15.

MISSED APPROACH: Climb to 3900 then left turn direct RHI VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.825	133.65 281.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-27	2220-1	614 (600-1)	2220-1¾ 614 (600-1¾)	2220-2 614 (600-2)
CIRCLING	2220-1	597 (600-1)	2220-1¾ 597 (600-1¾)	2280-2 657 (700-2)

HIRL Rwys 9-27 and 15-33 L
REIL Rwys 15, 27 and 33 L

EC-3, 14 JAN 2010 to 11 FEB 2010

VORTAC RHI	APP CRS	Rwy Idg	6799
109.2	081°	TDZE	1623
Chan 29		Apt Elev	1623

VOR RWY 9

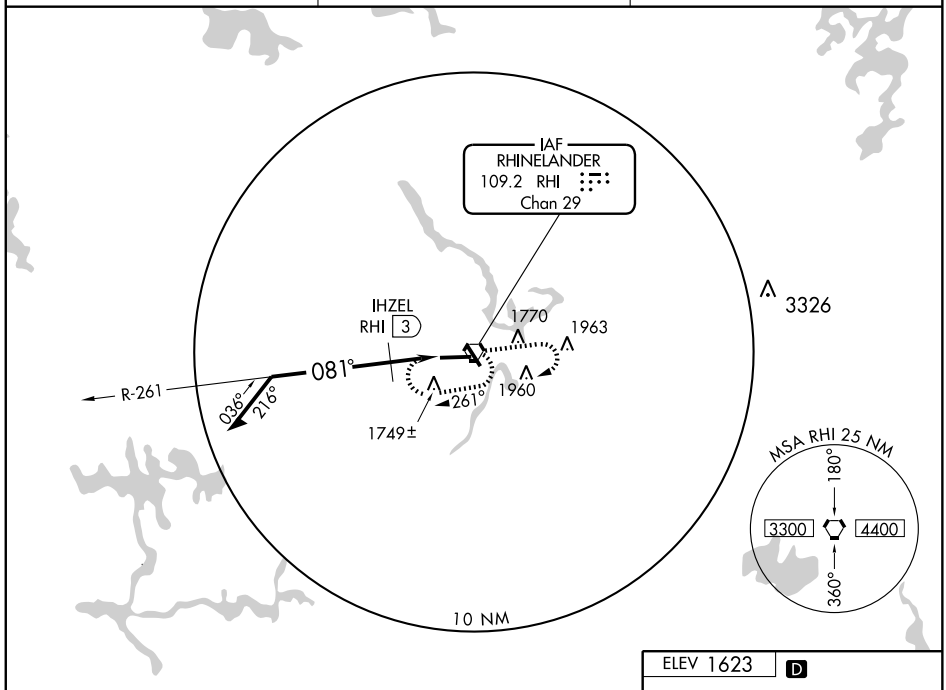
RHINELANDER-ONEIDA COUNTY (RHI)

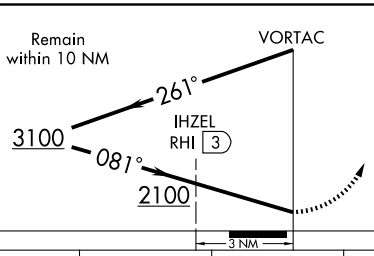
For inoperative MALSR, increase S-9 Cat. D DME minimums visibility to 1¼ .
Circling NA at night to Rwy 15.

MALSR

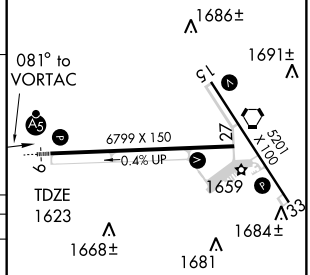
MISSED APPROACH: Climb to 2600 then climbing right turn to 3200 direct RHI VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.825	133.65 281.5	123.0 (CTAF) L





2600	3200	RHI
		109.2



CATEGORY	A	B	C	D
S-9	2100-½ 477 (500-½)		2100-¾ 477 (500-¾)	2100-1 477 (500-1)
CIRCLING	2100-1 477 (500-1)	2220-1 597 (600-1)	2220-1½ 597 (600-1½)	2280-2 657 (700-2)
DME MINIMUMS				
S-9	2000-½ 377 (400-½)			2000-1 377 (400-1)
CIRCLING	2060-1 437 (500-1)	2220-1 597 (600-1)	2220-1½ 597 (600-1½)	2280-2 657 (700-2)

HIRL Rwys 9-27 and 15-33 L
REIL Rwys 15, 27 and 33 L

EC-3. 14 JAN 2010 to 11 FEB 2010

LOC I-RPD	APP CRS	Rwy Idg	6500
108.3	010°	TDZE	1101
		Apt Elev	1107

ILS or LOC RWY 1

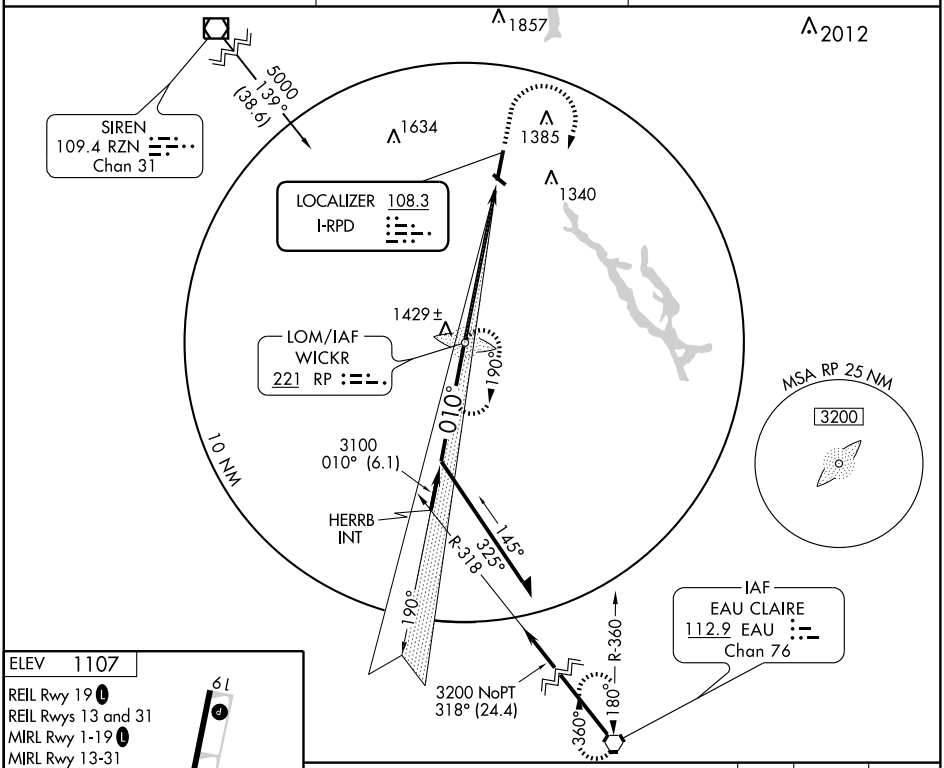
RICE LAKE RGNL-CARL'S FIELD (RPD)

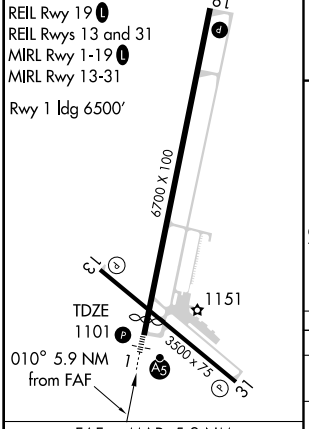
If local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting; increase DA to 1410 feet and increase all MDAs 120 feet. Circling to Rwy 13-31 NA at night. ADF REQUIRED.

MALSR

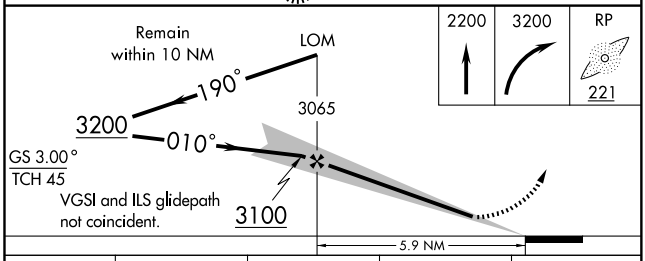
MISSED APPROACH: Climb to 2200 then climbing right turn to 3200 direct WICKR LOM and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
120.525	125.3 335.6	122.7 (CTAF) L





FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 1	1301-½ 200 (200-½)			
S-LOC 1	1620-½ 519 (600-½)		1620-1 519 (600-1)	1620-1¼ 519 (600-1¼)
CIRCLING	1620-1 513 (600-1)		1640-1½ 533 (600-1½)	1740-2 633 (700-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

RICE LAKE, WISCONSIN

AL-9210 (FAA)

WAAS	APP CRS	Rwy ldg	6500
CH 86217	010°	TDZE	1101
W01A		Apt Elev	1107

RNAV (GPS) RWY 1

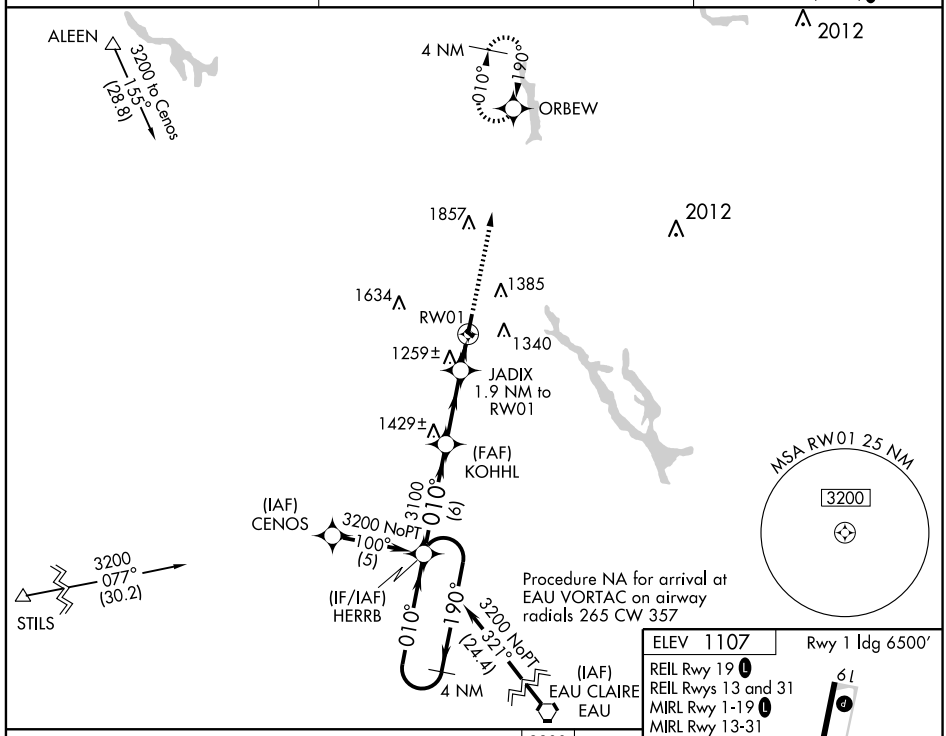
RICE LAKE RGNL-CARL'S FIELD (RPD)

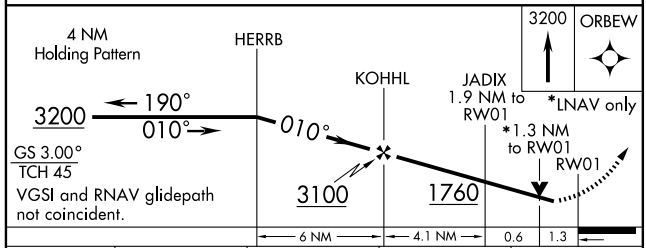
If local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all DAs/MDAs 120 feet. DME/DME RNP-0.3 NA. Baro-VNAV NA below -17° C (3° F). Baro VNAV and VDP NA when using Chippewa Valley Rgnl altimeter setting. For inoperative MALSR, increase LPV visibilty to 1 and LNAV Cat D visibility to 1¼.

MALSR

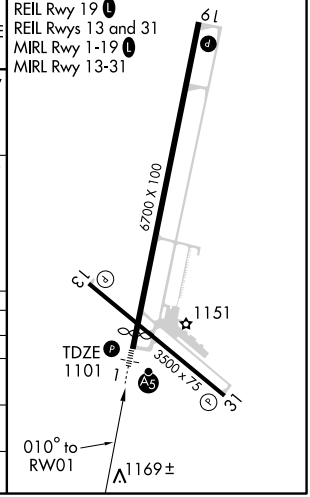
MISSED APPROACH: Climb to 3200 direct ORBEW and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
120.525	125.3 335.6	122.7 (CTAF)





CATEGORY	A	B	C	D
LPV DA		1390-½ 289 (300-½)		
LNAV/VNAV DA		1440-¾ 339 (400-¾)		
LNAV MDA	1520-½ 419 (500-½)		1520-¾ 419 (500-¾)	1520-1 419 (500-1)
CIRCLING	1600-1¼ 493 (500-1¼)		1640-1½ 533 (600-1½)	1740-2 633 (700-2)



EC-3. 14 JAN 2010 to 11 FEB 2010

RICE LAKE, WISCONSIN

AL-9210 (FAA)

RNAV (GPS) RWY 19

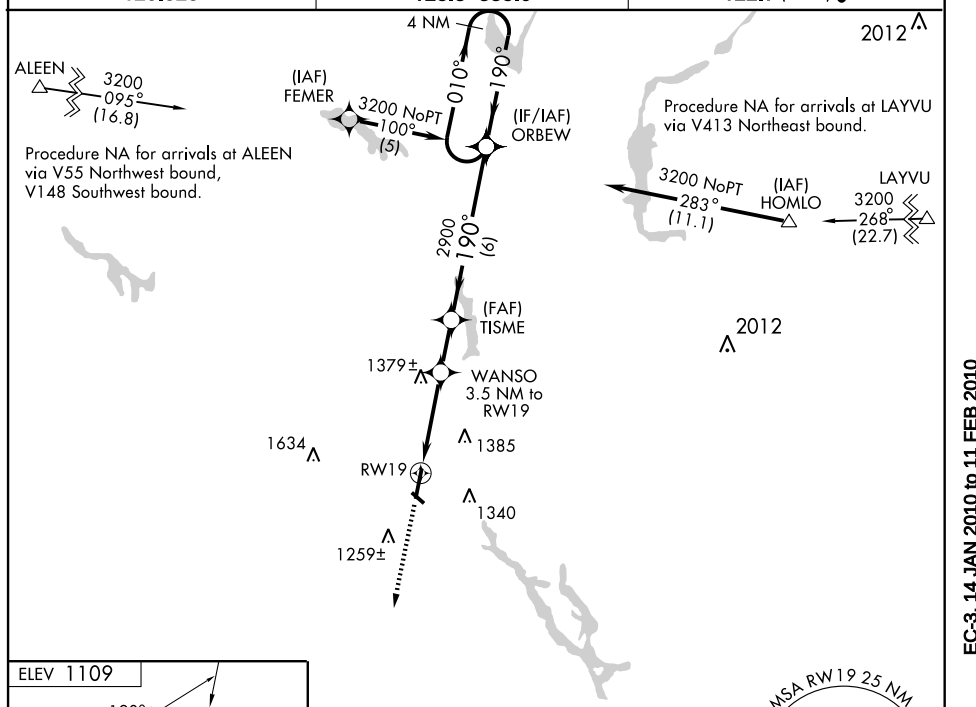
RICE LAKE RGNL-CARL'S FIELD (RPD)

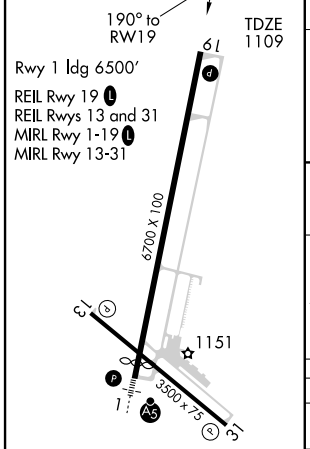
APP CRS	Rwy ldg	6700
190°	TDZE	1109
	Apt Elev	1109

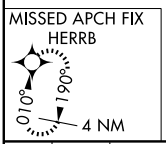
When local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all MDAs 120 feet, increase LNAV Cat C/D visibility ¼ mile and circling Cat C/D visibility ½ mile. DME/DME RNP-0.3 NA.

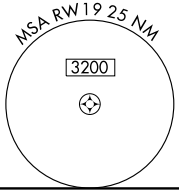
MISSED APPROACH: Climb to 3200 direct HERRB and hold.

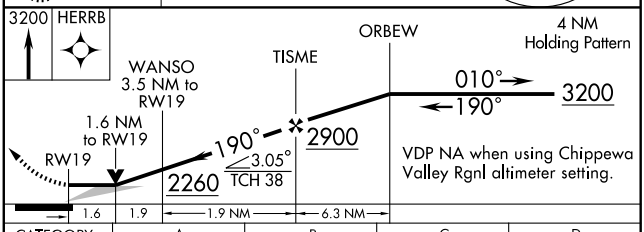
AWOS-3	MINNEAPOLIS CENTER	UNICOM
120.525	125.3 335.6	122.7 (CTAF) L











CATEGORY	A	B	C	D
LNAV MDA	1640-1	531 (600-1)	1640-1½ 531 (600-1½)	1640-1¾ 531 (600-1¾)
CIRCLING	1640-1	531 (600-1)	1700-1½ 591 (600-1½)	1740-2 631 (700-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME RPD	APP CRS		
110.0	196°	Rwy Idg	6700
Chan 37		TDZE	1109
		Apt Elev	1109

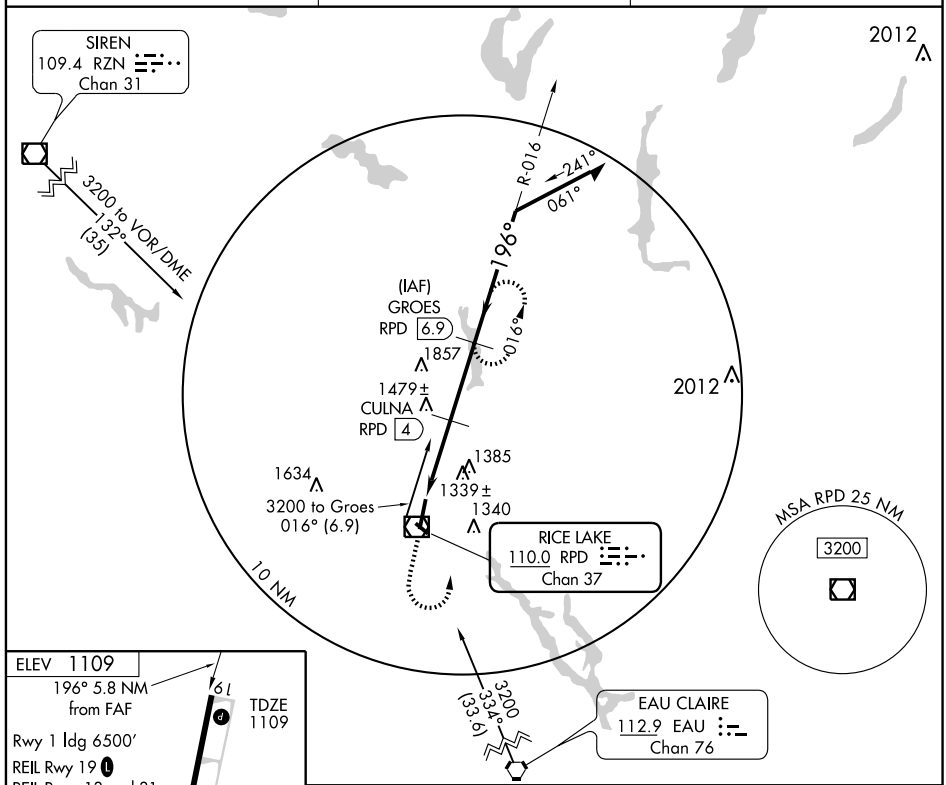
VOR/DME RWY 19

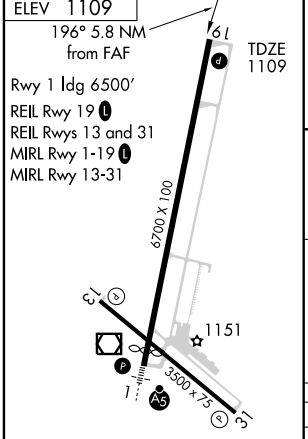
RICE LAKE RGNL-CARL'S FIELD (RPD)

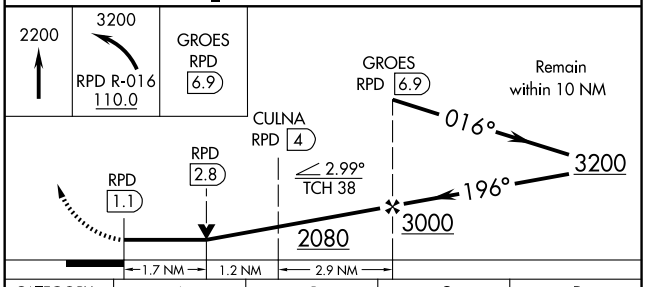
If local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all MDAs 120 feet.
VDP NA when using Chippewa Valley Rgnl altimeter setting.

MISSED APPROACH: Climb to 2200 then climbing left turn to 3200 via RPD R-016 to GROES/ 6.9 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
120.525	125.3 335.6	122.7 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-19	1700-1 591 (600-1)		1700-1½ 591 (600-1½)	1700-1¾ 591 (600-1¾)
CIRCLING	1700-1 591 (600-1)		1700-1½ 591 (600-1½)	1740-2 631 (700-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

RICE LAKE, WISCONSIN

AL-9210 (FAA)

VOR/DME RPD	APP CRS	Rwy Idg	6500
110.0	359°	TDZE	1101
Chan 37		Apt Elev	1109

VOR RWY 1

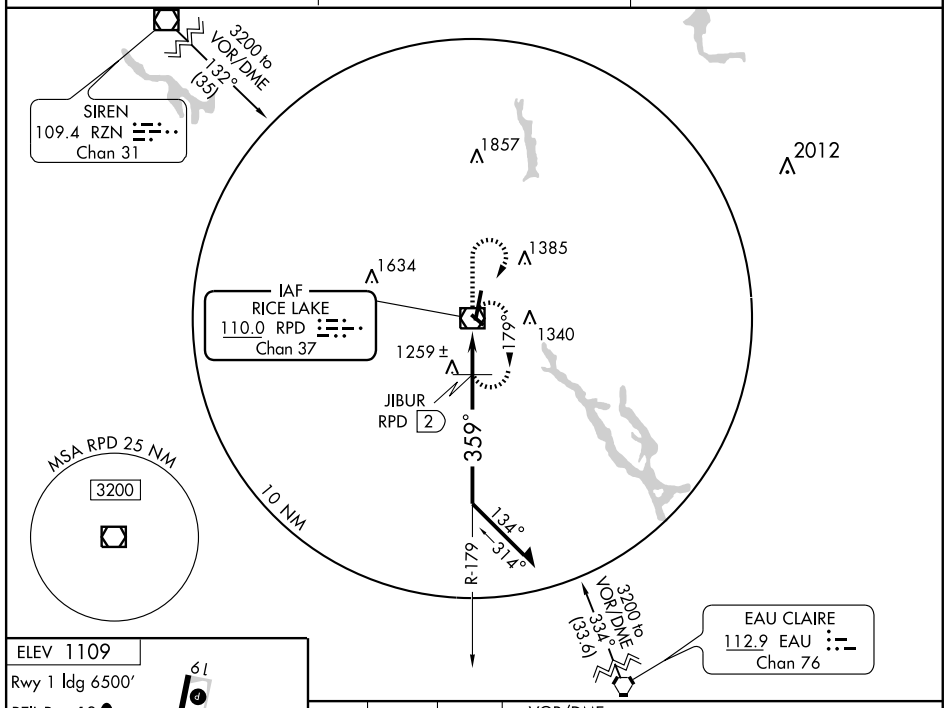
RICE LAKE RGNL-CARL'S FIELD (RPD)

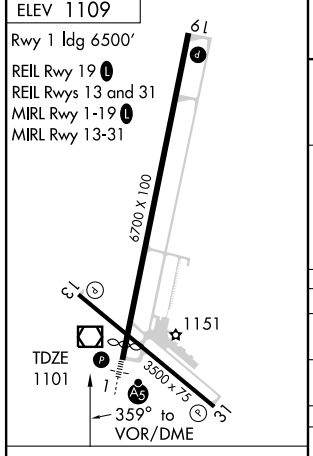
If local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all MDAs 120 feet. VDP NA when using Chippewa Valley Rgnl altimeter setting. For inoperative MALSR increase JIBUR fix minimums S-1 CAT D visibility to 1¼ mile.

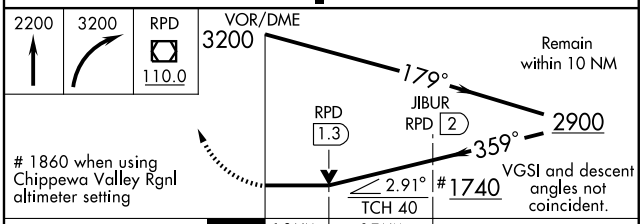
MALSR

MISSED APPROACH: Climb to 2200, then climbing right turn to 3200 direct RPD VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
120.525	125.3 335.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-1	1740-½ 639 (700-½)		1740-1¼ 639 (700-1¼)	1740-1½ 639 (700-1½)
CIRCLING	1740-1 631 (700- 1)		1740-1¾ 631 (700-1¾)	1740-2 631 (700-2)
JIBUR FIX MINIMUMS				
S-1	1520-½ 419 (500-½)		1520-¾ 419 (500-¾)	1520-1 419 (500-1)
CIRCLING	1600-1 491 (500-1)		1700-1½ 591 (600-1½)	1740-2 631 (700-2)

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

VOR/DME LNR	APP CRS	Rwy Idg	N/A
112.8	264°	TDZE	N/A
Chan 75		Apt Elev	742

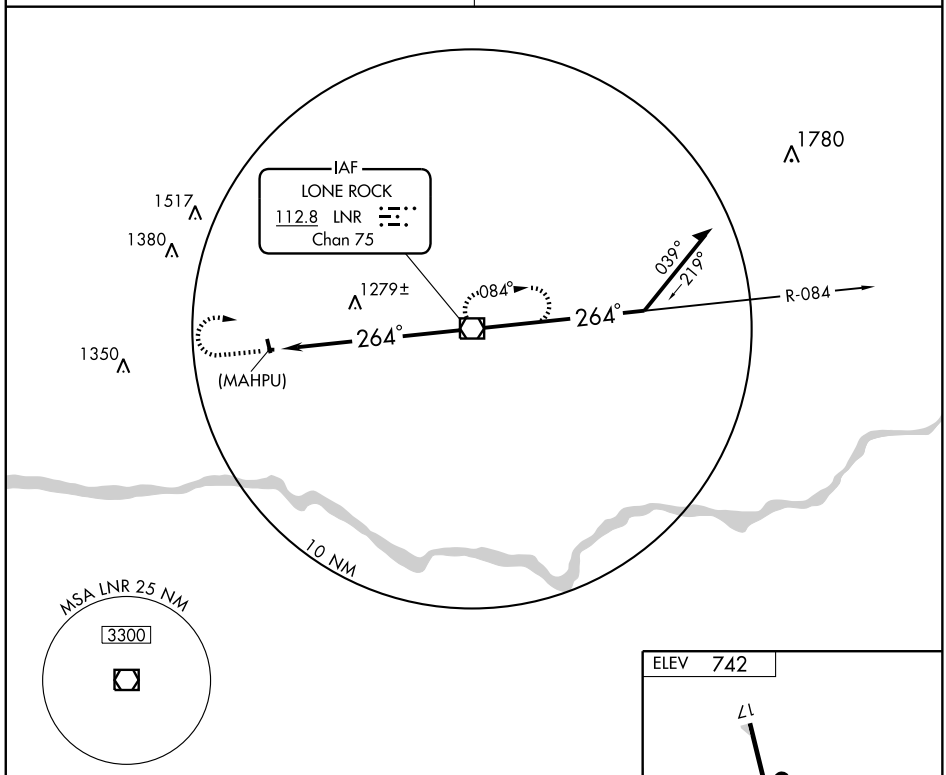
VOR or GPS-A
RICHLAND (93C)

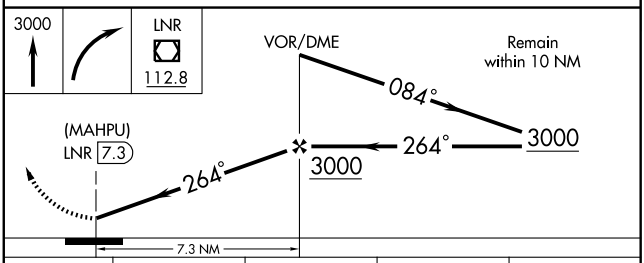
Use Lone Rock altimeter setting; if not received, use Madison altimeter setting.

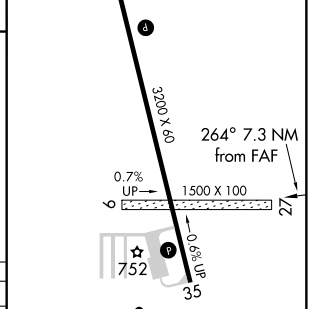
NA

MISSED APPROACH: Climb to 3000 then right turn direct LNR VOR/DME and hold.

CHICAGO CENTER	CTAF
133.3 380.35	122.9 L







CATEGORY	A	B	C	D
CIRCLING	1620-1 878 (900-1)	1620-1¼ 878 (900-1¼)	NA	
MADISON ALTIMETER SETTING MINIMUMS				
CIRCLING	1800-1¼ 1058 (1100-1¼)	1800-1½ 1058 (1100-1½)	NA	

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

FAF to MAP 7.3 NM

Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3900
295°	TDZE	811
	Apt Elev	811

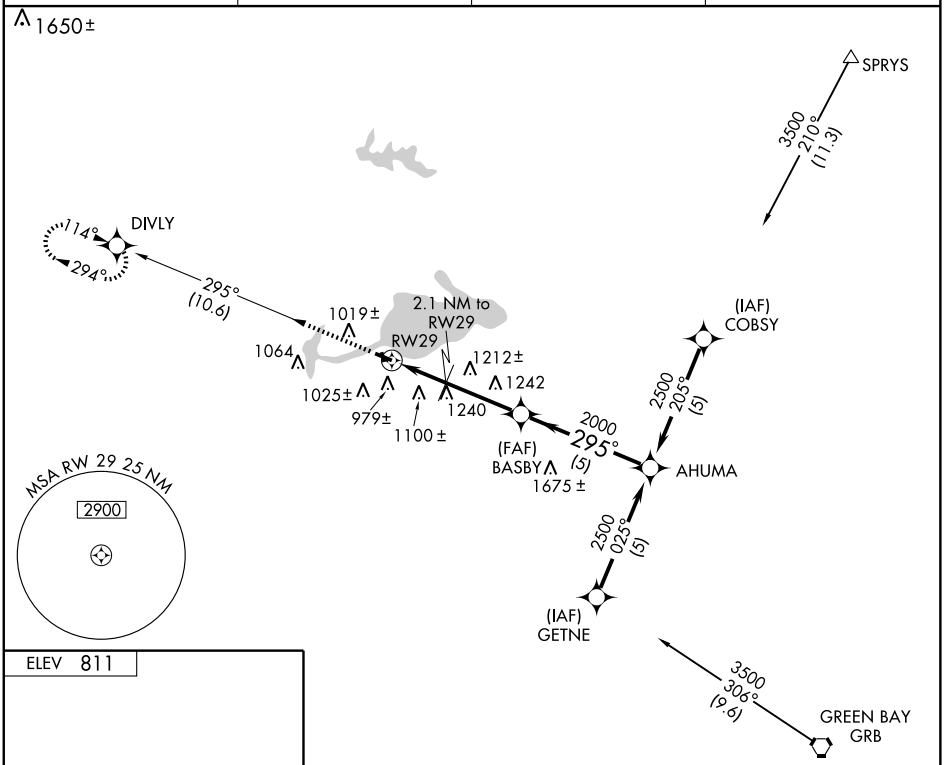
GPS RWY 29
SHAWANO MUNI (EZS)

T
NA

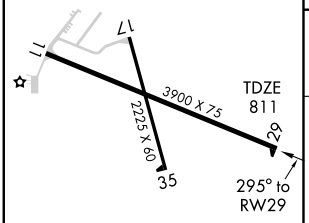
Use Green Bay (Austin Straubel Intl) altimeter setting.

MISSED APPROACH: Climb to 2500 via 295° course to DIVLY WP and hold.

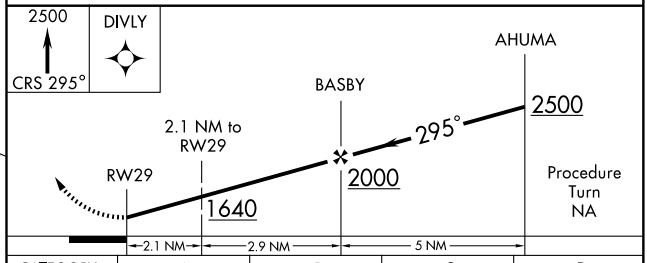
AWOS-3	GREEN BAY APP CON ★	GCO	UNICOM
118.65	119.4 338.2	121.725	122.8 (CTAF) L



ELEV 811



MIRL Rwy 11-29 and 17-35 L



CATEGORY	A	B	C	D
S-29	1460-1	649 (700-1)	1460-1¾ 649 (700-1¾)	1460-2 649 (700-2)
CIRCLING	1460-1	649 (700-1)	1480-1¾ 669 (700-1¾)	1580-2½ 769 (800-2½)

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-HEV	APP CRS	Rwy Idg	6802
110.7	217°	TDZE	743
Chan 44		Apt Elev	755

ILS or LOC/DME RWY 21

SHEBOYGAN COUNTY MEMORIAL (SBM)

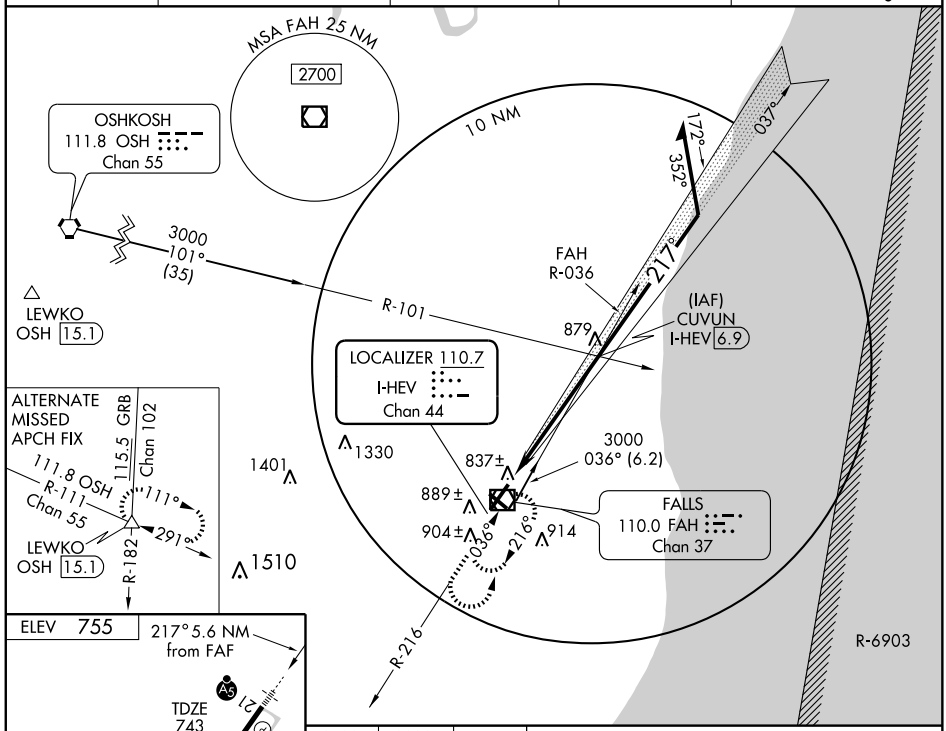
When VGSI inop, Circling Rwy 13-31 NA at night. When local altimeter setting not received, use Manitowoc altimeter setting and increase DA 67 feet and increase all MDA 80 feet, increase S-LOC 21Cat C/D visibility ¼ mile. VDP NA when using Manitowoc altimeter setting. For inoperative MALSR when using Mantowoc altimeter setting increase S-ILS 21 all Cats visibility to 1 mile.

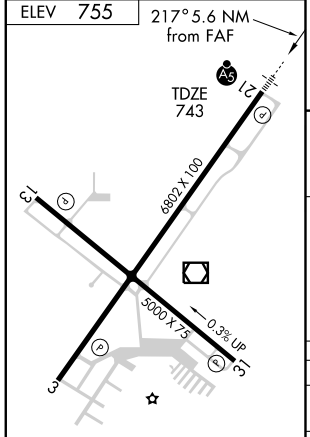
NA

MALSR

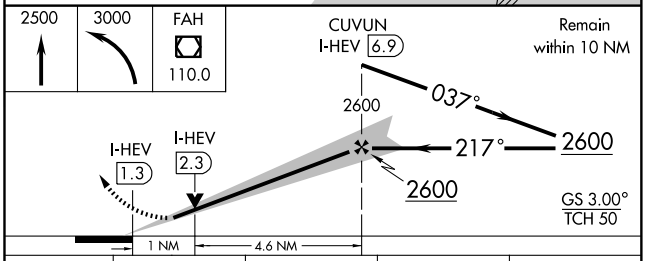
MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct FAH VOR/DME and hold.

ASOS	MILWAUKEE APP CON	GCO	CLNC DEL	UNICOM
110.0	127.0 263.075	121.725	127.375	122.7 (CTAF) L





REIL Rwy 3 L
MIRL Rwy 13-31 L
HIRL Rwy 3-21 L



CATEGORY	A	B	C	D
S-ILS 21	992-½ 249 (300-½)			
S-LOC 21	1120-½ 377 (400-½)			1120-¾ 377 (400-¾)
CIRCLING	1220-1 465 (500-1)		1220-1½ 465 (500-1½)	1320-2 565 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6802
CH 61104	037°	TDZE	744
W03A		Apt Elev	755

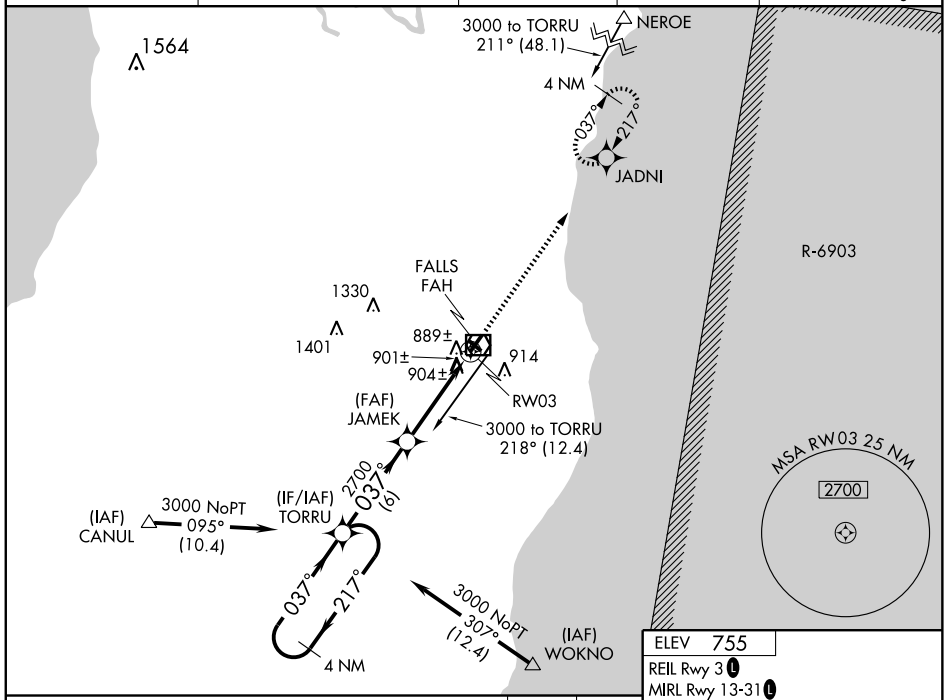
RNAV (GPS) RWY 3

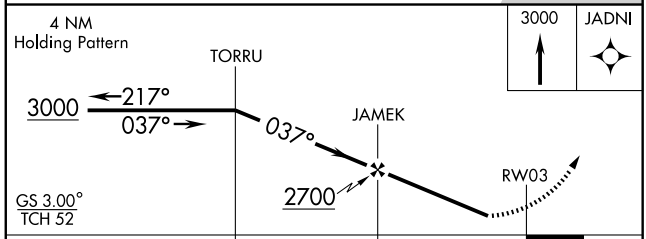
SHEBOYGAN COUNTY MEMORIAL (SBM)

When VGSI inop, Circling Rwy 13-31 NA at night. Baro-VNAV NA when using Manitowoc altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Manitowoc altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LPV, LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JADNI and hold.

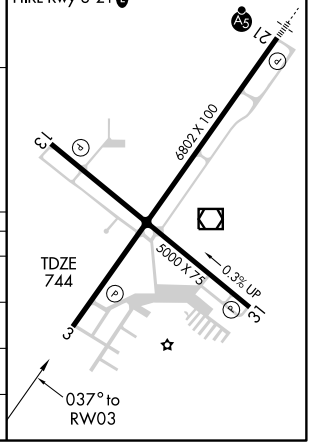
ASOS	MILWAUKEE APP CON	GCO	CLNC DEL	UNICOM
110.0	127.0 263.075	121.725	127.375	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1041-1 297 (300-1)			
LNAV/VNAV DA	1214-1¾ 470 (500-1¾)			
LNAV MDA	1160-1 416 (500-1)		1160-1¼ 416 (500-1¼)	
CIRCLING	1220-1 465 (500-1)		1220-1½ 465 (500-1½)	1320-2 565 (600-2)

ELEV 755
REIL Rwy 3 L
MIRL Rwy 13-31 L
HIRL Rwy 3-21 L



EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5000
131°	TDZE	749
	Apt Elev	754

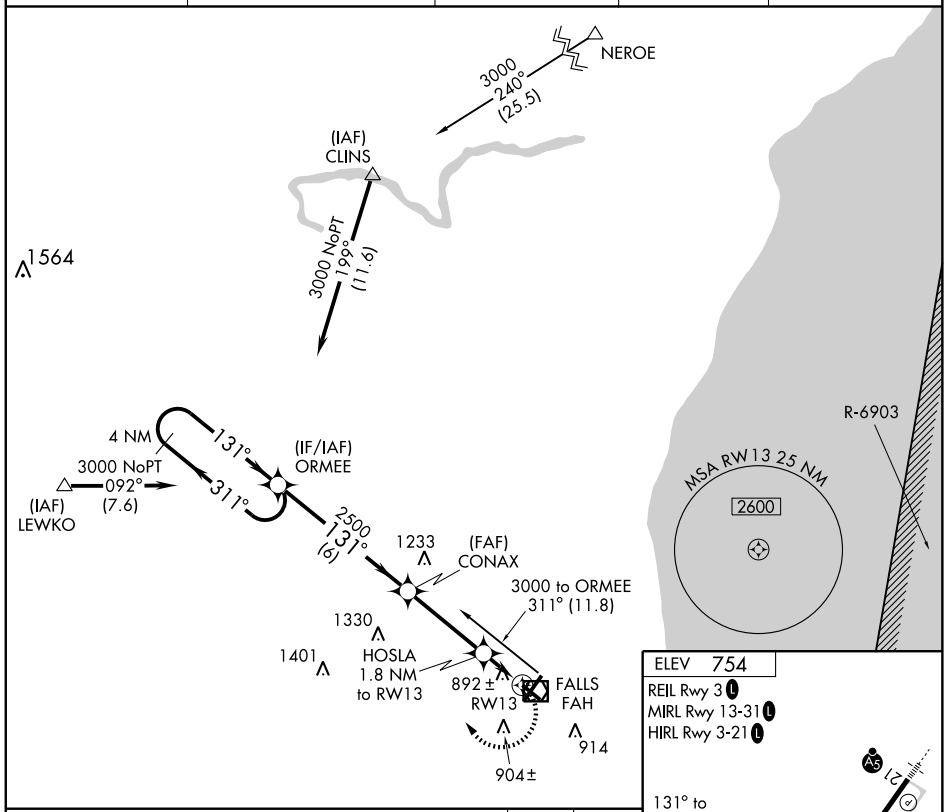
RNAV (GPS) RWY 13

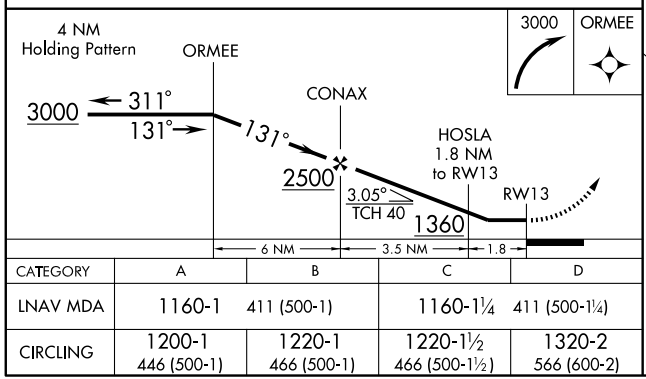
SHEBOYGAN COUNTY MEMORIAL (SBM)

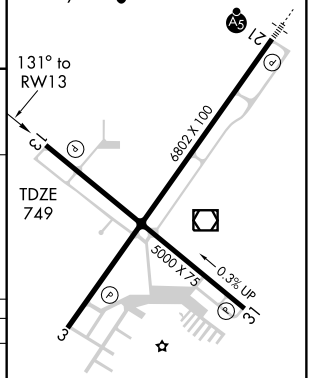
If local altimeter setting not received, use Manitowoc County altimeter setting and increase all MDAs 80 feet. When VGSI inop, straight-in/circling Rwy 13-31 procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct ORMEE and hold.

ASOS	MILWAUKEE APP CON	GCO	CLNC DEL	UNICOM
110.0	127.0 263.075	121.725	127.375	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1160-1 411 (500-1)		1160-1¼ 411 (500-1¼)	
CIRCLING	1200-1 446 (500-1)	1220-1 466 (500-1)	1220-1½ 466 (500-1½)	1320-2 566 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6802
CH 65904	217°	TDZE	743
W21A		Apt Elev	755

RNAV (GPS) RWY 21

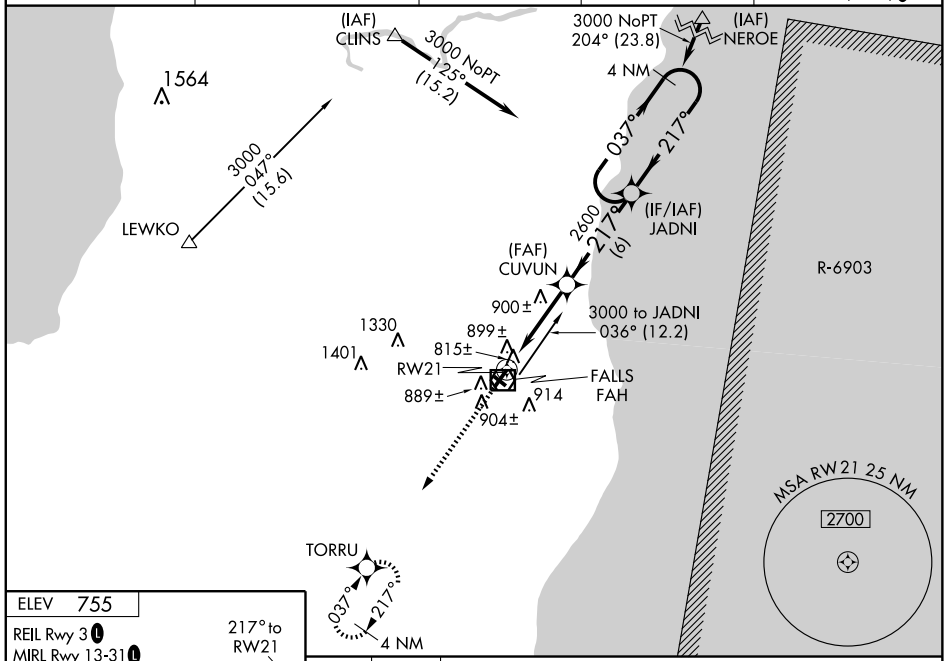
SHEBOYGAN COUNTY MEMORIAL (SBM)

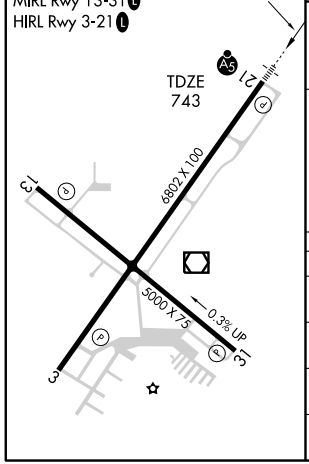
When VGSI inop, Circling Rwy 13-31 NA at night. For inoperative MALSR, increase LPV all Cats visibility to 1 and LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Manitowoc altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Manitowoc altimeter setting. For inoperative MALSR when using Manitowoc altimeter setting, increase LPV all Cats visibility to 1¼ mile.

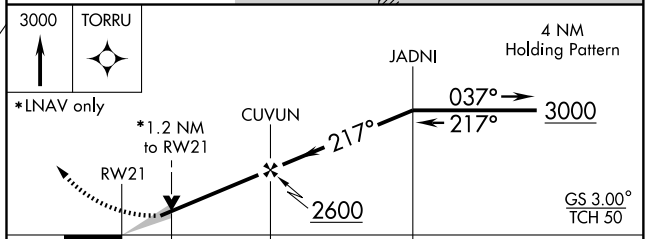
MALSR

MISSED APPROACH: Climb to 3000 direct TORRU and hold.

ASOS	MILWAUKEE APP CON	GCO	CLNC DEL	UNICOM
110.0	127.0 263.075	121.725	127.375	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1059-½ 316 (400-½)			
LNAV/VNAV DA	1209-1¼ 466 (500-1¼)			
LNAV MDA	1160-½ 417 (500-½)		1160-¾ 417 (500-¾)	1160-1 417 (500-1)
CIRCLING	1220-1 465 (500-1)		1220-1½ 465 (500-1½)	1320-2 565 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

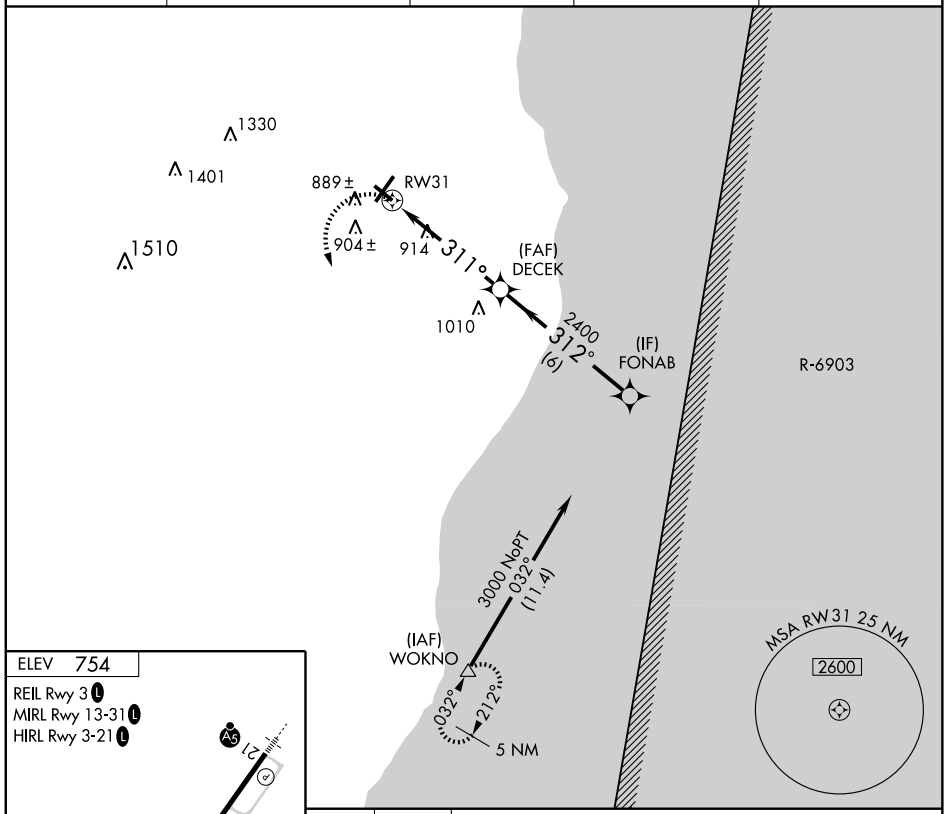
APP CRS	Rwy Idg	5000
311°	TDZE	744
	Apt Elev	754

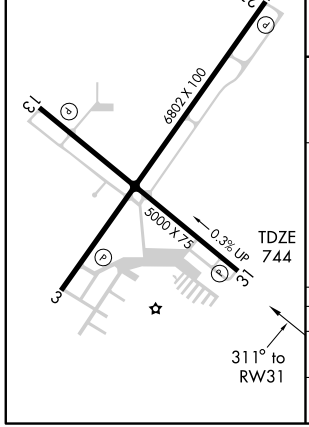
RNAV (GPS) RWY 31
SHEBOYGAN COUNTY MEMORIAL (SBM)

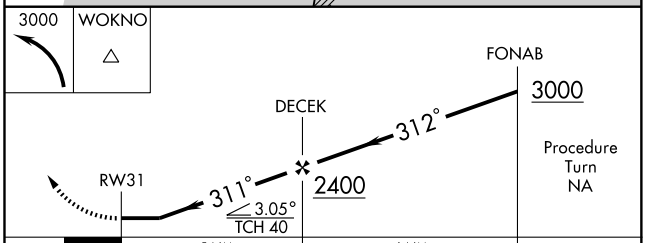
If local altimeter setting not received, use Manitowoc County altimeter setting and increase all MDAs 80 feet. When VGSI inop, Straight-in/Circling Rwy 13-31 procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct WOKNO and hold.

ASOS	MILWAUKEE APP CON	GCO	CLNC DEL	UNICOM
110.0	127.0 263.075	121.725	127.375	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220-1 476 (500-1)		1220-1¼ 476 (500-1¼)	1220-1½ 476 (500-1½)
CIRCLING	1220-1 466 (500-1)		1220-1½ 466 (500-1½)	1320-2 566 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME FAH	APP CRS	Rwy Idg	6802
110.0	046°	TDZE	744
Chan 37		Apt Elev	755

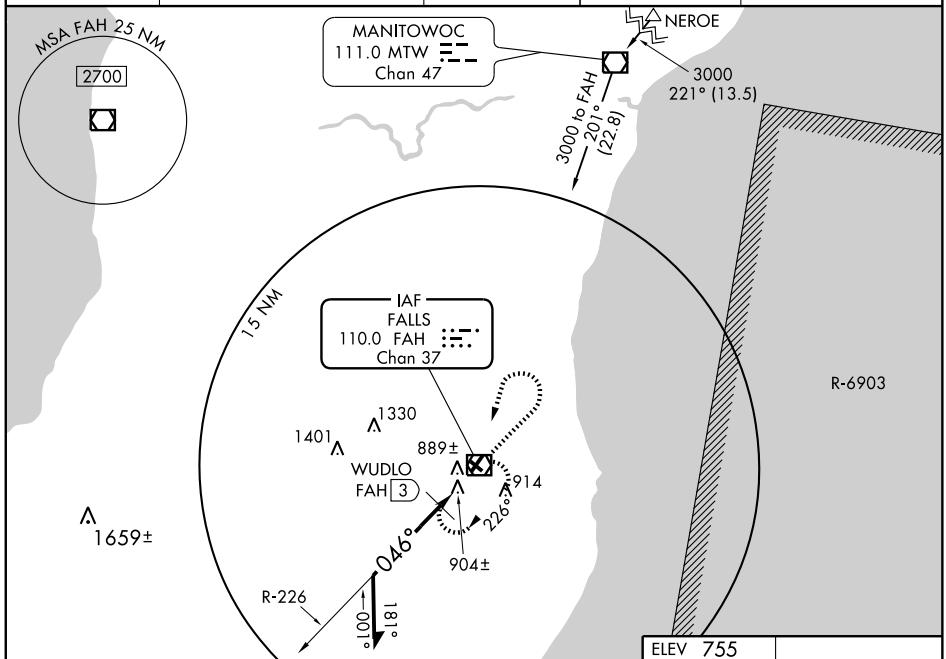
VOR RWY 3

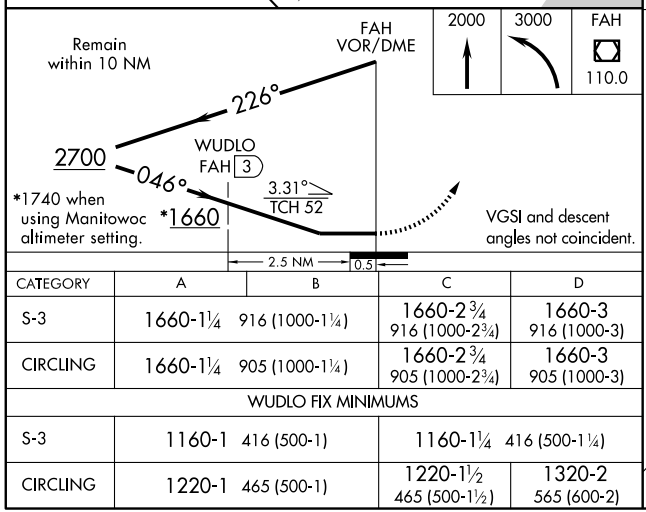
SHEBOYGAN COUNTY MEMORIAL (SBM)

When VGSI inop, Circling to Rwy 13-31 NA at night. When local altimeter setting not received, use Manitowoc altimeter setting and increase all MDA 80 feet, increase Cat B/C visibility ¼ mile, WUDLO fix minimums Cat D visibility ¼ mile. When using Manitowoc altimeter setting Cat D and straight-in WUDLO fix minimums NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FAH VOR/DME and hold.

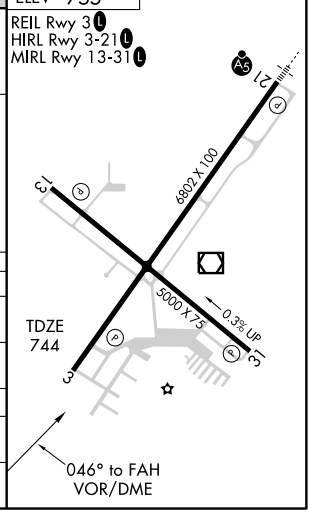
ASOS	MILWAUKEE APP CON	GCO	CLNC DEL	UNICOM
110.0	127.0 263.075	121.725	127.375	122.7 (CTAF) L





2000	3000	FAH
		110.0

CATEGORY	A	B	C	D
S-3	1660-1¼	916 (1000-1¼)	1660-2¾ 916 (1000-2¾)	1660-3 916 (1000-3)
CIRCLING	1660-1¼	905 (1000-1¼)	1660-2¾ 905 (1000-2¾)	1660-3 905 (1000-3)
WUDLO FIX MINIMUMS				
S-3	1160-1	416 (500-1)	1160-1¼	416 (500-1¼)
CIRCLING	1220-1	465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)



EC-3. 14 JAN 2010 to 11 FEB 2010

VOR/DME FAH	APP CRS	Rwy Idg	6802
110.0	209°	TDZE	743
Chan 37		Apt Elev	755

VOR RWY 21

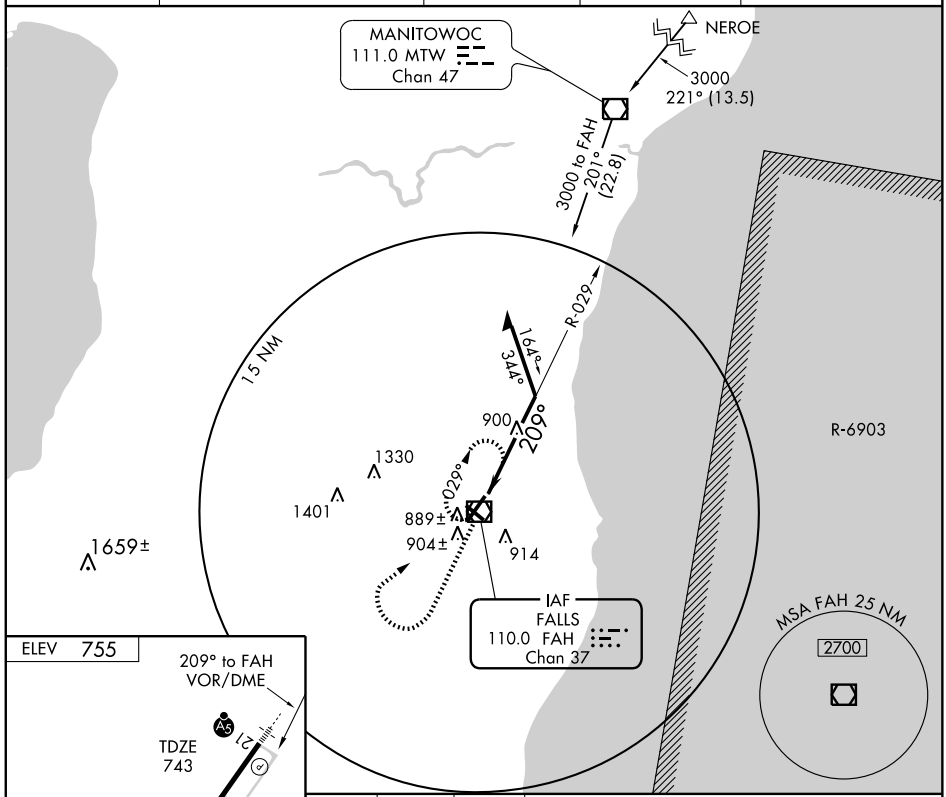
SHEBOYGAN COUNTY MEMORIAL (SBM)

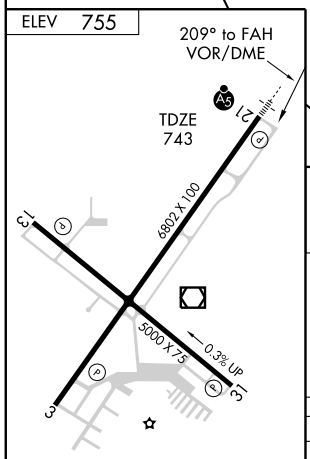
When VGSI inop, Circling to Rwy 13-31 NA at night. When local altimeter setting not received, use Manitowoc altimeter setting and increase all MDA 80 feet, increase S-21 Cat C/D visibility ¼ mile. VDP NA when using Manitowoc altimeter setting.

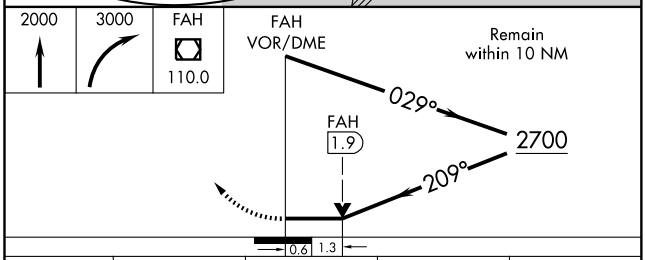
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct FAH VOR/DME and hold.

ASOS	MILWAUKEE APP CON	GCO	CLNC DEL	UNICOM
110.0	127.0 263.075	121.725	127.375	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-21	1200-½	457 (500-½)	1200-¾ 457 (500-¾)	1200-1 457 (500-1)
CIRCLING	1220-1	465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)

REIL Rwy 3 L
MIRL Rwy 13-31 L
HIRL Rwy 3-21 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2881
136°	TDZE	1232
	Apt Elev	1232

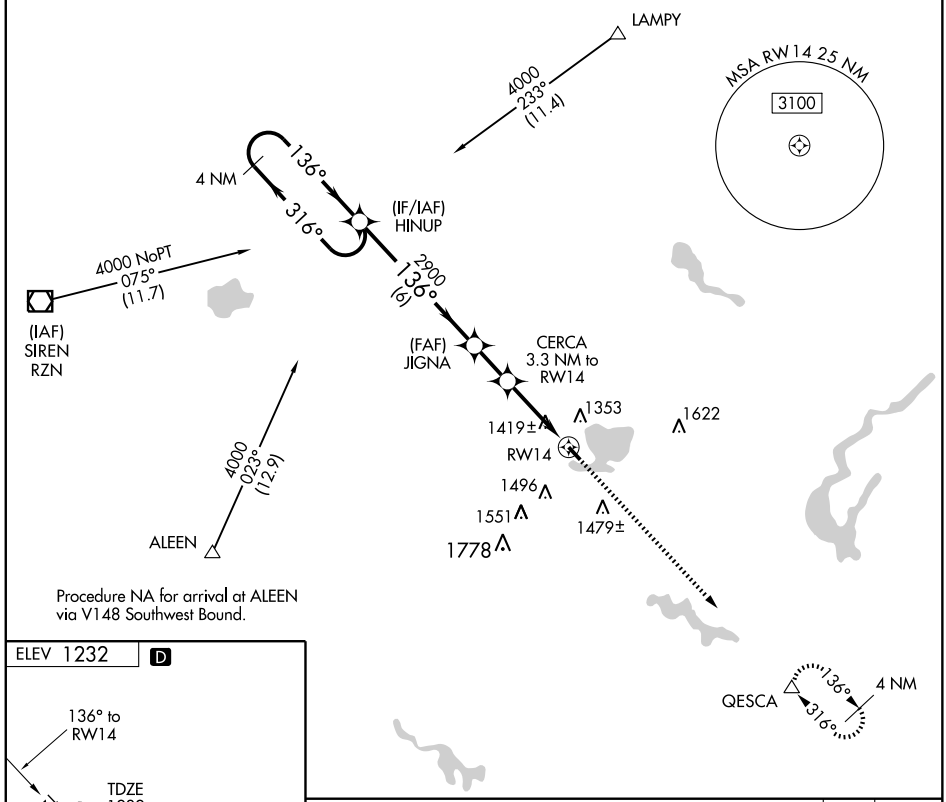
RNAV (GPS) RWY 14
SHELL LAKE MUNI (SSQ)

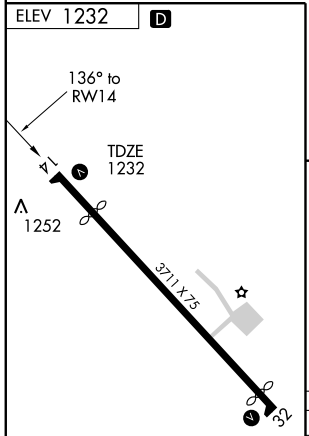
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Rice Lake altimeter setting; when not received, use Siren altimeter setting and increase all MDAs 20 feet and LNAV Cat D visibility ¼ mile.

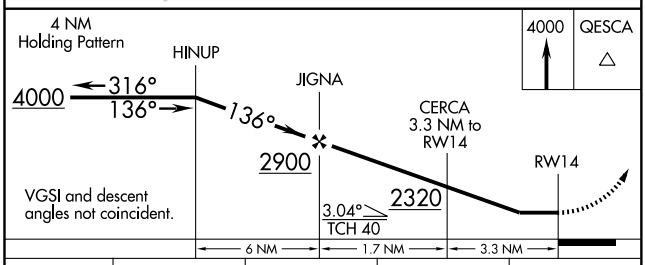
NA

MISSED APPROACH: Climb to 4000 direct QESCA and hold.

MINNEAPOLIS CENTER	GCO	UNICOM
126.45 276.4	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1740-1 508 (600-1)		1740-1½ 508 (600-1½)	
CIRCLING	1840-1 608 (700-1)		1840-1¾ 608 (700-1¾)	1860-2 628 (700-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	3500
316°	TDZE	1232
	Apt Elev	1232

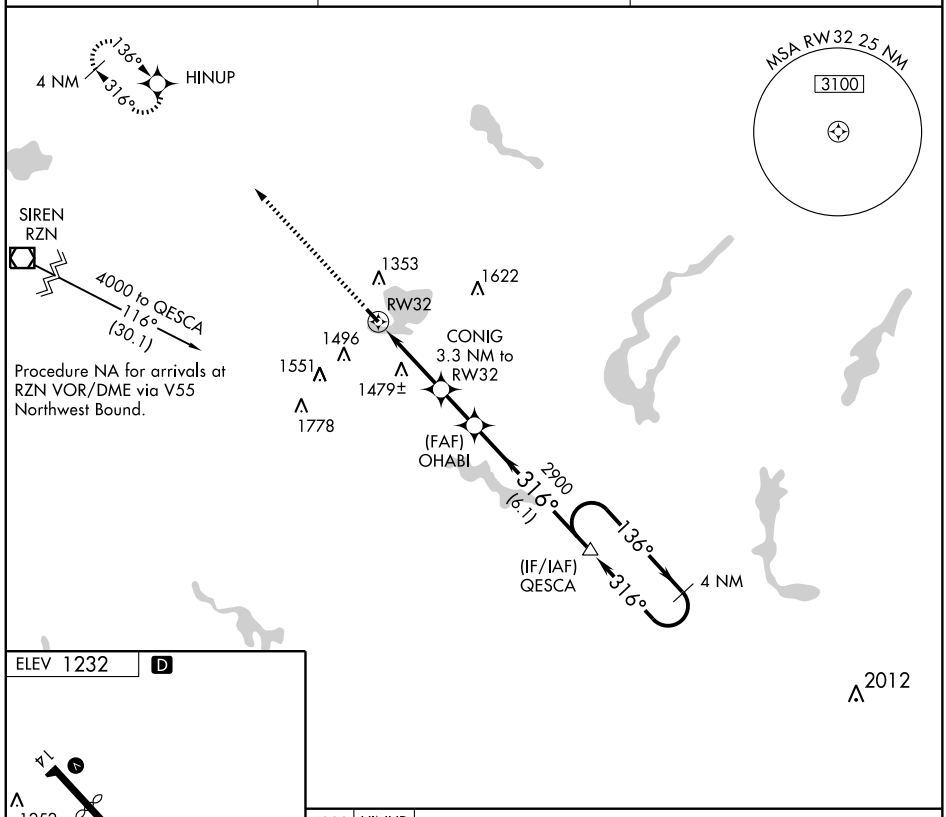
RNAV (GPS) RWY 32
SHELL LAKE MUNI (SSQ)

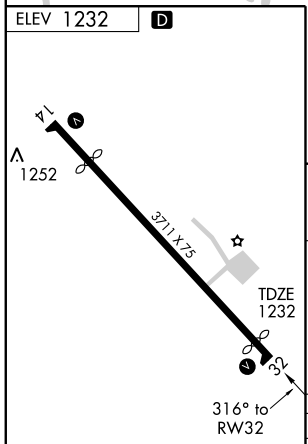
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Rice Lake altimeter setting; when not received use Siren altimeter setting and increase all MDAs 20 feet.

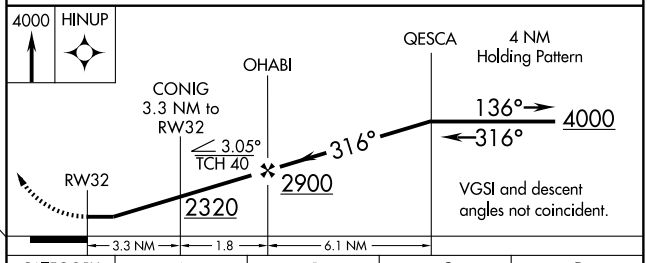
NA

MISSED APPROACH: Climb to 4000 direct HINUP and hold.

MINNEAPOLIS CENTER	GCO	UNICOM
126.45 276.4	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1800-1 568 (600-1)		1800-1½ 568 (600-1½)	1800-1¾ 568 (600-1¾)
CIRCLING	1840-1 608 (700-1)		1840-1¾ 608 (700-1¾)	1860-2 628 (700-2)

REIL Rwy 32 L
MIRL Rwy 14-32 L

EC-3. 14 JAN 2010 to 11 FEB 2010

SHELL LAKE, WISCONSIN AL-6541 (FAA)

VOR/DME RPD	APP CRS		
110.0	342°	Rwy Idg	3500
Chan 37		TDZE	1232
		Apt Elev	1232

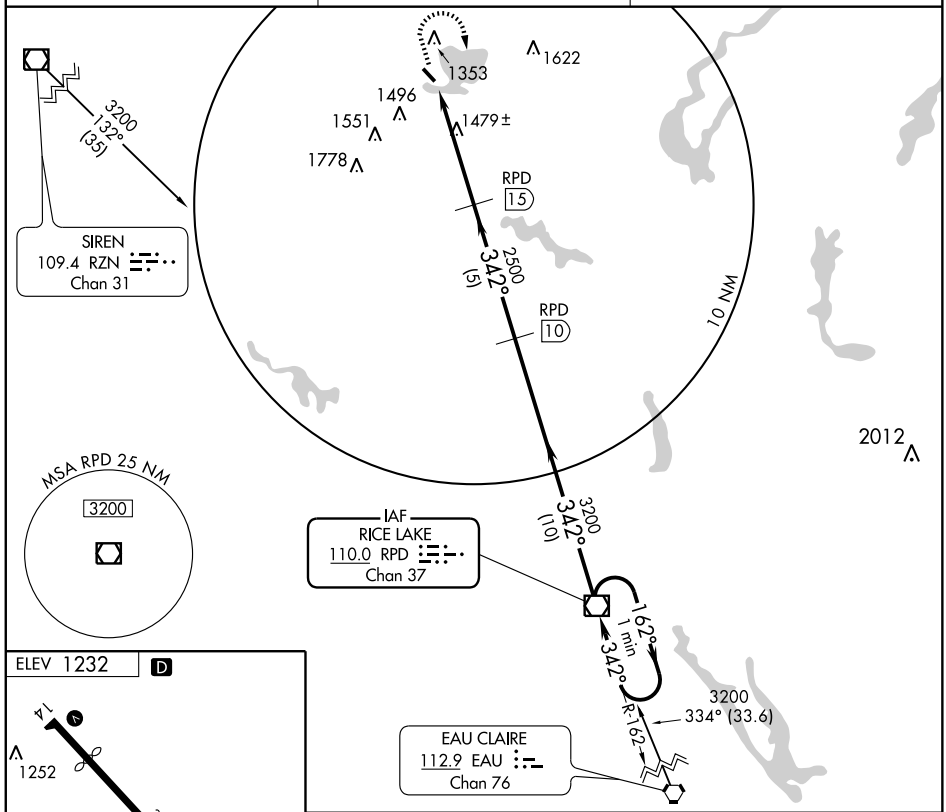
VOR/DME RWY 32
SHELL LAKE MUNI (SSQ)

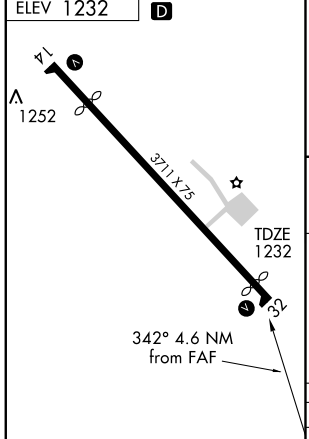
NA

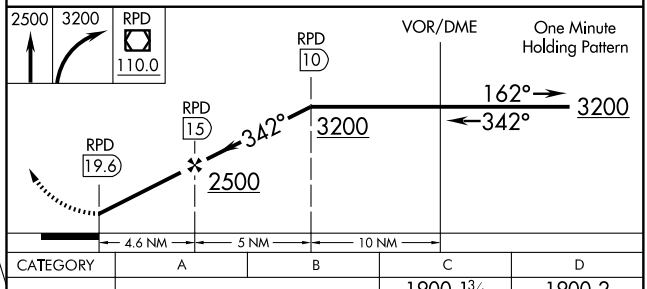
Use Rice Lake altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3200 direct RPD VOR/DME and hold.

MINNEAPOLIS CENTER	GCO	UNICOM
126.45 276.4	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-32	1900-1 668 (700-1)		1900-1¾ 668 (700-1¾)	1900-2 668 (700-2)
CIRCLING	1900-1 668 (700-1)		1900-1¾ 668 (700-1¾)	1900-2 668 (700-2)

REIL Rwy 32 L
MIRL Rwy 14-32 L

EC-3, 14 JAN 2010 to 11 FEB 2010

VOR/DME RZN	APP CRS	Rwy Idg	3900
109.4	051°	TDZE	989
Chan 31		Apt Elev	989

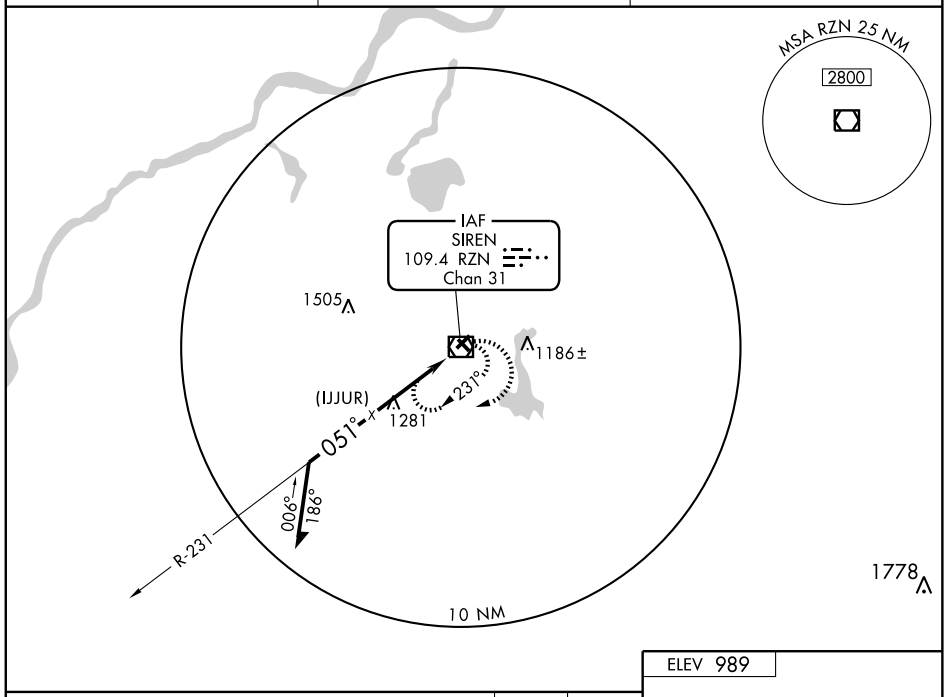
VOR or GPS RWY 4

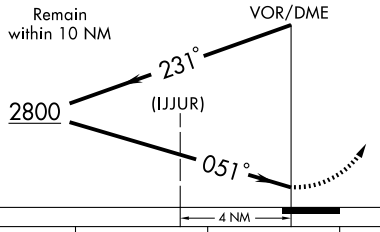
SIREN/BURNETT COUNTY (RZN)

NA Obtain a local altimeter setting on CTAF; when not received, use Cambridge, MN altimeter setting.

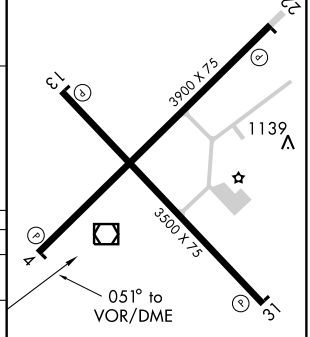
MISSED APPROACH: Climbing right turn to 2800 in RZN VOR/DME holding pattern.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.325	121.05 397.9	122.8 (CTAF) L





2800	RZN
	109.4



REIL Rwys 4, 13, 22 and 31 L

MIRL Rwys 4-22 and 13-31 L

CATEGORY	A	B	C	D
S-4	1620-1	631 (700-1)	1620-1¾ 631 (700-1¾)	1620-2 631 (700-2)
CIRCLING	1620-1	631 (700-1)	1620-1¾ 631 (700-1¾)	1620-2 631 (700-2)
CAMBRIDGE, MN ALTIMETER SETTING MINIMUMS				
S-4	1720-1	731 (800-1)	1720-2 731 (800-2)	1720-2¼ 731 (800-2¼)
CIRCLING	1720-1	731 (800-1)	1720-2 731 (800-2)	1720-2¼ 731 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

EC-3, 14 JAN 2010 to 11 FEB 2010

NDB OLG	APP CRS	Rwy Idg	3100
388	181°	TDZE	1102
		Apt Elev	1102

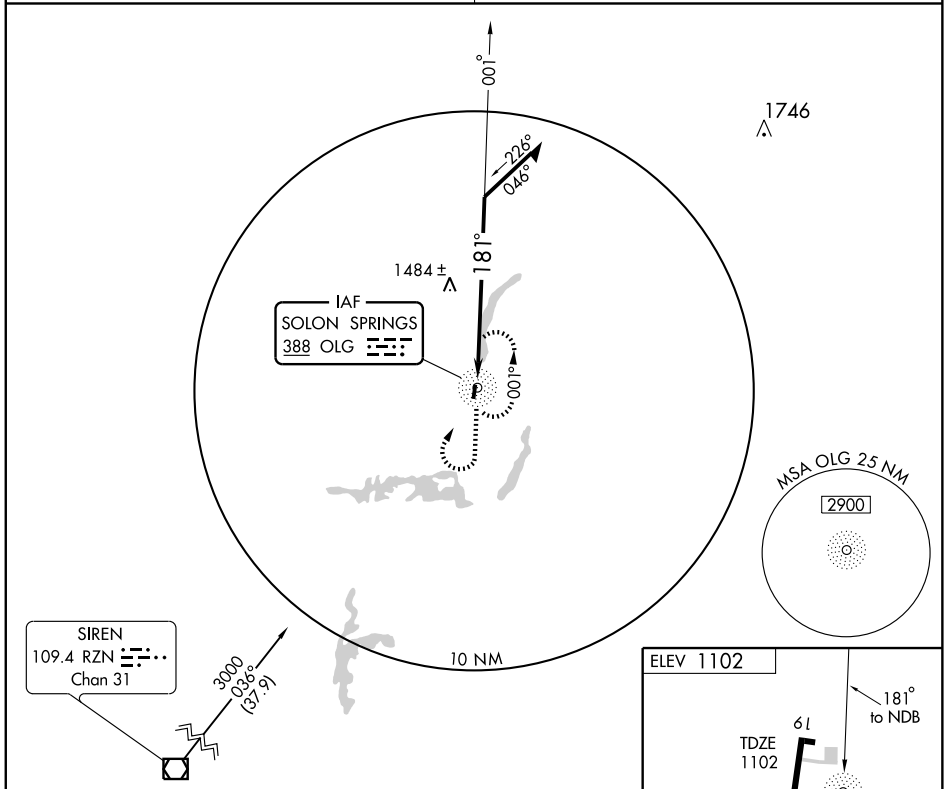
NDB RWY 19

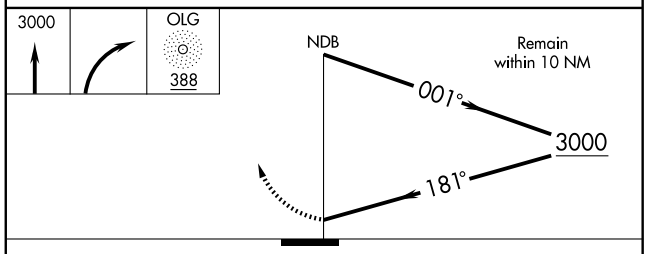
SOLON SPRINGS MUNI (OLG)

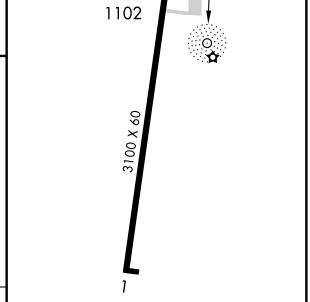
NA Use Duluth/Sky Harbor altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct OLG NDB and hold.

DULUTH APP CON *	UNICOM
125.45 255.9	122.9 (CTAF) L







LIRL Rwy 1-19 L

CATEGORY	A	B	C	D
S-19	2020-1¼ 918 (1000-1¼)		2020-2¾ 918 (1000-2¾)	NA
CIRCLING	2020-1¼ 918 (1000-1¼)		2020-2¾ 918 (1000-2¾)	NA

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

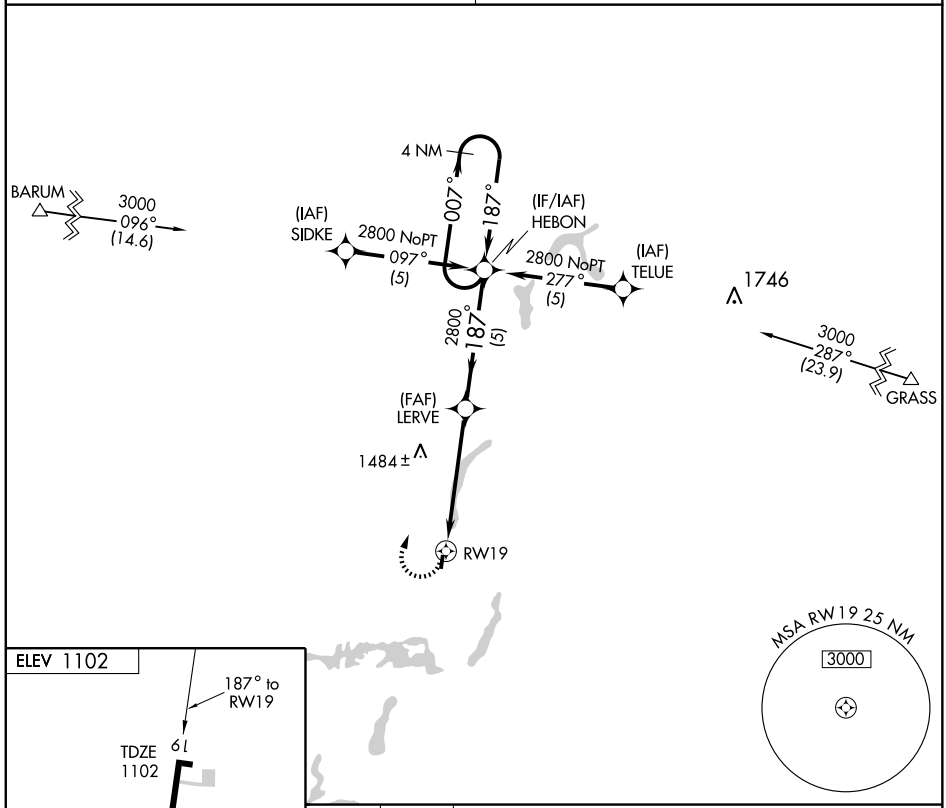
SOLON SPRINGS, WISCONSIN AL-6886 (FAA)

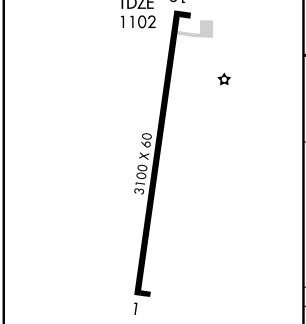
APP CRS	Rwy Idg	3100
187°	TDZE	1102
	Apt Elev	1102

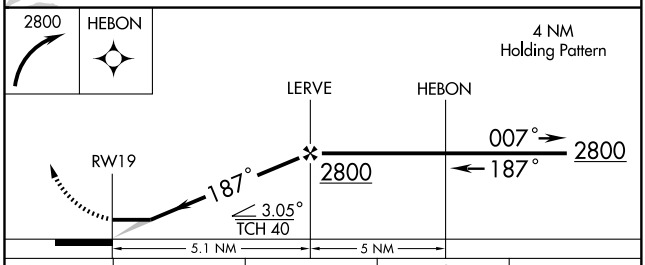
RNAV (GPS) RWY 19

SOLON SPRINGS MUNI (OLG)

⚠ NA Use Duluth/Sky Harbor altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA	MISSED APPROACH: Climbing right turn to 2800 direct HEBON WP and hold.
DULUTH APP CON ★ **125.45 255.9**	UNICOM **122.9** (CTAF) Ⓛ







CATEGORY	A	B	C	D
LNAV MDA	1800-1	698 (700-1)	1800-2 698 (700-2)	NA
CIRCLING	1800-1	698 (700-1)	1800-2 698 (700-2)	NA

LIRL Rwy 1-19 Ⓛ

EC-3, 14 JAN 2010 to 11 FEB 2010

NDB CMY	APP CRS	Rwy Idg	4283
412	287°	TDZE	832
		Apt Elev	837

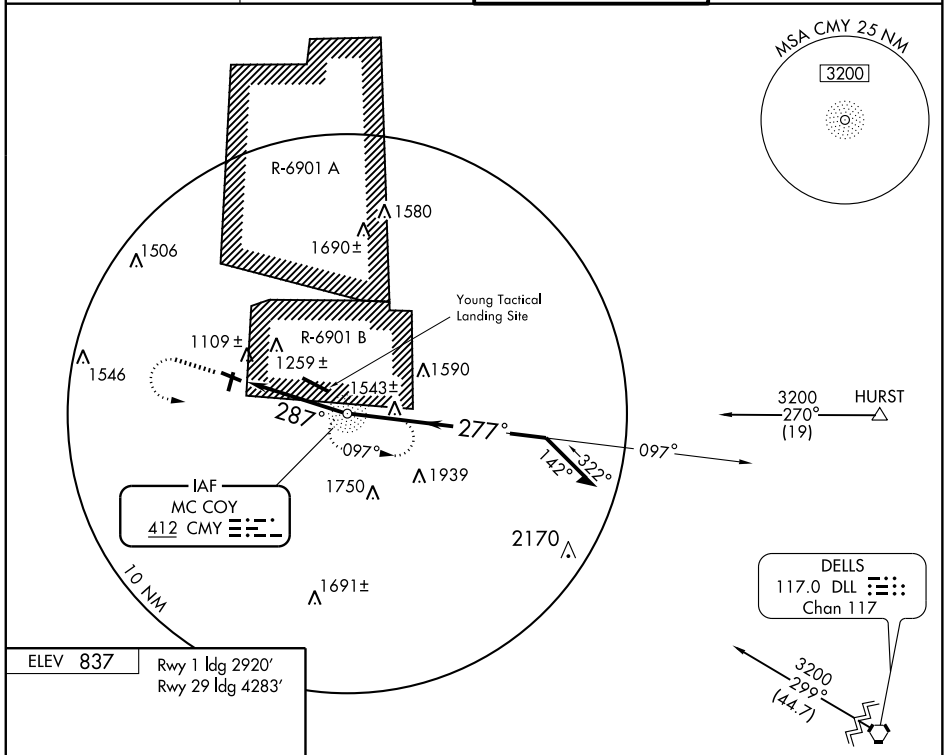
NDB RWY 29

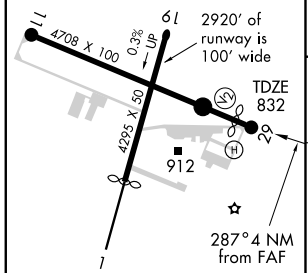
SPARTA/ FORT MC COY (CMY)

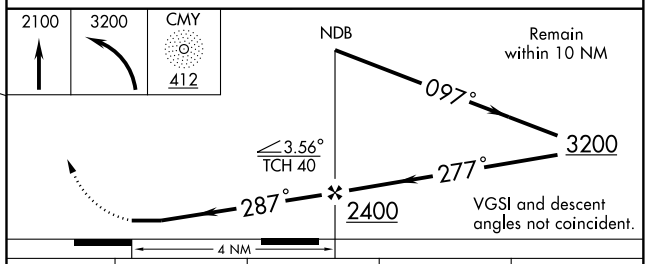
T NA — Procedure not authorized when R-6901B active.

MISSED APPROACH: Climb to 2100 then climbing left turn to 3200 direct CMY NDB and hold.

AWOS-3	VOLK APP CON ★	SPARTA TOWER ★	GCO
118.375	135.25 290.8	124.6 (CTAF) L 229.4	121.725







REIL Rwys 11 and 29 L
MIRL Rwys 1-19 and 11-29 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S- 29	1560-1	728 (800-1)	1560-2 728 (800-2)	1560-2¼ 728 (800-2¼)
CIRCLING	1560-1	723 (800-1)	1560-2 723 (800-2)	1620-2½ 783 (800-2½)

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4708
112°	TDZE	830
	Apt Elev	837

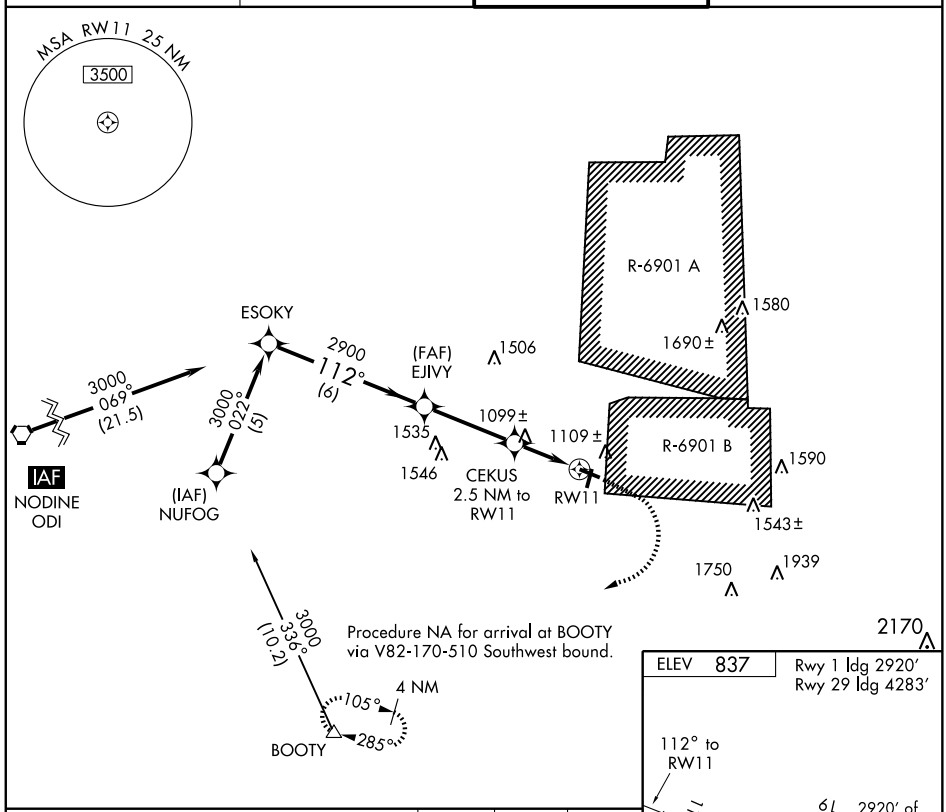
RNAV (GPS) RWY 11

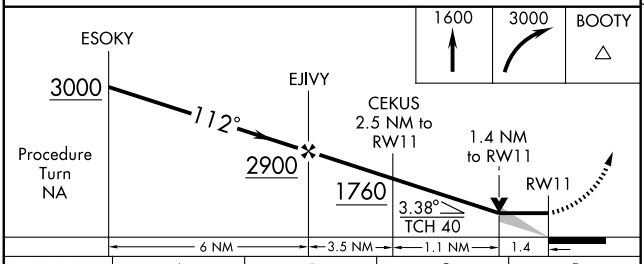
SPARTA/ FORT MC COY (CMY)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure not authorized when R-6901B active.
IAF ARM approach mode prior to IAF.

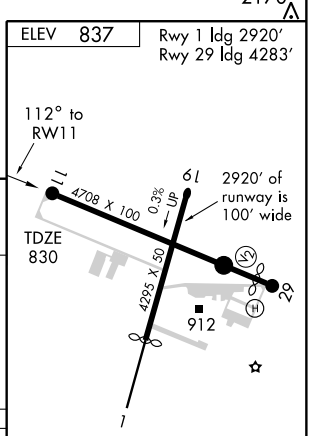
MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct BOOTY WP and hold.

AWOS-3	VOLK APP CON ★	SPARTA TOWER ★	GCO
118.375	135.25 290.8	124.6 (CTAF) L 229.4	121.725





CATEGORY	A	B	C	D
LNAV MDA	1360-1 530 (600-1)		1360-1½ 530 (600-1½)	1360-1¾ 530 (600-1¾)
CIRCLING	1520-1 683 (700-1)	1540-1 703 (800-1)	1560-2 723 (800-2)	1620-2½ 783 (800-2½)



REIL Rwys 11 and 29 L
MIRL Rwys 1-19 and 11-29 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4283
292°	TDZE	832
	Apt Elev	837

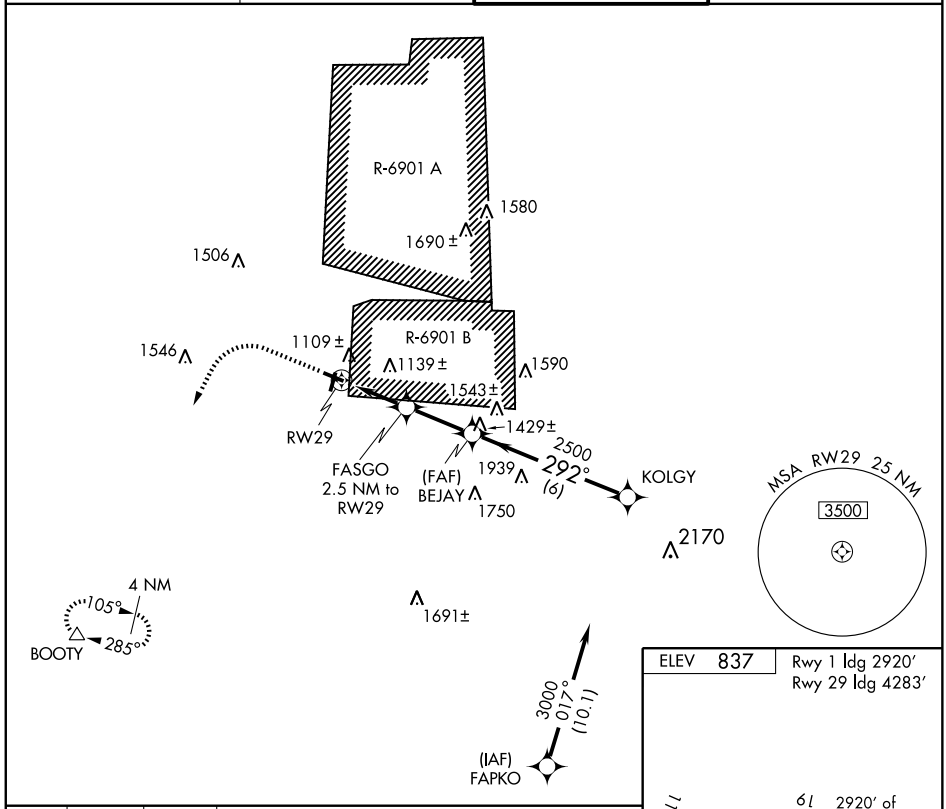
RNAV (GPS) RWY 29

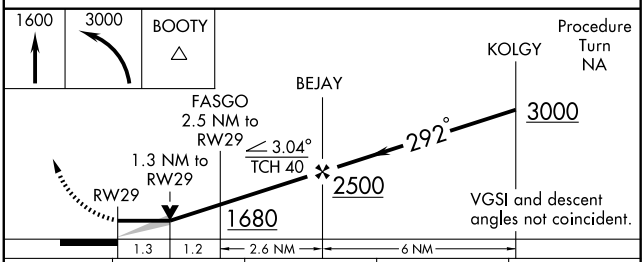
SPARTA/ FORT MC COY (CMY)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure not authorized when R-6901B active.

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct BOOTY WP and hold.

AWOS-3	VOLK APP CON ★	SPARTA TOWER ★	GCO
118.375	135.25 290.8	124.6 (CTAF) L 229.4	121.725

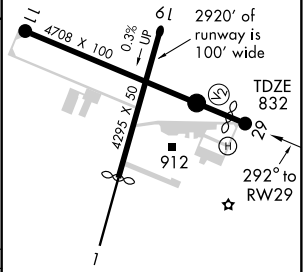




CATEGORY	A	B	C	D
LNAV MDA	1300-1	468 (500-1)	1300-1¼ 468 (500-1¼)	1300-1½ 468 (500-1½)
CIRCLING	1520-1 683 (700-1)	1540-1 703 (800-1)	1560-2 723 (800-2)	1620-2½ 783 (800-2½)

ELEV 837

Rwy 1 ldg 2920′
Rwy 29 ldg 4283′



REIL Rwys 11 and 29 L
MIRL Rwys 1-19 and 11-29 L

EC-3, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-STE	APP CRS	Rwy Idg	6028
111.35	211°	TDZE	1110
Chan 50 (Y)		Apt Elev	1110

ILS or LOC RWY 21

STEVENS POINT MUNI (STE)

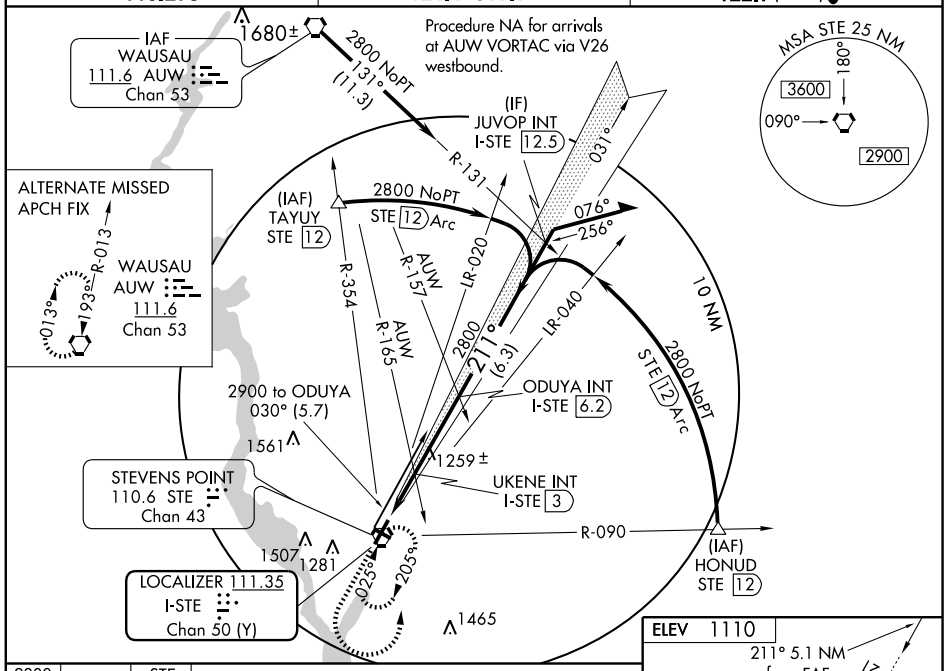
NA

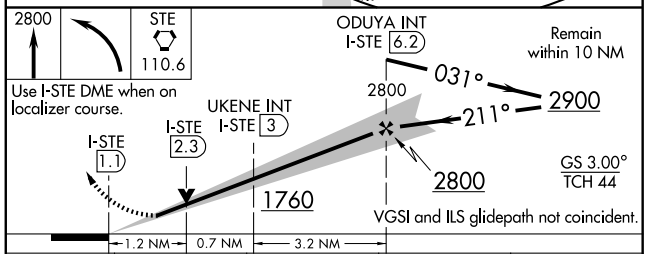
Inoperative table does not apply to S-LOC 21 Cat C. When local altimeter setting not received, use Mosinee altimeter setting and increase all DA and all UKENE FIX minimums MDA 60 feet, increase S-ILS 21all Cats visibility ¼ mile. UKENE FIX minimums: increase S-LOC 21 Cat D and Circling Cats C and D visibility ¼ mile. VDP NA when using Mosinee altimeter setting.

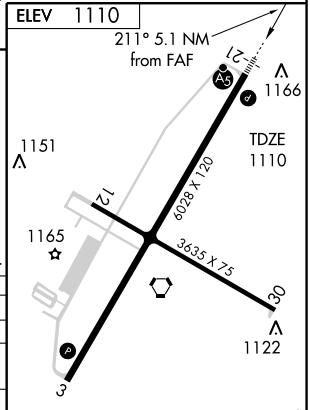
MALSR

MISSED APPROACH: Climb to 2800 then left turn direct STE VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	124.4 317.7	122.7 (CTAF) L







REIL Rwy 3 L
HIRL Rwys 3-21 and 12-30 L

CATEGORY	A	B	C	D
S-ILS 21	1310-¾ 200 (200-¾)			
S-LOC 21	1760-¾ 650 (700-¾)		1760-1¾ 650 (700-1¾)	1760-2 650 (700-2)
CIRCLING	1760-1 650 (700-1)		1760-1¾ 650 (700-1¾)	1800-2¼ 690 (700-2¼)
UKENE FIX MINIMUMS				
S-LOC 21	1520-¾ 410 (500-¾)		1520-1¼ 410 (500-1¼)	
CIRCLING	1580-1 470 (500-1)		1660-1½ 550 (600-1½)	1800-2¼ 690 (700-2¼)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	6028
CH 77910	031°	TDZE	1108
W03A		Apt Elev	1110

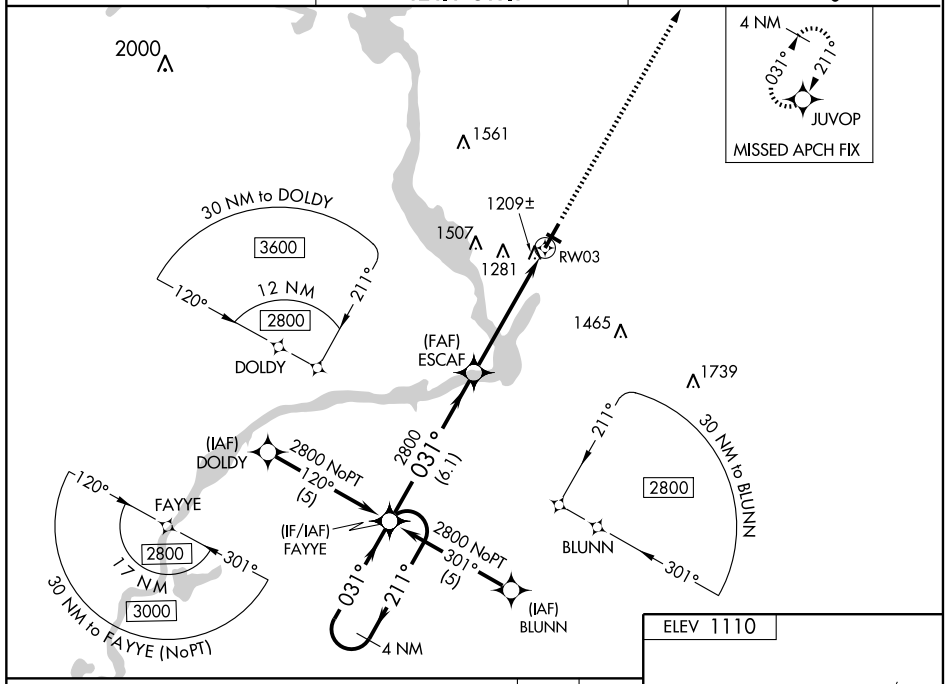
RNAV (GPS) RWY 3

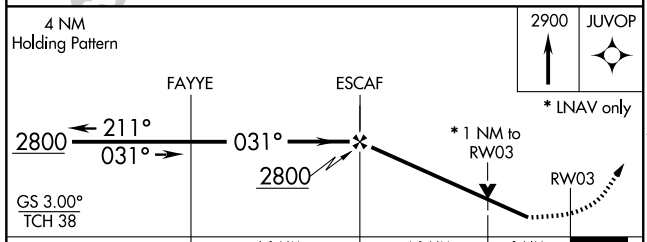
STEVENS POINT MUNI (STE)

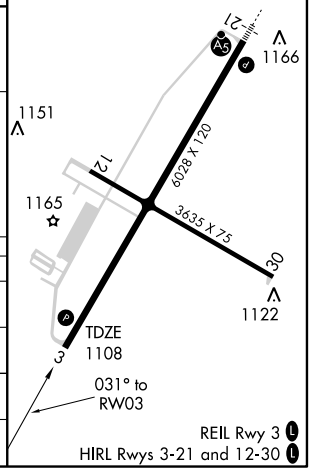
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mosinee altimeter setting and increase LPV DA to 1468 feet, LNAV/VNAV DA to 1643, increase all MDA 60 feet, increase LPV and LNAV/VNAV visibility all Cats. ¼ mile, increase LNAV Cat. C visibility ¼ mile and Circling Cat. C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Mosinee altimeter setting.

MISSED APPROACH: Climb to 2900 direct JUVOP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	124.4 317.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1409-1 301 (300-1)			
LNAV/ VNAV DA	1584-1¾ 476 (500-1¾)			
LNAV MDA	1460-1 352 (400-1)			1460-1¼ 352 (400-1¼)
CIRCLING	1580-1 470 (500-1)		1660-1½ 550 (600-1½)	1800-2¼ 690 (700-2¼)

WAAS	APP CRS	Rwy Idg	6028
CH 86511	211°	TDZE	1110
W21A		Apt Elev	1110

RNAV (GPS) RWY 21

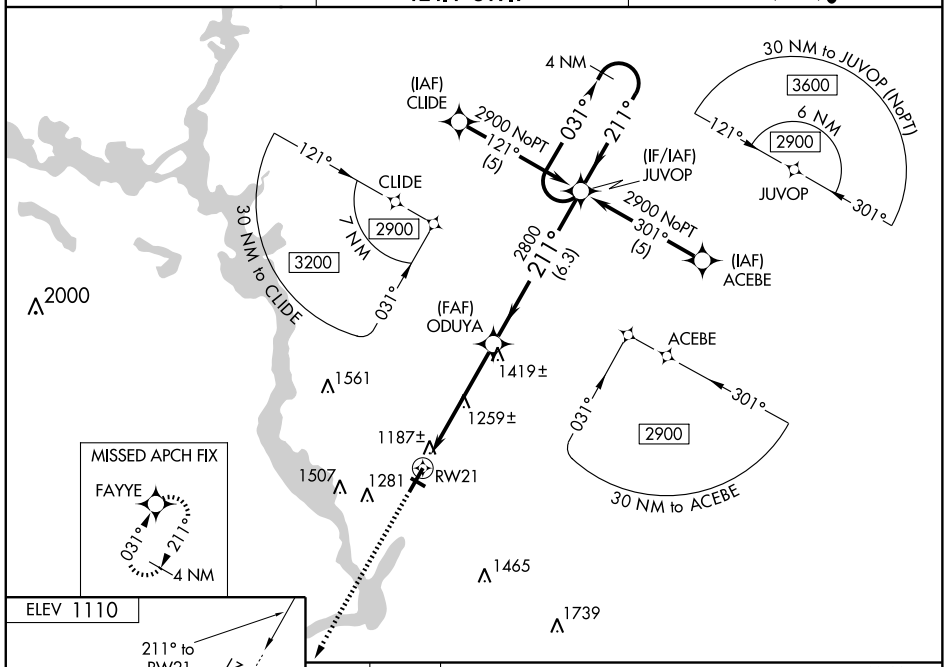
STEVENS POINT MUNI (STE)

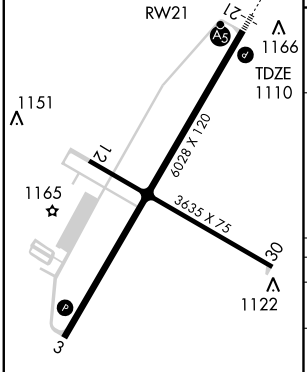
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mosinee altimeter setting and increase LPV DA to 1369, LNAV/VNAV DA to 1516, all MDA 60 feet, and increase LPV and LNAV/VNAV visibility all Cats. ¼ mile, increase LNAV Cat. D visibility ¼ mile and Circling Cat. C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Mosinee altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats. and LNAV Cat. C.

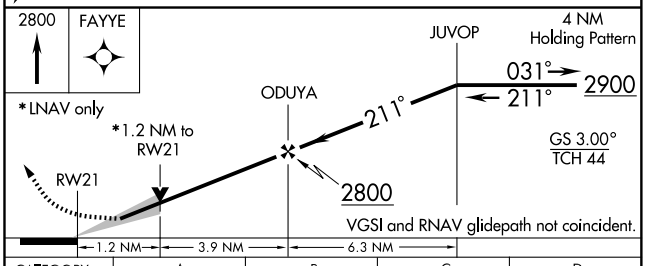
MALSR

MISSED APPROACH: Climb to 2800 direct FAYYE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	124.4 317.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1310-¾ 200 (200-¾)			
LNAV/ VNAV DA	1457-1¼ 347 (400-1¼)			
LNAV MDA	1520-¾ 410 (500-¾)		1520-1¼ 410 (500-1¼)	
CIRCLING	1580-1 470 (500-1)		1660-1½ 550 (600-1½)	1800-2¼ 690 (700-2¼)

REIL Rwy 3 L
HIRL Rwys 3-21 and 12-30 L

EC-3. 14 JAN 2010 to 11 FEB 2010

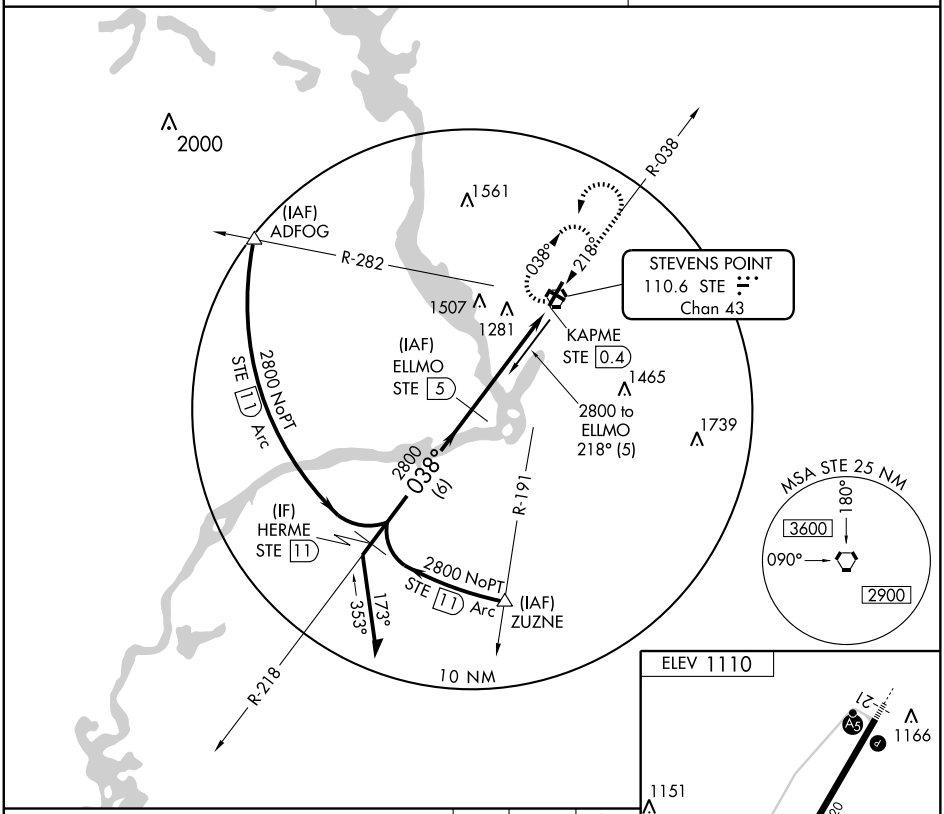
VORTAC STE	APP CRS	Rwy Idg	6028
110.6	038°	TDZE	1108
Chan 43		Apt Elev	1110

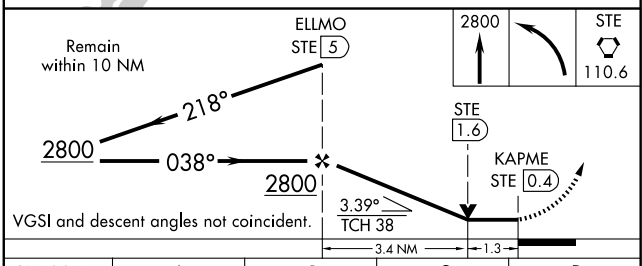
VOR/DME RWY 3
STEVENS POINT MUNI (STE)

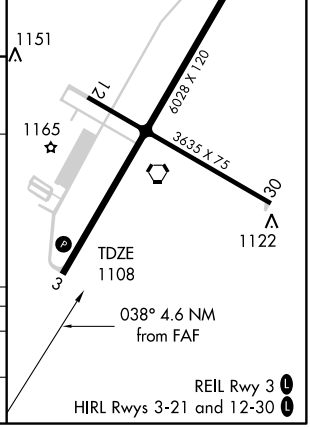
Visibility reduction by helicopters NA. When local altimeter setting not received, use Mosinee altimeter setting and increase all MDA 60 feet and increase Circling Cat. C and D visibility ¼ mile. VDP NA when using Mosinee altimeter setting.

MISSED APPROACH: Climb to 2800, then left turn direct STE VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	124.4 317.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-3	1540-1	432 (500-1)	1540-1¼ 432 (500-1¼)	1540-1½ 432 (500-1½)
CIRCLING	1580-1	470 (500-1)	1660-1½ 550 (600-1½)	1800-2¼ 690 (700-2¼)

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC STE	APP CRS	Rwy Idg	6028
110.6	205°	TDZE	1110
Chan 43		Apt Elev	1110

VOR/DME RWY 21

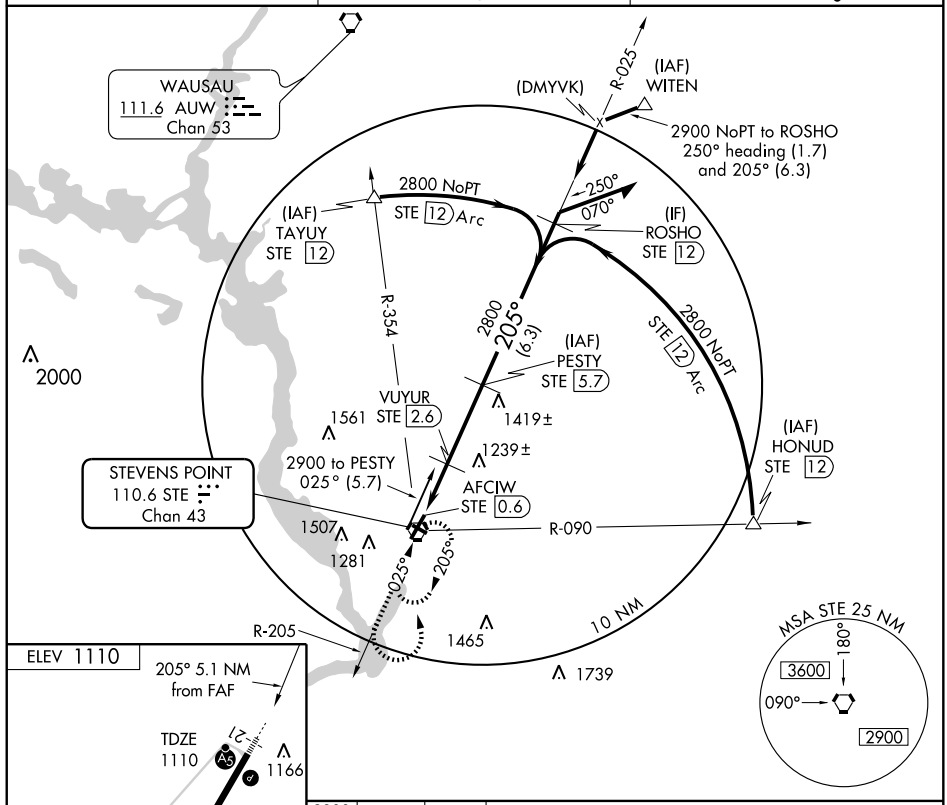
STEVENS POINT MUNI (STE)

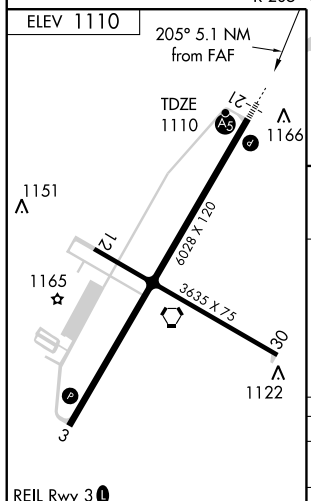
T A When local altimeter setting not received, use Mosinee altimeter setting and increase all MDA 60 feet and increase S-21 Cat. C visibility ½ mile, Cat. D visibility ¼ mile and Circling Cat. C and D visibility ¼ mile. Inoperative table does not apply to Cat. C when using Mosinee altimeter setting. VDP NA when using Mosinee altimeter setting.

MALSR

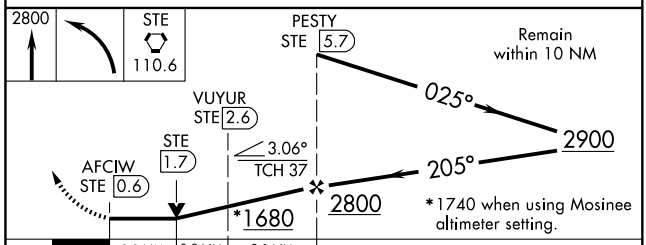
MISSED APPROACH: Climb to 2800 then left turn direct STE VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	124.4 317.7	122.7 (CTAF) L





REIL Rwy 3 L
HIRL Rwys 3-21 and 12-30 L



CATEGORY	A	B	C	D
S-21	1500-¾ 390 (400-¾)			1500-1¼ 390 (400-1¼)
CIRCLING	1580-1 470 (500-1)		1660-1½ 550 (600-1½)	1800-2¼ 690 (700-2¼)

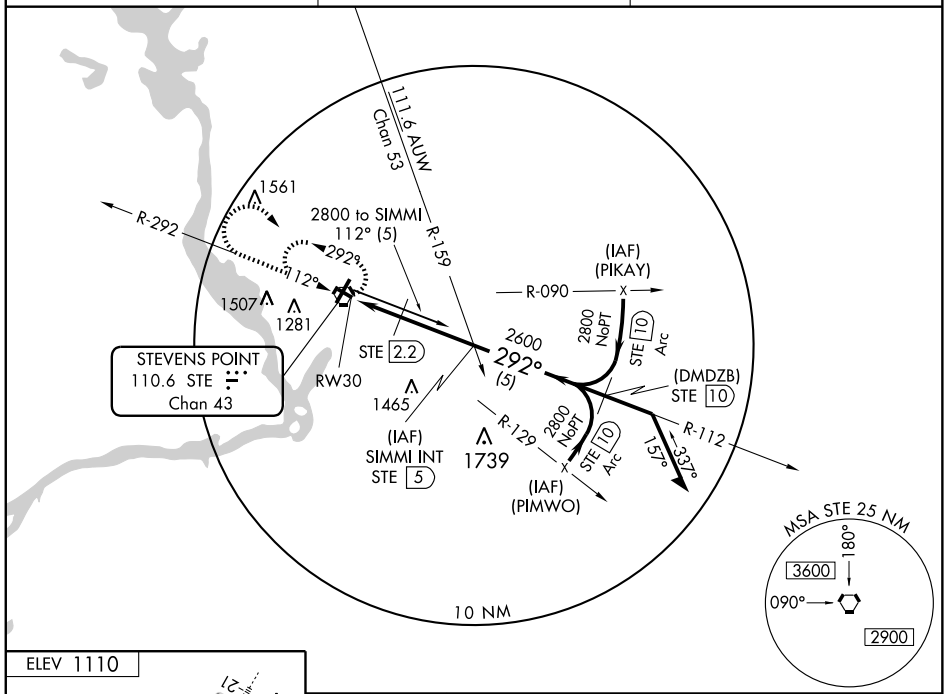
VORTAC STE	APP CRS	Rwy Idg	3635
110.6	292°	TDZE	1107
Chan 43		Apt Elev	1110

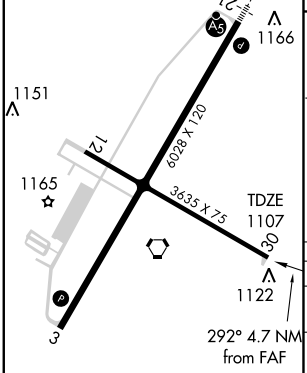
VOR or GPS RWY 30

STEVENS POINT MUNI (STE)

MISSED APPROACH: Climb to 2800, then right turn direct STE VORTAC and hold.

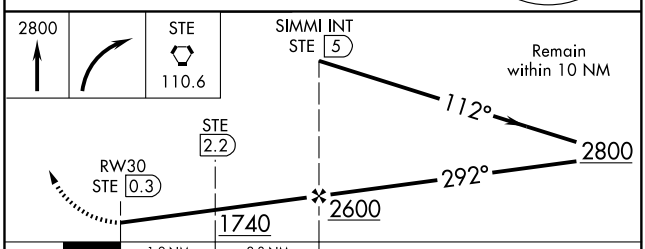
AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	124.4 317.7	122.7 (CTAF) L





REIL Rwy 3 L
HIRL Rwys 3-21 and 12-30 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-30	1740-1 633 (700-1)		1740-1¾ 633 (700-1¾)	1740-2 633 (700-2)
CIRCLING	1740-1 630 (700-1)		1740-1¾ 630 (700-1¾)	1800-2¼ 690 (700-2¼)
DME MINIMUMS				
S-30	1480-1 373 (400-1)			1480-1¼ 373 (400-1¼)
CIRCLING	1580-1 470 (500-1)		1660-1½ 550 (600-1½)	1800-2¼ 690 (700-2¼)

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS		
CH **81904**	**016°**	Rwy Idg	**4600**
W02A		TDZE	**725**
		Apt Elev	**725**

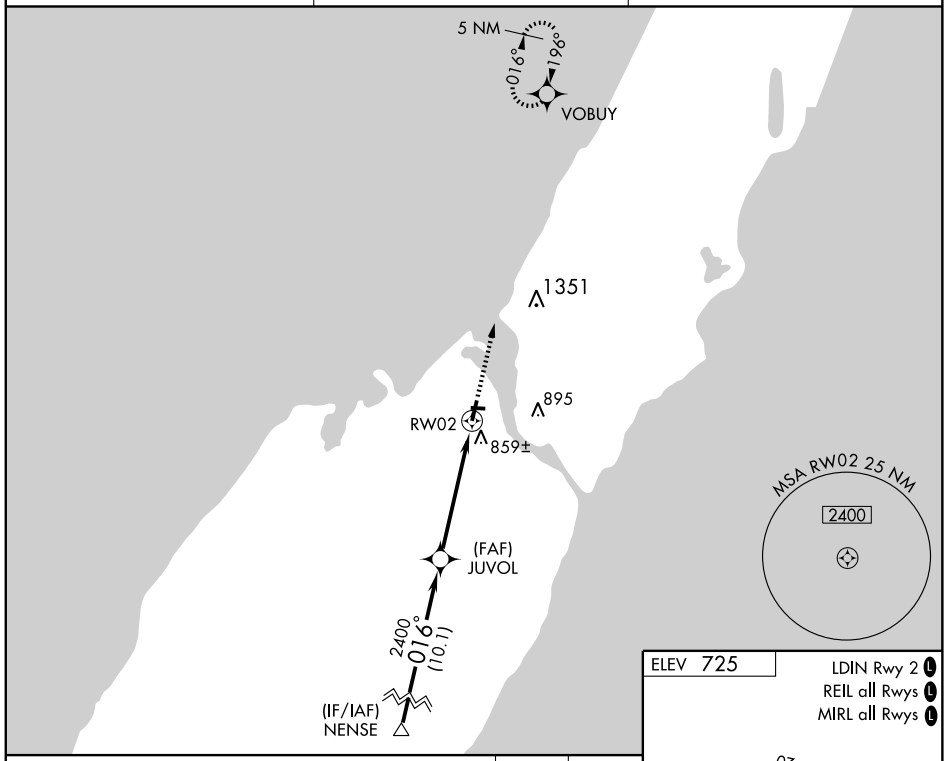
RNAV (GPS) RWY 2

STURGEON BAY/DOOR COUNTY CHERRYLAND (SUE)

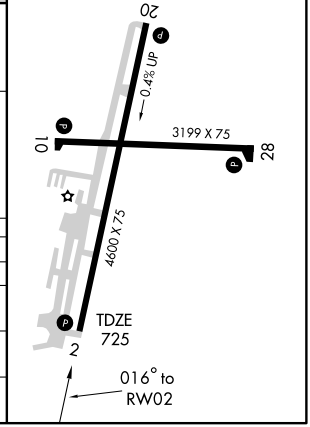
Baro-VNAV NA when using Menominee-Marinette Twin County altimeter setting. If local altimeter setting not received, use Menominee-Marinette Twin County altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct VOBUY and hold.

AWOS-3	GREEN BAY APP CON ★	UNICOM
128.325	**119.25 338.2**	**122.7** (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1014-1 289 (300-1)			
LNAV/VNAV DA	1165-1½ 440 (500-1½)			
LNAV MDA	1120-1 395 (400-1)			1120-1¼ 395 (400-1¼)
CIRCLING	1160-1 435 (500-1)	1180-1 455 (500-1)	1180-1½ 455 (500-1½)	1280-2 555 (600-2)



EC-3, 14 JAN 2010 to 11 FEB 2010

STURGEON BAY, WISCONSIN

AL-5409 (FAA)

APP CRS	Rwy Idg	3199
096°	TDZE	720
	Apt Elev	724

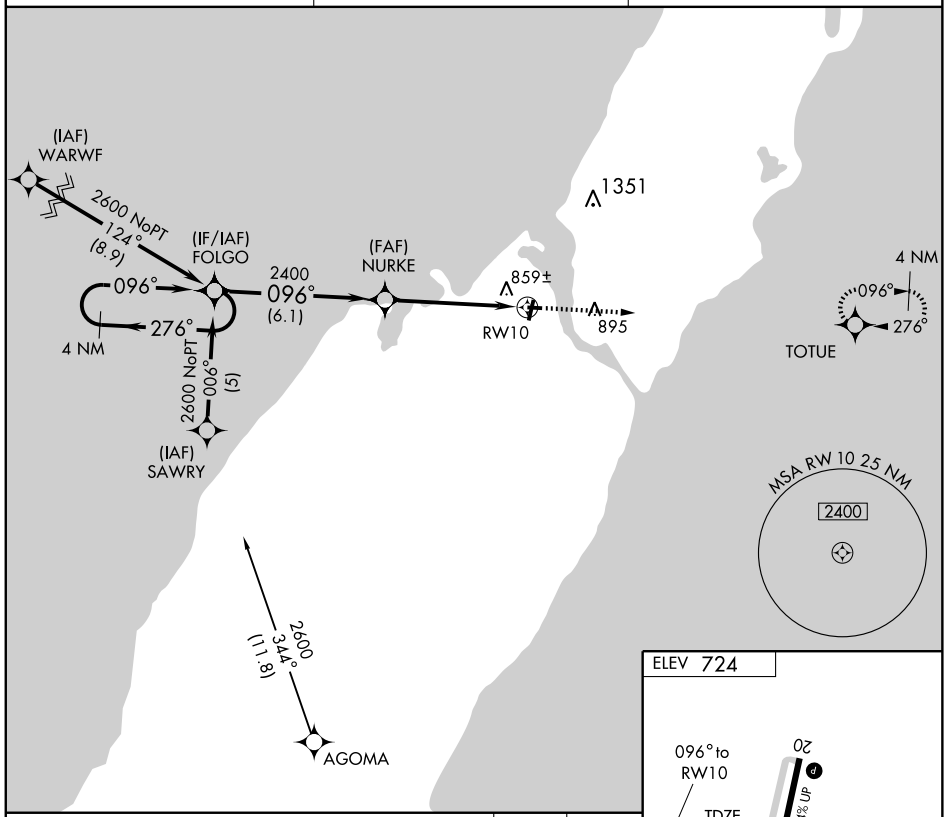
RNAV (GPS) RWY 10

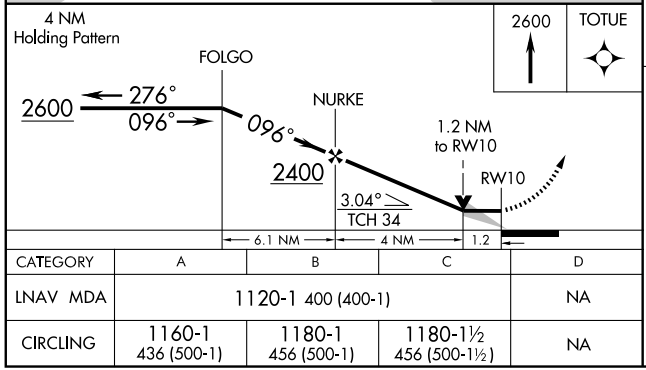
STURGEON BAY/DOOR COUNTY CHERRYLAND (SUE)

DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2600 direct TOTUE and hold.

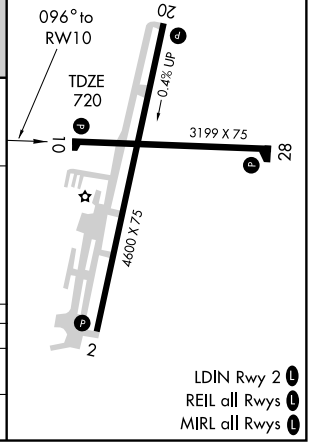
AWOS-3	GREEN BAY APP CON ★	UNICOM
128.325	119.25 338.2	122.7 (CTAF) L





2600 TOTUE

ELEV 724



CATEGORY	A	B	C	D
LNAV MDA	1120-1 400 (400-1)			NA
CIRCLING	1160-1 436 (500-1)	1180-1 456 (500-1)	1180-1½ 456 (500-1½)	NA

LDIN Rwy 2 L
REIL all Rwys L
MIRL all Rwys L

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	4600
CH 86304	196°	TDZE	724
W20A		Apt Elev	725

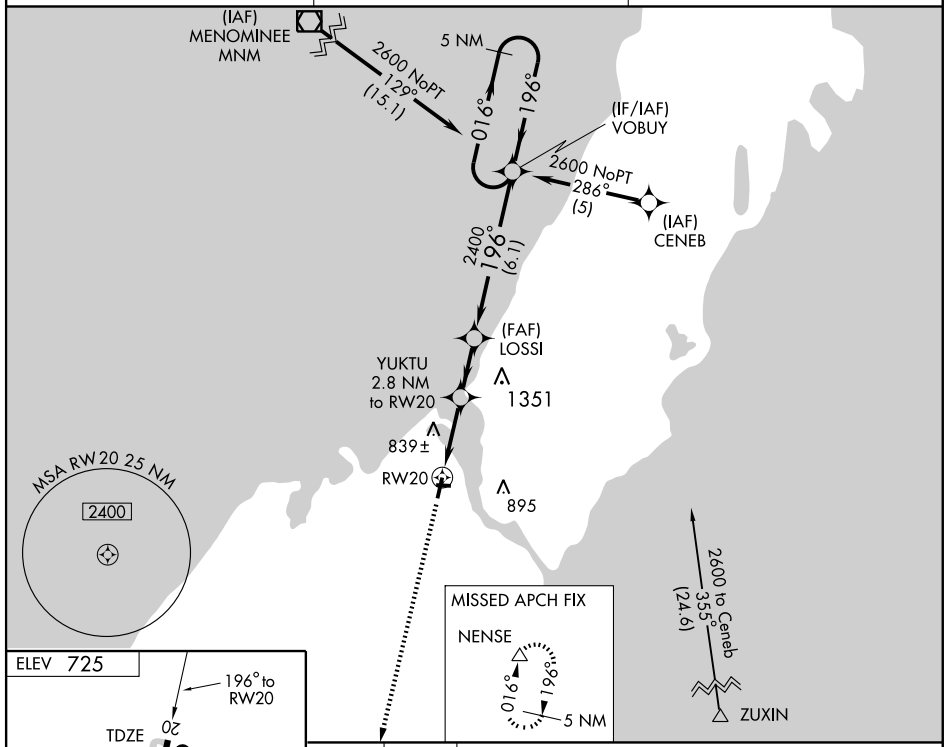
RNAV (GPS) RWY 20

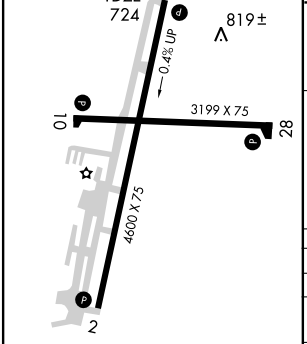
STURGEON/DOOR COUNTY CHERRYLAND (SUE)

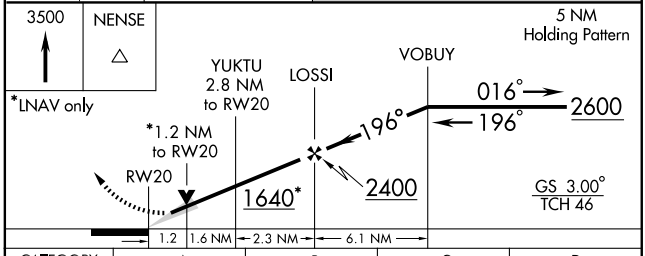
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Menominee-Marinette Twin County altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Menominee-Marinette Twin County altimeter setting.

MISSED APPROACH: Climb to 3500 direct NENSE and hold.

AWOS-3	GREEN BAY APP CON ★	UNICOM
128.325	119.25 338.2	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	974-1 250 (300-1)			
LNAV/ VNAV DA	1069-1¼ 345 (400-1¼)			
LNAV MDA	1120-1 396 (400-1)			1120-1¼ 396 (400-1¼)
CIRCLING	1160-1 435 (500-1)	1180-1 455 (500-1)	1180-1½ 455 (500-1½)	1280-2 555 (600-2)

LDIN Rwy 2 L
REIL all Rwys L
MIRL all Rwys L

EC-3, 14 JAN 2010 to 11 FEB 2010

STURGEON BAY, WISCONSIN

AL-5409 (FAA)

APP CRS	Rwy Idg	3199
276°	TDZE	720
	Apt Elev	724

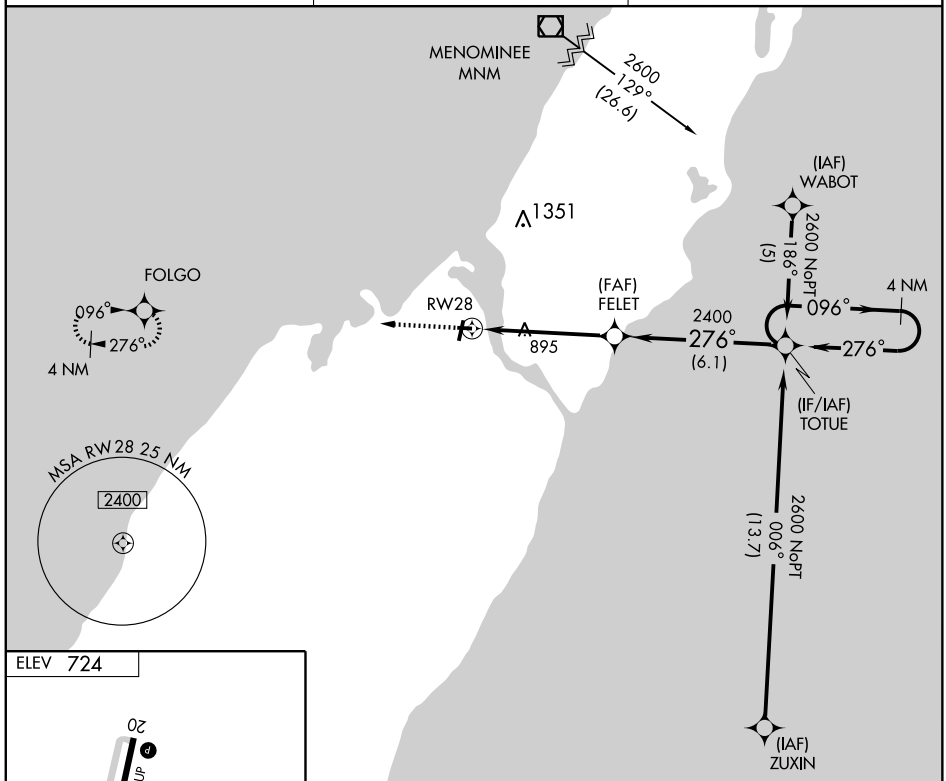
RNAV (GPS) RWY 28

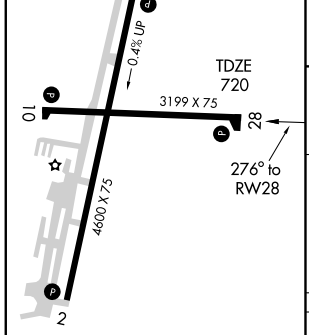
STURGEON BAY/DOOR COUNTY CHERRYLAND (SUE)

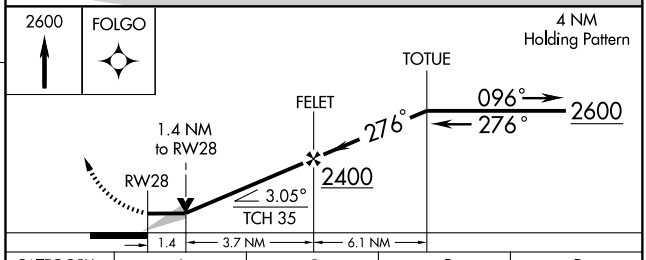
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2600 direct FOLGO and hold.

AWOS-3	GREEN BAY APP CON ★	UNICOM
128.325	119.25 338.2	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1200-1	480 (500-1)	1200-1¼ 480 (500-1¼)	NA
CIRCLING	1200-1	476 (500-1)	1200-1½ 476 (500-1½)	NA

LDIN Rwy 2 L
REIL all Rwys L
MIRL all Rwys L

EC-3, 14 JAN 2010 to 11 FEB 2010

SDF III 111.9	APP CRS 016°	Rwy Idg 4600 TDZE 725 Apt Elev 725

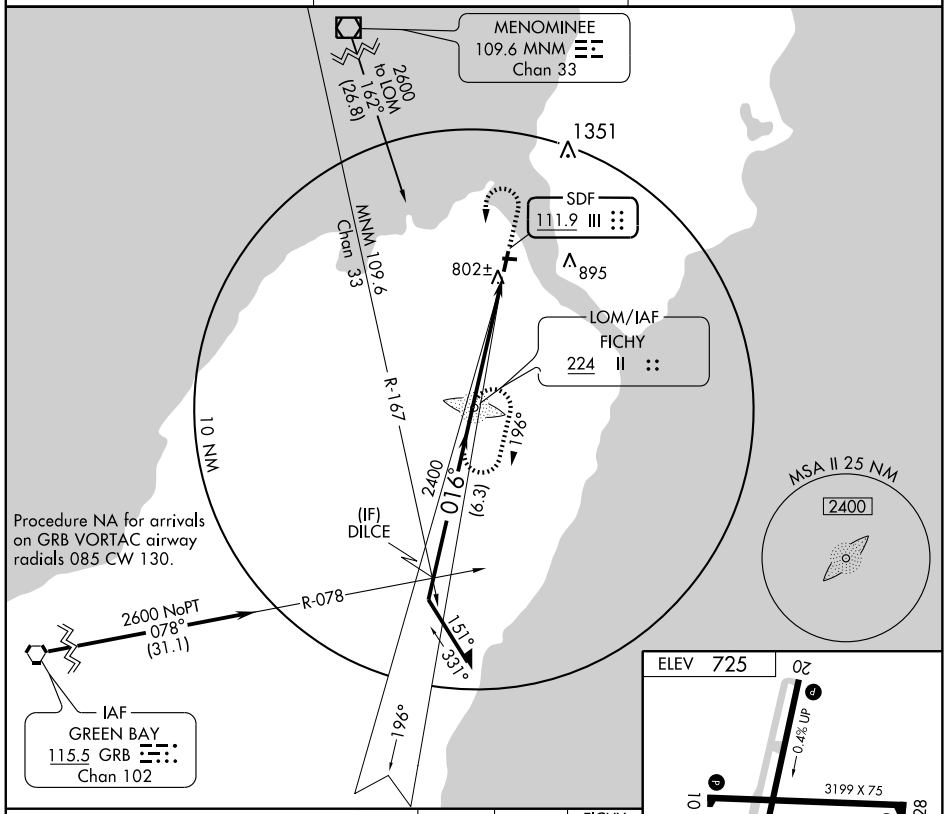
SDF RWY 2

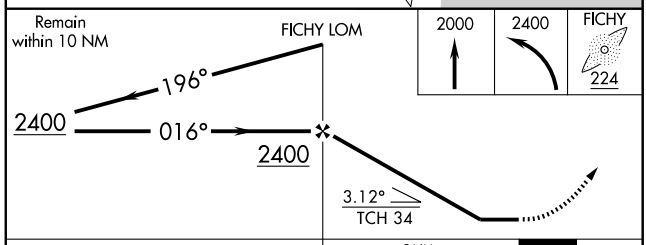
STURGEON BAY/ DOOR COUNTY CHERRYLAND (SUE)

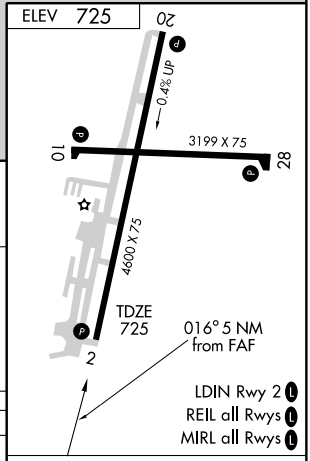
T NA — ADF REQUIRED. Visibility reduction by helicopters NA. When local altimeter setting not received, use Menominee altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2400 direct FICHY LOM and hold.

AWOS-3	GREEN BAY APP CON ★	UNICOM
128.325	119.25 338.2	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-2	1240-1 515 (600-1)		1240-1½ 515 (600-1½)	1240-1¾ 515 (600-1¾)
CIRCLING	1240-1 515 (600-1)		1240-1½ 515 (600-1½)	1280-2 555 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5100
035°	TDZE	672
	Apt Elev	674

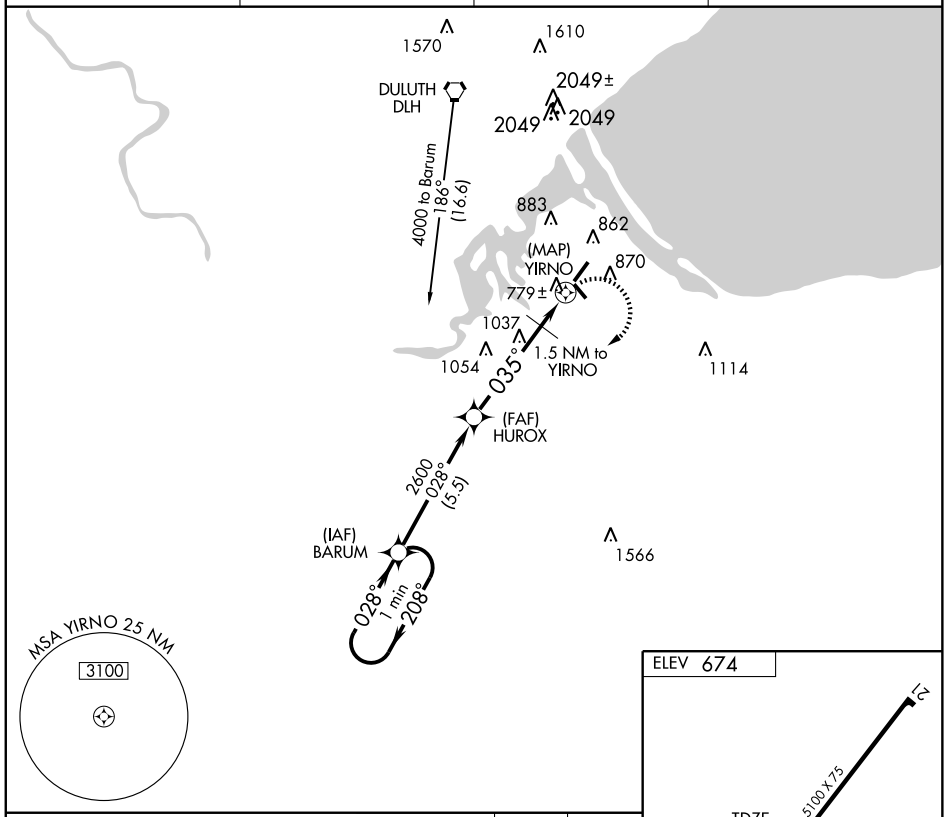
GPS RWY 3

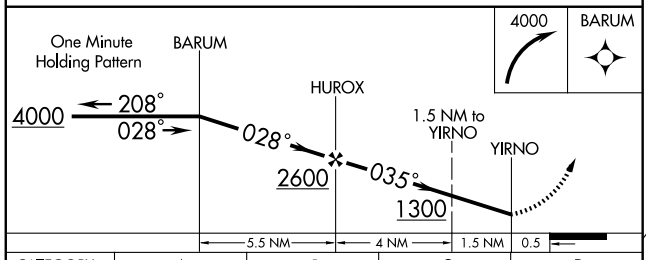
SUPERIOR/RICHARD I. BONG (SUW)

NA

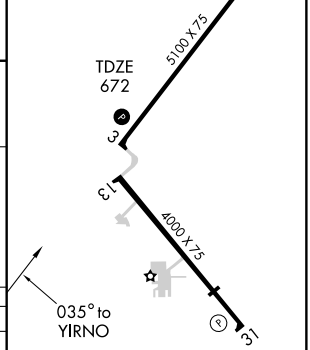
MISSED APPROACH: Climbing right turn to 4000 direct BARUM WP and hold.

AWOS-3	DULUTH APP CON ★	CLNC DEL	UNICOM
118.875	125.45 255.9	124.8	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-3	1080-1 408 (500-1)		1080-1¼ 408 (500-1¼)	
CIRCLING	1220-1 546 (600-1)		1220-1½ 546 (600-1½)	1240-2 566 (600-2)



REIL Rwys 3, 21, 13, and 31 L
MIRL Rwys 3-21 and 13-31 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
139°	TDZE	674
	Apt Elev	674

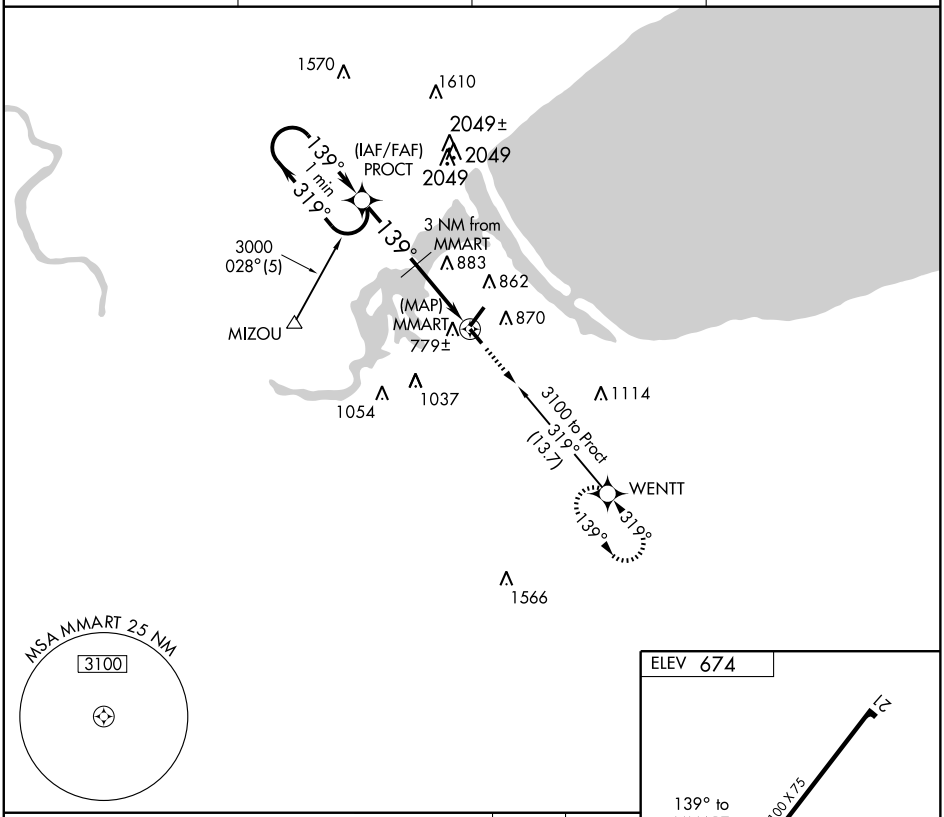
GPS RWY 13

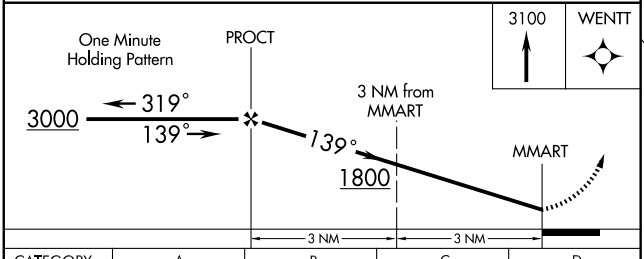
SUPERIOR/RICHARD I. BONG (SUW)

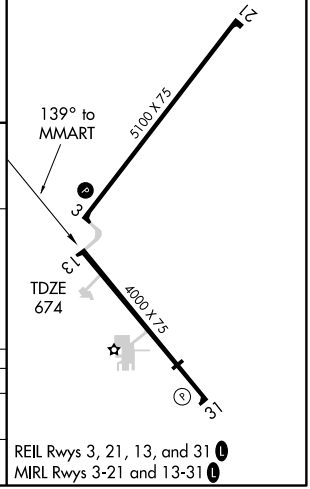
NA

MISSED APPROACH: Climb to 3100 direct WENTT WP and hold.

AWOS-3	DULUTH APP CON ★	CLNC DEL	UNICOM
118.875	125.45 255.9	124.8	122.7 (CTAF) L







REIL Rwys 3, 21, 13, and 31 L
MIRL Rwys 3-21 and 13-31 L

CATEGORY	A	B	C	D
S-13	1180-1	506 (600-1)	1180-1½	506 (600-1½)
CIRCLING	1220-1	546 (600-1)	1220-1½ 546 (600-1½)	1240-2 566 (600-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	4000
319°	TDZE	674
	Apt Elev	674

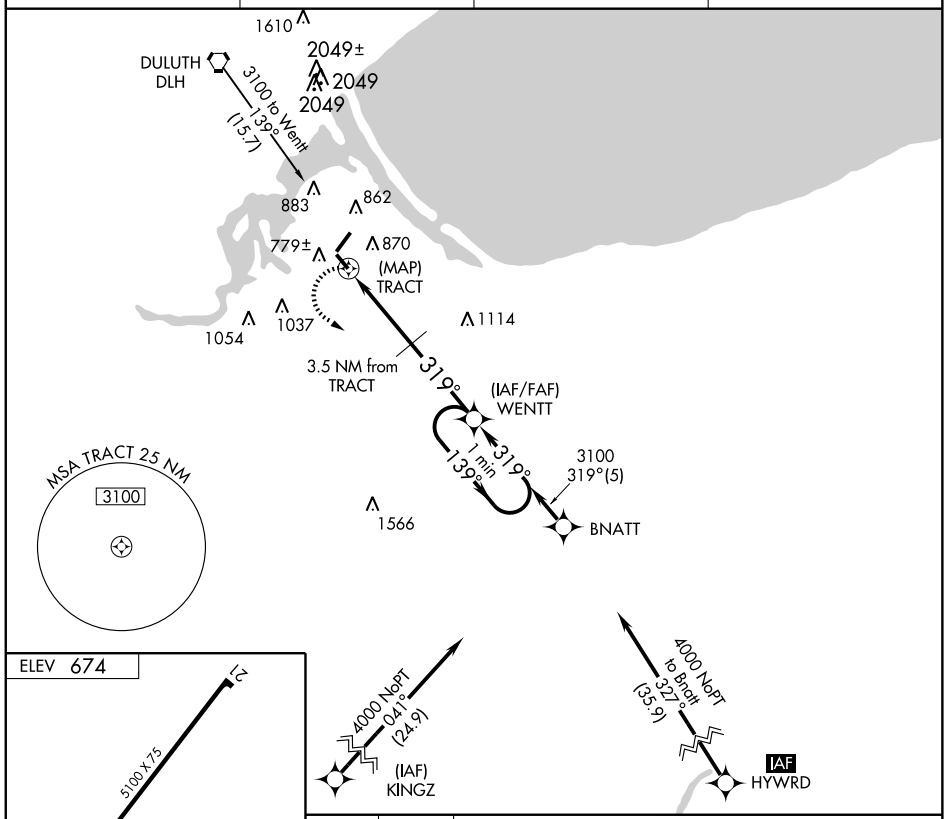
GPS RWY 31

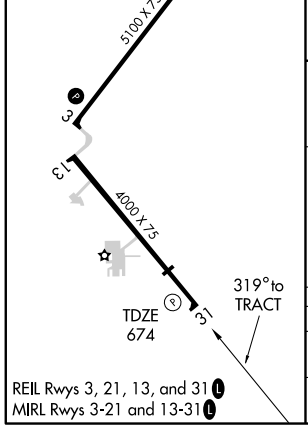
SUPERIOR/RICHARD I. BONG (SUW)

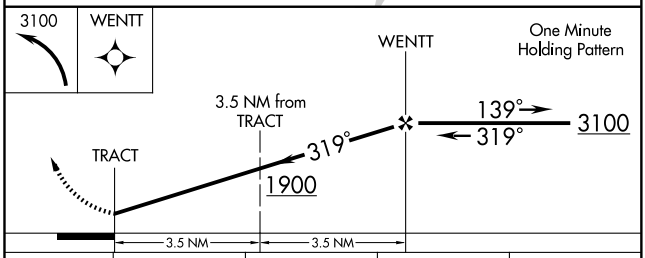
IAF ARM APPROACH MODE PRIOR TO IAF.
NA

MISSED APPROACH: Climbing left turn to 3100 direct WENTT WP and hold.

AWOS-3	DULUTH APP CON ★	CLNC DEL	UNICOM
118.875	125.45 255.9	124.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-31	1060-1 386 (400-1)			1060-1¼ 386 (400-1¼)
CIRCLING	1220-1 546 (600-1)		1220-1½ 546 (600-1½)	1240-2 566 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

NDB SUW 260	APP CRS 322°	Rwy Idg 4000 TDZE 674 Apt Elev 674

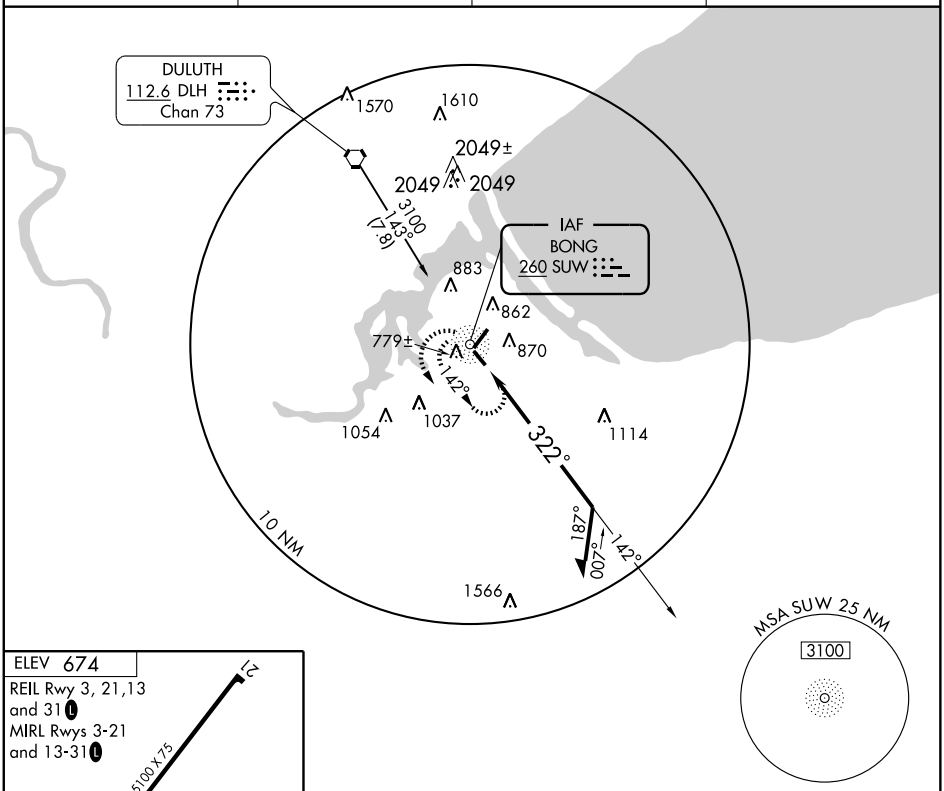
NDB RWY 31

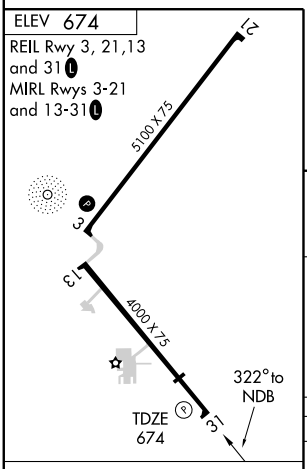
SUPERIOR/RICHARD I. BONG (SUW)

NA

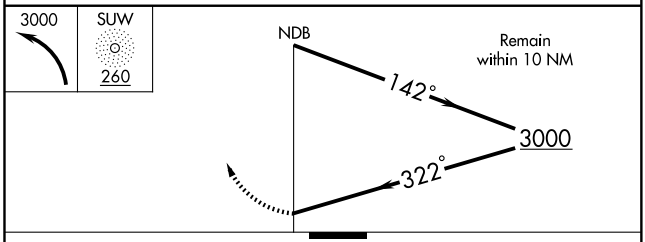
MISSED APPROACH: Climbing left turn to 3000 in SUW NDB holding pattern.

AWOS-3	DULUTH APP CON ★	CLNC DEL	UNICOM
118.875	125.45 255.9	124.8	122.7 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-31	1660-1¼ 986 (1000-1¼)	1660-1½ 986 (1000-1½)	1660-3	986 (1000-3)
CIRCLING	1660-1¼ 986 (1000-1¼)	1660-1½ 986 (1000-1½)	1660-3	986 (1000-3)

EC-3, 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	3998
CH 78308	090°	TDZE	1482
W09A		Apt Elev	1487

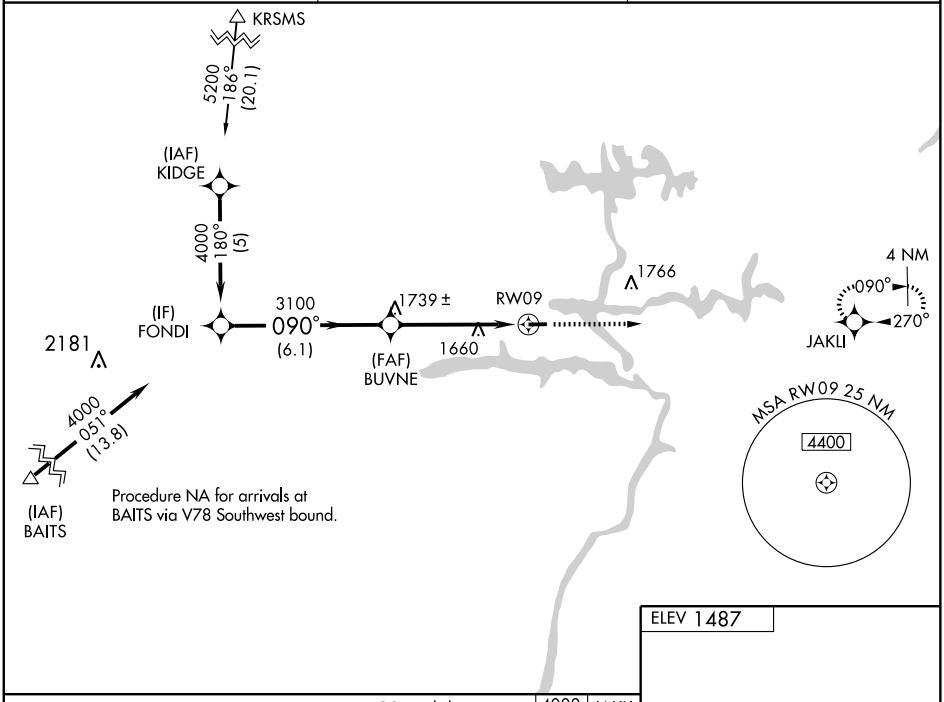
RNAV (GPS) RWY 9

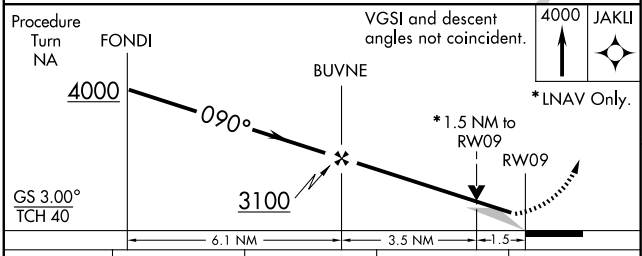
TOMAHAWK RGNL (TKV)

When local altimeter setting not received, use Rhinelander altimeter setting and increase all DA and MDA 60 feet. Increase LPV and LNAV/VNAV visibility ¼ mile all Cats., and LNAV Cat. C, D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Rhinelinder altimeter setting.

MISSED APPROACH: Climb to 4000 direct JAKLI and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.250	133.65 281.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1732-1 250 (300-1)			
LNAV/VNAV DA	1809-1¼ 327 (400-1¼)			
LNAV MDA	1960-1 478 (500-1)		1960-1¼ 478 (500-1¼)	1960-1½ 478 (500-1½)
CIRCLING	1960-1 473 (500-1)		1960-1½ 473 (500-1½)	2040-2 553 (600-2)

MIRL Rwy 9-27 L

REIL Rwys 9 and 27 L

EC-3. 14 JAN 2010 to 11 FEB 2010

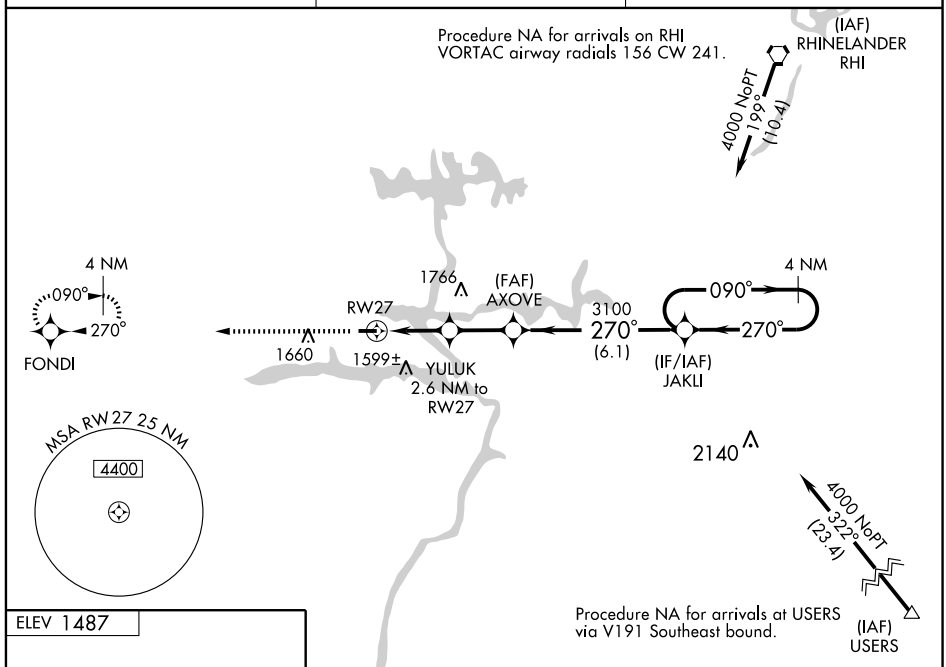
WAAS	APP CRS	Rwy Idg	3998
CH 87008	270°	TDZE	1487
W27A		Apt Elev	1487

RNAV (GPS) RWY 27
TOMAHAWK RGNL (TKV)

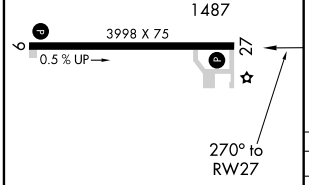
When local altimeter setting not received, use Rhinelander altimeter setting and increase all DA and MDA 60 feet. Increase LNAV/VNAV visibility ¼ mile all Cats., and LNAV Cat. C, D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Baro-VNAV NA when using Rhinelinder altimeter setting. Visibility reduction by helicopters NA.

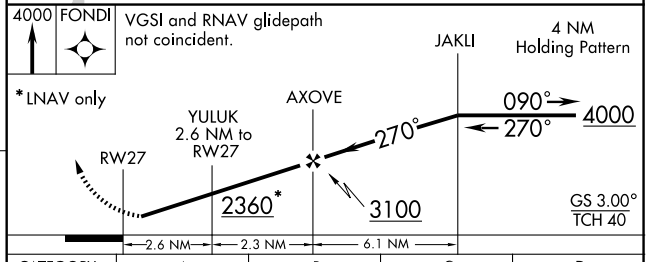
MISSED APPROACH: Climb to 4000 direct FONDI and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.250	133.65 281.5	122.8 (CTAF) L



ELEV 1487





CATEGORY	A	B	C	D
LPV DA	1737-1 250 (300-1)			
LNAV/VNAV DA	1899-1½ 412 (500-1½)			
LNAV MDA	1940-1 453 (500-1)		1940-1¼ 453 (500-1¼)	1940-1½ 453 (500-1½)
CIRCLING	1940-1 453 (500-1)		1960-1½ 473 (500-1½)	2040-2 553 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-3, 14 JAN 2010 to 11 FEB 2010

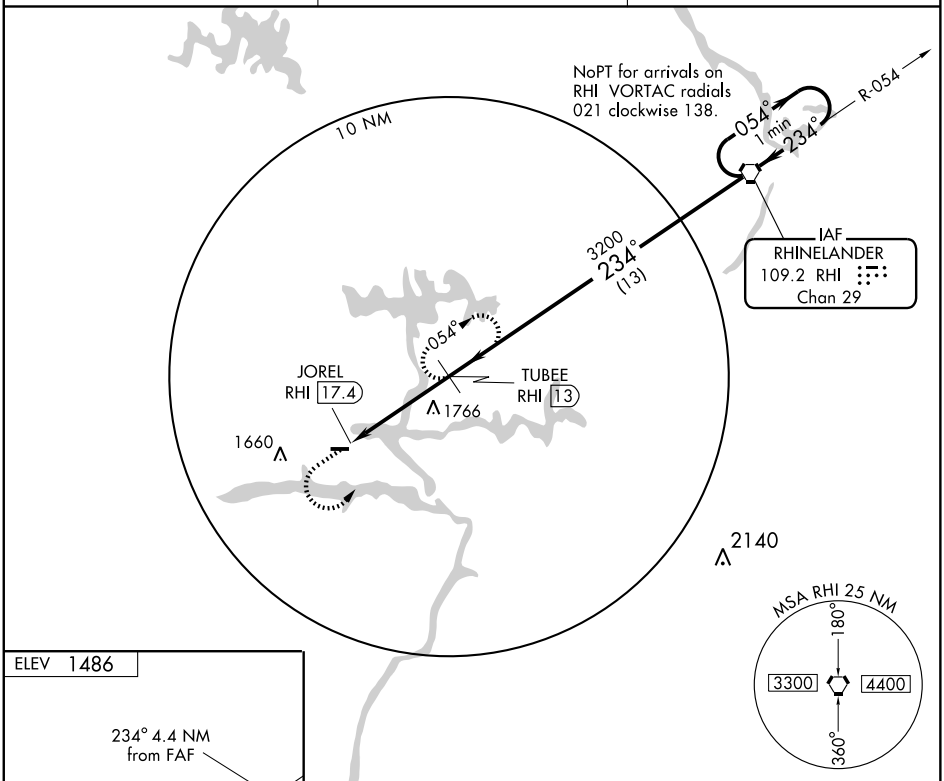
VORTAC RHI	APP CRS	Rwy Idg	N/A
109.2	234°	TDZE	N/A
Chan 29		Apt Elev	1486

VOR/DME-A
TOMAHAWK RGNL (TKV)

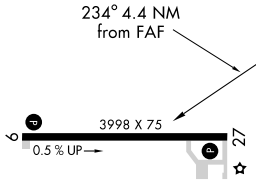
Obtain local altimeter setting on CTAF, when not received, use Rhinelander altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3200 via RHI R-234 to TUBEE/13 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.250	133.65 281.5	122.8 (CTAF) L

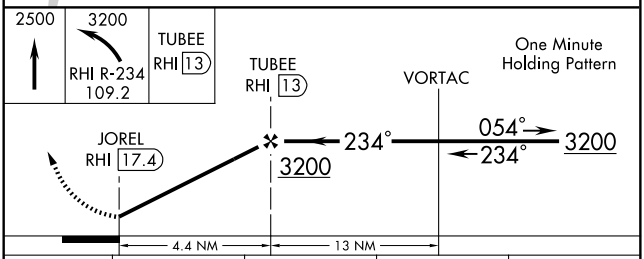


ELEV 1486



MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
CIRCLING	2080-1	594 (600-1)	2080-1½ 594 (600-1½)	2080-2 594 (600-2)
RHINELANDER ALTIMETER SETTING MINIMUMS				
CIRCLING	2140-1	654 (700-1)	2140-1¾ 654 (700-1¾)	2140-2 654 (700-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

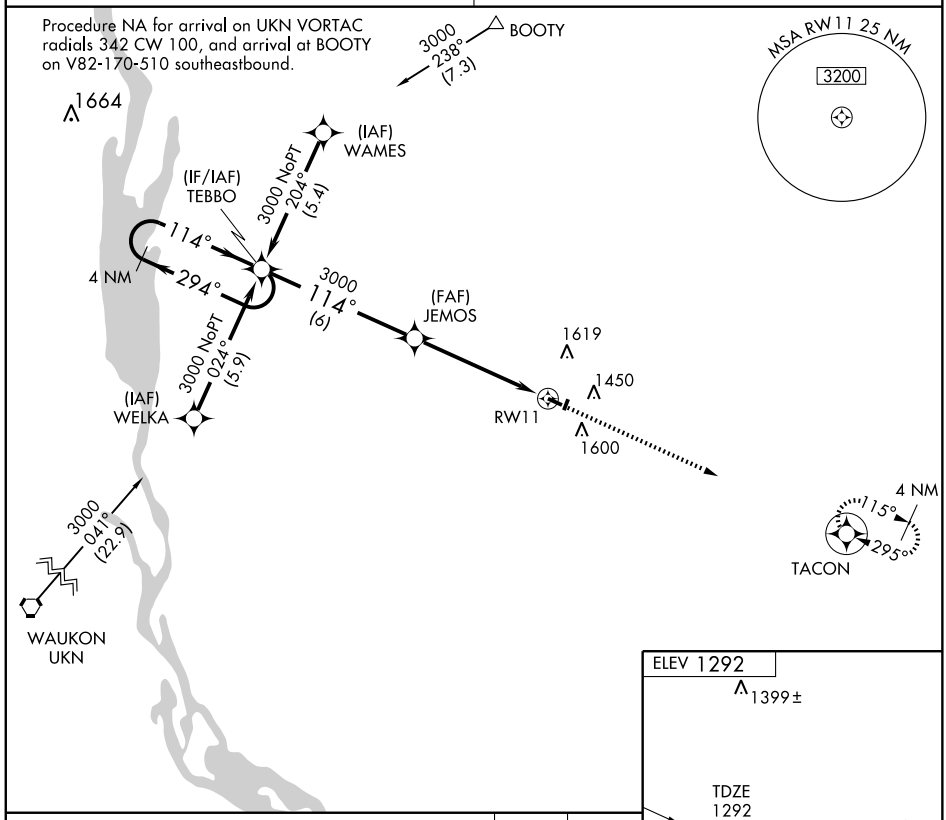
VIROQUA, WISCONSIN AL-10182 (FAA)

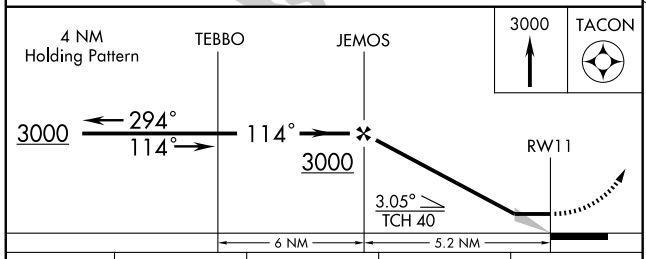
APP CRS	Rwy Idg	3346
114°	TDZE	1292
	Apt Elev	1292

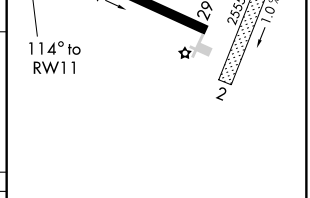
RNAV (GPS) RWY 11
VIROQUA MUNI (Y51)

T A NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use La Crosse altimeter setting.
MISSED APPROACH: Climb to 3000 direct TACON WP and hold.	
MINNEAPOLIS CENTER **128.6 363.0**	CTAF **122.9** L

Procedure NA for arrival on UKN VORTAC radials 342 CW 100, and arrival at BOOTY on V82-170-510 southeastbound.







CATEGORY	A	B	C	D
LNAV MDA	1800-1 508 (600-1)		1800-1½ 508 (600-1½)	NA
CIRCLING	2060-1 768 (800-1)	2060-1¼ 768 (800-1¼)	2120-2½ 828 (900-2½)	NA

HIRL Rwy 11-29 L

EC-3. 14 JAN 2010 to 11 FEB 2010

VIROQUA, WISCONSIN AL-10182 (FAA)

APP CRS	Rwy Idg	3346
295°	TDZE	1292
	Apt Elev	1292

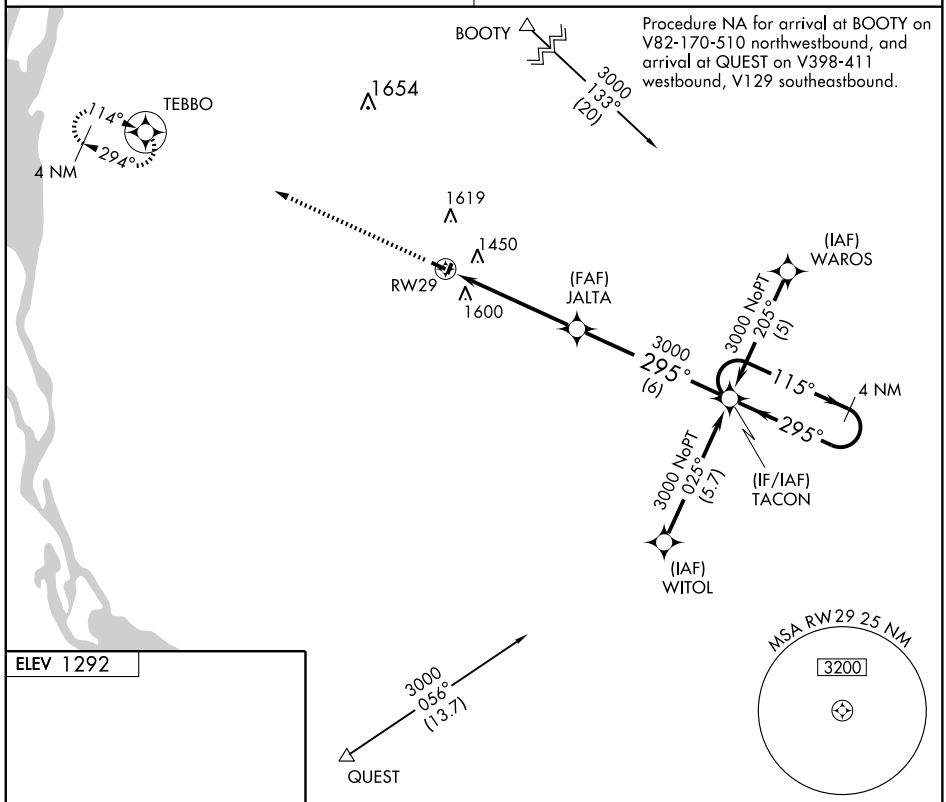
RNAV (GPS) RWY 29
VIROQUA MUNI (Y51)

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Use La Crosse altimeter setting.

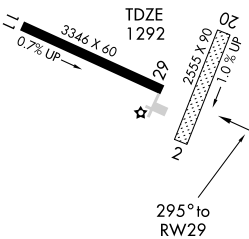
NA

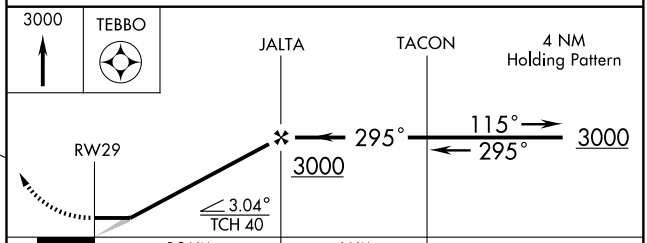
MISSED APPROACH: Climb to 3000 direct TEBBO WP and hold.

MINNEAPOLIS CENTER	CTAF
128.6 363.0	122.9 L



ELEV 1292





CATEGORY	A	B	C	D
LNAV MDA	1980-1 688 (700-1)		1980-2 688 (700-2)	NA
CIRCLING	2060-1 768 (800-1)	2060-1¼ 768 (800-1¼)	2120-2½ 828 (900-2½)	NA

HIRL Rwy 11-29 L

EC-3, 14 JAN 2010 to 11 FEB 2010

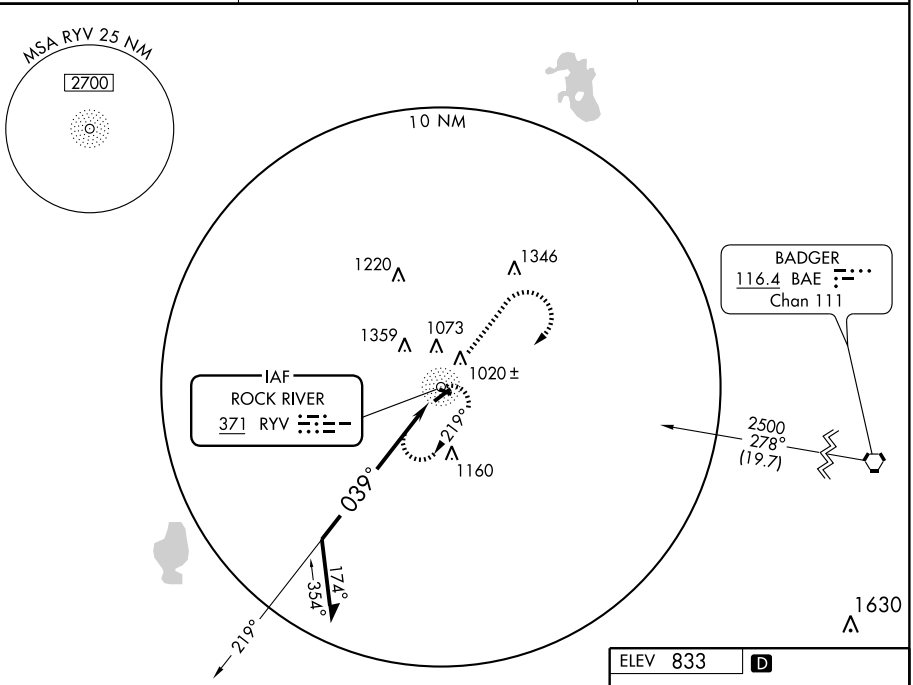
NDB RYV	APP CRS	Rwy Idg	4239
371	039°	TDZE	821
		Apt Elev	833

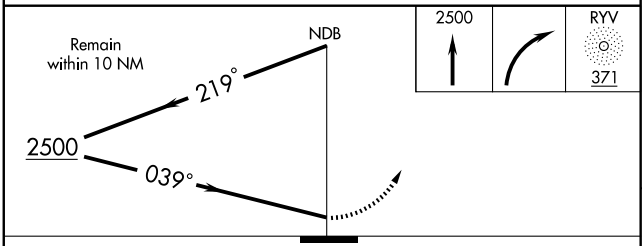
NDB RWY 5
WATERTOWN MUNI (RYV)

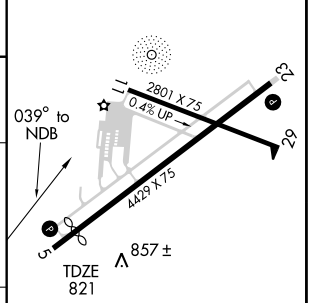
NA

MISSED APPROACH: Climb to 2500
then right turn direct RYV NDB and hold.

AWOS-3	MADISON APP CON ★	UNICOM
119.975	119.15 343.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-5	1440-1	619 (700-1)	1440-1¾ 619 (700-1¾)	1440-2 619 (700-2)
CIRCLING	1440-1	607 (700-1)	1440-1½ 607 (700-1½)	1720-3 887 (900-3)

REIL Rwys 5 and 23 L
MIRL Rwys 5-23 and 11-29 L

EC-3. 14 JAN 2010 to 11 FEB 2010

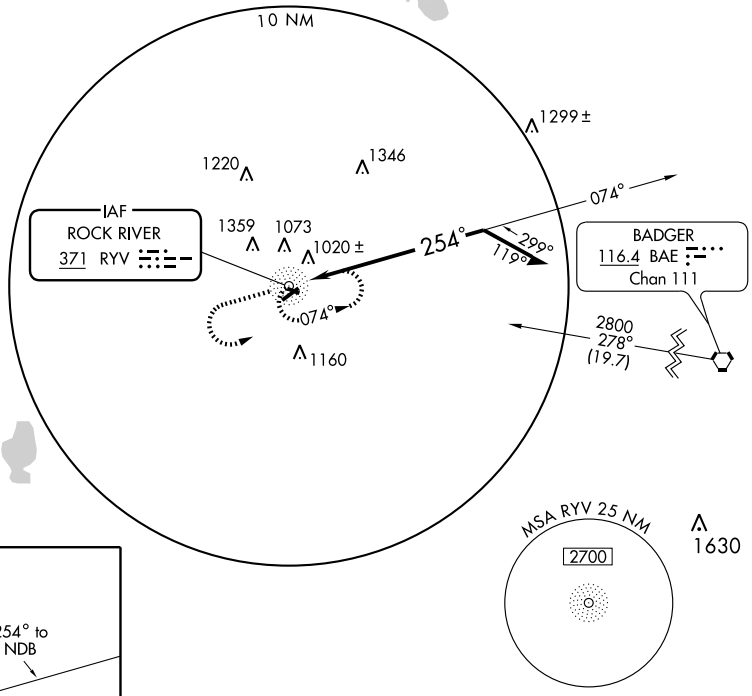
NDB RYV	APP CRS	Rwy Idg	4429
371	254°	TDZE	823
		Apt Elev	833

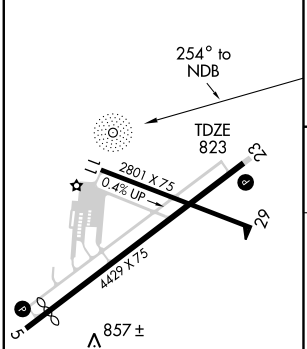
NDB RWY 23
WATERTOWN MUNI (RYV)

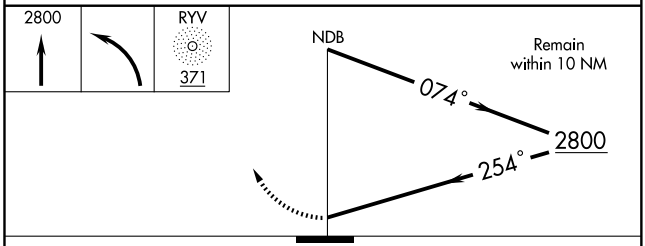
T NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Dodge County altimeter setting and increase all MDA 60 feet, and increase visibility Cat. A, C and D ¼ mile.

MISSED APPROACH: Climb to 2800 then left turn direct RYV NDB and hold.

AWOS-3	MADISON APP CON ★	UNICOM
119.975	119.15 343.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-23	1660-1 837 (900-1)	1660-1¼ 837 (900-1¼)	1660-2½ 837 (900-2½)	1660-2¾ 837 (900-2¾)
CIRCLING	1660-1 827 (900-1)	1660-1¼ 827 (900-1¼)	1660-2½ 827 (900-2½)	1720-3 887 (900-3)

REIL Rwys 5 and 23 L
MIRL Rwys 5-23 and 11-29 L

EC-3, 14 JAN 2010 to 11 FEB 2010

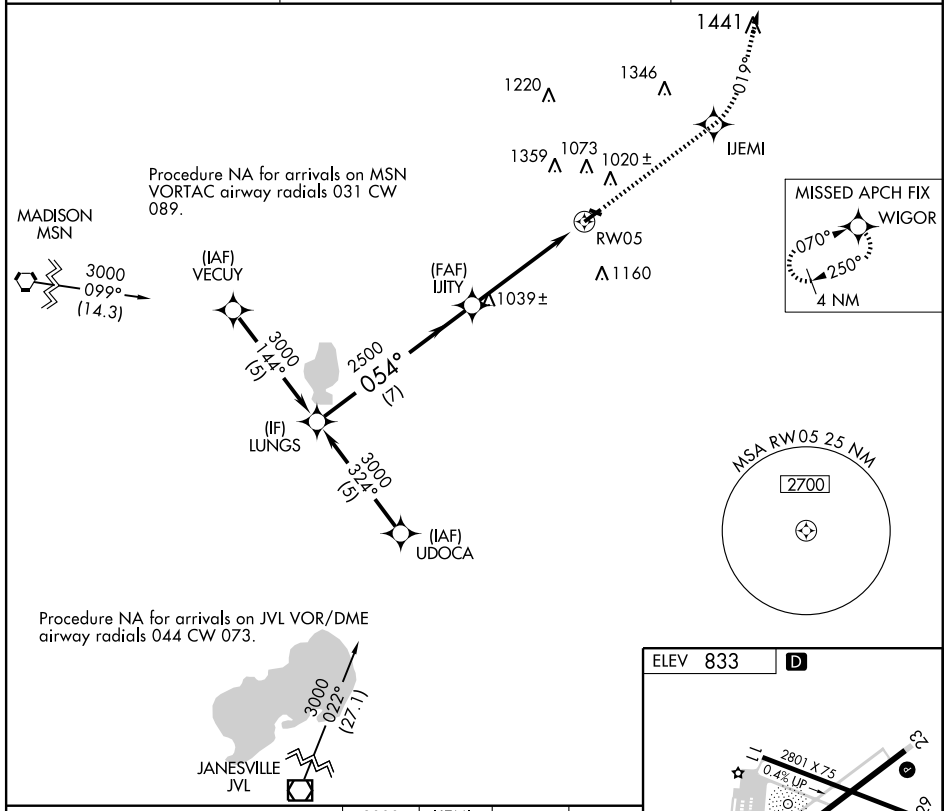
APP CRS	Rwy Idg	4239
054°	TDZE	821
	Apt Elev	833

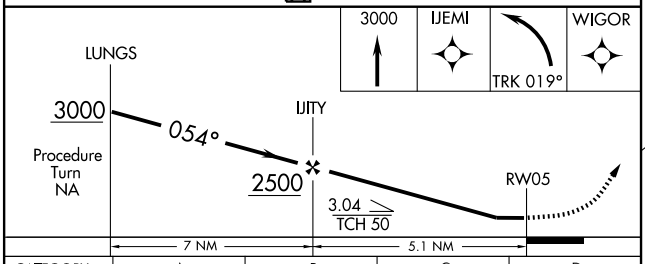
RNAV (GPS) RWY 5
WATERTOWN MUNI (RYV)

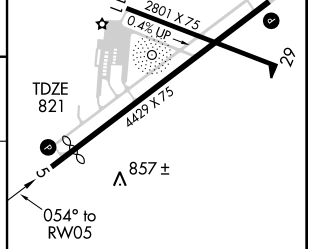
DME/DME RNP-0.3 NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Dodge County altimeter setting. Straight-in minimums to Rwy 5 and Circling to Rwy 5/23 NA at night.

MISSED APPROACH: Climb to 3000 direct IJEMI and left turn via 019° track to WIGOR and hold.

AWOS-3	MADISON APP CON ★	UNICOM
119.975	119.15 343.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1440-1	619 (700-1)	1440-1¾ 619 (700-1¾)	1440-2 619 (700-2)
CIRCLING	1440-1	607 (700-1)	1440-1¾ 607 (700-1¾)	1720-3 887 (900-3)

REIL Rwys 5 and 23 L
MIRL Rwys 5-23 and 11-29 L

EC-3. 14 JAN 2010 to 11 FEB 2010

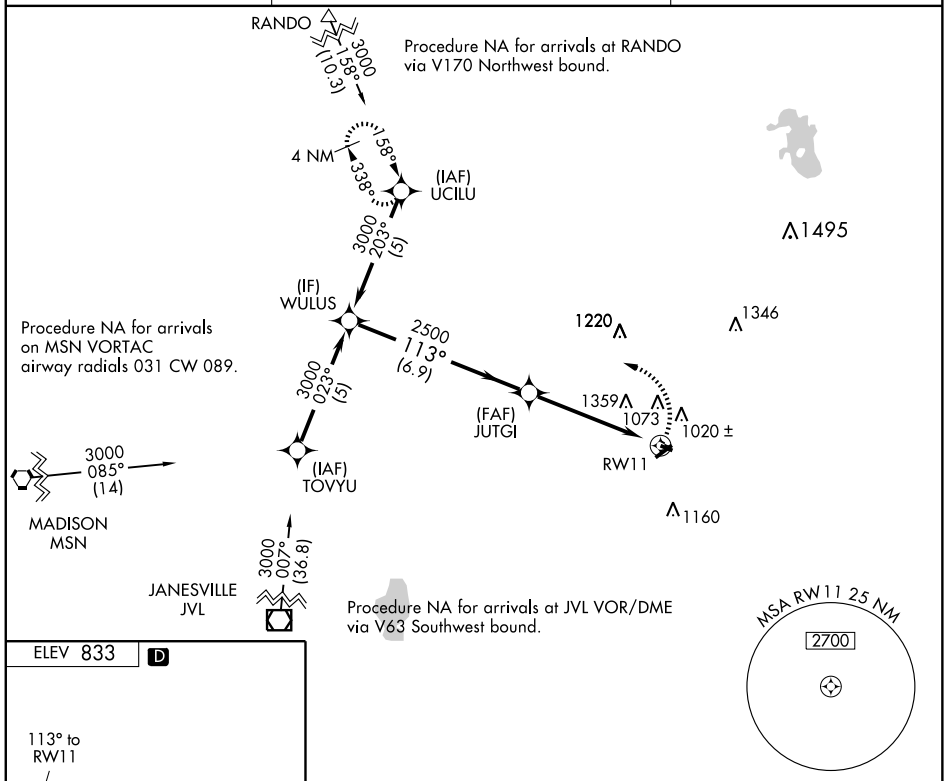
APP CRS	Rwy Idg	2801
113°	TDZE	833
	Apt Elev	833

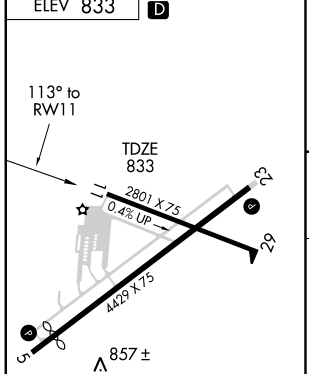
RNAV (GPS) RWY 11
WATERTOWN MUNI (RYV)

DME/DME RNP-0.3 NA When local altimeter setting not received, use Dodge County altimeter setting and increase all MDA 60 feet, increase LNAV visibility Cat. C and D ¼ mile, increase Circling visibility Cat. C¼ mile. VDP NA when using Dodge County altimeter setting. Circling to Rwy 5/23 NA at night.

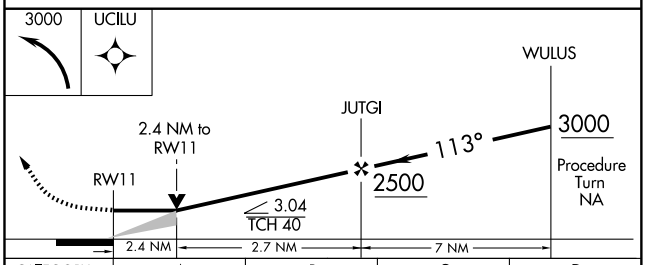
MISSED APPROACH: Climbing left turn to 3000 direct UCILU and hold.

AWOS-3	MADISON APP CON ★	UNICOM
119.975	119.15 343.7	122.8 (CTAF) L





REIL Rwys 5 and 23 L
MIRL Rwys 5-23 and 11-29 L



CATEGORY	A	B	C	D
LNAV MDA	1640-1 807 (900-1)	1640-1¼ 807 (900-1¼)	1640-2¼ 807 (900-2¼)	1640-2½ 807 (900-2½)
CIRCLING	1640-1 807 (900-1)	1640-1¼ 807 (900-1¼)	1640-2¼ 807 (900-2¼)	1720-3 887 (900-3)

EC-3, 14 JAN 2010 to 11 FEB 2010

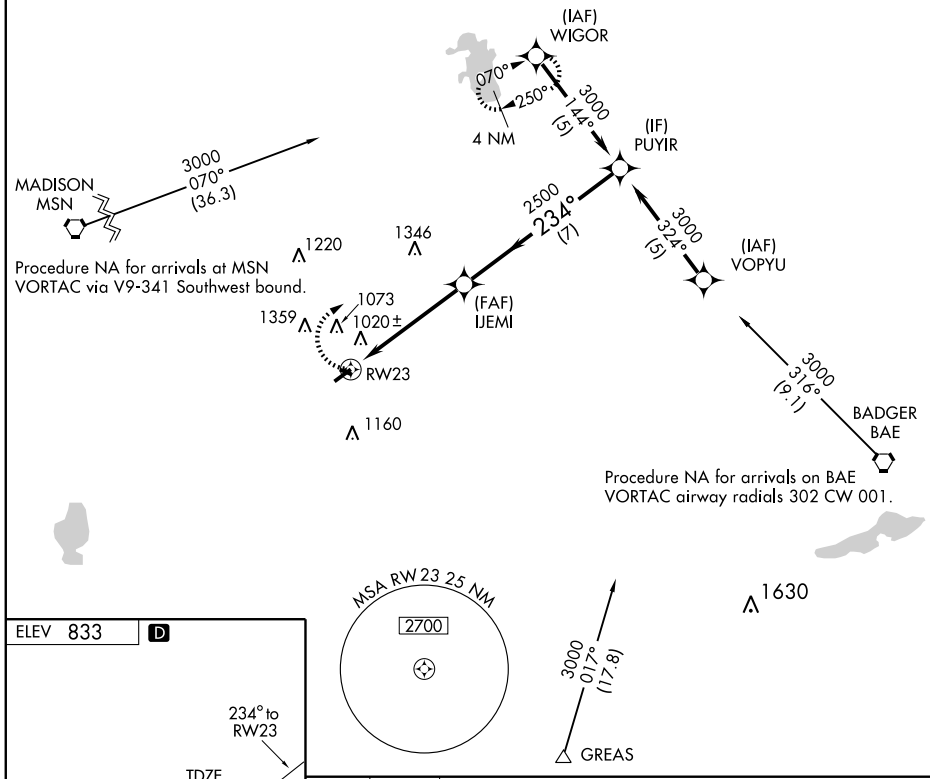
APP CRS	Rwy Idg	4429
234°	TDZE	823
	Apt Elev	833

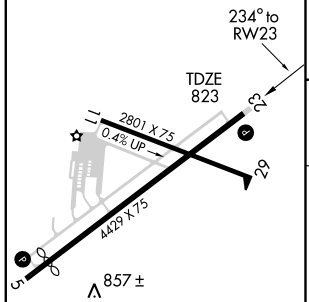
RNAV (GPS) RWY 23
WATERTOWN MUNI (RYV)

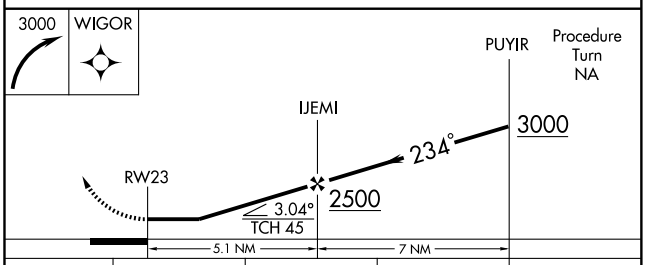
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dodge County altimeter setting and increase all MDA 60 feet, and increase LNAV Cat. C and D visibility ¼ mile. Straight-in minimums to Rwy 23 and Circling to Rwy 5/23 NA at night.

MISSED APPROACH: Climbing right turn to 3000 direct WIGOR and hold.

AWOS-3	MADISON APP CON ★	UNICOM
119.975	119.15 343.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1420-1 597 (600-1)		1420-1½ 597 (600-1½)	1420-1¾ 597 (600-1¾)
CIRCLING	1420-1 587 (600-1)	1440-1 607 (700-1)	1440-1¾ 607 (700-1¾)	1720-3 887 (900-3)

REIL Rwys 5 and 23 L
MIRL Rwys 5-23 and 11-29 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	2801
293°	TDZE	833
	Apt Elev	833

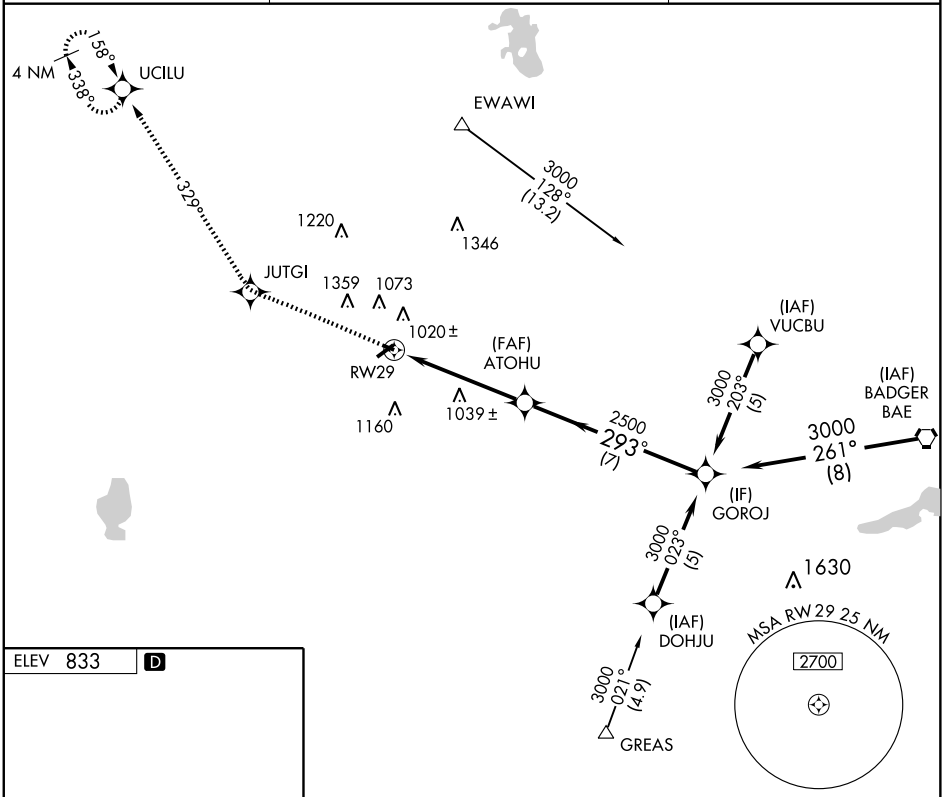
RNAV (GPS) RWY 29

WATERTOWN MUNI (RYV)

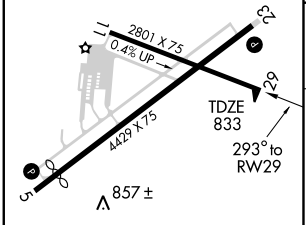
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dodge County altimeter setting and increase all MDA 60 feet, increase LNAV Cat. C and D visibility ¼ mile.

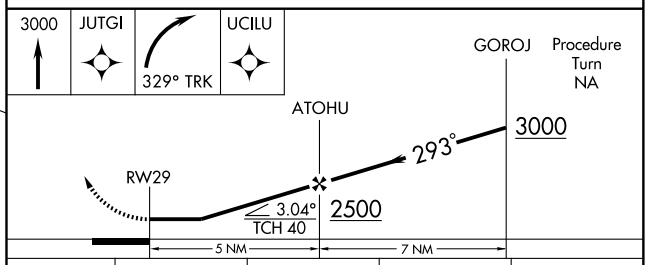
MISSED APPROACH: Climb to 3000 direct JUTGI and right turn via 329° track to UCILU and hold.

AWOS-3	MADISON APP CON ★	UNICOM
119.975	119.15 343.7	122.8 (CTAF) L



ELEV 833 D





CATEGORY	A	B	C	D
LNAV MDA	1400-1 567 (600-1)		1400-1½ 567 (600-1½)	1400-1¾ 567 (600-1¾)
CIRCLING	1400-1 567 (600-1)	1440-1 607 (700-1)	1440-1¾ 607 (700-1¾)	1720-3 887 (900-3)

REIL Rwys 5 and 23 L
MIRL Rwys 5-23 and 11-29 L

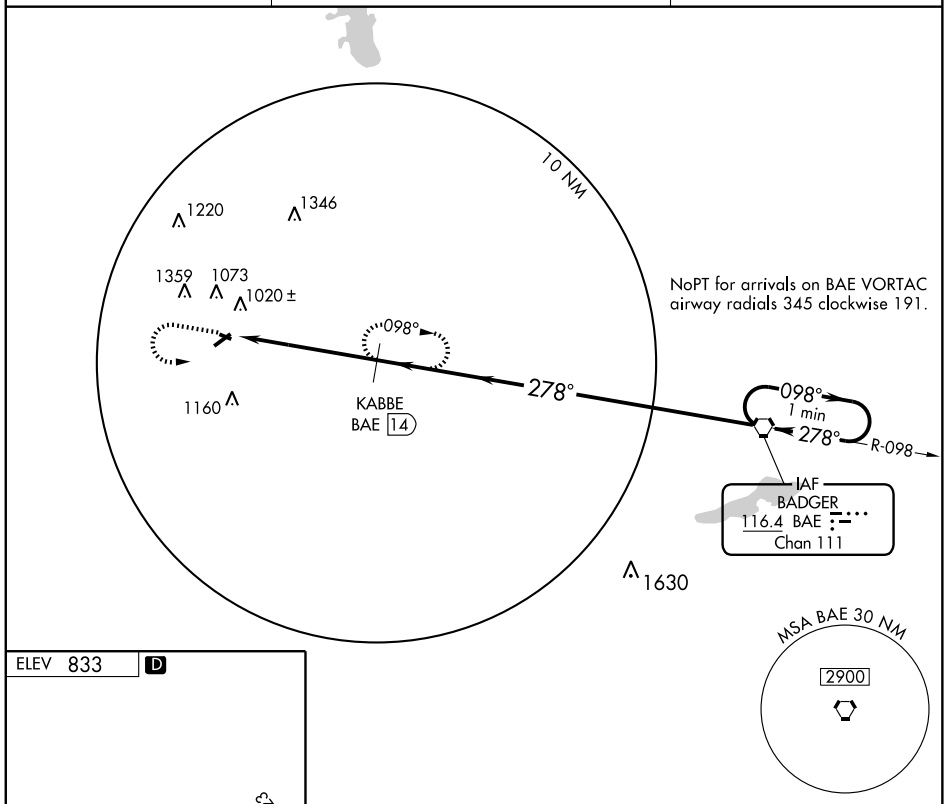
EC-3. 14 JAN 2010 to 11 FEB 2010

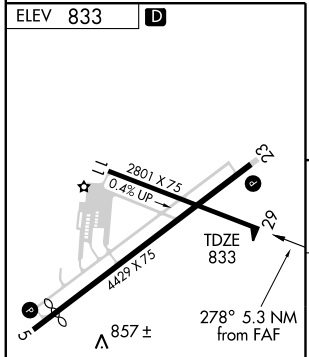
VORTAC BAE 116.4 Chan 111	APP CRS 278°	Rwy Idg 2801 TDZE 833 Apt Elev 833

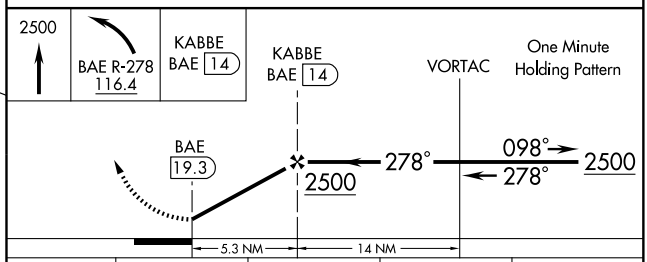
VOR/DME RWY 29
WATERTOWN MUNI (RYV)

MISSED APPROACH: Climb to 2500 then left turn via BAE R-278 to KABBE 14 DME and hold.

AWOS-3	MADISON APP CON ★	UNICOM
119.975	119.15 343.7	122.8 (CTAF) L



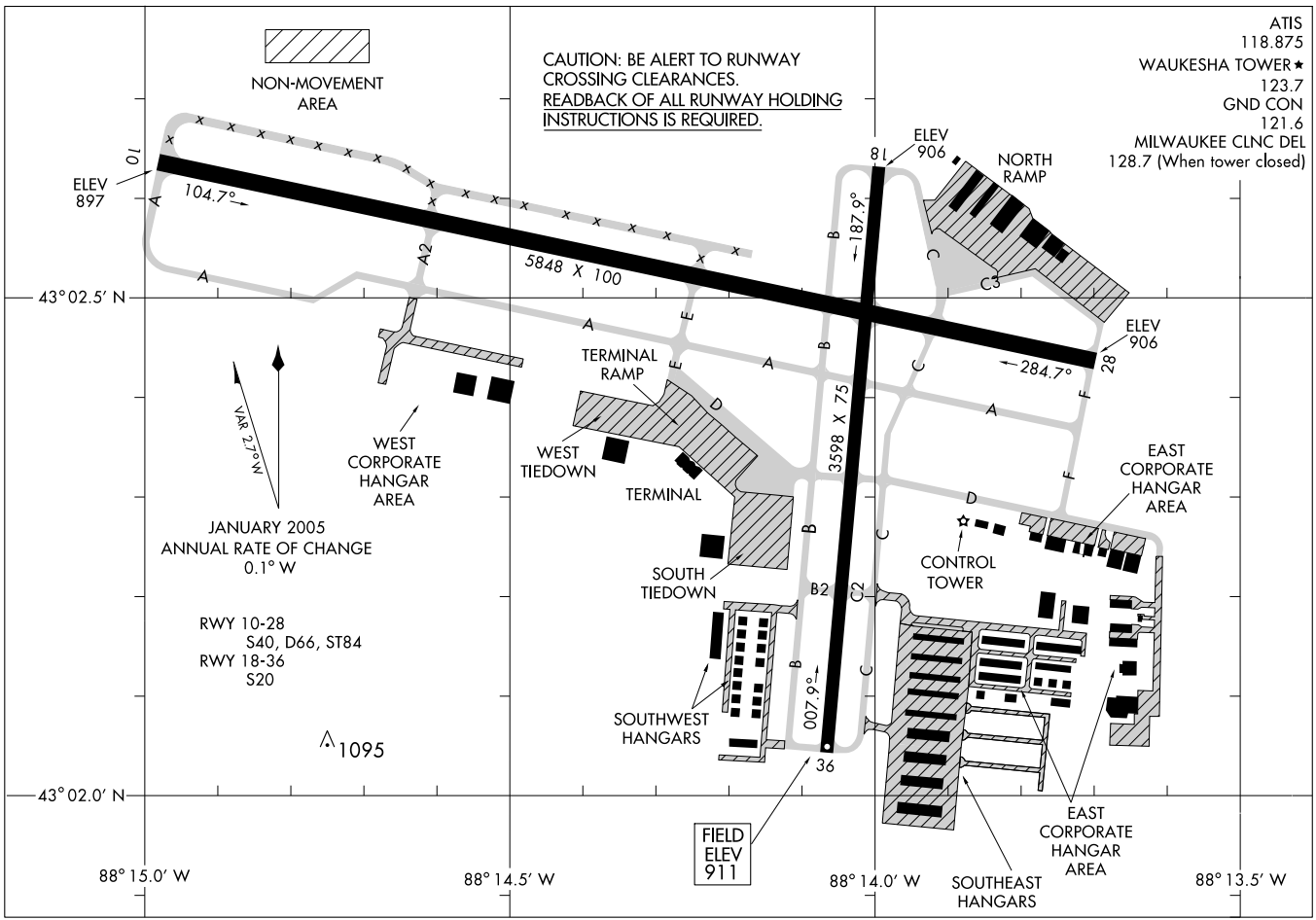




CATEGORY	A	B	C	D
S-29	1420-1 587 (600-1)		1420-1½ 587 (600-1½)	1420-1¾ 587 (600-1¾)
CIRCLING	1420-1 587 (600-1)	1440-1 607 (700-1)	1440-1¾ 607 (700-1¾)	1720-3 887 (900-3)

REIL Rwys 5 and 23 L
MIRL Rwys 5-23 and 11-29 L

EC-3, 14 JAN 2010 to 11 FEB 2010


AIRPORT DIAGRAM
WAUKESHA COUNTY (UES)
WAUKESHA, WISCONSIN
AL-5078 (FAA)
ATIS
118.875
WAUKESHA TOWER ★
123.7
GND CON
121.6
MILWAUKEE CLNC DEL
128.7 (When tower closed)
NON-MOVEMENT AREA
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ELEV 897
ELEV 906
ELEV 906
104.7°
284.7°
187.9°
007.9°
5848 X 100
3598 X 75
NORTH RAMP
TERMINAL RAMP
WEST TIEDOWN
TERMINAL
SOUTH TIEDOWN
WEST CORPORATE HANGAR AREA
EAST CORPORATE HANGAR AREA
CONTROL TOWER
SOUTHWEST HANGARS
SOUTHEAST HANGARS
EAST CORPORATE HANGAR AREA
FIELD ELEV 911
VAR 2.7°W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W
RWY 10-28
S40, D66, ST84
RWY 18-36
S20
1095
43° 02.5′ N
43° 02.0′ N
88° 15.0′ W
88° 14.5′ W
88° 14.0′ W
88° 13.5′ W

LOC I-SKC	APP CRS	Rwy Idg	5848
109.5	103°	TDZE	901
		Apt Elev	911

ILS or LOC RWY 10

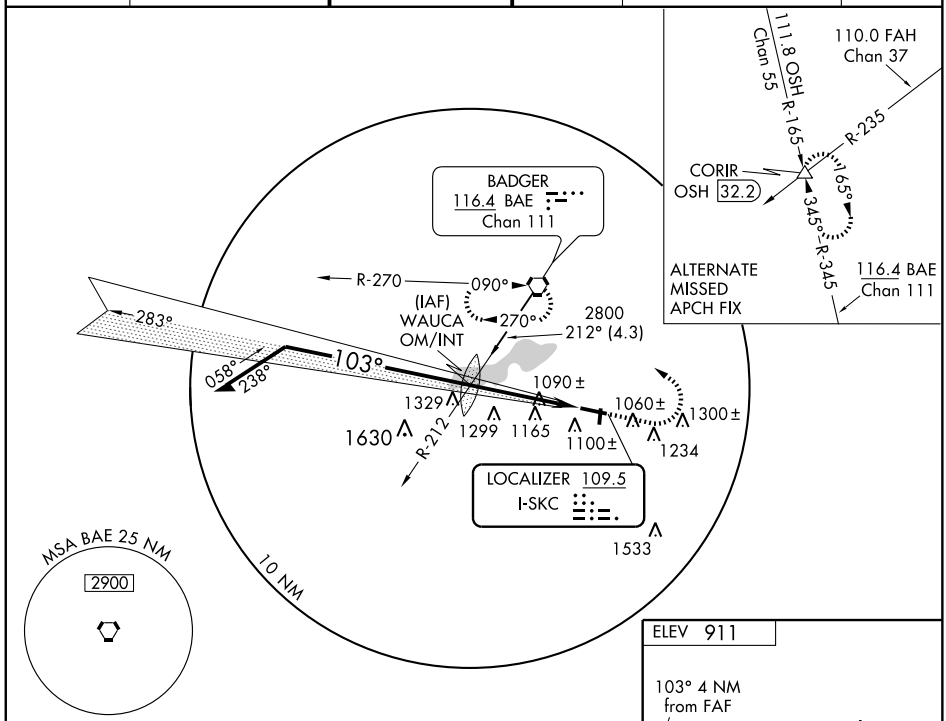
WAUKESHA COUNTY (UES)

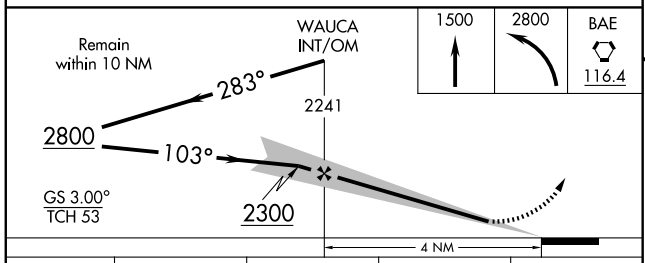
When local altimeter setting not received, use Lawrence J. Timmerman altimeter setting and increase DA to 1147 and all MDAs 60 feet, increase S-LOC 10 Cat. C visibility to RVR 5000, Cat. D to RVR 6000. Increase circling visibility Cat. D ¼ mile.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

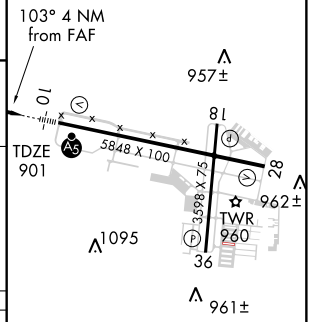
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2800 direct BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	WAUKESHA TOWER *	GND CON	MILWAUKEE CLNC DEL	UNICOM
118.875	128.7 (North) 307.0	123.7 (CTAF) L	121.6	128.7 (When tower closed)	122.95







CATEGORY	A	B	C	D
S-ILS-10	*1101/24 200 (200-½)			
S-LOC-10	1360/24 459 (500-½)		1360/40 459 (500-¾)	1360/50 459 (500-1)
CIRCLING	1460-1 549 (600-1)	1480-1 569 (600-1)	1520-1¾ 609 (700-1¾)	1600-2¼ 689 (700-2¼)

HIRL Rwy 10-28 L
MIRL Rwy 18-36 L
REIL Rwy 18, 28 and 36 L

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

EC-3. 14 JAN 2010 to 11 FEB 2010

WAAS	APP CRS	Rwy Idg	5848
CH 53411	103°	TDZE	901
W10A		Apt Elev	911

RNAV (GPS) RWY 10

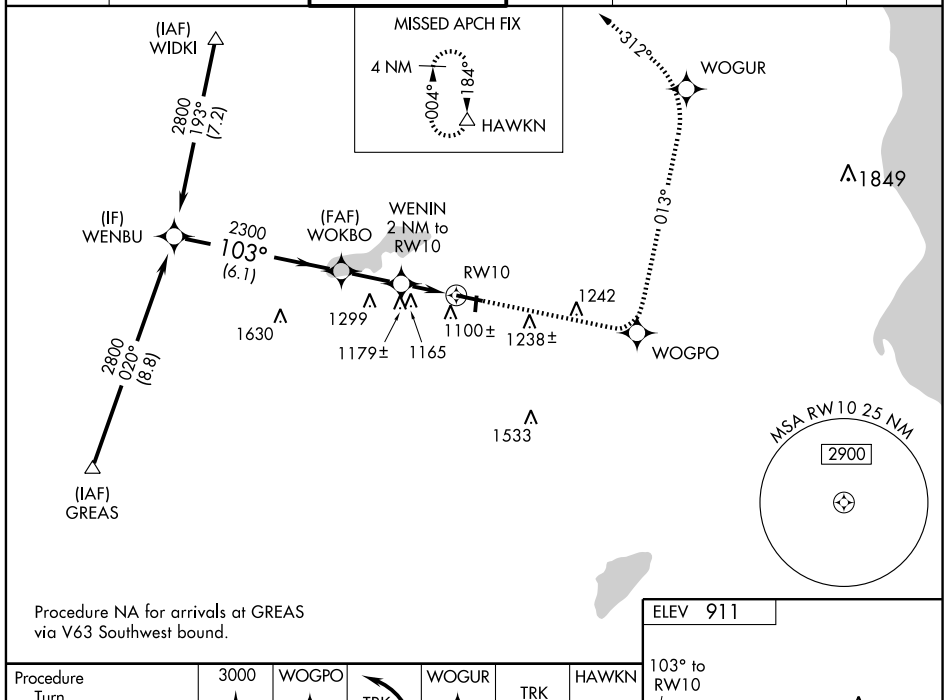
WAUKESHA COUNTY (UES)

Baro-VNAV NA when using Lawrence J Timmerman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lawrence J Timmerman altimeter setting and increase all DA 46 feet and all MDA 60 feet, increase LNAV/VNAV all Cats. visibility ¼ mile; increase Circling Cat. D visibility ¼ mile.

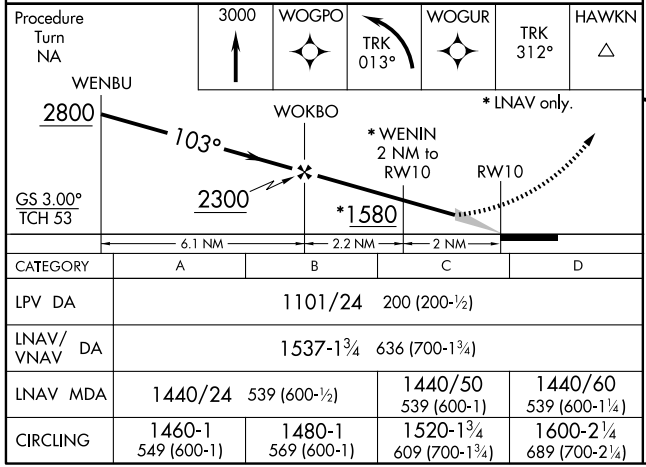
MALSR

MISSED APPROACH: Climb to 3000 direct WOGPO and left turn via 013° track to WOGUR and via 312° track to HAWKN and hold.

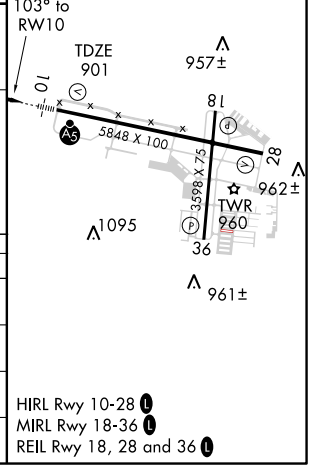
ATIS	MILWAUKEE APP CON	WAUKESHA TOWER★	GND CON	MILWAUKEE CLNC DEL	UNICOM
118.875	128.7 (North) 307.0	123.7 (CTAF) L	121.6	128.7 (When tower closed)	122.95



Procedure NA for arrivals at GREAS via V63 Southwest bound.



CATEGORY	A	B	C	D
LPV DA	1101/24 200 (200-½)			
LNAV/VNAV DA	1537-1¾ 636 (700-1¾)			
LNAV MDA	1440/24 539 (600-½)		1440/50 539 (600-1)	1440/60 539 (600-1¼)
CIRCLING	1460-1 549 (600-1)	1480-1 569 (600-1)	1520-1¾ 609 (700-1¾)	1600-2¼ 689 (700-2¼)



HIRL Rwy 10-28 L
MIRL Rwy 18-36 L
REIL Rwy 18, 28 and 36 L

APP CRS	Rwy Idg	5848
270°	TDZE	906
	Apt Elev	911

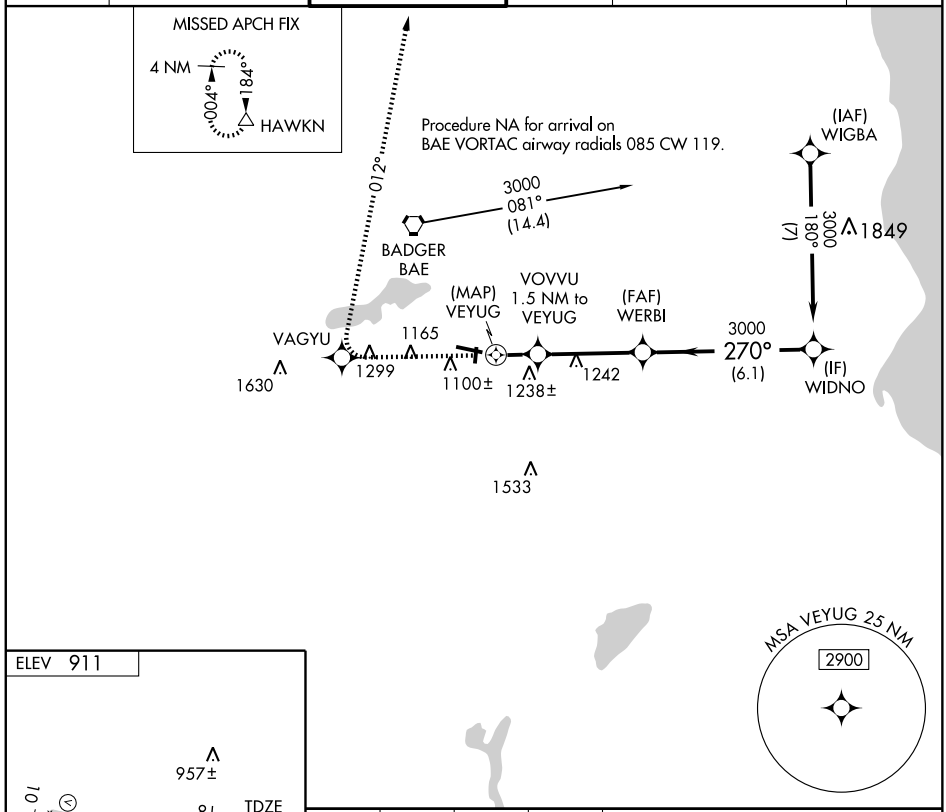
RNAV (GPS) RWY 28

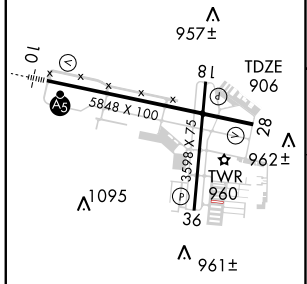
WAUKESHA COUNTY (UES)

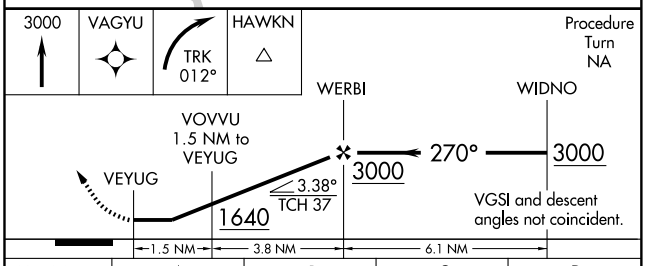
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrence J Timmerman altimeter setting and increase all MDA 60 feet, increase Circling Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct VAGYU and right turn via 012° track to HAWKN and hold.

ATIS	MILWAUKEE APP CON	WAUKESHA TOWER★	GND CON	MILWAUKEE CLNC DEL	UNICOM
118.875	128.7 (North) 307.0	123.7 (CTAF) L	121.6	128.7 (When tower closed)	122.95







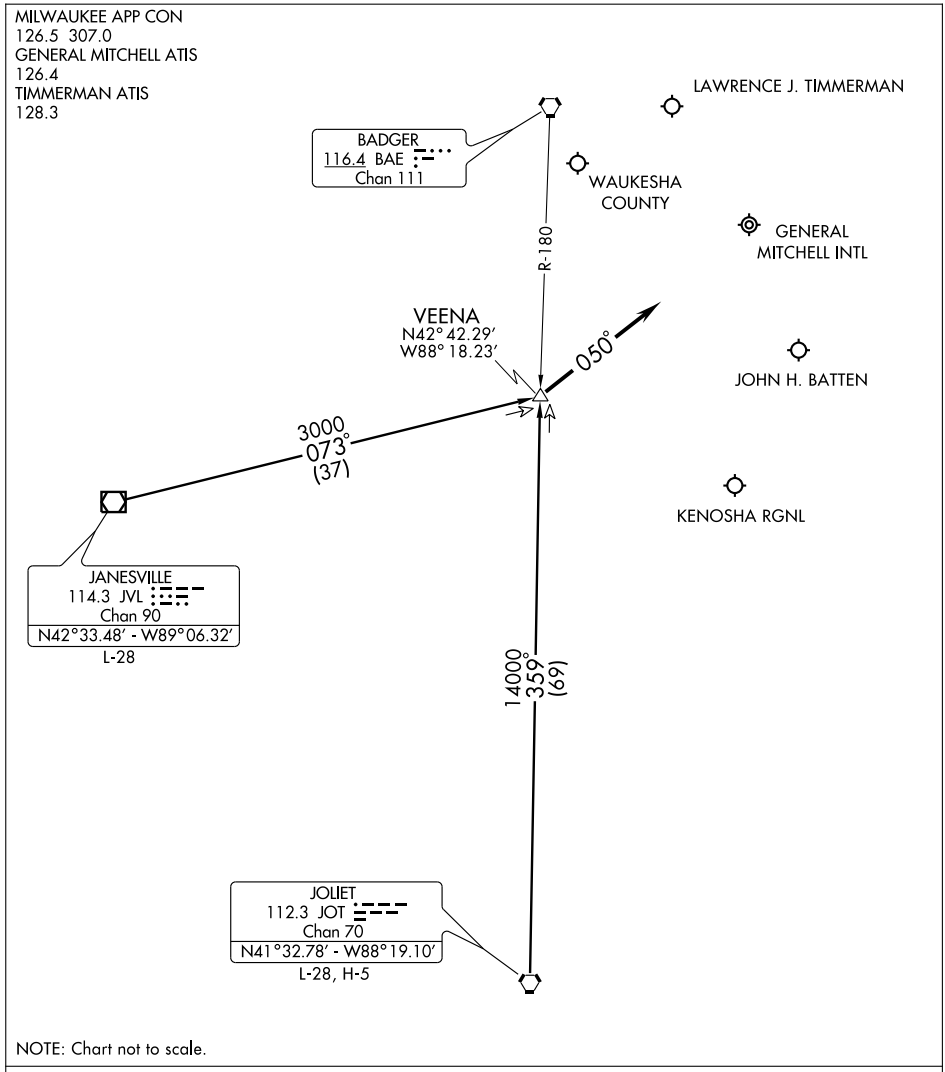
CATEGORY	A	B	C	D
LNAV MDA	1420-1 514 (600-1)		1420-1½ 514 (600-1½)	1420-1¾ 514 (600-1¾)
CIRCLING	1460-1 549 (600-1)	1480-1 569 (600-1)	1520-1¾ 609 (700-1¾)	1600-2¼ 689 (700-2¼)

HIRL Rwy 10-28 L
MIRL Rwy 18-36 L
REIL Rwy 18, 28 and 36 L

EC-3, 14 JAN 2010 to 11 FEB 2010

VEENA ONE ARRIVAL (VEENA.VEENA1)

MILWAUKEE, WISCONSIN



NOTE: Chart not to scale.

JANESVILLE TRANSITION (JVL.VEENA1): From over JVL VOR/DME via JVL R-073 to VEENA INT. Thence....

JOLIET TRANSITION (JOT.VEENA1): From over JOT VORTAC via JOT R-359 to VEENA INT. Thence....

.... depart VEENA INT heading 050° for initial vector to final approach.

LOST COMMUNICATIONS: From VEENA INT proceed direct IAF for destination airport.

VORTAC BAE 116.4 Chan 111	APP CRS 153°	Rwy Idg N/A TDZE N/A Apt Elev 911

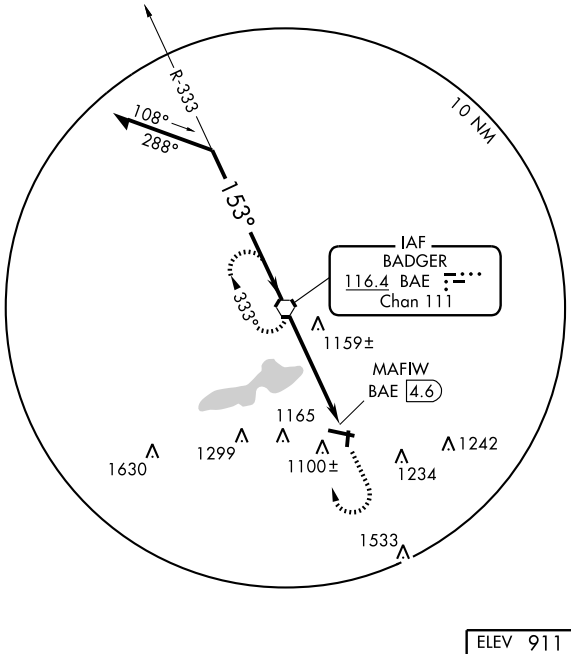
VOR-A

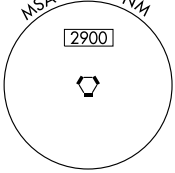
WAUKESHA COUNTY (UES)

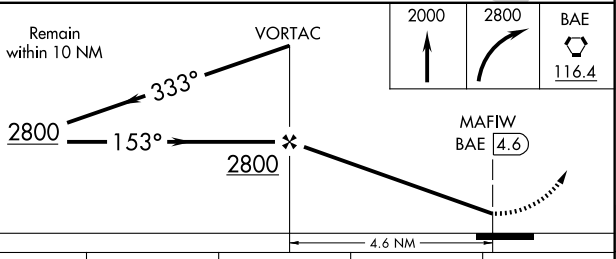
When local altimeter setting not received, use Lawrence J Timmerman altimeter setting and increase all MDA 60 feet, increase Circling Cat. D visibility ¼ mile.

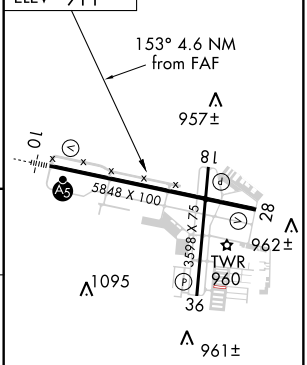
MISSED APPROACH: Climb to 2000, then climbing right turn to 2800 direct BAE VORTAC and hold.

ATIS	MILWAUKEE APP CON	WAUKESHA TOWER★	GND CON	MILWAUKEE CLNC DEL	UNICOM
118.875	128.7 (North) 307.0	123.7 (CTAF) L	121.6	128.7 (When tower closed)	122.95









HIRL Rwy 10-28 L
MIRL Rwy 18-36 L
REIL Rwy 18, 28 and 36 L

CATEGORY	A	B	C	D
CIRCLING	1460-1 549 (600-1)	1480-1 569 (600-1)	1520-1¾ 609 (700-1¾)	1600-2¼ 689 (700-2¼)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

EC-3. 14 JAN 2010 to 11 FEB 2010

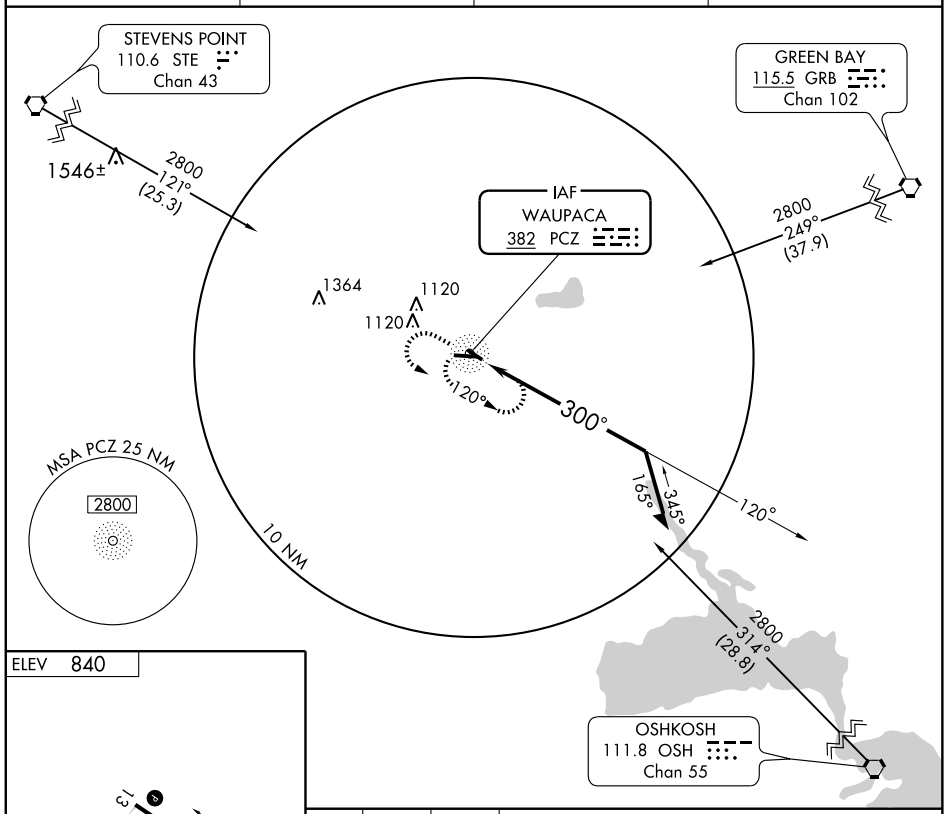
NDB PCZ	APP CRS	Rwy Idg	3899
382	300°	TDZE	819
		Apt Elev	840

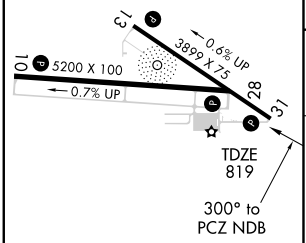
NDB RWY 31
WAUPACA MUNI (PCZ)

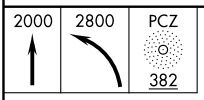
If local altimeter setting not received, use Outagamie County Rgnl altimeter setting and increase all MDAs 80 feet. Circling to Rwy 13 NA at night.

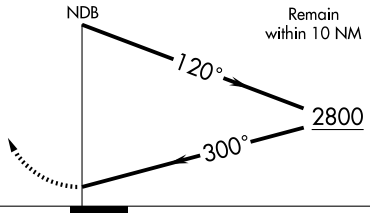
MISSED APPROACH: Climb to 2000 then climbing left turn to 2800 direct PCZ NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.625	124.4 317.7	121.725	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-31	1440-1	621 (600-1)	1440-1¾ 621 (600-1¾)	1440-2 621 (600-2)
CIRCLING	1440-1	600 (600-1)	1440-1¾ 600 (600-1¾)	1440-2 600 (600-2)

REIL Rwy 10 L
MIRL Rwy 10-28 and 13-31 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5200
094°	TDZE	840
	Apt Elev	840

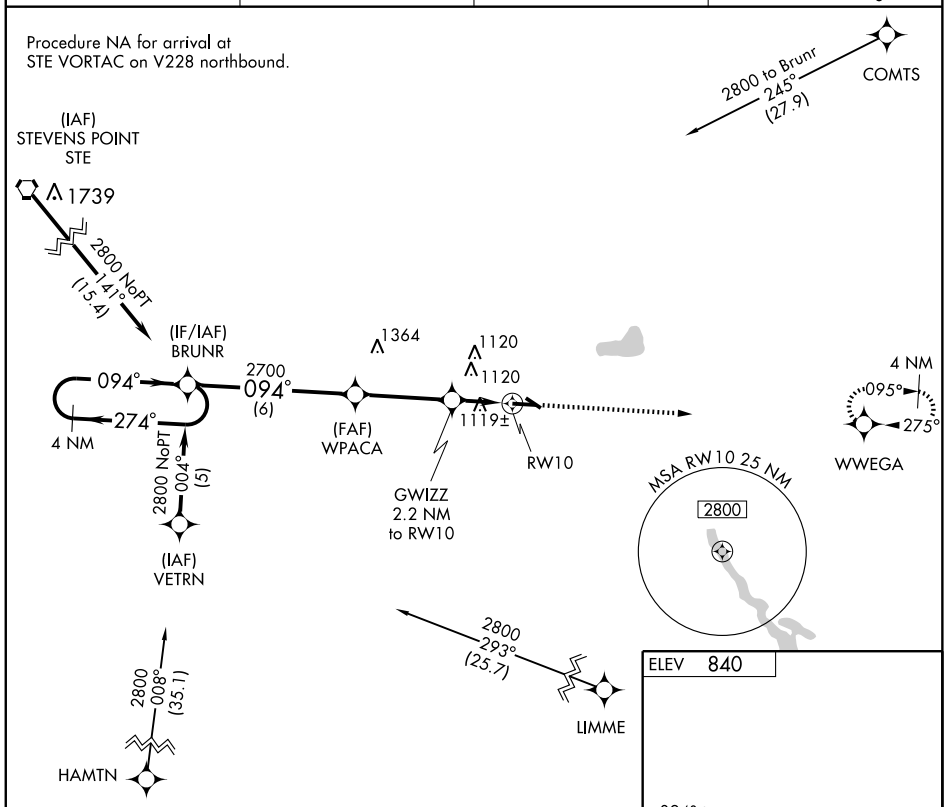
RNAV (GPS) RWY 10
WAUPACA MUNI (PCZ)

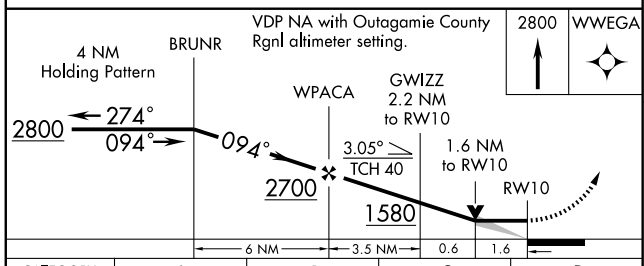
If local altimeter setting not received, use Outagamie County Rgnl altimeter setting and increase all MDAs 80 feet.
Circling to Rwy 13 NA at night. DME/DME RNP-0.3 NA.

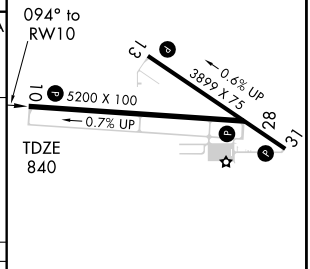
MISSED APPROACH: Climb to 2800 direct WWEGA and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.625	124.4 317.7	121.725	122.8 (CTAF) L

Procedure NA for arrival at STE VORTAC on V228 northbound.







CATEGORY	A	B	C	D
LNAV MDA	1380-1	540 (600-1)	1380-1½ 540 (600-1½)	1380-1¾ 540 (600-1¾)
CIRCLING	1420-1	580 (600-1)	1420-1½ 580 (600-1½)	1420-2 580 (600-2)

REIL Rwy 10 L
MIRL Rwy 10-28 and 13-31 L

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5200
275°	TDZE	825
	Apt Elev	840

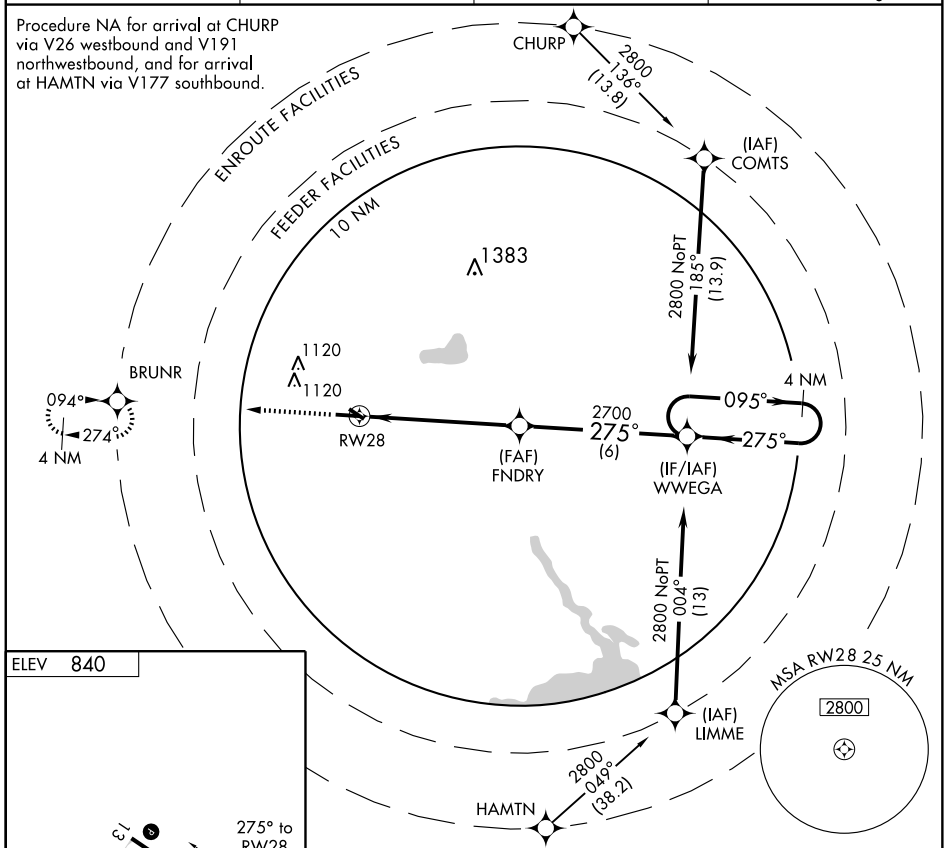
RNAV (GPS) RWY 28
WAUPACA MUNI (PCZ)

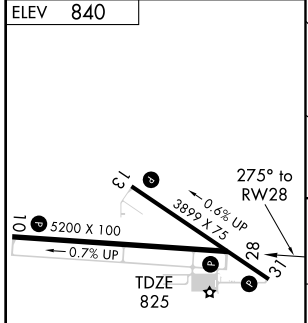
If local altimeter setting not received, use Outagamie County Rgnl altimeter setting and increase all MDAs 80 feet.
Circling to Rwy 13 NA at night. DME/DME RNP-0.3 NA.

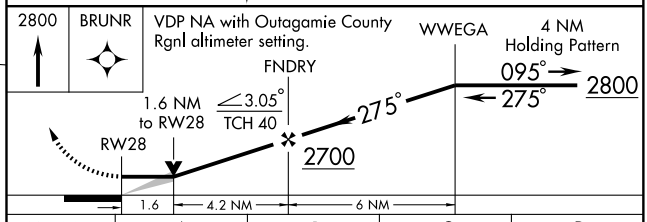
MISSED APPROACH: Climb to 2800 direct BRUNR and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.625	124.4 317.7	121.725	122.8 (CTAF) L

Procedure NA for arrival at CHURP via V26 westbound and V191 northwestbound, and for arrival at HAMTN via V177 southbound.







CATEGORY	A	B	C	D
LNAV MDA	1340-1 515 (500-1)		1340-1½ 515 (500-1½)	1340-1¾ 515 (500-1¾)
CIRCLING	1420-1 580 (600-1)		1420-1½ 580 (600-1½)	1420-2 580 (600-2)

REIL Rwy 10 L
MIRL Rwy 10-28 and 13-31 L

EC-3, 14 JAN 2010 to 11 FEB 2010

NDB FZK 243	APP CRS 308°	Rwy Idg N/A TDZE N/A Apt Elev 1201

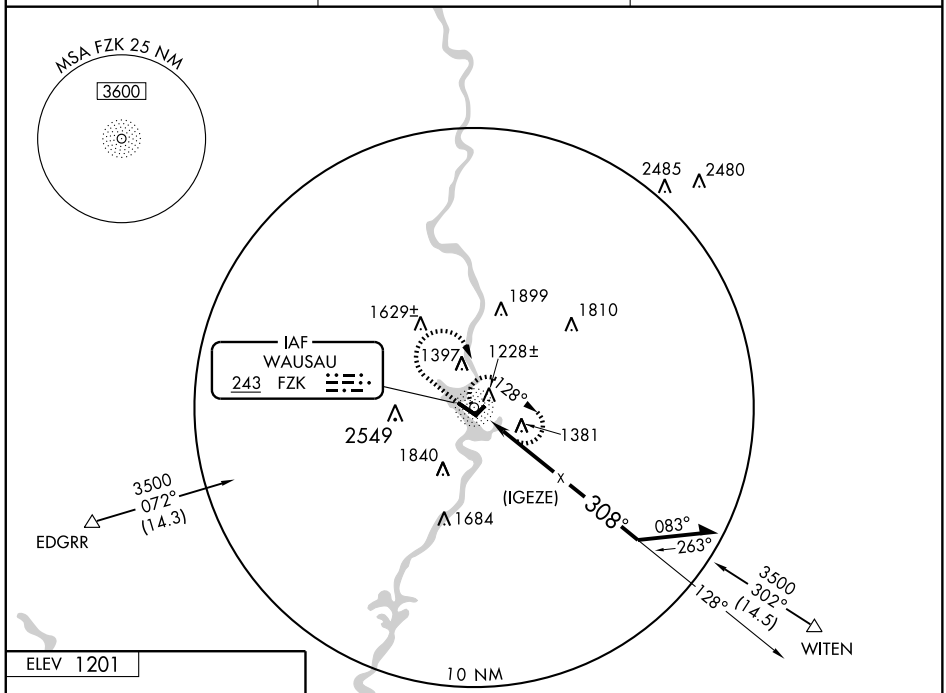
NDB or GPS-B
WAUSAU DOWNTOWN (AUW)

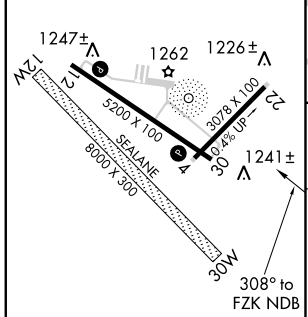
NA

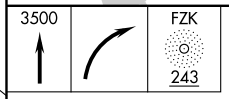
Circling not authorized SW of Rwy 12-30.

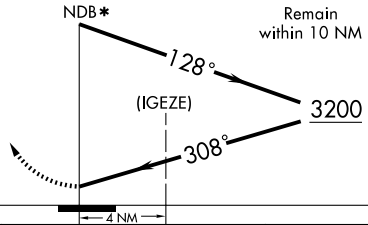
MISSED APPROACH: Climb to 3500 then right turn direct FZK NDB and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.925	124.4 317.7	122.7 (CTAF) L









* Maintain 3500 or above until established outbound for procedure turn.

REIL Rwys 12 and 30 L
MIRL Rwys 4-22 and 12-30 L

CATEGORY	A	B	C	D
CIRCLING	1780-1	579 (600-1)	1840-1¾ 639 (700-1¾)	1840-2 639 (700-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

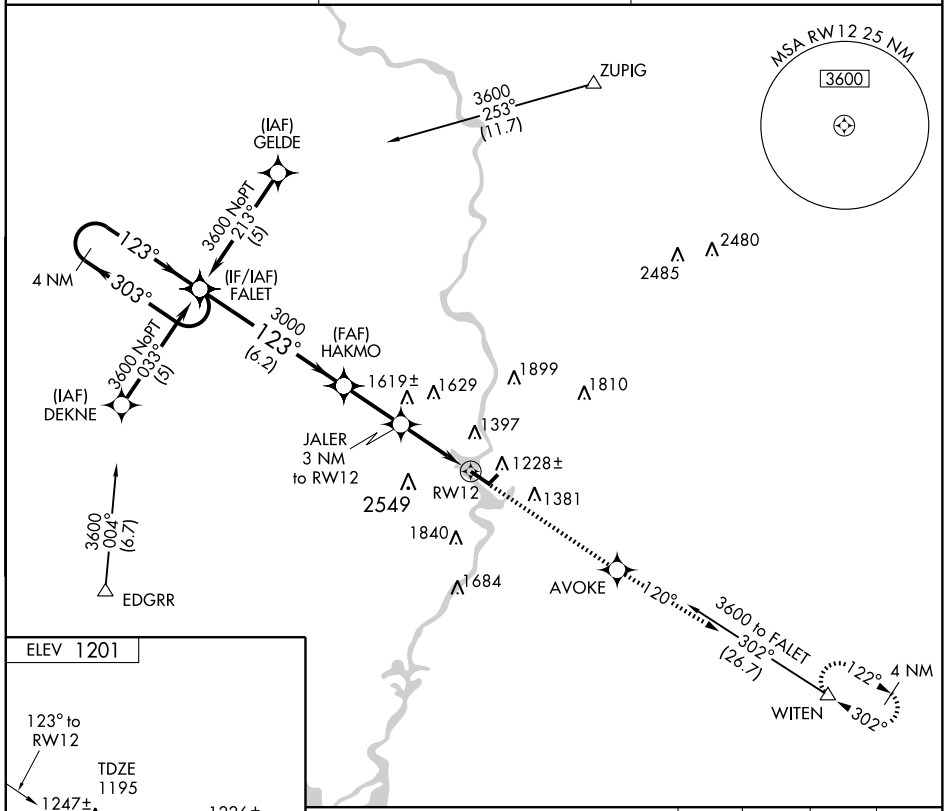
APP CRS		
123°	Rwy Idg	5200
	TDZE	1195
	Apt Elev	1201

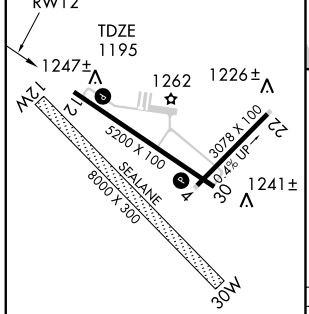
RNAV (GPS) RWY 12
WAUSAU DOWNTOWN (AUW)

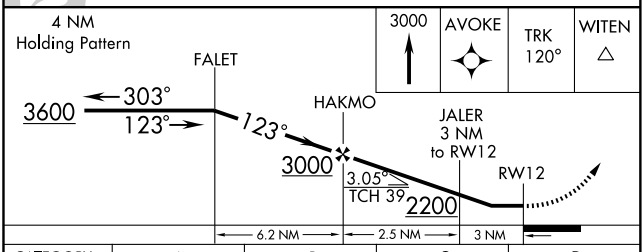
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA Southwest of Rwy 12-30. When local altimeter setting not received, use Mosinee altimeter setting and increase all MDAs 40 feet and LNAV visibility Cat. C ¼mile, and Circling visibility Cats. C and D ½mile.

MISSED APPROACH: Climb to 3000 direct AVOKE and via 120° track to WITEN and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.925	124.4 317.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1660-1	465 (500-1)	1660-1¼ 465 (500-1¼)	1660-1½ 465 (500-1½)
CIRCLING	1840-1	639 (700-1)	1840-1¾ 639 (700-1¾)	1840-2 639 (700-2)

REIL Rwys 12 and 30 L
MIRL Rwys 4-22 and 12-30 L

EC-3. 14 JAN 2010 to 11 FEB 2010

VORTAC AUW 111.6 Chan 53	APP CRS 339°	Rwy Idg N/A TDZE N/A Apt Elev 1201

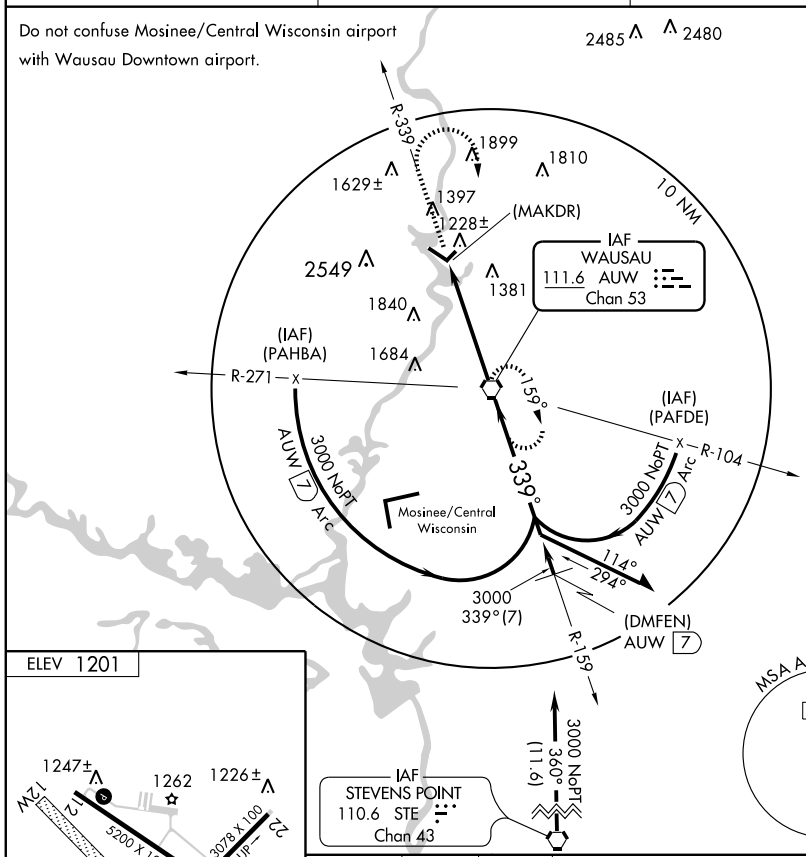
VOR or GPS-A
WAUSAU DOWNTOWN (AUW)

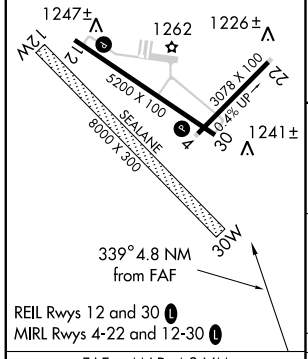
Circling not authorized southwest of Runway 12-30.

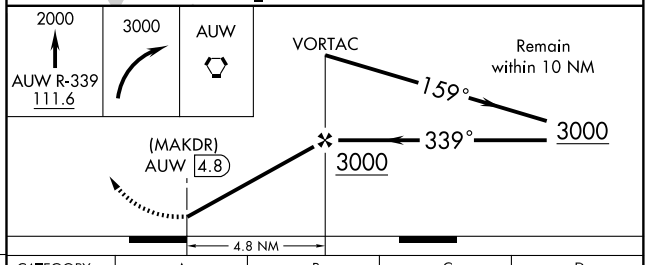
MISSED APPROACH: Climb to 2000 via AUW R-339 then climbing right turn to 3000 direct AUW VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
125.925	124.4 317.7	122.7 (CTAF) L

Do not confuse Mosinee/Central Wisconsin airport with Wausau Downtown airport.







FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING	1840-1 639 (700-1)		1840-1¾ 639 (700-1¾)	1840-2 639 (700-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

WAUTOMA, WISCONSIN

AL-9011 (FAA)

APP CRS	Rwy Idg	3300
314°	TDZE	859
	Apt Elev	859

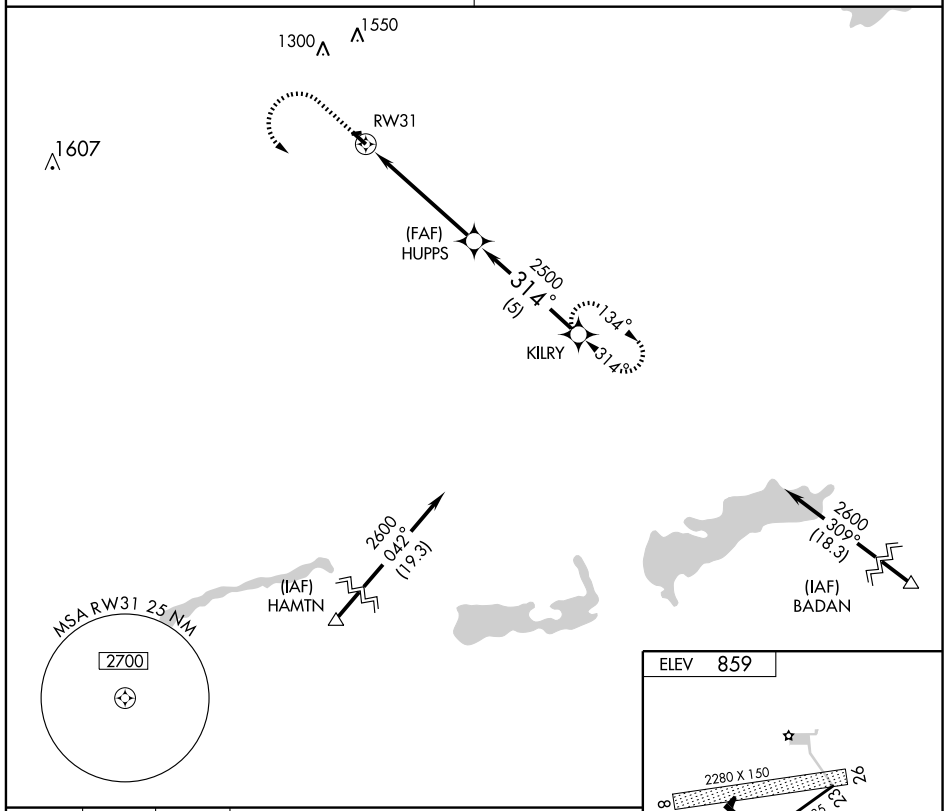
GPS RWY 31
WAUTOMA MUNI (Y50)

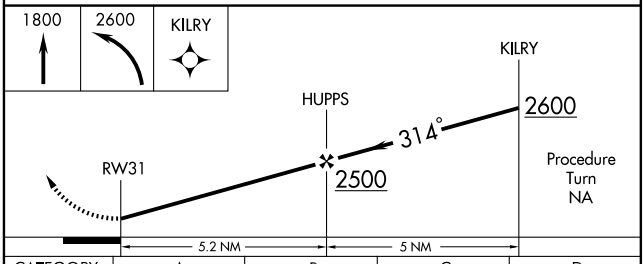
NA

Use Stevens Point Muni altimeter setting.

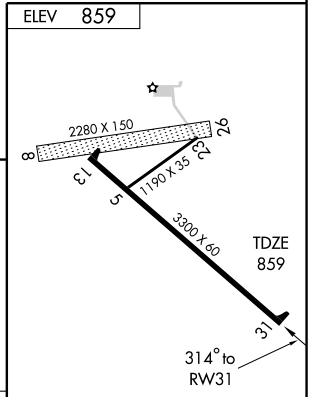
MISSED APPROACH: Climb to 1800 then climbing left turn to 2600 direct KILRY WP and hold.

MILWAUKEE APP CON	UNICOM
127.0 263.075	**122.8** (CTAF) L





CATEGORY	A	B	C	D
S-31	1440-1	581 (600-1)	1440-1½ 581 (600-1½)	NA
CIRCLING	1480-1 621 (700-1)	1520-1 661 (700-1)	1520-1¾ 661 (700-1¾)	NA



MIRL Rwy 13-31 L

EC-3, 14 JAN 2010 to 11 FEB 2010

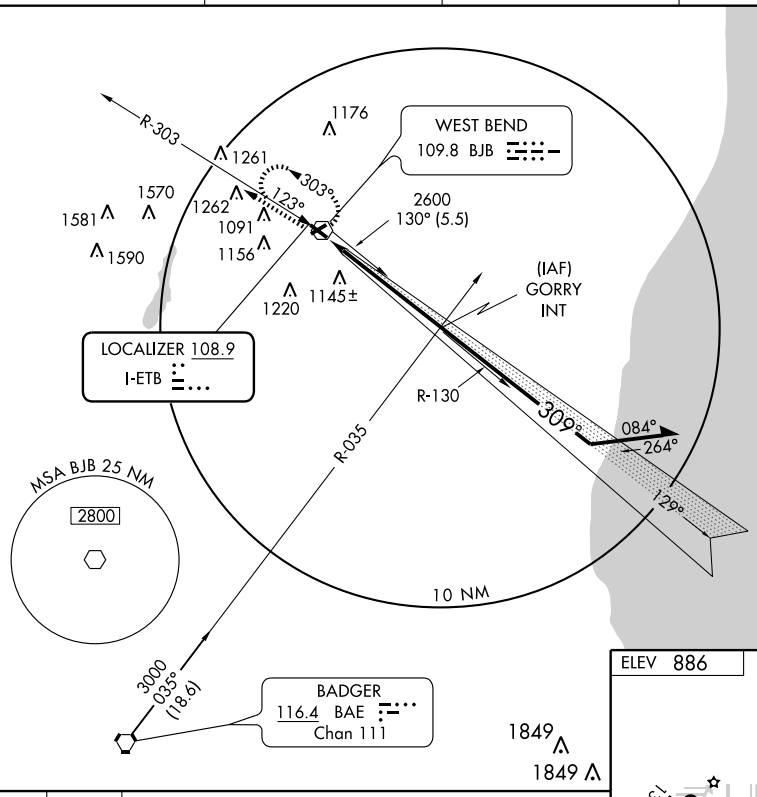
LOC I-ETB	APP CRS	Rwy Idg	4494
108.9	309°	TDZE	880
		Apt Elev	886

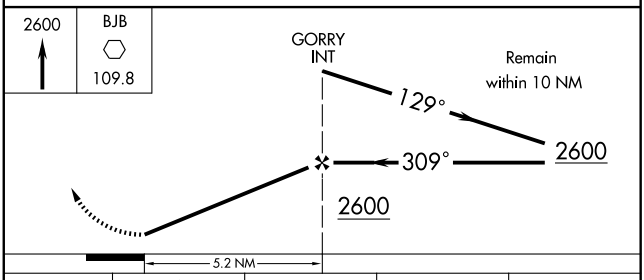
LOC RWY 31
WEST BEND MUNI (ETB)

NA

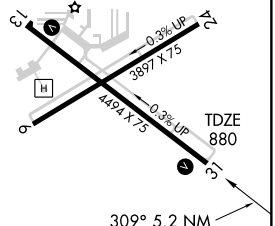
MISSED APPROACH: Climb to 2600 then direct BJB VOR and hold.

AWOS-3	MILWAUKEE APP CON	CLNC DEL	UNICOM
120.0	125.35 307.0	124.75	122.8 (CTAF) L





ELEV 886



CATEGORY	A	B	C	D
S-31	1400-1 520 (600-1)		1400-1½ 520 (600-1½)	1400-1¾ 520 (600-1¾)
CIRCLING	1400-1 512 (600-1)	1420-1 532 (600-1)	1460-1½ 572 (600-1½)	1520-2 632 (700-2)

REIL Rwys 13 and 31 L
MIRL Rwys 6-24 and 13-31 L

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

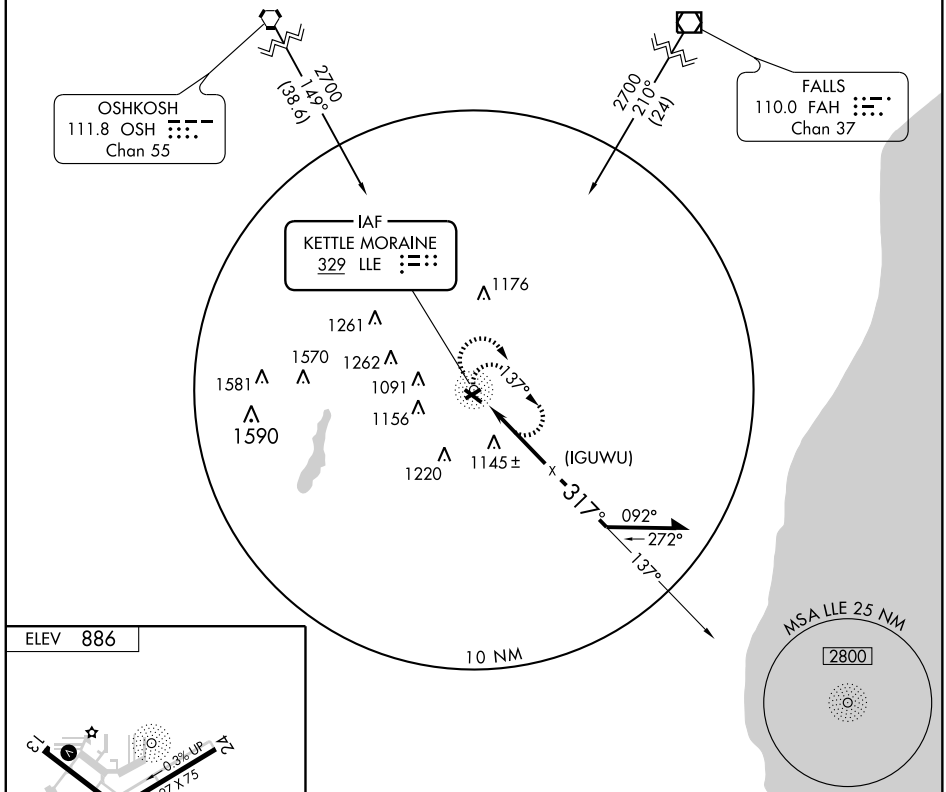
EC-3. 14 JAN 2010 to 11 FEB 2010

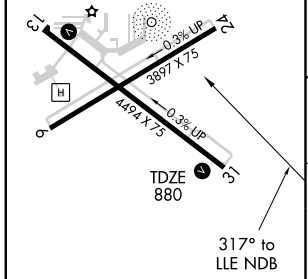
NDB LLE	APP CRS	Rwy Idg	4494
329	317°	TDZE	880
		Apt Elev	886

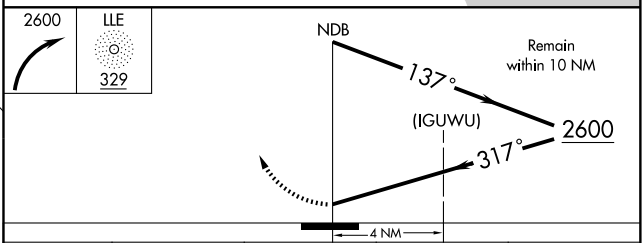
NDB or GPS RWY 31
WEST BEND MUNI (ETB)

MISSED APPROACH: Climbing right turn to 2600 in LLE NDB holding pattern.

AWOS-3	MILWAUKEE APP CON	CLNC DEL	UNICOM
120.0	125.35 307.0	124.75	122.8 (CTAF) L







REIL Rwys 13 and 31 L
MIRL Rwys 6-24 and 13-31 L

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-31	1500-1	620 (700-1)	1500-1¾ 620 (700-1¾)	1500-2 620 (700-2)
CIRCLING	1500-1	612 (700-1)	1500-1¾ 612 (700-1¾)	1520-2 632 (700-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

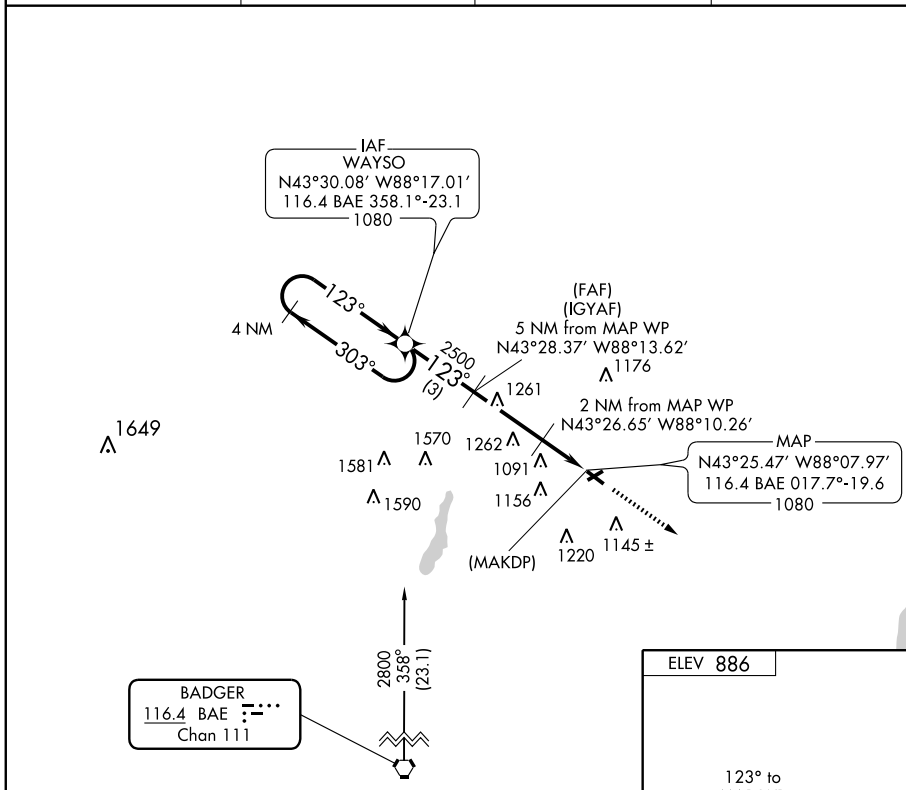
VORTAC BAE 116.4 Chan 111	APP CRS 123°	Rwy Idg 4494 TDZE 882 Apt Elev 886

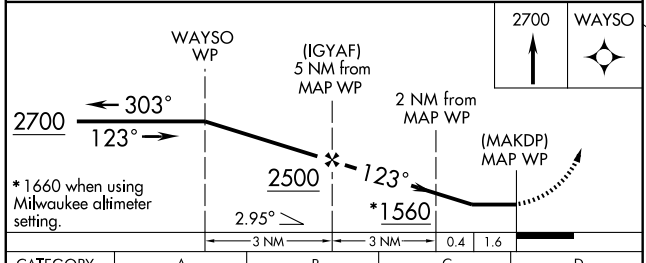
VOR/DME RNAV or GPS RWY 13

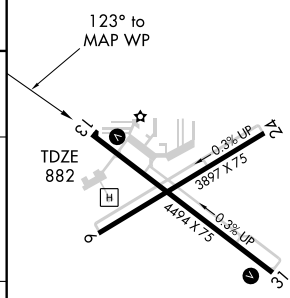
WEST BEND MUNI (ETB)

NA ACTIVATE MIRL Rwy 13-31-CTAF.	MISSED APPROACH: Climb to 2700 direct WAYSO WP and hold.

AWOS-3	MILWAUKEE APP CON	CLNC DEL	UNICOM
120.0	125.35 307.0	124.75	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1440-1 558 (600-1)		1440-1½ 558 (600-1½)	1440-1¾ 558 (600-1¾)
CIRCLING	1440-1 552 (600-1)		1460-1½ 572 (600-1½)	1520-2 632 (700-2)

REIL Rwys 13and 31 L
MIRL Rwys 6-24 and 13-31 L

EC-3. 14 JAN 2010 to 11 FEB 2010

VOR BJB 109.8	APP CRS 232°	Rwy Idg 3897 TDZE 879 Apt Elev 886

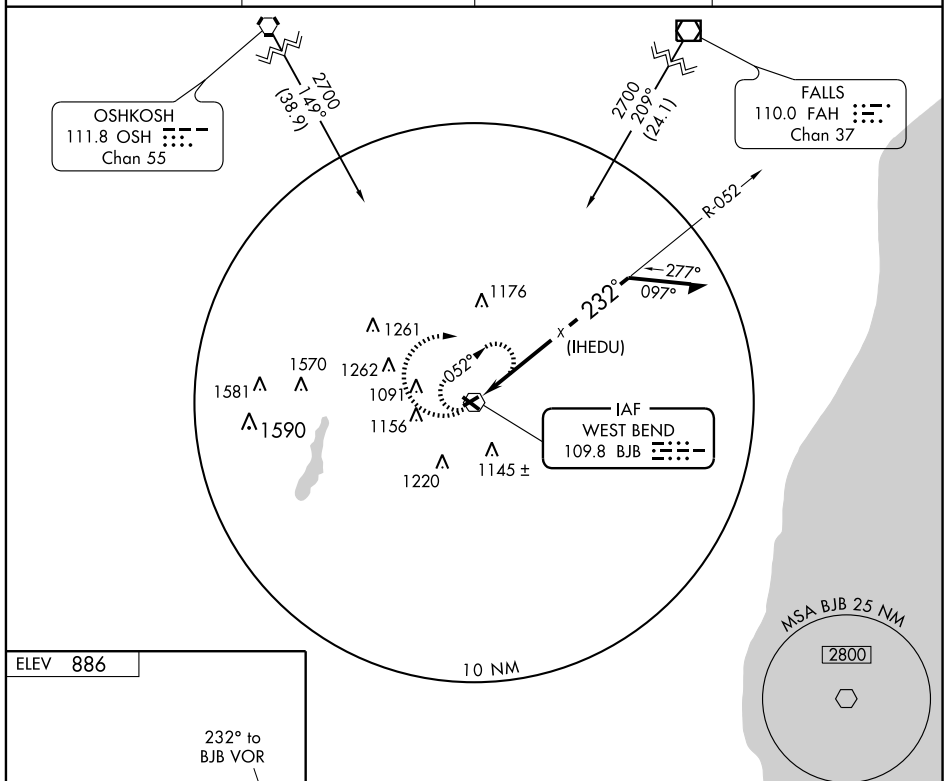
VOR or GPS RWY 24

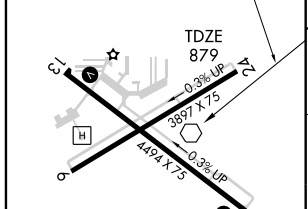
WEST BEND MUNI (ETB)

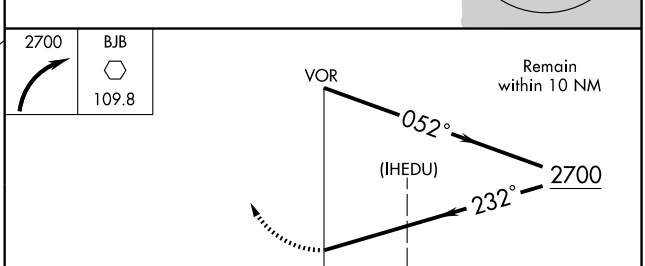
ACTIVATE MIRL Rwy 13-31-CTAF.

MISSED APPROACH: Climbing right turn to 2700 in BJB VOR holding pattern.

AWOS-3	MILWAUKEE APP CON	CLNC DEL	UNICOM
120.0	125.35 307.0	124.75	122.8 (CTAF) L







REIL Rwys 13 and 31 L
MIRL Rwys 6-24 and 13-31 L

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-24	1380-1 501 (500-1)		1380-1½ 501 (500-1½)	
CIRCLING	1400-1 512 (600-1)	1420-1 532 (600-1)	1460-1½ 572 (600-1½)	1520-2 632 (700-2)

EC-3. 14 JAN 2010 to 11 FEB 2010

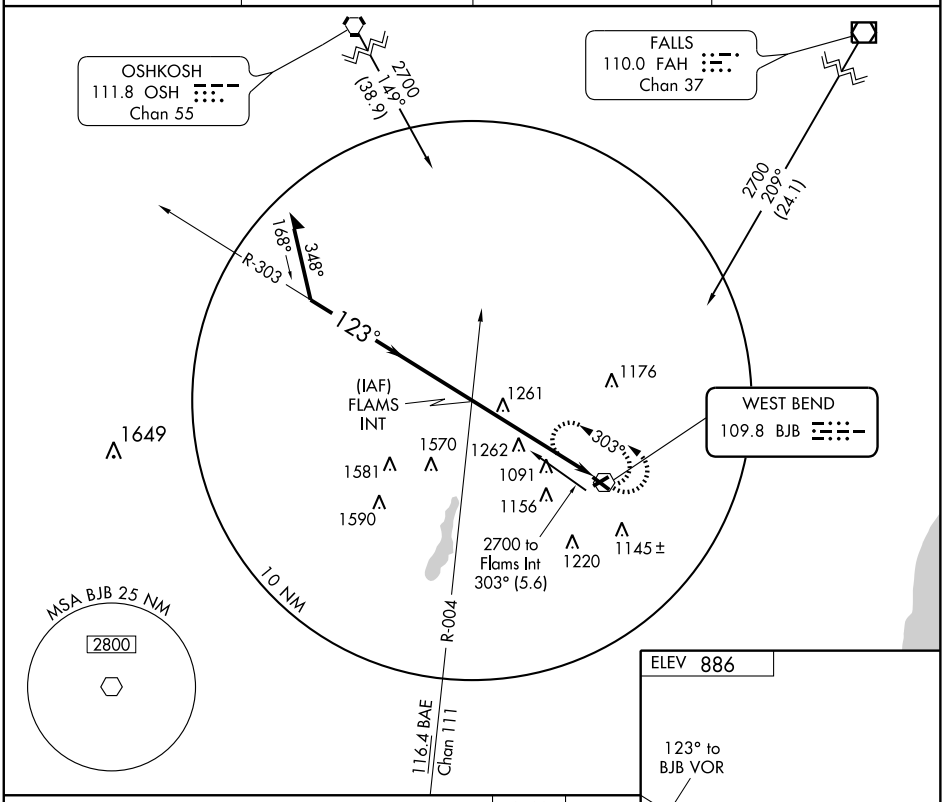
VORTAC BJB	APP CRS	Rwy Idg	4494
109.8	123°	TDZE	882
		Apt Elev	886

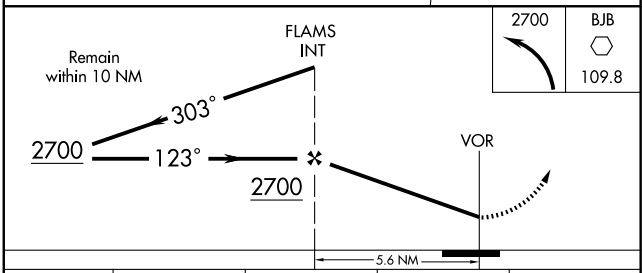
VOR RWY 13
WEST BEND MUNI (ETB)

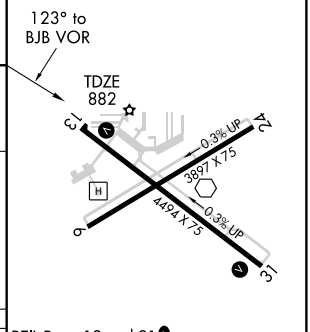
ACTIVATE MIRL Rwy 13-31-CTAF.

MISSED APPROACH: Climbing left turn to 2700 in BJB VOR holding pattern.

AWOS-3	MILWAUKEE APP CON	CLNC DEL	UNICOM
120.0	125.35 307.0	124.75	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1540-1	658 (700-1)	1540-1¾ 658 (700-1¾)	1540-2 658 (700-2)
CIRCLING	1540-1	652 (700-1)	1540-1¾ 652 (700-1¾)	1540-2 652 (700-2)

REIL Rwys 13 and 31 L
MIRL Rwys 6-24 and 13-31 L

Knots	60	90	120	150	180
Min:Sec					

EC-3, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	5500
201°	TDZE	1021
	Apt Elev	1021

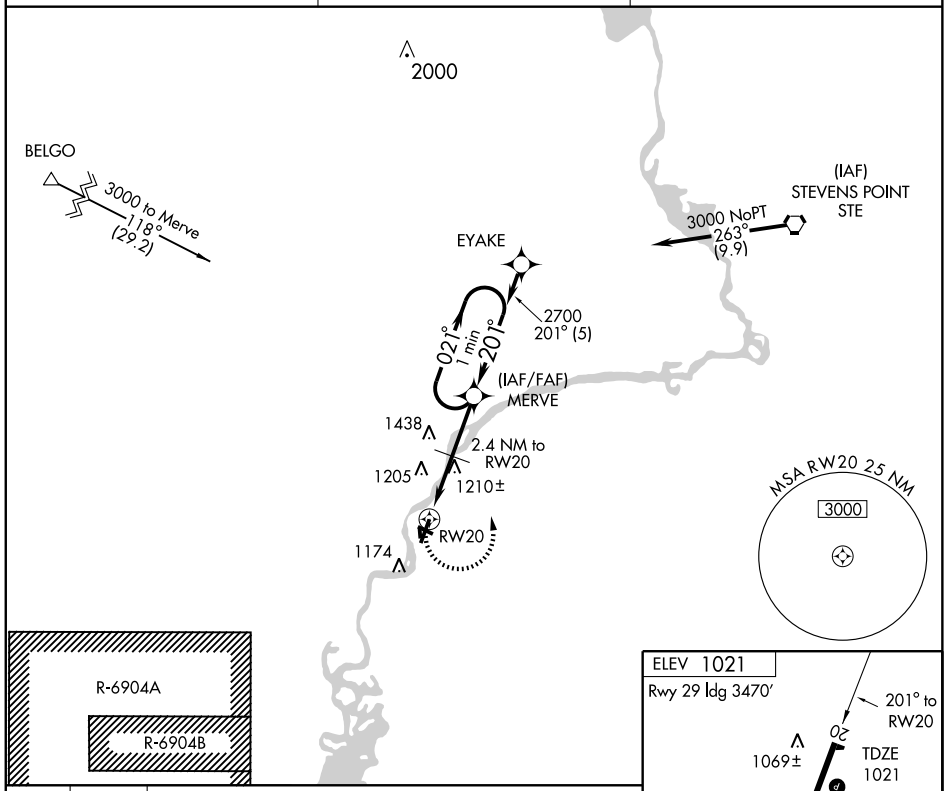
GPS RWY 20

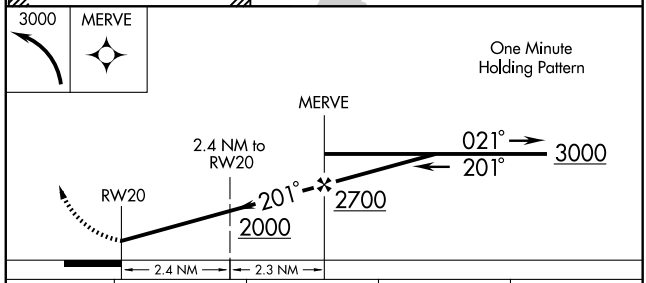
WISCONSIN RAPIDS/ALEXANDER FIELD SOUTH WOOD COUNTY (ISW)

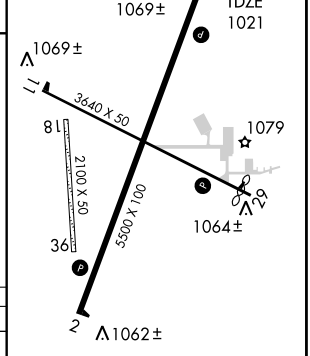
NA

MISSED APPROACH: Climbing left turn to 3000 direct MERVE WP and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.575	124.4 317.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-20	1460-1	439 (500-1)	1460-1¼ 439 (500-1¼)	1460-1½ 439 (500-1½)
CIRCLING	1480-1	459 (500-1)	1520-1½ 499 (500-1½)	1620-2 599 (600-2)

REIL Rwys 2 and 20 L
MIRL Rwys 2-20 and 11-29 L

EC-3. 14 JAN 2010 to 11 FEB 2010

LOM EK	APP CRS	Rwy Idg	5500
326	020°	TDZE	1018
		Apt Elev	1021

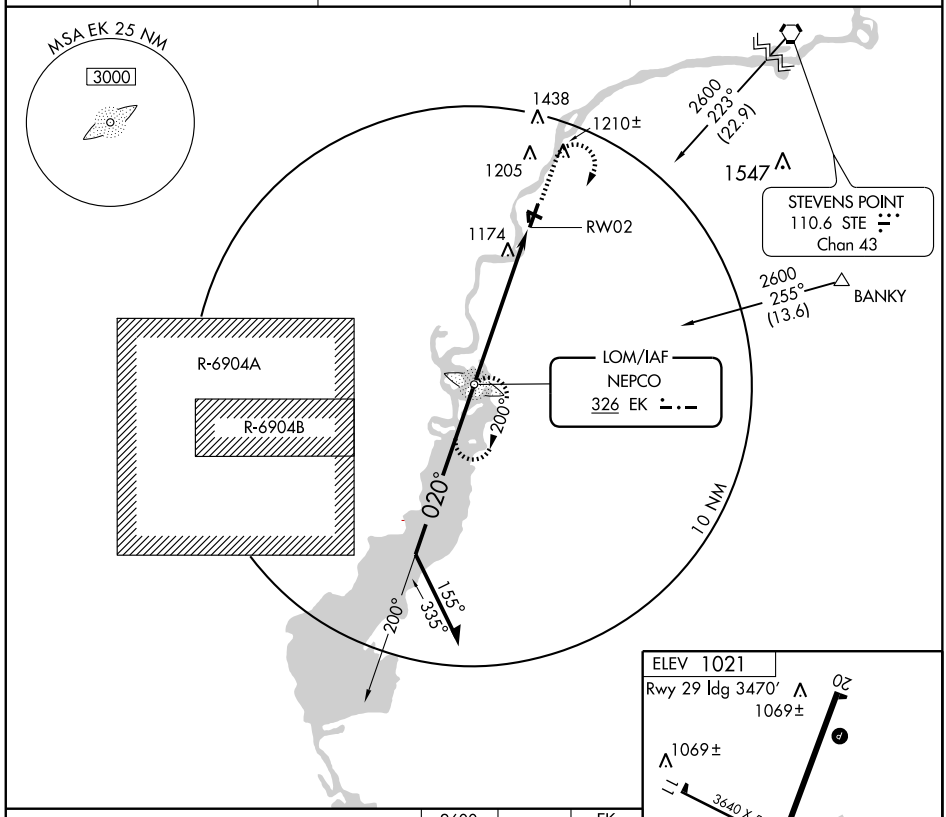
WISCONSIN RAPIDS/
ALEXANDER FIELD SOUTH WOOD COUNTY (ISW)

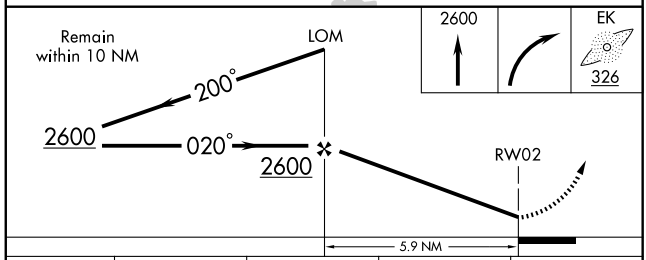
NDB or GPS RWY 2

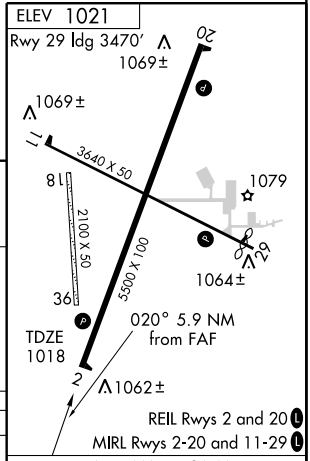
NA — Procedure not authorized when R-6904 A and B active.

MISSED APPROACH: Climb to 2600 then right turn direct EK LOM and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.575	124.4 317.7	122.8 (CTAF) L







FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
S-2	1480-1	462 (500-1)	1480-1¼ 462 (500-1¼)	1480-1½ 462 (500-1½)
CIRCLING	1480-1	459 (500-1)	1520-1½ 499 (500-1½)	1620-2 599 (600-2)

EC-3, 14 JAN 2010 to 11 FEB 2010

NDB ISW 215	APP CRS 305°	Rwy Idg 3470 TDZE 1019 Apt Elev 1021

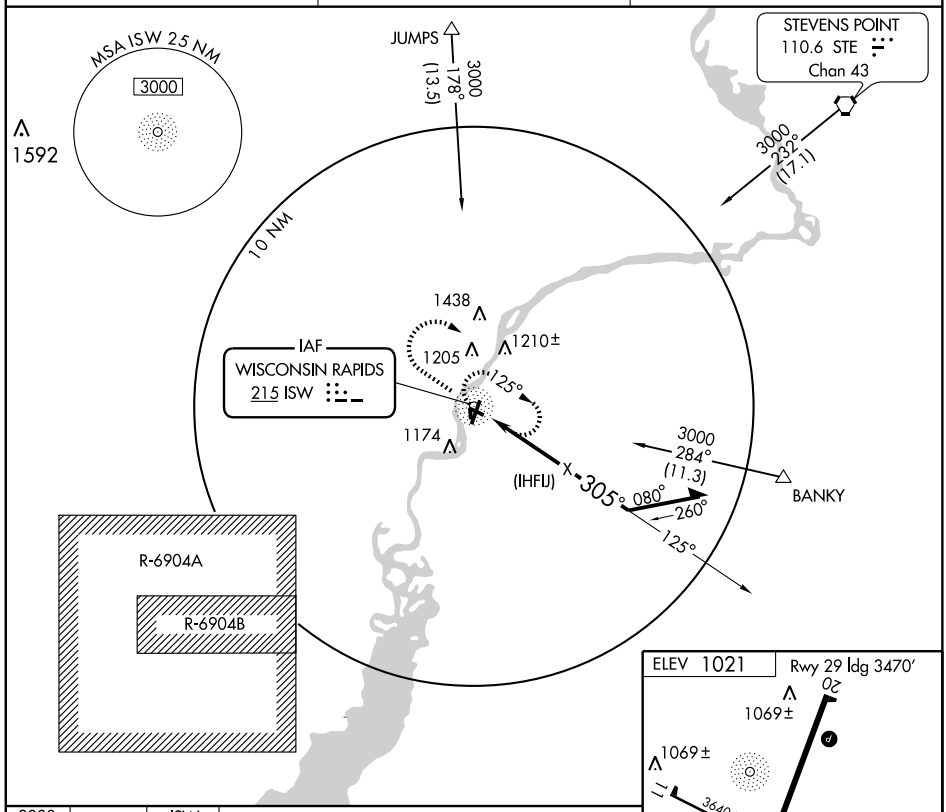
WISCONSIN RAPIDS/ ALEXANDER FIELD SOUTH WOOD COUNTY (ISW)

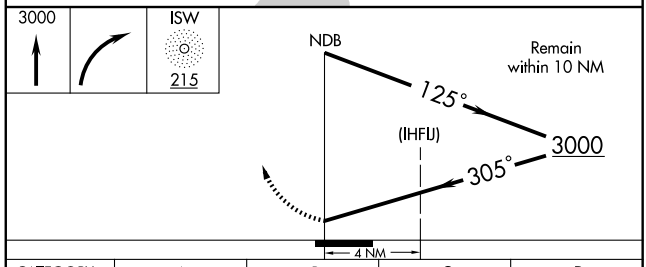
NDB or GPS RWY 29

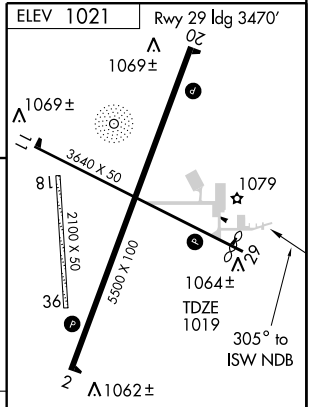
NA

MISSED APPROACH: Climb to 3000 then right turn direct ISW NDB and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.575	124.4 317.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-29	1620-1	601 (600-1)	1620-1¾ 601 (600-1¾)	1620-2 601 (600-2)
CIRCLING	1620-1	599 (600-1)	1620-1¾ 599 (600-1¾)	1620-2 599 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010

SDF EKP	APP CRS	Rwy Idg	5500
108.7	021°	TDZE	1018
		Apt Elev	1021

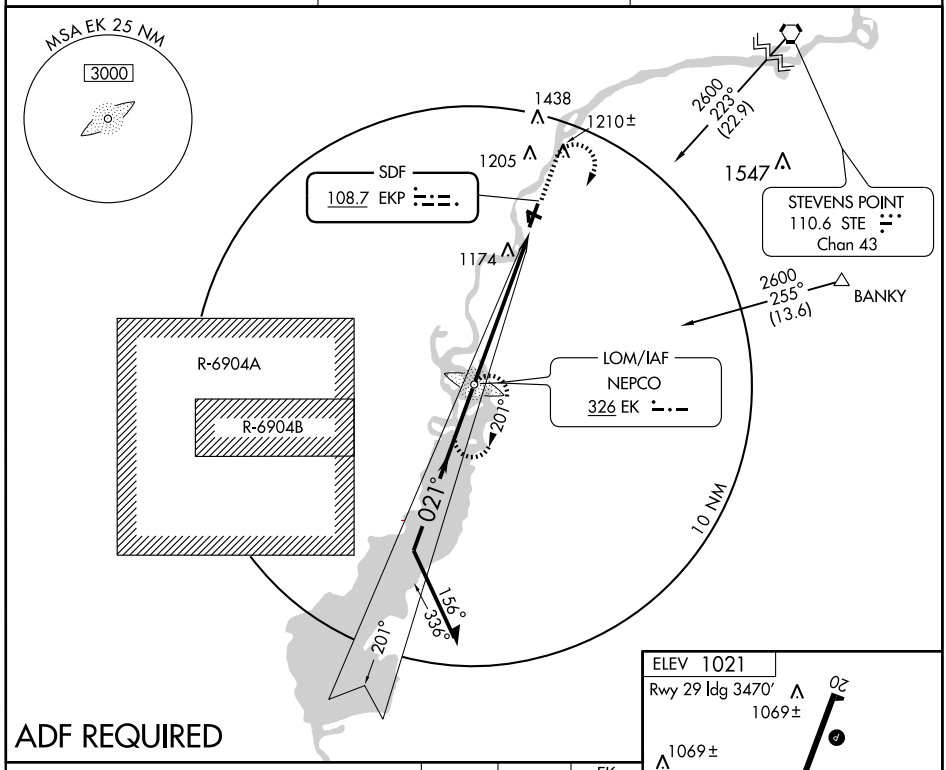
SDF RWY 2

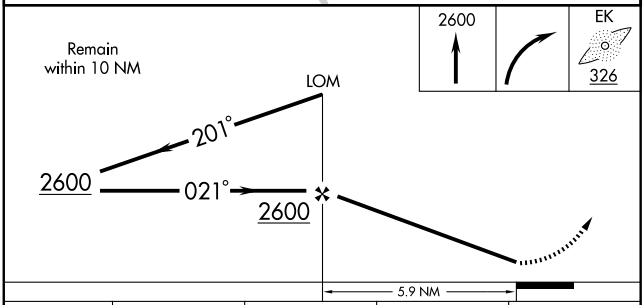
WISCONSIN RAPIDS/
ALEXANDER FIELD SOUTH WOOD COUNTY (ISW)

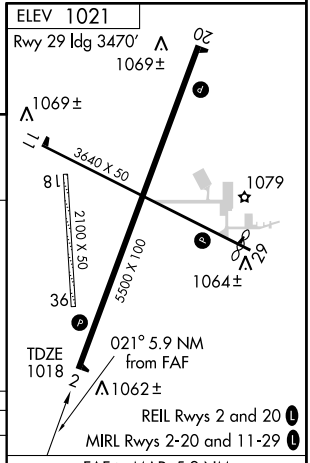
⚠ NA Procedure not authorized when R-6904 A and B active.

MISSED APPROACH: Climb to 2600 then right turn direct EK LOM and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.575	124.4 317.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-2	1360-1 342 (400-1)			1360-1¼ 342 (400-1¼)
CIRCLING	1480-1 459 (500-1)		1520-1½ 499 (500-1½)	1620-2 599 (600-2)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

EC-3. 14 JAN 2010 to 11 FEB 2010

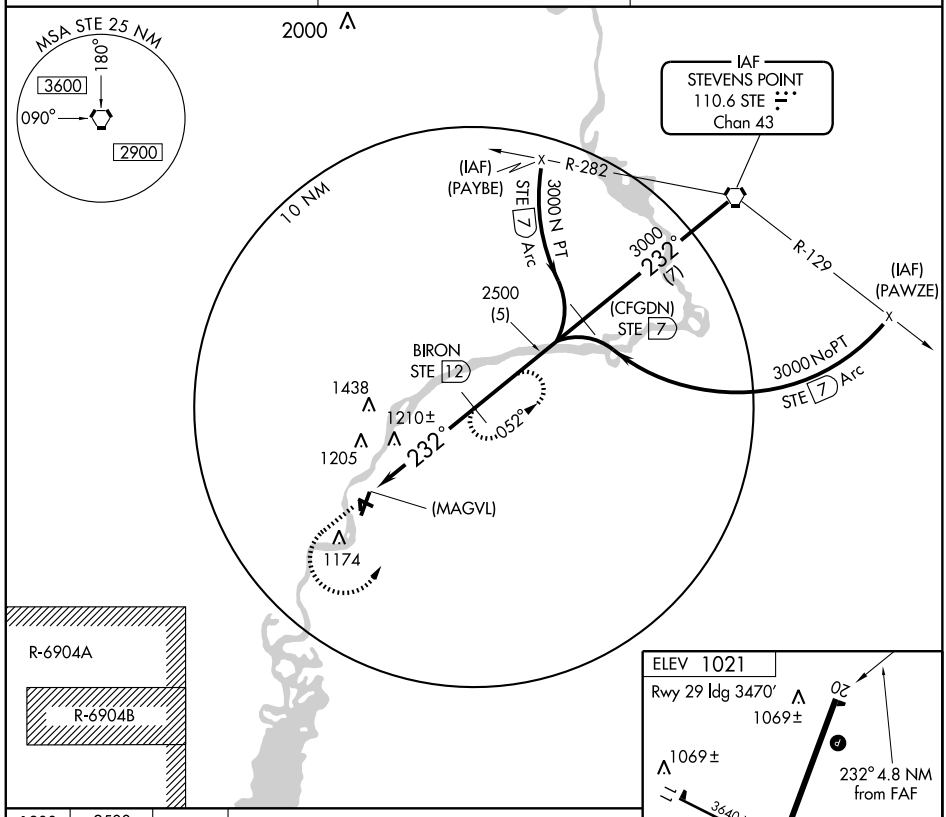
VORTAC STE	APP CRS	Rwy Idg	N/A
110.6 Chan 43	232°	TDZE	N/A
		Apt Elev	1021

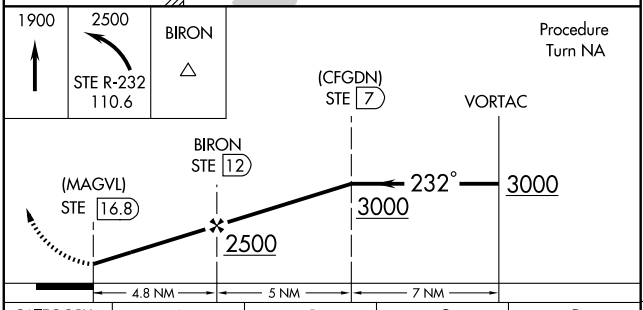
WISCONSIN RAPIDS/ ALEXANDER FIELD SOUTH WOOD COUNTY (ISW)

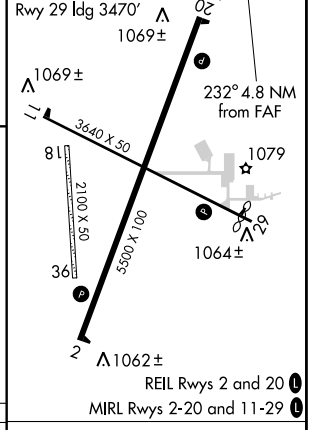
VOR/DME or GPS-A

MISSED APPROACH: Climb to 1900 then climbing left turn to 2500 via STE R-232 to BIRON and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.575	124.4 317.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1580-1 559 (600-1)		1580-1½ 559 (600-1½)	1620-2 599 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-3. 14 JAN 2010 to 11 FEB 2010